

Draft Elgin Transport Strategy 2016

Appendix 3 – Consultation Questionnaire Responses

Introduction

A consultation questionnaire has been used to provide a structure for responses and gather specific information. The results of this questionnaire are presented in the following sections. The information collected has been used to inform the further development of the draft Elgin Transport Strategy, including the consideration of proposals to improve the transport network. The questionnaire was designed to gather the views of all stakeholders and members of the public and contained a mixture of quantitative and qualitative questions. The opportunity to provide additional comments was provided for each question (with the exception of Question 2).

The consultation questionnaire was available online, via the Moray Council website, from 8 December 2016 until 16 February 2017. Paper copies of the questionnaire were also available at the public consultation drop-in sessions, and at Elgin Library and at the Moray Council Access Point in Elgin.

The consultation was promoted through a series of press releases and through the Moray Council website, Facebook page and Twitter feed.

Whilst the online survey was accessed 276 times, for 168 of those occasions respondents only answered question 1 and skipped all other responses. These have therefore been omitted from the analysis of the results.

A total of 108 online and paper copy surveys were completed. As with any questionnaire there is a concern about respondents taking the survey more than once in order to over-represent their point of view. The questionnaire was anonymous. However, computer IP addresses were collected for the online responses and reviewed to determine if multiple questionnaires were undertaken by the same person.

The consultation questionnaire comprised 11 main questions, the majority of which asked participants to choose from a list of answers. These questions also gave participants the opportunity to provide additional comments. The format of the online survey meant that these opportunities required to be numbered. Nearly 80% of respondents completed 90% or more of the questions which did not require open-ended responses.

The additional comments and views of respondents have been reviewed and are contained within Annex B. The responses to the comments/views are contained within the same Annex. Summaries of written representations (emails and letters direct to Transportation) are contained within Annex C, which also includes responses from Transportation officers.

This reporting and analysis of the questionnaire responses follows the same order as the questions.

Respondent Group (Question 1)

Question 1

Are you:

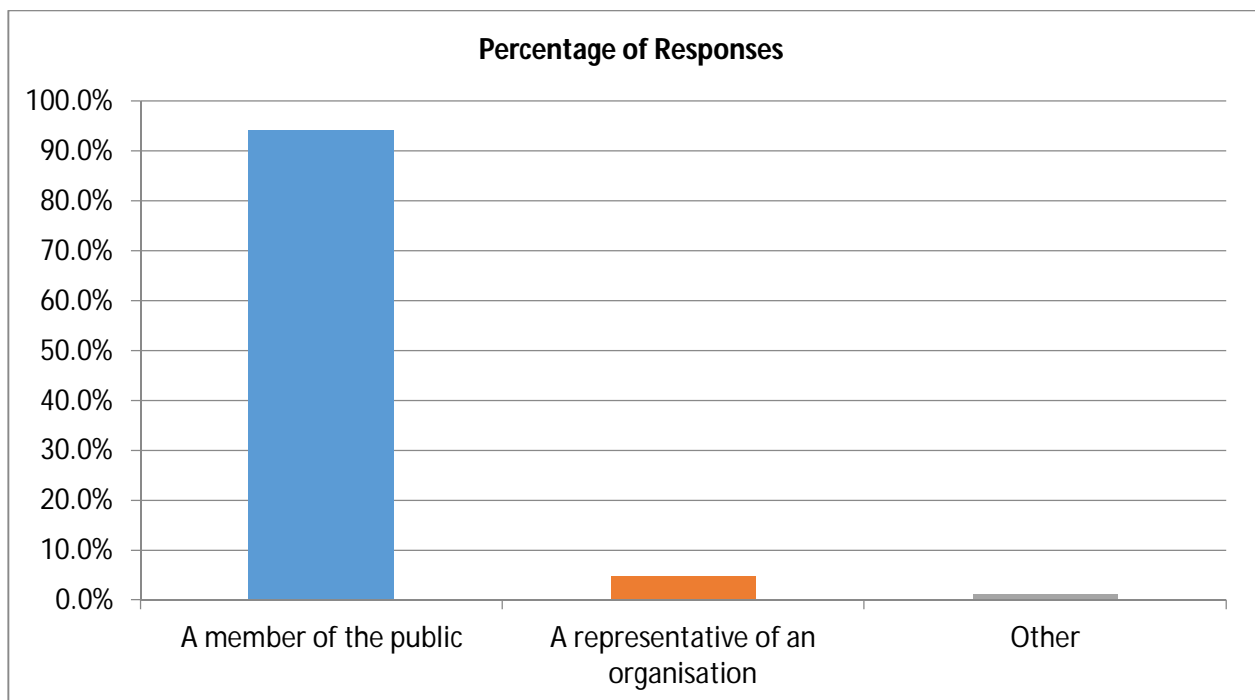
- A member of the public?
- A representative of an organisation?
- Other?

If you represent an organisation, please specify the organisation.

If you choose "other", please specify.

275 respondents answered this question, 1 respondent skipped this question.

| Answer | Number of Responses | Percentage of Responses |
|-------------------------------------|---------------------|-------------------------|
| A member of the public | 259 | 94.2% |
| A representative of an organisation | 13 | 4.7% |
| Other | 3 | 1.1% |



Organisations which provided a response included:

- Robertson Property Limited
- Pitgaveny
- Barton Wilmore on behalf of Robertson Homes Ltd
- The City and Royal Burgh of Elgin Community Council
- NHS Grampian

- Paths for All
- Sustrans
- Elgin Bid

Other stakeholders provided written representations in lieu of completing the consultation questionnaire. Copies of these written representations are attached at Annex C.

Objectives of the draft Elgin Transport Strategy (Questions 2-3)

The next two questions related to the objectives of the draft Elgin Transport Strategy.

Question 2

Our vision through the transport strategy is to make sure that Elgin is a desirable, vibrant and healthy place to live, work and visit for all. To achieve this, we have set a number of objectives for the strategy. Do you agree with the following objectives?

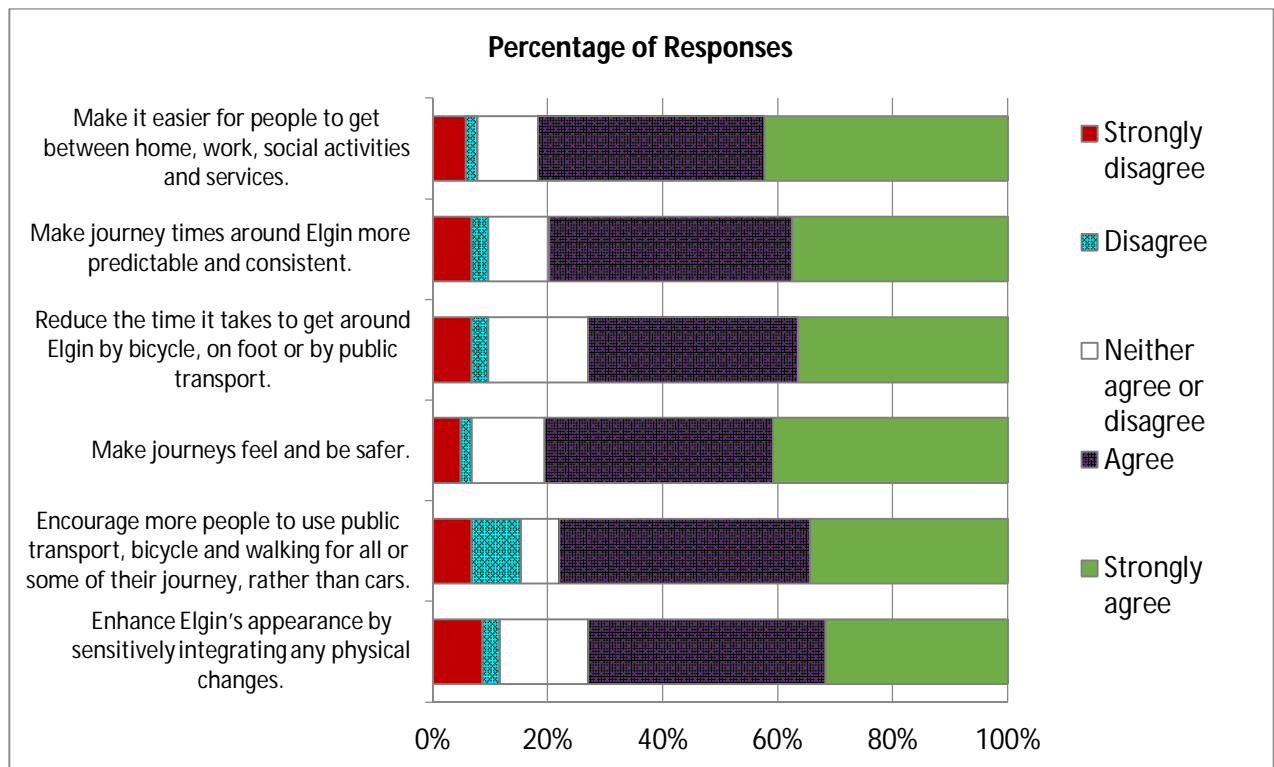
| | Strongly agree | Agree | Neither agree or disagree | Disagree | Strongly disagree |
|--|-----------------------|--------------|----------------------------------|-----------------|--------------------------|
| Make it easier for people to get between home, work, social activities and services. | | | | | |
| Make journey times around Elgin more predictable and consistent. | | | | | |
| Reduce the time it takes to get around Elgin by bicycle, on foot or by public transport. | | | | | |
| Make journeys feel and be safer. | | | | | |
| Encourage more people to use public transport, bicycle and walking for all or some of their journey, rather than cars. | | | | | |
| Enhance Elgin's appearance by sensitively integrating any physical changes. | | | | | |

Discounting the 168 times that the questionnaire was accessed but not completed, 105 respondents answered this question, 3 respondents skipped this question.

Of the respondents 73% – 81.7% either agreed or strongly agreed with each objective, whereas only 6.8% - 15.3% of respondents either disagreed or strongly disagreed with each objective.

Further analysis of the responses where the answer was disagreed or strongly disagreed showed that the majority of those particular respondents (80%) also did not support the proposed crossing over the railway.

| | Strongly agree | Agree | Neither agree or disagree | Disagree | Strongly disagree | Total |
|--|----------------|-------------|---------------------------|-----------|-------------------|-------------|
| Make it easier for people to get between home, work, social activities and services. | 44 42.3% | 41 39.4% | 11 10.6% | 2 1.9% | 6 5.8% | 104 100% |
| Make journey times around Elgin more predictable and consistent. | 39 37.5% | 44 42.3% | 11 10.6% | 3 2.9% | 7 6.7% | 104 100% |
| Reduce the time it takes to get around Elgin by bicycle, on foot or by public transport. | 38 36.5% | 38 36.5% | 18 17.4% | 3 2.9% | 7 6.7% | 104 100% |
| Make journeys feel and be safer. | 42 40.8% | 41 39.8% | 13 12.6% | 2 1.9% | 5 4.9% | 103 100% |
| Encourage more people to use public transport, bicycle and walking for all or some of their journey, rather than cars. | 36 34.3% | 46 43.7% | 7 6.7% | 9 8.6% | 7 6.7% | 105 100% |
| Enhance Elgin's appearance by sensitively integrating any physical changes. | 33 31.7% | 43 41.3% | 16 15.4% | 3 2.9% | 9 8.7% | 104 100% |



Question 3

Do the proposals in the Draft Elgin Transport Strategy (see pages 10-15) meet the objectives?

- Definitely
- Somewhat
- Not really
- Not at all

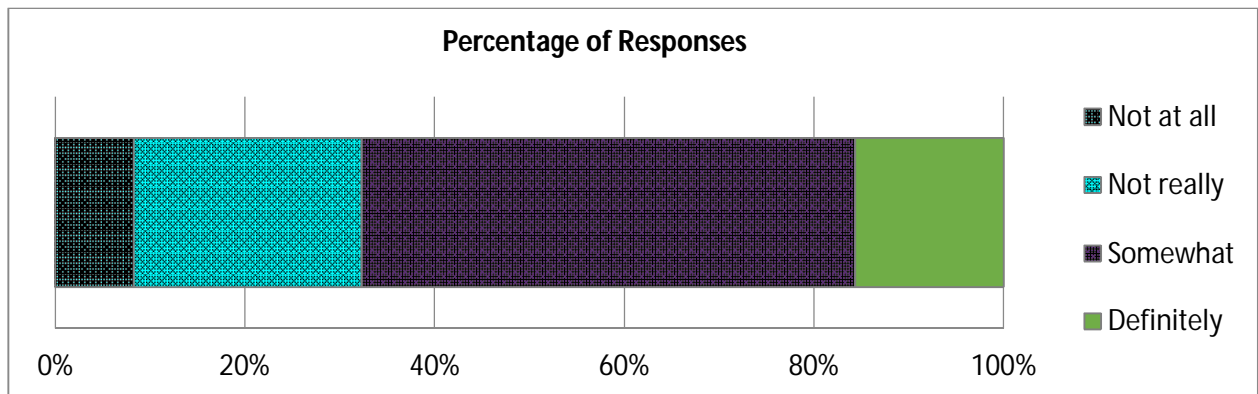
If not, why not?

Discounting the 168 times that the questionnaire was accessed but not completed, 96 respondents answered this question, 12 respondents skipped this question.

15.6% of respondents considered that the proposals within the draft Elgin Transport Strategy met the objectives, whereas 53.1% of respondents considered that the proposals somewhat met the objectives.

The percentage of respondents who considered that the proposals did not meet the objectives at all was 8.3%, whereas 24% of respondents considered that the objectives were not really met.

| Answer | Number of Responses | Percentage of Responses |
|--------------|---------------------|-------------------------|
| Definitely | 15 | 15.6% |
| Somewhat | 50 | 52.1% |
| Not really | 23 | 24.0% |
| Not at all | 8 | 8.3% |
| Total | 96 | 100% |



Thirty-eight respondents provided additional information as to why they considered the proposals did not meet the objectives. Copies of this additional information are contained in Annex 2. Five responses stated that a bypass was required and five responses suggested that the proposed rail crossing was relocated to the western part of Elgin. Other responses included concerns regarding pedestrian crossings causing delays to traffic on the A96, that the draft ETS placed too much emphasis on active travel and that the proposed pedestrianisation of South Street would have an adverse effect on access to businesses and disabled parking provision.

Of the respondents who considered that the proposals did not meet the objectives at all or not really 71% also did not support the proposed crossing of the railway.

Proposals in the Draft Elgin Transport Strategy (Questions 4 to 6)

Question 4

Do the proposals address your transport concerns?

- Definitely
- Somewhat
- Not really
- Not at all

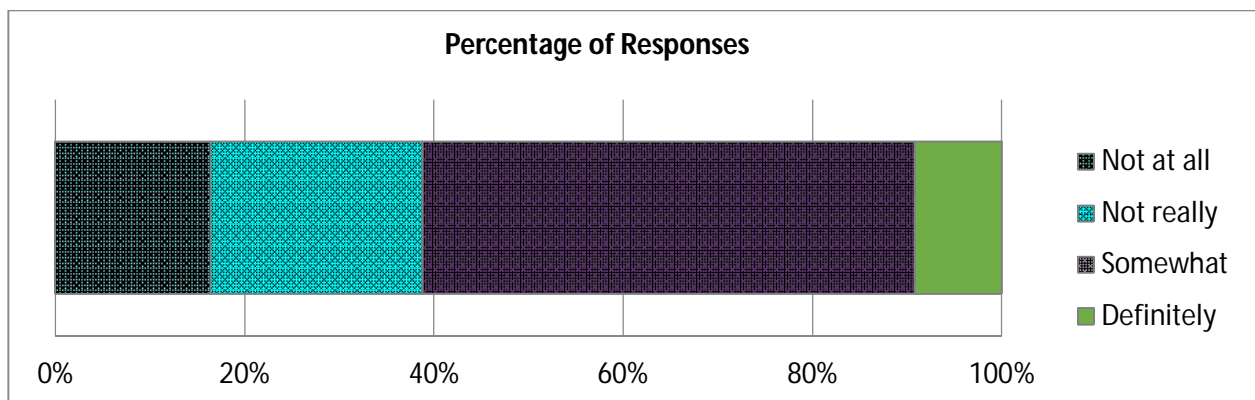
If not, why not?

Discounting the 168 times that the questionnaire was accessed but not completed, 98 respondents answered this question, 10 respondents skipped this question.

61.2% of respondents considered that the proposals within the draft Elgin Transport Strategy either addressed or somewhat addressed their transport concerns.

The percentage of respondents who considered that the proposals did address their transport concerns was 38.8%.

| Answer | Number of Responses | Percentage of Responses |
|--------------|---------------------|-------------------------|
| Definitely | 9 | 9.2% |
| Somewhat | 51 | 52.0% |
| Not really | 22 | 22.4% |
| Not at all | 16 | 16.4% |
| Total | 98 | 100% |



Thirty-eight respondents provided additional information as to why they considered the proposals did not address their transport concerns. Copies of this additional information are contained in Annex 2. Five responses related to concerns about additional traffic on or in the vicinity of Maisondieu Road associated with the Ashgrove Road to Maisondieu Road new road link. Five responses related to provision of a bypass and/or a crossing of the railway to the west. Other responses related to the developer obligations process and the view that there was an over emphasis on active travel within the draft strategy.

Of the respondents who considered that the proposals did not address their transport concerns at all or not really 58% also did not support the proposed crossing of the railway.

Question 5

Would the proposals make Elgin easier for you to travel around?

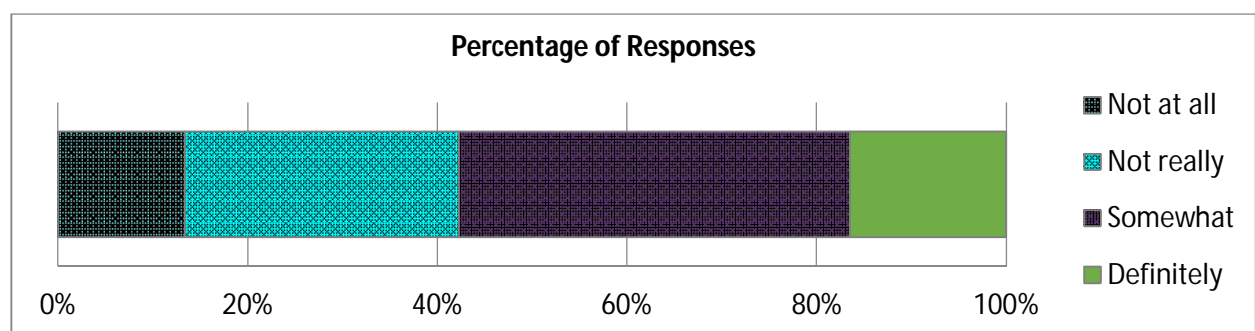
- Definitely
- Somewhat
- Not really
- Not at all

If not, why not?

Discounting the 168 times that the questionnaire was accessed but not completed, 97 respondents answered this question, 11 respondents skipped this question.

Over half of respondents considered that the proposals would either definitely or somewhat make Elgin easier to travel around (57.7%).

| Answer | Number of Responses | Percentage of Responses |
|--------------|---------------------|-------------------------|
| Definitely | 16 | 16.5% |
| Somewhat | 40 | 41.2% |
| Not really | 28 | 28.9% |
| Not at all | 13 | 13.4% |
| Total | 97 | 100% |



Thirty-six respondents provided additional information which is contained in Annex 2. Seven responses referred to the need for a bypass and/or a proposal to the west of Elgin to disperse traffic. Other responses included support for pedestrian and cycle proposals and suggestions for other schemes to be included in the strategy. Comments were also made in relation to parking restrictions. However, these comments would be more relevant to the draft Elgin Parking Strategy which is currently being completed.

Of the respondents who considered that the proposals would not make Elgin easier to travel around, 61% also did not support the proposed crossing of the railway.

Question 6

What do you see as the benefits of the proposals?

Discounting the 168 times that the questionnaire was accessed but not completed, 60 respondents answered this question, 48 respondents skipped this question.

Sixty respondents provided additional information as to why they considered the proposals did not meet the objectives. Copies of this additional information are contained in Annex 2.

Nineteen responses saw the cycle and pedestrian proposals as a benefit, whereas five responses also mentioned safer travel. Other respondents saw the benefits as easing congestion. Fifteen of the sixty responses stated that they saw no benefit at all. However, of these 73 % also did not support the proposed crossing of the railway.

Challenges in Delivering Draft Elgin Transport Strategy (Question 7)

Question 7

Do you foresee any challenges to be overcome?

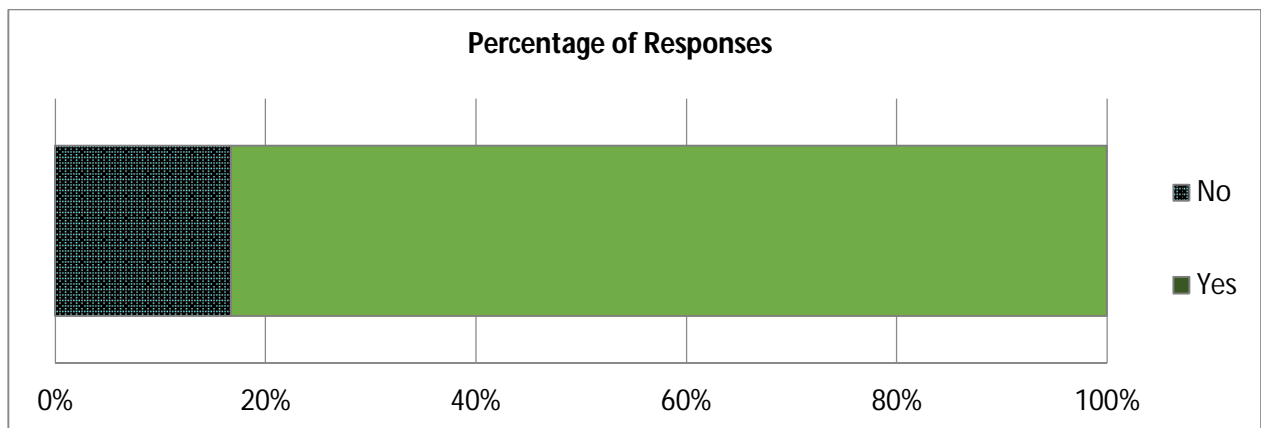
- Yes
- No

If yes, please specify.

Discounting the 168 times that the questionnaire was accessed but not completed, 86 respondents answered this question, 22 respondents skipped this question.

The vast majority of respondents considered that there would be challenges to be overcome in the delivery of the draft strategy.

| Answer | Number of Responses | Percentage of Responses |
|--------------|---------------------|-------------------------|
| Yes | 72 | 83.3% |
| No | 14 | 16.7% |
| Total | 86 | 100% |



Seventy respondents provided additional information relating to the challenges they considered would need to be overcome. Copies of this additional information are contained in Annex 2.

Of the responses, twenty cited finances/funding as a challenge to be overcome. Eleven responses highlighted public opposition as being a challenge whereas nine respondents saw getting travellers to change from driving to walking or cycling as being a challenge. Other responses included opposition to the proposed Ashgrove to Maisondieu link road and public transport.

Most Important Part of Draft Elgin Transport Strategy (Question 8)

Question 8

What do you consider to be the most important part of the draft strategy?

Discounting the 168 times that the questionnaire was accessed but not completed, 56 respondents answered this question, 52 respondents skipped this question.

Fifty-Six respondents provided a response regarding what they considered to be the most important part of the strategy. The responses are contained in Annex 2.

The responses were wide ranging and contained opposing views, with respondents considering the proposed Ashgrove to Maisondieu link road as the most important part of the strategy, in support and opposition.

Provisions for active travel and public transport were also considered to be important by fourteen of respondents. Easing congestion was also considered important along with improving safety for road users.

Views on Proposals within the Draft Elgin Transport Strategy (Questions 9 – 11)

Question 9

The draft strategy proposes a range of proposals to make it easier to walk and cycle around Elgin. Do you support the proposals?

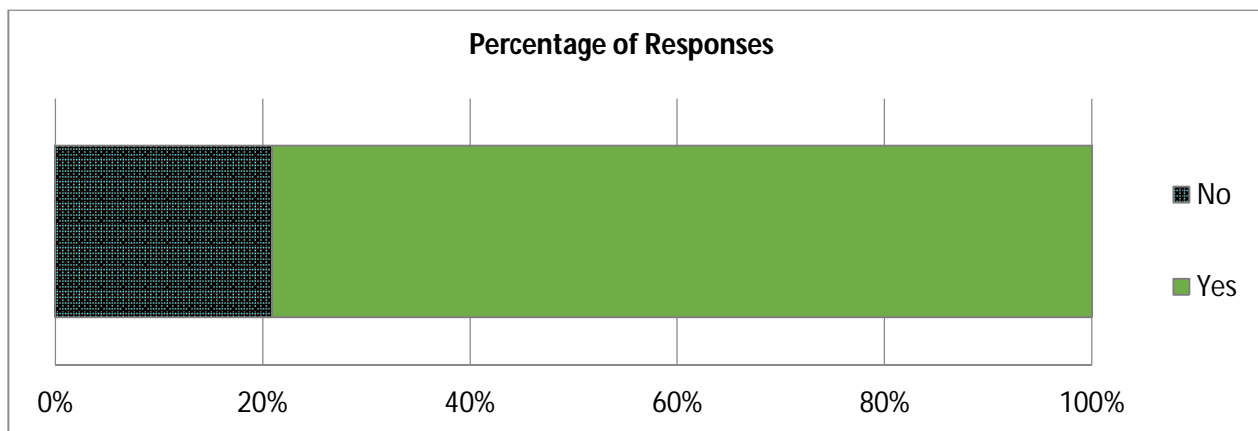
- Yes
- No

Any further comments?

Discounting the 168 times that the questionnaire was accessed but not completed, 91 respondents answered this question, 17 respondents skipped this question.

The vast majority of respondents supported the proposals within the strategy to make walking and cycling easier.

| Answer | Number of Responses | Percentage of Responses |
|--------------|---------------------|-------------------------|
| Yes | 72 | 79.1% |
| No | 19 | 20.9% |
| Total | 91 | 100% |



Thirty-eight respondents provided further comments relation to the provisions for pedestrians and cyclists within the draft strategy. Copies of these comments are contained in Annex 2.

The comments provide were wide ranging and included concerns regarding the use of footways by cyclists, the challenges of getting car drivers to walk or cycle instead and whether the proposals would offer good value for money.

Question 10

The draft strategy recognises that the railway acts as a barrier to movement around Elgin. Do you support the proposals to create an additional crossing of the railway?

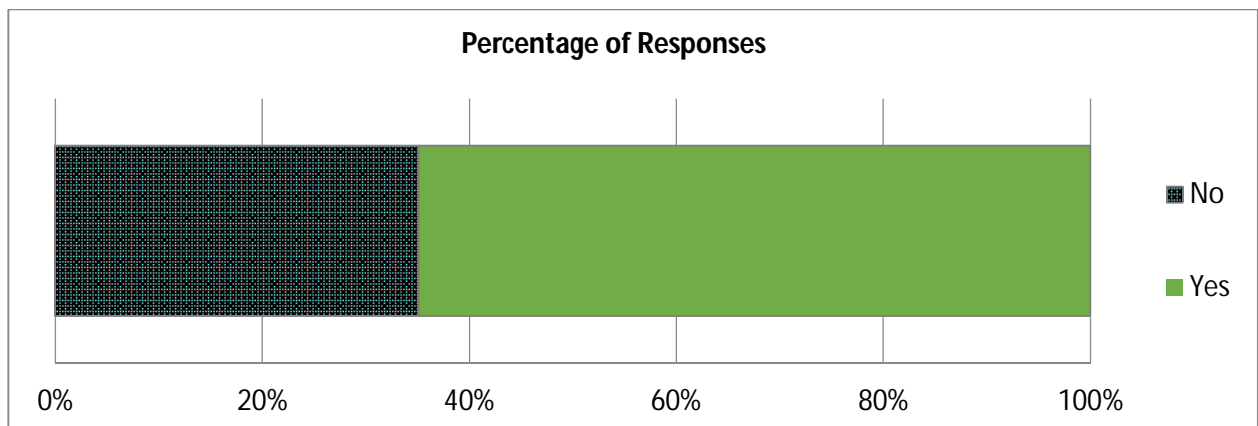
- Yes
- No

Any further comments?

Discounting the 168 times that the questionnaire was accessed but not completed, 94 respondents answered this question, 14 respondents skipped this question.

Two thirds of respondents supported the provision of an additional crossing of the railway.

| Answer | Number of Responses | Percentage of Responses |
|--------------|---------------------|-------------------------|
| Yes | 61 | 64.9% |
| No | 33 | 35.1% |
| Total | 94 | 100% |



Forty-three respondents provided further comments relation to the provision of an additional crossing of the railway. Copies of these comments are contained in Annex 2.

A range of additional comments were provided including five comments stating that there was no need for an additional crossing of the railway and sixteen comments raising concern regarding the proposed location.

Of the responses, five cited that whilst they supported the provision of an additional crossing of the railway they considered that the Ashgrove to Maisondieu link road was the wrong location, a further seven responses stated that the crossing should be in the western part of Elgin.

Eight additional comments were in support of the proposed additional crossing. location of the crossing.

Question 11

The draft strategy proposes to replace a number of existing roundabouts with traffic signals. Do you support the proposals?

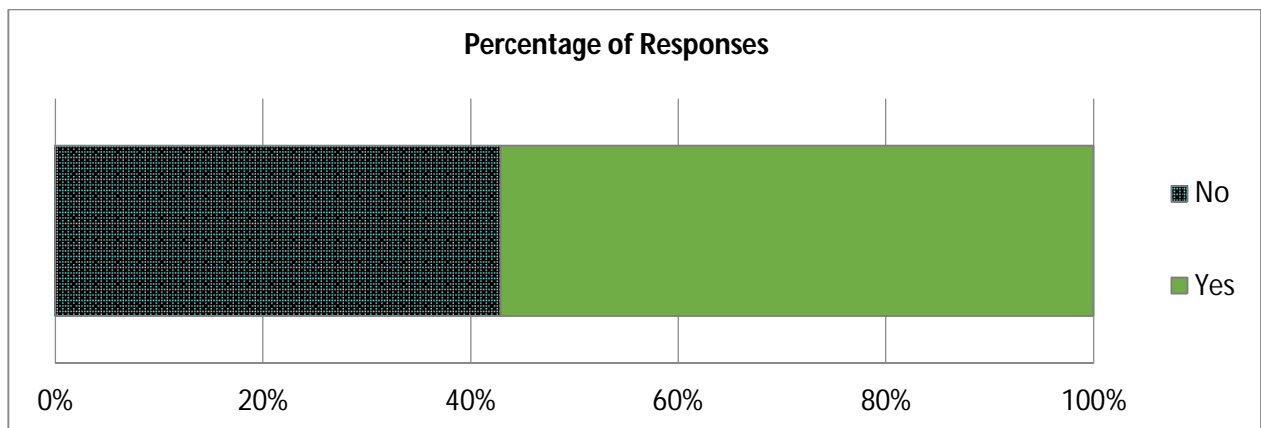
- Yes
- No

Any further comments?

Discounting the 168 times that the questionnaire was accessed but not completed, 91 respondents answered this question, 17 respondents skipped this question.

Over half of respondents supported the proposal to replace some roundabouts with traffic signals.

| Answer | Number of Responses | Percentage of Responses |
|--------------|---------------------|-------------------------|
| Yes | 52 | 57.1% |
| No | 39 | 42.9% |
| Total | 91 | 100% |



Forty-four respondents provided further comments, which were roughly split between comments which saw the benefits and comments which considered that traffic signals would lead to more congestion. Some respondents considered traffic signals to be safer and provide better facilities for pedestrians and cyclists. Copies of these comments are contained in Annex 2.

Additional Comments (Question 12)

Question 12

Are there any other comments you would like to make on the proposed strategy?

Discounting the 168 times that the questionnaire was accessed but not completed, 48 respondents provided additional comments relating to the draft strategy, 60 respondents skipped this question.

Copies of these comments are contained in Annex 2. The review of the responses found the main types of comment:

- Concerns/objections to the proposed Ashgrove – Maisondieu new link road;
- Lack of detail in the draft strategy;
- Queries regarding developer obligations;
- Comments relating to cost and funding;
- Lack of public awareness of the draft strategy;
- The strategy should wait until the A96 dualling has been completed; and
- Comments in support of the draft strategy.

Location and Demographical Data (Questions 13 – 16)

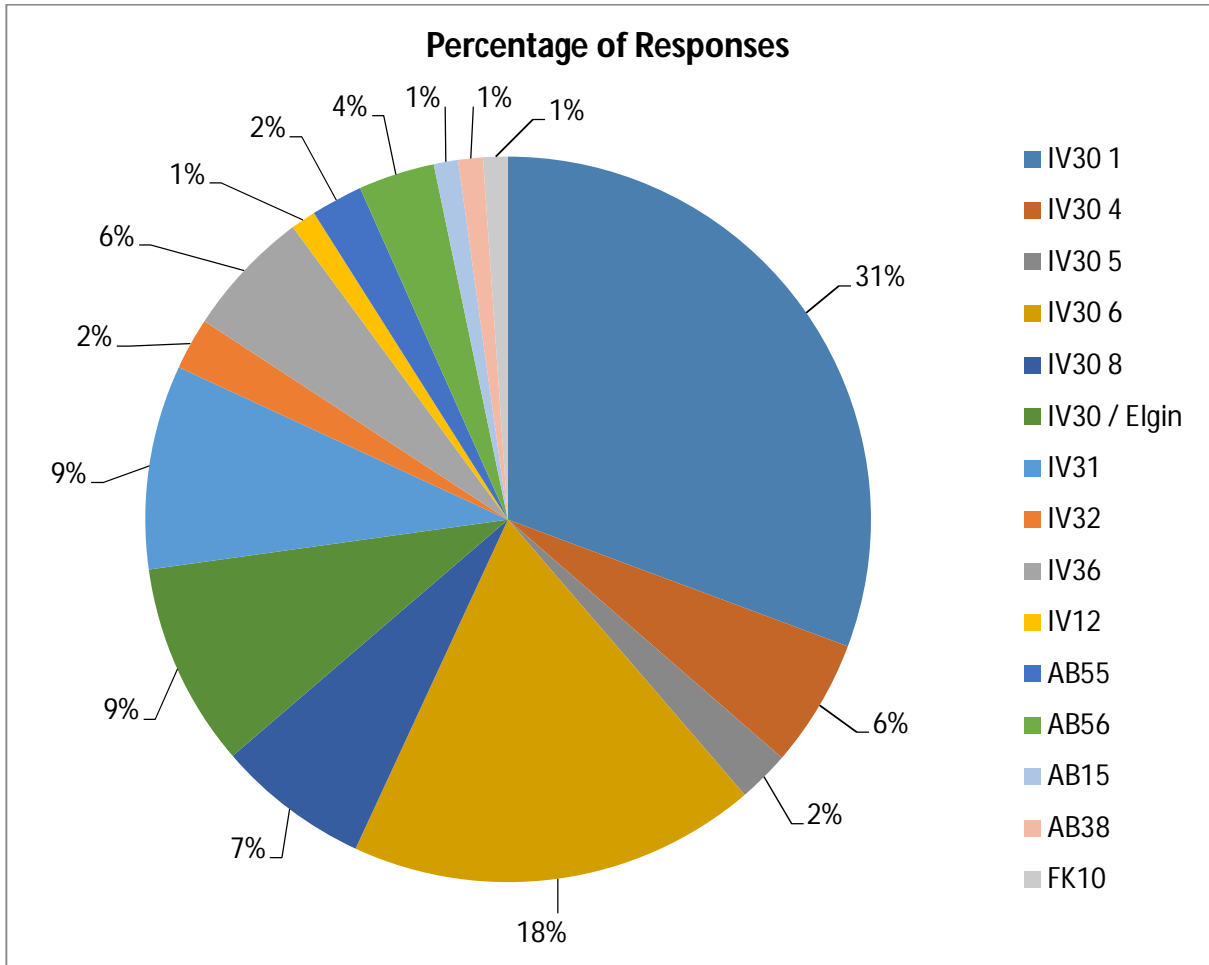
Question 13

What is your home postcode?

Discounting the 168 times that the questionnaire was accessed but not completed, 89 respondents provided a postcode or partial postcode, 19 respondents skipped this question.

The postcodes have been collated into groups as follows:

| Partial Postcode | Number of Responses | Percentage of Responses | Area |
|------------------|---------------------|-------------------------|----------------------|
| IV30 1 | 27 | 30.7% | |
| IV30 4 | 5 | 5.7% | |
| IV30 5 | 2 | 2.3% | Duffus |
| IV30 6 | 16 | 18.2% | |
| IV30 8 | 6 | 6.8% | |
| IV30/Elgin | 8 | 9.1% | Elgin |
| IV31 | 8 | 9.1% | Lossiemouth |
| IV32 | 2 | 2.3% | Garmouth/Mosstodloch |
| IV36 | 5 | 5.7% | Forres |
| IV12 | 1 | 1.1% | Nairn |
| AB55 | 2 | 2.3% | Keith/Dufftown |
| AB56 | 3 | 3.4% | Buckie |
| AB15 | 1 | 1.1% | Portknockie |
| AB38 | 1 | 1.1% | Rothes |
| FK10 | 1 | 1.1% | Alloa |
| Total | 88 | 100% | |



The majority of respondents who provided a postcode live in the central area of Elgin, in the vicinity of Maisondieu Road. Nearly 30% of respondents who provide a postcode live outside of Elgin.

Question 14

How old are you?

- 16 – 24 years
- 25 – 34 years
- 35 – 44 years
- 45 – 54 years
- 55 – 64 years
- Age 65 and over
- Prefer not to say

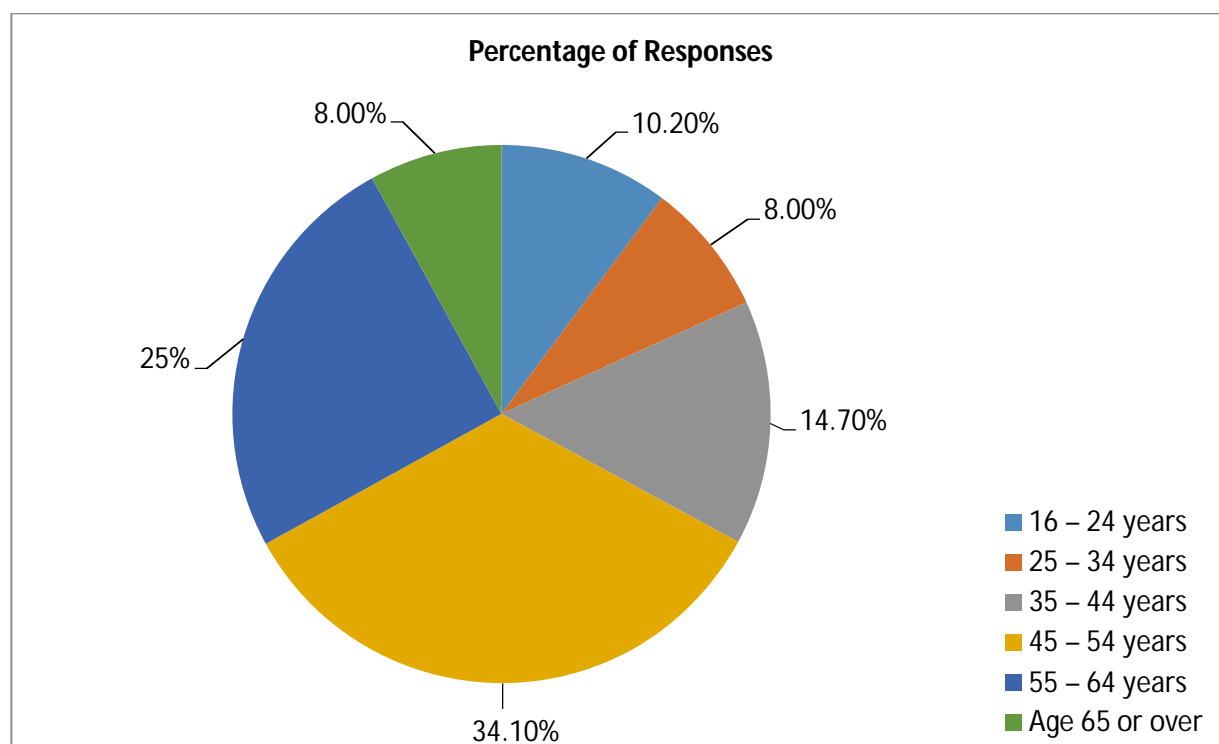
Discounting the 168 times that the questionnaire was accessed but not completed, 96 respondents answered this question, 12 respondents skipped this question.

| Age Group | Number of Responses | Percentage of Responses |
|-------------------|---------------------|-------------------------|
| 16 – 24 years | 9 | 10.2% |
| 25 – 34 years | 7 | 8.0% |
| 35 – 44 years | 13 | 14.7% |
| 45 – 54 years | 30 | 34.1% |
| 55 – 64 years | 22 | 25% |
| Age 65 or over | 7 | 8.0% |
| Prefer not to say | 8 | - |
| Total | 96 | |

The majority of respondents were of working age, 16 to 64 years, with far fewer results from the 65 and over age group (only 8.0%). It should be noted that responses from under 16's were not specifically sought for the survey. The highest number of respondents were in the 45 to 54 age group.

Comparison of the survey results against the 2011 Scotland Census data for Moray shows that proportion of respondents in the 65 plus age groups was considerably lower than that of the general population:

| Age Group | Questionnaire Respondents | 2011 Census |
|---------------|---------------------------|-------------|
| 16 – 24 years | 10.2% | 12.7% |
| 25 – 44 years | 22.7% | 30.4% |
| 45 – 64 years | 60.1% | 34.4% |
| 65 plus years | 8.0% | 22.6% |



Question 15

Do you consider yourself to be a disabled person or are you answering on behalf of someone who is disabled?

- Yes
- No

Discounting the 168 times that the questionnaire was accessed but not completed, 96 respondents answered this question, 12 respondents skipped this question.

Three respondents answered yes to this question.

Question 16

If you answered 'yes' to question 15, tell us if your disability relates to any of the following:

- Physical / mobility impairment
- Speech, hearing or eyesight impairment
- Ability to recognise physical danger
- Learning disability
- Other (please specify)

Whilst on three respondents answered yes to question 15, five respondents provided information regarding a disability, 2 physical/mobility impairment, 1 ability to recognise danger and 2, learning disability.