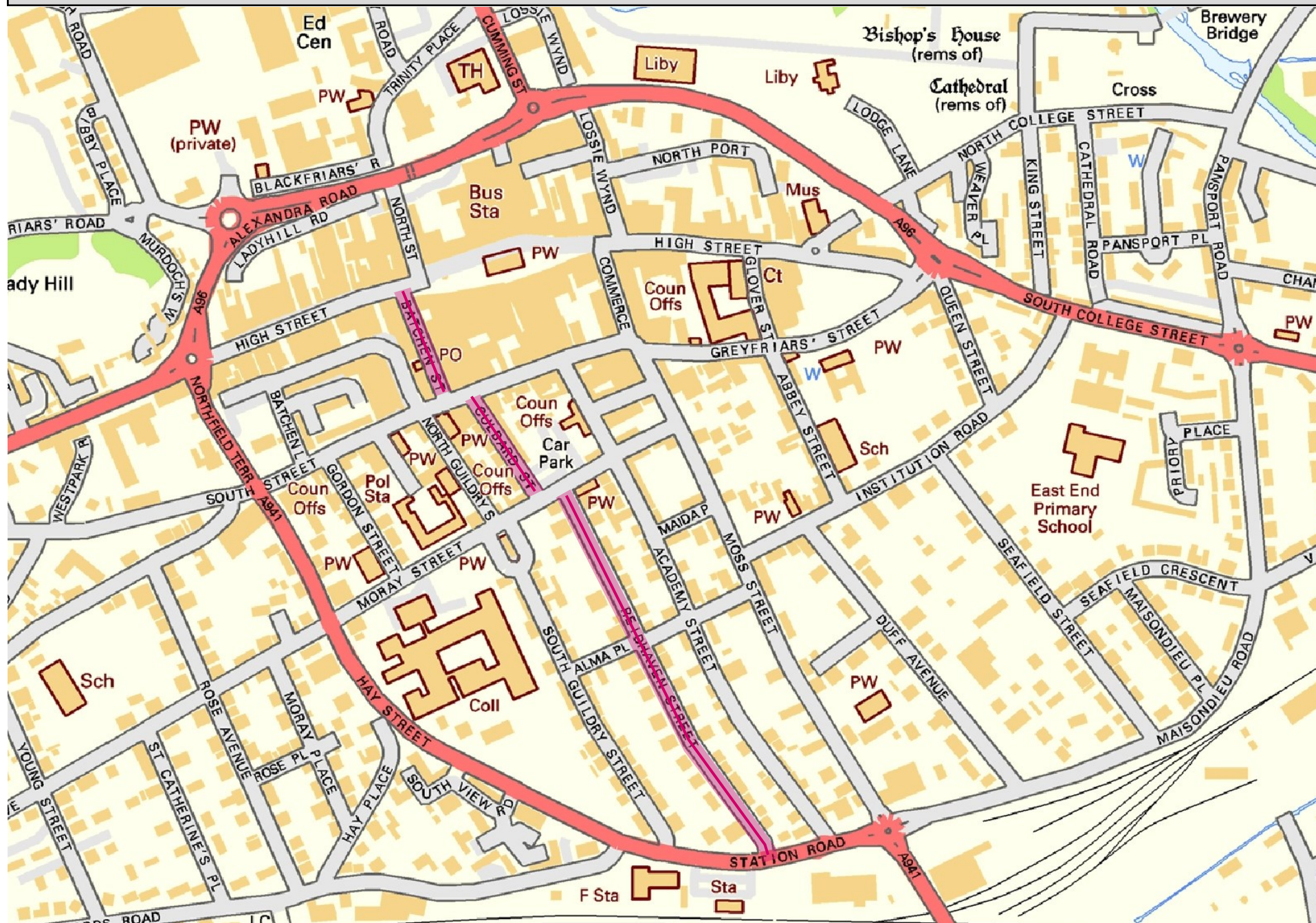


## I2D - Pedestrianise Batchen Street / Culbard Street / Reidhaven Street





## I2D - Batchen Street



Enhanced pavement throughout Batchen Street.

### Considerations:

- Batchen Street already has a high-quality pedestrianised environment, and does not need much to enhance its public realm aspects.
- One possibility would be to further differentiate Batchen Street from most driveable streets with improved paving materials in the centre of the street, as with Thunderton Place.
- Batchen Street could be improved with planters and seating areas, designed such that an emergency and maintenance vehicle access is maintained.
- The general design of Batchen Street—either as it is today or with these suggested enhancements—can serve as a model for pedestrianisation on other streets in Elgin City Centre (including Culbard Street and Reidhaven Street).



Considerations:

- Batchen Street or Thunderton Place can be used as a design templates for Culbard Street.
- Plantings and seating should be considered.
- Interim design strategies can be utilised to pedestrianise Culbard Street quickly in the short term, to potentially follow with more durable construction later.
- Pedestrianisation will result in the removal of street parking on the western side of Culbard Street.
- At its northern end, Culbard Street benefits from some commerce that helps to activate the street.
- The car park the south end of this block would need to be reconfigured to only allow traffic to exit onto Moray Street.



## I2D - Reidhaven Street



### Considerations:

- Batchen Street or Thunderton Place can be used as a design templates for Reidhaven Street.
- Reidhaven has considerably more street parking than Culbard Street—all would need to be eliminated to pedestrianise Reidhaven fully.
- Reidhaven has significant numbers of driveways and garage access points. Access would be eliminated with full pedestrianisation.
- Reidhaven has little commercial activity to activate the street.
- Pedestrianisation could benefit the cycle network—Reidhaven has designated cycle markings, but no reserved cycle space.
- Unlike most streets in Elgin, Reidhaven has mature street trees, the health of which might be greatly improved with pedestrianisation and larger space to grow.
- An alternative to full pedestrianisation for this street would be to allow only one-way access. This would allow for the following:
  - ⇒ elimination of some parking while preserving access to driveways and garages;
  - ⇒ giving additional space required for parking and two-way travel to footpaths;
  - ⇒ providing an opportunity to soften the street with additional planted spaces around the existing mature street trees (which can also benefit their long-term health); and
  - ⇒ creating a better cycle connection than exists at present.