

## Technical note

---

<b>Project</b>	Moray Council Framework	<b>Date</b>	24 July 2007
<b>Note</b>	Second Moray Local Transport Strategy: First Stage Consultation Report	<b>Ref</b>	CTEAJY010
<b>Author</b>	Pamela Gidney		

---

### *1 Introduction*

1.1 Moray Council are currently in the process of preparing the Second Moray Local Transport Strategy (MLTS2) to help plan for improved transport infrastructure and services in the area. In developing the strategy, a number of key activities have been undertaken as part of the First Stage, including:

- Review of achievements since the First Moray LTS in 2001;
- Identification of the prevailing transportation problems and issues experienced by the communities of Moray;
- Initial vision and set of objectives presented for consideration and review;
- Consideration and identification of possible options/schemes to address vision and objectives.

1.2 Three publications were prepared to assist with the First Stage of developing MLTS2:

- Moray Key Transport Trends;
- MLTS2 First Stage Discussion Paper; and
- First Stage Survey/Response Form.

• Copies of these documents can be accessed via [www.moray.gov.uk/moray\\_standard/page\\_51310.html](http://www.moray.gov.uk/moray_standard/page_51310.html).

1.3 The purpose of this Technical Note is to review and report on the consultation responses received through the First Stage.

### *2 First Stage Consultation*

2.1 Consultation and participation is integral to the development of MLTS2. This is particularly important to ensure the interests of all communities in Moray are represented as far as possible.

2.2 The First Stage Consultation ran from 11 June 2007 to 6 July 2007 to provide key stakeholders, interest groups and wider public with the opportunity to submit their views at an early stage. The First Stage Survey/Response form posed thirteen questions and provided a framework for respondents to submit their views. This was made available for completion in both hard copy (freepost return envelopes were provided with the hard copies) and electronic format. A total of 162 consultees were contacted directly via email/letter as part of the First Stage Consultation and invited to complete the survey response form.

2.3 A total of thirty-one responses were received. This included twenty-seven survey response forms and four e-mail submissions presenting comments outside the structure of the response form. Respondents have been grouped into a number of categories as detailed in Table 1.

*Table 1: Respondents by Category*

<b>Respondent Category</b>		<b>No.</b>	<b>% Response</b>
Individual	Members of the Public	15	48
Organisation	Moray Council Departments	4	13
	Community Councils	5	16
	Community Planning and other Representative Organisations	5	16
	Other Authorities	2	6

N.B. Percentages do not equal 100% due to rounding.

2.4 A full list of respondents is documented in Annex A.

2.5 It should be noted that in the analysis which follows, any quantification of views provided in relation to the questions posed is for indicative purposes only and based on the population of respondents who formally submitted a completed form (twenty- seven respondents in total). This report sets out the responses received to each of the questions. The e-mail comments received from the other four respondents are captured in Section 6.

2.6 As part of the First Stage Consultation, seven consultation workshops were also held during June 2007 to provide the opportunity for Moray Council transport officers to share information and engage at an early stage with key stakeholders, interest groups and members of the public in the development of MLTS2. At each consultation there was a daytime drop-in session followed by a presentation/workshop in the evening. Further detail on the consultation workshop programme and a copy of the media advertisement is documented in Annex B. The comments from each of the workshops are summarised in Annex C.

---

3 ***Where We Are: Moray Key Transport Trends, Opportunities and Problems***

3.1 The consultation asked:

**Q1. Overall how would you describe the quality of transport provision for your needs: very good, good, satisfactory, poor or very poor? Please provide reasons for your responses.**

3.2 The overall provision of transport in Moray was considered to be satisfactory by the majority (eleven) respondents who answered this question. No respondents considered the transport provision to be very good. A breakdown of all responses received is provided in Table 2.

*Table 2: Quality of Transport Provision in Moray*

<b>Quality of Transport Provision</b>	<b>No.</b>
Very Good	0
Good	3
Satisfactory	11
Satisfactory/Poor	2
Poor	8
Very poor	1

3.3 The quality of public transport was a recurring theme, with thirteen respondents highlighting inadequacies with bus services in Moray as a key reason for their response. Particular concerns were raised in relation to:

- Availability of services;
- Cost; and
- Connections to and between rural communities outside of Elgin and also from Moray to the South of Scotland.

3.4 One respondent commented:

*"...Last bus home from Elgin to Speyside is 2205 - does not leave enough time to get from cinema etc to bus stop, this is particularly annoying at weekends if teenagers want to go to the cinema in the evening (or fee paying adults!)." (Individual)*

3.5 There was also concern regarding rail services in Moray, including the Inverness-Elgin-Aberdeen line and connections to the south and integration of bus services from outlying communities with train services.

3.6 Four respondents also felt facilities for pedestrians and cyclists were inadequate and perceived to be of less importance to the needs of motorists. Concerns

---

were also raised by two respondents regarding links from Moray to Inverness/Aberdeen and the south.

**Q2. Do the most strongly felt views/results of the Moray Citizens Panel reflect your views on transport issues in Moray? Please give reasons.**

3.7 The most strongly felt views/results of the Moray Citizen Panel survey (in total 1002 responses were received) on travel and transport included:

- Road links to Inverness and Aberdeen are poor;
- It is easy to get a taxi on Moray;
- Road maintenance of minor roads in Moray had not improved in recent years; and
- There were poor road links to the South of Scotland.

3.8 There was mixed opinion on whether the views of the Moray Citizens Panel reflected respondents' views on transport issues in Moray.

3.9 Those respondents who did not agree (ten in total) with the views of the Panel regarded the points raised to be car focussed and insufficient in capturing issues experienced by users of other modes. It was also felt by six consultees that the availability of taxis in Moray was not as positive as the findings of the transport study suggested.

3.10 Of the thirteen respondents who agreed with the views of the Panel there was particularly strong feeling concerning road maintenance and upgrading, especially in relation to the A96. Interestingly one respondent did suggest the road standards in Moray were relatively high in comparison to other areas. There was also concern from a number of respondents regarding links between Moray and the south of Scotland. One respondent also expressed concern regarding the A95 and increase in HGV traffic using this route to access Elgin from the A9.

**Q3. Please list in descending order the four most important transport issues/problems for you?**

3.11 Table 3 provides a summary of the most important transport issues/problems identified by respondents (the figures quoted relate to the number of respondents).

*Table 3: Summary of Transport Issues/Problems Ranked by Priority.*

Issue	First	Second	Third	Fourth
Cycle/walking provision	3	6	1	3
Public Transport	9	7	9	8
Road - maintenance/upgrades	5	4	5	2
Links to Inverness Airport		2		
Links to the South	1		1	2
Elgin Bypass	3			
Parking	2		4	2
Freight	1	1		
Environment	1			
Road safety		3	1	1
Taxis				2
Congestion	1	1	1	
Planning				3
Integration	1	1	2	

3.12

From the information presented in Table 2 it is evident that public transport is of greatest concern. Specific issues were wide ranging, including access to services from outlying communities, integration between services and cost. Road maintenance/upgrade was also a key consideration for many, including both key strategic routes in Moray – A96, A9 and A95 – and the local road network. Walking and cycling provision was also a recurring theme, particular issues related to on/off road provision, carriage of bikes on other modes etc.

#### *Workshops*

3.13

Transport issues/problems were also identified at each of the consultation workshops and many of the points raised endorse those detailed in Table 3 at the local level. The most frequently cited issues included:

- Pedestrian and cycle provision/facilities, including maintenance issues;
  - Public transport e.g. bus shelters, fares, connections,
  - Elgin bus station – location; facilities; general environment;
  - On street parking within town centres;
  - Road safety – speed of vehicles through communities.
- A full record of the specific points raised at each workshop is provided in Annex C.

#### **Q4. Are you aware of any local transport issues that have not been noted or identified in the MLTS2 First Stage Discussion Paper?**

3.14

From the twenty-five respondents who answered this question, twelve agreed there were additional transport issues to those noted in the Discussion Paper.

---

The additional issues identified were wide ranging. The most frequently cited views included:

#### **Public Transport**

- The need for the Elgin to Inverness bus service to serve Inverness Airport;
- Shorter rail journey times from Aberdeen to Inverness; and
- Provision of bus services – weekday early mornings and evenings; Sundays.

#### **Cycling**

The provision of additional cycle racks in Moray.

#### **Integration**

- Integration between modes – proposal to charge for parking at Elgin Station when no public transport is available to connect with first train on weekday morning;
- Integration of the Cairngorms Core Paths Plan into MLTS2. Young travellers; and
- The needs of young travellers.

#### **Road Improvements**

The A96 and A941 have not been thoroughly included within proposed intersect improvement plans.

4

### ***Vision and Objectives***

4.1

The consultation asked:

#### ***Vision***

**Q5. Does the proposed vision meet your aspirations for future transport in Moray?**

4.2

The following vision was presented in the First Stage Discussion Paper:

*“Excellent connections and accessibility are achieved for Moray through a safe, integrated, reliable transport system that supports economic development and the needs of the community in the most sustainable way.”*

4.3

The majority of respondents (fifteen in total) agreed that the vision met their aspirations for future transport in Moray. Of the seven respondents who did not agree the vision captured their aspirations a variety of reasons were provided, including potential constraints impacting on realisation of the vision:

---

*“It is unlikely to happen: money is tightly controlled and schemes might be proposed but any proposals will be carried out partially and not very well.”* (Individual)

4.4 A number of comments were also received regarding the specific wording of the vision:

*“Good, but could include mention of visitors and residents needs and environmental impact.”* (Community Planning/other Representative Organisation)

*“I would like to see a safe, integrated, reliable, affordable transport system.”* (Individual)

*“The vision should include the word affordable after safe.”* (Community Planning/other Representative Organisation)

*“The vision misses out: Affordable – that can be from the national, local or personal point of view. Inclusive – provides a service to meet the needs of all. Integrated – joined up between the various transport options.”* (Community Planning/other Representative Organisation)

#### **Q6. Is the proposed vision clear and understandable?**

4.5 The majority of respondents (twenty) agreed the vision was clear and understandable. However, one respondent was more critical of the vision commenting it represented *“...just words designed to be compliant whether achieved or not...there are no dates given as to when objectives will be achieved.”* (Individual), while another felt it was *“Too long and not focussed.”*

4.6 A further two respondents also felt the vision could be improved in terms of clarity:

*“I am unsure is “accessibility” supposed to mean if Moray becomes accessible or if the different forms of transport become accessible?”* (Individual)

#### *Key Objectives*

#### **Q7. Do the key objectives tackle the problems and issues facing Moray?**

4.7 Of the respondents who answered this question the majority (nineteen) agreed the key objectives (listed in Table 3 overleaf) do tackle the problems and issues facing Moray.

4.8 Five respondents did not agree the objectives were appropriate to tackle the transport problems and issues facing Moray. A number of comments were received regarding the specific wording of some of the objectives. One

---

respondent felt maintaining and managing an improved transport infrastructure should be a key objective. In terms of increasing travel choices, another respondent suggested there was a need for clarification to highlight the intention is to increase sustainable travel choices and not travel choices more generally. The same respondent also suggested an additional objective centred on reducing CO<sub>2</sub> emissions.

4.9 Further suggestions included:

*“Add in an objective regarding cost/affordability for all users, not just the elderly.”*  
(Community Council)

*“I suggest that “inclusive” is missing from the objectives and affordable should also be included.”* (Community Planning/other Representative Organisation)

*“But need to highlight the particular needs of rural travellers.”* (Community Planning/other Representative Organisation)

**Q8. Do you have a priority ranking for the Key Objectives (rank in descending order i.e. most important first)?**

4.10 Twenty respondents agreed there should be priority ranking of the key objectives and only two were in disagreement. Five respondents did not answer this question.

4.11 Different options were presented by respondents for the actual ordering of the objectives. Table 3 presents a summary of how respondents ranked the different objectives. The figures quoted in columns two to six relate to the number of respondents. A weighting system was also applied to provide an overall score for each objective which is recorded in column seven (1<sup>st</sup> priority = weighting of 5; 2<sup>nd</sup> priority = weighting of four applied etc i.e. the higher the overall score the greater the priority of the objective).

4.12 Objective E was viewed to have greatest priority by the majority with nine and five respondents ranking it first and second respectively. Least priority was afforded to Objective A.

Table 3: Key Objectives Ranked by Priority.

Objective	First	Second	Third	Fourth	Fifth	Total
E. Increase travel choices and enhance linkages between different means of travel to reduce the need for car use and improve health.	9	6	1			72
D. Improve accessibility to jobs, services and facilities within Moray.	4	3	5	6	2	61
B. Promote safer travel for all.	3	4	1	5	5	49
C. Maintain and manage the existing transport infrastructure effectively.	1	3	6	3	5	46
A. Support and enable economic development in a sustainable way.	1	2	5	4	6	42

*Sub-Objectives*

**Q9. Is there anything else that needs to be included in the list of sub-objectives?**

4.13

Eleven respondents provided comments on this question. A number of the comments reflected particular options rather than sub-objectives. For example, one respondent sought:

*“.....a new crossing of the railway at Elgin West to connect New Elgin with Elgin West and A96. Double yellow lines on The Wards from Wards Road to Edgar Road....”*  
(Community Council)

4.14

More strategic comments included:

*“Make it easier for children to travel on their own.”* (Individual)

*“Force truck traffic onto rail to reduce the carbon impact.”* (Community Council)

*“If much more could be made of rail freight, thus taking many lorries off the A9, A941 and A96 this would go a long way to solving many of the problems.”* (Individual)

*“Improve links between cycling, walking and public transport.”* (Individual)

**Q10. Do you think there is more that could be done through transport means to tackle social exclusion and accessibility in Moray?**

---

4.15 Respondents identified a range of options to address social exclusion and improve accessibility in Moray. Recurring themes included (the figures in brackets denote the number of respondents who raised each point):

- Public transport (12 respondents) – improved bus services especially in the evenings; more information on available services; links with rural communities e.g. North Darklands; integration between modes; concessions in rail fares; better structured fares; improved facilities for disabled persons both onboard and at interchange points;
- Community transport initiatives (4 respondents); and
- Sustainable modes (5 respondents) – investment in off-road cycling/walking provision.

**Q11. Do you consider that there is a pressing need to change travel behaviour in Moray and what kind of measures might encourage you to change to a more sustainable travel option?**

4.16 There was broad consensus that there is a need to change travel behaviour in Moray with twenty-two respondents in agreement and only two disagreeing. This view is consistent in relation to responses received to Question 8 where nine and six respondents ranked Objective E - *Increase travel choices and enhance linkages between different means of travel to reduce the need for car use and improve health* as first and second priority respectively.

4.17 In terms of potential measures to promote a change in travel behaviour a range of options were suggested with sixteen respondents identifying public transport improvements as being of importance, particularly in relation to frequency and reliability of services, routing of services, cost and integration between different modes.

4.18 Six respondents also suggested improved provision for pedestrians and cyclists would be of benefit to promoting changes in travel behaviour. A further three respondents highlighted opportunities to changing travel behaviour available through car sharing.

**5 *Possible Options (Schemes and Initiatives) to meet the Vision and Objectives***

5.1 The consultation asked:

**Q12. Are there any other transport options that you would like to see added to the preliminary list and is there anything else that could be done to better achieve the objectives of the strategy?**

- 
- 5.2 Thirteen respondents who answered this question identified additional transport options. Suggestions included (the figures in brackets denote the number of respondents who raised each point):
- Enhanced pedestrian/cycle networks within and between communities (5 respondents);
  - More reliable and cheaper public transport (4 respondents);
  - Provision of adequate public transport facilities e.g. shelters at bus stops (2 respondents);
  - Road safety measures in local communities e.g. 20mph zones supported by electronic warning signs (1 respondent);
  - Provision of adequate parking facilities (3 respondents);
  - Promotion of local economy to reduce need to travel (1 respondent).

- 5.3 One respondent felt the options presented were very focussed on road schemes with scope for more support of sustainable transport options. The same respondent also raised particular concerns regarding commitments to extend existing parking controls or charging regimes. It was also suggested that the rail options presented failed to recognise proposals to enhance the Aberdeen-Inverness line with a desire for additional stations possibly conflicting with this aspiration.

**Q13. Are there any barriers to the success of specific options/initiatives?**

- 5.4 Fifteen respondents recognised there were likely barriers to the success of options/initiatives outlined while three did not and seven provided no answer.
- 5.5 Of those who agreed barriers existed, financial constraints were a recurring theme and identified as an issue by ten respondents. Other barriers included public perceptions (e.g. people have always been able to park at particular locations), lack of integrated working between different transport providers (e.g. NHS; education; social services etc), insufficient integration between transport and land use planning and the rural nature of Moray especially in relation to the viability of bus and rail services.
- 5.6 One respondent also recognised the potential impact of other policies which do not necessarily support the LTS, for example the choice of schools available to parents encourages more traffic on the roads and a requirement for longer school journeys.

**6 Further Comments**

- 6.1 Additional comments provided in the final section to the response form again highlighted the importance of issues raised in response to the direct questions

---

posed, including (the figures in brackets denote the number of respondents who raised each point):

- Walking and cycling provision (2 respondents).
- Public transport improvements (8 respondents);
- Road upgrades (2 respondents), e.g. A96; A941 from Craigellachie to Elgin should be trunked to recognise its importance as the main link between Elgin and the south; and
- Road safety (1 respondent).

6.2 In addition, one of the responses submitted without using the survey form also provided further support to a number of points raised, for example the need to improve public transport connections from smaller towns in Moray and more outlying areas and enhancement of the rail network. Another respondent also presented a strong argument for the needs of young people to also be considered with reference made to the transport points presented in the *Moray Youth Strategy*.

6.3 A number of additional comments were also noted in this section of the form:

#### Elgin Bypass

6.4 Several comments were received in relation to proposed plans for the routing of the Elgin Bypass, including:

- Two respondents expressed concern regarding the Elgin Bypass North Route in view of impact this would have on Oakwood and Quarrelwoods. Furthermore, the Southern Route was also considered to provide a more natural link with the existing road network.
- It was also suggested by another respondent that all parties – Moray Council, Transport Scotland and BEAR – need to demonstrate that all internal traffic has been looked at to saturation point and all major intersections have been re-designed to accommodate maximum traffic flow.

#### Management and Administration

- Comments were also raised in relation to the management and administration arrangements in the development of MLTS2. This was particularly evident in comments raised at the consultation workshops, for example at the consultation workshop in Forres it was noted that engagement should be prioritised as part of the development of MLTS2 and it would be important to demonstrate views are taken board.

- 
- 6.5 Comments of this nature were also received on a number of the survey response forms, a recurring theme being a request for the public to be kept informed of the outcome of the First Stage consultation and any future consultations undertaken to inform the development of the strategy.
- 6.6 A number of comments were also raised by one respondent in regard to the format of the strategy. For example, the inclusion of background detail on each project/option and link with the previous LTS to allow for performance to be demonstrated. The need for more strategic thinking to inform the decision making process and allocation of capital and revenue budgets was also suggested.
- 6.7 It was also suggested by another respondent (NESTRANS) that the LTS needs to demonstrate it is consistent with and follows on from the HITRANS Regional Transport Strategy (RTS) with account also taken of the NESTRANS RTS. The LTS should provide local actions for the Moray area with specific actions for the three to five year period which will contribute to achieving the strategic objectives of the RTS. In this respect it was noted the vision, objectives, issues and range of options presented should be regionally strategic.
- 6.8 The format of the consultation was also raised by one respondent, in particular the difficulty presented in forwarding documents to some respondents such as young people.
- 7 **Conclusions**
- 7.1 The analysis of responses received to the First Stage Consultation suggest there is scope for improvement to the quality of transport provision in Moray with only two respondents considering it to be of good quality. Key transport issues of concern in Moray include:
- Cycle/walking provision;
  - Public transport – infrastructure, services, connections, cost;
  - Transport links to and between communities outside of Elgin;
  - Road maintenance and upgrades, in particular A96, A9, A95; and
  - Road safety, particularly on local roads within communities.
- 7.2 There was general consensus surrounding the vision and objectives presented, with some suggestions made regarding the specific wording used and linkage with the RTS objectives. In terms of priority, Objective E - *Increase travel choices and enhance linkages between different means of travel to reduce the need for car use and improve health* – was considered to be of greatest priority. Financial constraints were identified as a key issue in relation to the delivery and success of specific options/initiatives.

---

7.3 A number of other points were raised, including the importance of communication to keep people informed at all stages as the development of the strategy progresses.

**8** *Next Steps*

8.1 As noted in Section One, this Technical Note has provided an outline of the key issues and recurring themes arising from the First Stage Consultation undertaken to inform the development of MLTS2.

8.2 In terms of next steps, the vision, objectives and emerging options presented in the First Stage Discussion Paper will be reviewed in light of the consultation responses and analysis presented in this note.

8.3 There will be further opportunity for key stakeholders, interest groups and members of the public to provide input through the formal consultation which will be undertaken on the Draft MLTS2 towards the end of 2007. Further details on the consultation will be publicised in due course.

---

## **ANNEX A: List of Respondents to the Consultation**

### **Individuals – 15**

#### **Moray Council Departments**

- Environmental Services: Environmental Protection – Access Manager
- Chief Executive: Community Planning and Development – Dialogue Youth Co-ordinator
- Environmental Services: Consultancy – Senior Bridges Engineer
- Chief Executive: Corporate Policy Unit – Corporate Policy Unit Manager

#### **Community Councils**

- Rothes Council
- Elgin Community Council
- Buckie Council
- Craigellachie Village Council
- Glenlivet and Inveraven Community Council

#### **Community Planning and other Representative Organisations**

- Quarrelwood Woodland Park Association
- Forres Area Forum
- Lhanbryde Community Challenge
- Elgin North Local Area Forum
- Moray Access Panel/Shopmobility Moray

#### **Other Authorities**

- Cairngorms National Park
- NESTRANS

---

**ANNEX B: Consultation Workshop Programme and Media Notices**

- Keith – Monday 11<sup>th</sup> June 2007
- Forres – Friday 15<sup>th</sup> June 2007
- Buckie – Monday 18<sup>th</sup> June 2007
- Fochabers – Tuesday 19<sup>th</sup> June 2007
- Lossiemouth – Thursday 21<sup>st</sup> June
- Aberlour – Tuesday 26<sup>th</sup> June 2007
- Elgin – Thursday 28<sup>th</sup> June 2007

**Media Notices**

<b>Journal</b>	<b>Issue Date(s)</b>
Banffshire Herald	Friday 1 <sup>st</sup> June 2007
	Friday 8 <sup>th</sup> June 2007
Northern Scot	Friday 8 <sup>th</sup> June 2007
	Friday 15 <sup>th</sup> June 2007
Press & Journal	Friday 8 <sup>th</sup> June 2007
	Friday 15 <sup>th</sup> June 2007
Banffshire Advertiser	Tuesday 5 <sup>th</sup> June 2007
	Tuesday 12 <sup>th</sup> June 2007
Forres Gazette	Wednesday 6 <sup>th</sup> June 2007
	Wednesday 13 <sup>th</sup> June 2007

---

## ANNEX C: Consultation Workshop Summary Notes

### *Keith Comments*

#### **Walking and Cycling**

- Cycle route from Lhanbryde to Elgin should be created.

#### **Roads**

- Keith (shops) may be better served by adding traffic signals to Church Rd/ Banff Road junction and reversing the one way system along Mid Street
- The removal of the public toilets at Reidhaven Square and creation of a new roundabout.
- Pedestrian crossing in Regent Street was too slow to react to pedestrians and that they suffered too long a wait to cross.
- No signs off the A96 to direct traffic to the shopping area.
- Street lighting should be extended between Newmill and Fife Keith (Newmill Road)
- The A941 was considered a more strategic road than the northerly part of the A95 that connects with the A96 and that it should be changed to trunk road status. A significant number of HGVs (Distilleries) used this route and it was the direct route to Grantown and to the south.

#### **Parking**

- Parking on Moss street (A96) between the Drum Road junction and the Reidhaven square junction was a problem. When cars parked either side there was insufficient room for two way flows unhindered (particularly HGVs). Additional parking restrictions were suggested.

---

### **Forres Comments**

#### **Walking/Cycling**

- A pedestrian crossing over A96 to railway station.
- There is a lack of cycle parking in Forres town centre.
- More info on Core Paths Plan required – link on LTS web page? Even link to Land Reform Act site.

#### **Public Transport**

- Bus shelter required for all stops where no alternative cover is provided.
- Leancoil Hospital is now a treatment centre – no easy access for pedestrians/ patients. Lack of bus service.
- There is no direct route to Inverness Airport for bus services.
- Timings are wrong for rail journeys (departures) from Forres to reach destinations in time for work/ college.
- Saver tickets etc do not allow travellers to use peak hour trains using concession card.
- A bus station in the centre of Forres, on the high street, was not considered necessary.

#### **Roads**

- Improve bridges on A940 – several reduce to one lane and is dangerous. Do not fix by traffic lights as this will cause even more delays. Widen the bridges themselves.
- Construct a wholly new route between Aberdeen and Inverness with junctions off to settlements (cheaper than individual bypasses).
- Roundabout at bottom of the tolbooth is dangerous. The exit from Rafford Road has very poor left visibility. The slow down electronic message appears to be unsuccessful. The roundabout requires further modifications.

#### **Parking**

- Most of the car parks are on common good land.

#### **Management and Administration**

- Council papers do not get sent out to the community councils- no agendas or minutes.
- Add Citizens panel survey link to the LTS page on the Moray council website.
- Need to prioritise engagement as part of strategy Community Council expects positive consultation to involve feedback to the consultees.

#### **Miscellaneous**

- Unemployed people from Forres have been advised that they will only get allowance if they apply for jobs as far a field as Inverness.
- Census 2001 data- Forres was disadvantaged due to the RAF personnel being missed off the electoral register. Population is actually much larger than listed.
- Direction signs are required for health centre and hospital.

---

### **Buckie Comments**

#### **Walking/Cycling**

- Elgin – the pedestrian crossing provisions at Maisondieu Road near the resource centre were very poor and it was dangerous to cross the road sometimes.
- Positive opinion of Zebra crossings – and are considered as safe crossings.
- There are insufficient facilities for cyclists – no parking facilities and the roads are too dangerous to share with traffic.
- Sustrans pathways are overgrown and poorly maintained.

#### **Public Transport**

- There is inadequate shelter from the elements in many of the bus shelters.
- Concern about the training for all bus drivers in the use of bus ramps & lifts.
- Elderly in particular have a difficulty in getting bus drivers attention to stop – now that many buses do not have the bell to press.
- Bus fares are too expensive.
- The Elgin bus station was in the wrong location, very cramped and sometimes intimidating.

#### **Parking**

- On street parking is a problem on many of the narrower streets

#### **Road Safety**

- A need for street lighting at A98 junction out of town was suggested.
- Suggested the use of P or R plates to signify inexperienced vehicle drivers.

#### **Findochty Harbour**

- Findochty harbour – has a road sign right next to the monument. Suggested that it should be moved so that it does not create a poor environment or sign clutter.
- Findochty harbour – concerns about condition of the harbour wall

---

### **Fochabers Comments**

#### **Walking/Cycling**

- The 60m underpass for the Fochabers bypass is considered unacceptable They have been told that they will not even get CCTV for security. It was likely that pedestrians would continue to cross the new road at road level.
- Elgin – Access to the eastbound bus services via the bus stop just west of the Reiket Lane Roundabout is considered dangerous due to the number of traffic lanes and road width that has to be crossed.
- Maintenance of cycle routes was perceived as poor.
- Very poor driver behaviour at school crossing patrol on the A96

#### **Public Transport**

- Elgin bus station is a disgrace – require a new station altogether.
- Suggested that they did not want the Aberdeen - Inverness bus to go via Inverness Airport.
- Bus timetabling was not good. It was difficult to catch a bus and be able to arrive at your destination /(Elgin/ Inverness/ Aberdeen) at a sensible time for a 9.00am start.
- Suggested the benefits of a bus from Moray to Cairngorms to support mountain biking and skiing interests in particular.

#### **Road Safety**

- Vehicles speed through Fochabers main street (A96) in the evening when the road was quiet. Dangerous with houses and pedestrians so close.
- Police should be more proactive in notifying the council of broken traffic lights etc.
- They love the speed indication device when they see it and think it works well.
- Many of the trees off the A98 were far too close to the carriageway (and other roads) and this was adding to the fatalities within Morays roads.
- Discussed the proposed vehicle access alterations to the bridge in Charlotte Street. It was suggested that the status quo would be a better outcome than what the roads department has proposed.

#### **Management and Administration**

- Community councils do not receive agendas for council meetings. (Minutes etc received ok).

---

### **Lossiemouth Comments**

#### **Walking/Cycling**

- There should be better promotion of the cycle paths – particularly the Elgin to Lossiemouth route.
- Note – core paths plan does not show link from Newton turnoff to Lossie along A941.
- A941 at Lossie playing fields – there should be a pedestrian crossing there.

#### **Public Transport**

- Bus timings are poor between Elgin and Lossiemouth outwith the core 9-5pm period.
- There is no bus from Coulardhill to new medical centre (RAF camp) – however seemingly the service was trialed before but was not commercial and was withdrawn.

#### **Parking**

- Problems in Elgin with people parking and blocking access to drop kerbs.

#### **Road Safety**

- Why do we not promote the enforcement/ use of P and R plates for inexperienced drivers.
- Legislate for youngsters not getting powerful cars.
- Enforcement of stopping drivers for driving too slow on trunk roads.
- People are ignoring the no right turn for eastbound traffic on Alexandra Road into car park (near ped crossing).

---

### Aberlour Comments

#### **Walking Cycling**

- A pedestrian crossing is required on the high street (A95) to south of square.

#### **Public Transport**

- Poor bus connections from Aberlour to Grantown and beyond.
- No DIAL A BUS scheme available in the area.
- Not happy with free bus travel for over 60's – feel that it is unfair that children with parents have to pay whilst over 60's do not have to pay – no matter their income etc.
- Considered discounted fares (eg monthly tickets) a great idea.
- At very least children should have discounted fares on buses/ trains.
- Keith rail station is often used as a car drop off point for onward journeys to Aberdeen.
- The bus station in Aberdeen is a disgrace.
- There are no direct bus links to Edinburgh or Glasgow.

#### **Parking**

- Aviemore is a key settlement in journeys south – more free parking is required there.
- There should be more parking available at bus stations and key stops so that shopping etc may be transferred to car easily.

#### **Road Safety**

- Quality of driving amongst inexperienced drivers is viewed as a problem. Would help if they showed a P or R plate on their vehicle for a certain timescale after passing test.
- Remove speed humps on Mid Street Keith, and make 2-way again – the one way system is detrimental to the shopping area and shops are seeing less trade because of it.
- Speeding was a problem on A95 through village – would be great if they could get a smiley.

#### **Miscellaneous**

- Planning application Rothes Biomass plant – will this include a pedestrian crossing and bus stop?
- What is the Speyside car scheme?

---

## **Elgin Comments**

### **Walking and Cycling**

- Underpass is under-utilised by pedestrians.
- There are no pedestrian crossing facilities across the A96 east of South college street roundabout – it is dangerous crossing the road in this area.
- Better pedestrian and cycling facilities are required for the A941 over railway line, New Elgin.
- A pedestrian crossing is required on Edgar road near the junction with The Wards, to allow entry to Robertson's site

### **Public Transport**

- Need another bus stop at Springfield Retail Park, or bus required through site. Very difficult to purchase larger items here whilst travelling via bus.
- People do not want to pay for parking at rail station.
- Trains and buses in Moray are far too expensive to use.
- Free travel for pensioners on Trains would be welcomed.
- Elgin bus station is not suitable. There are no cigarette bins, or litter bins, no baby changing facilities and there are insufficient seating areas. The smoking ban should be enforced in this area. It is often an intimidating area.
- New low floor buses are brilliant but poorly designed for the able-bodied. The open area which facilitates wheelchair access has made it difficult to stand safely whilst the bus is moving. There is nothing for the passenger to hold on to, and often as the bus jolts passengers lose their balance and feel that they would fall forward towards the windscreen.

### **Roads**

- A941/ Morriston Road junction is a problem.
- Why are there traffic lights in Kinloss at the Findhorn junction? – there would seem to be no need for them.
- Moss Street is now on a bus route. However the road is too narrow, and buses are often seen up on the kerb whilst passing other vehicles coming the other way. Alter to one way system?
- The A95 is a very poor road. People will often drive the A96 east or west rather than using it.

### **Road Safety**

- There is a problem with speeding vehicles down Moss Street.

### **Miscellaneous**

- Council should embargo development on sites which they consider useful as part of an overall scheme. As soon as land owners hear about proposals they sell to developers who thereafter financially hold the council to ransom. For example why did council not buy Alan Milne site for a bus station instead of LIDL etc. Note – why doesn't council purchase/ rent some of the extra spaces nearest the train station for additional parking. These are empty most of the time anyway.

