

Elgin Transport Strategy



moray
council

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Introduction

Transport isn't an isolated topic – people need to get about to work, to access services, for shopping and leisure activities. Goods need to move about for retail, commerce, agriculture and manufacturing. Economic development is a key priority for Moray, and transport connectivity is a vital part of that development.

This transport strategy for Elgin provides a fresh framework to keep Elgin moving for the future. We have developed it in parallel with our Local Development Plan, aiming to meet our growth needs with a 14 year horizon to 2030. In that period we are forecasting an additional 2,700 houses being built around Elgin, and an additional 960 jobs coming from growth in Elgin.

In putting this strategy together we have listened extensively, and called on the resources of experts too. This document summarises that process outlining:

- What we're trying to do and why
- How we've listened
- What our plans are
- How our plans keep Elgin moving
- How we bring our plans to life
- How you can have your say about these plans

The full technical document supporting this strategy is also available by emailing transport.develop@moray.gov.uk or ringing [0300 123 4565](tel:03001234565).

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.

Our transport network needs to enable Elgin to grow and develop as planned for in our Local Development Plan 2015. This includes more housing, schools, leisure facilities and employment sites.



Accessible

making it easier to get around between home, work, services and social activities



Quicker

reducing the time it takes to get around on foot, bicycle or public transport



Reliable

making getting around Elgin more predictable and consistent



Safe

making journeys feel and be safer



Sustainable

getting more people to walk, use a bicycle or public transport and leave the car at home



Attractive

integrating changes in to the landscape of Elgin

Our Vision

Elgin
is a **desirable**,
vibrant and **healthy**
place to live,
work and visit...
for all

Supporting growth

by 2030 Elgin will have:

+ 960

more jobs

+
2,700

more homes

generating
15,000
additional car
trips every day

MARKET

We asked people what their biggest issues with transport in Elgin were:

cost 53

pedestrian
crossings
47

mobility
5

time
15

cycle networks
66

need for a bypass
79

public transport
133

roundabouts 135

road
infrastructure
181

traffic + congestion
406

other
road users
65

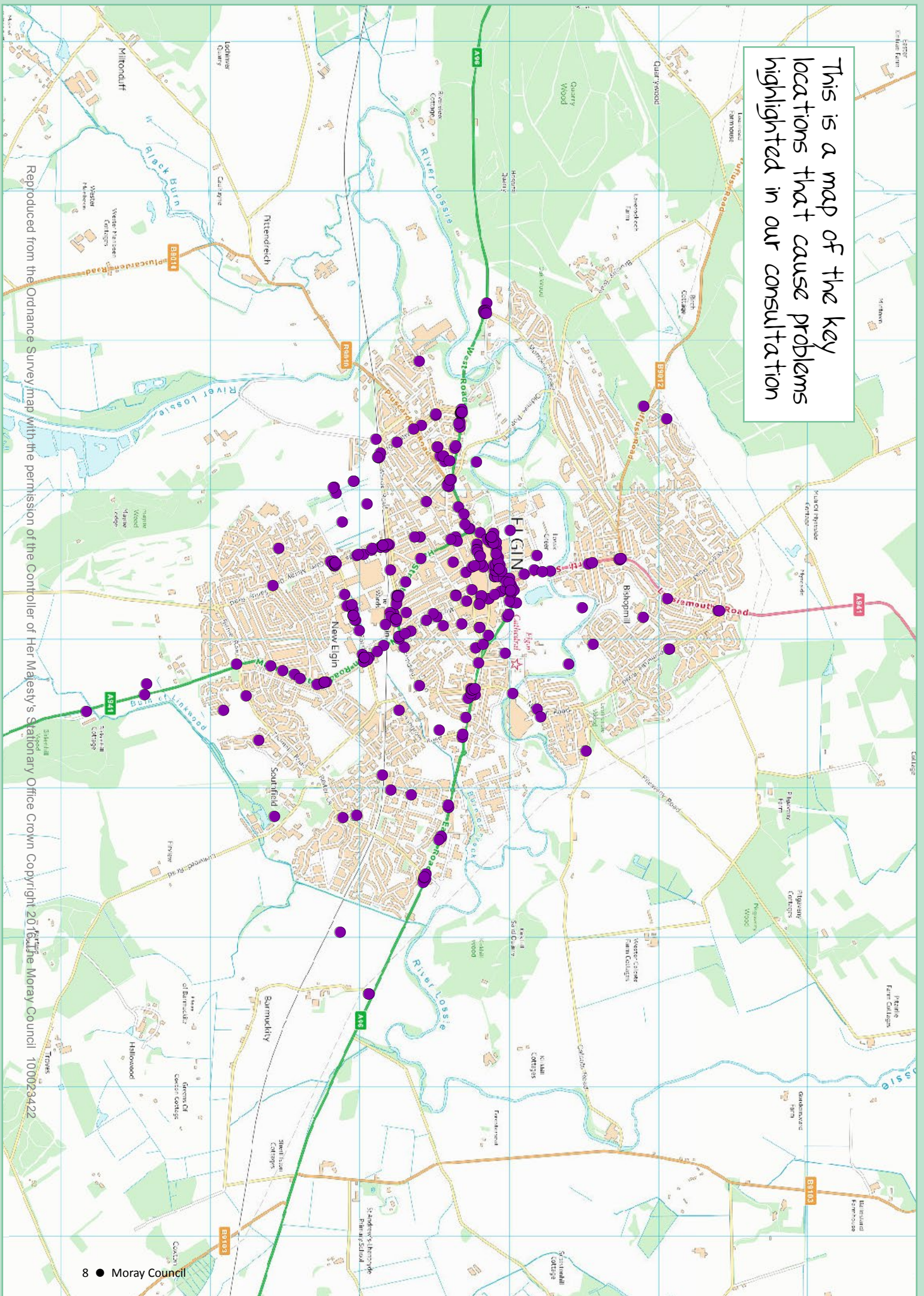


9,400 people live within a 20 minute walk of Elgin town centre, and 75% of people think walking is easy and direct in Elgin...

yet more than 50% of people travel by car for trips within Elgin

So, we need to provide capacity on our road network and help people to change the way they travel

This is a map of the key locations that cause problems highlighted in our consultation



Our plans address the issues raised through the public engagement exercise, and also deliver against the vision and objectives we have set out. We are taking account of the effect of Transport Scotland's plans to dual the A96 and provide a bypass around Elgin, and will cater for growth in Elgin both with, and without, a bypass.

The plans are grouped into:

Short-term interventions – by 2018: delivering 'quick wins' and being ready for future growth.

Medium-term interventions – by 2022: these are schemes which need more preparation but have a big impact on the operation of the road network.

Long-term interventions – by 2030: these are schemes that take full advantage of the efficient network created by the strategy and make sure that all users are catered for.

Our Plans

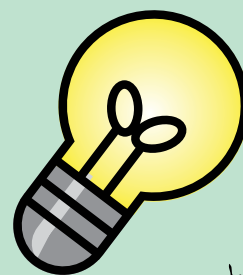
Traffic
Management



Parking



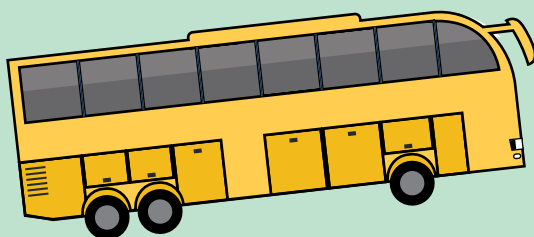
Junction
Improvements



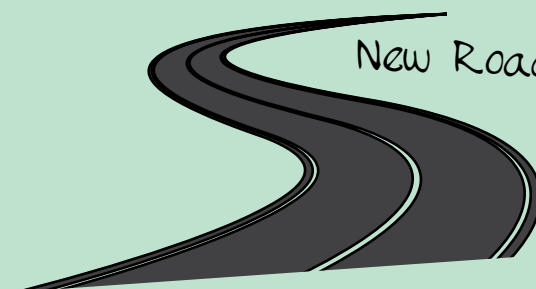
Creating
behaviour change



Active Travel
& Streetscape
Infrastructure



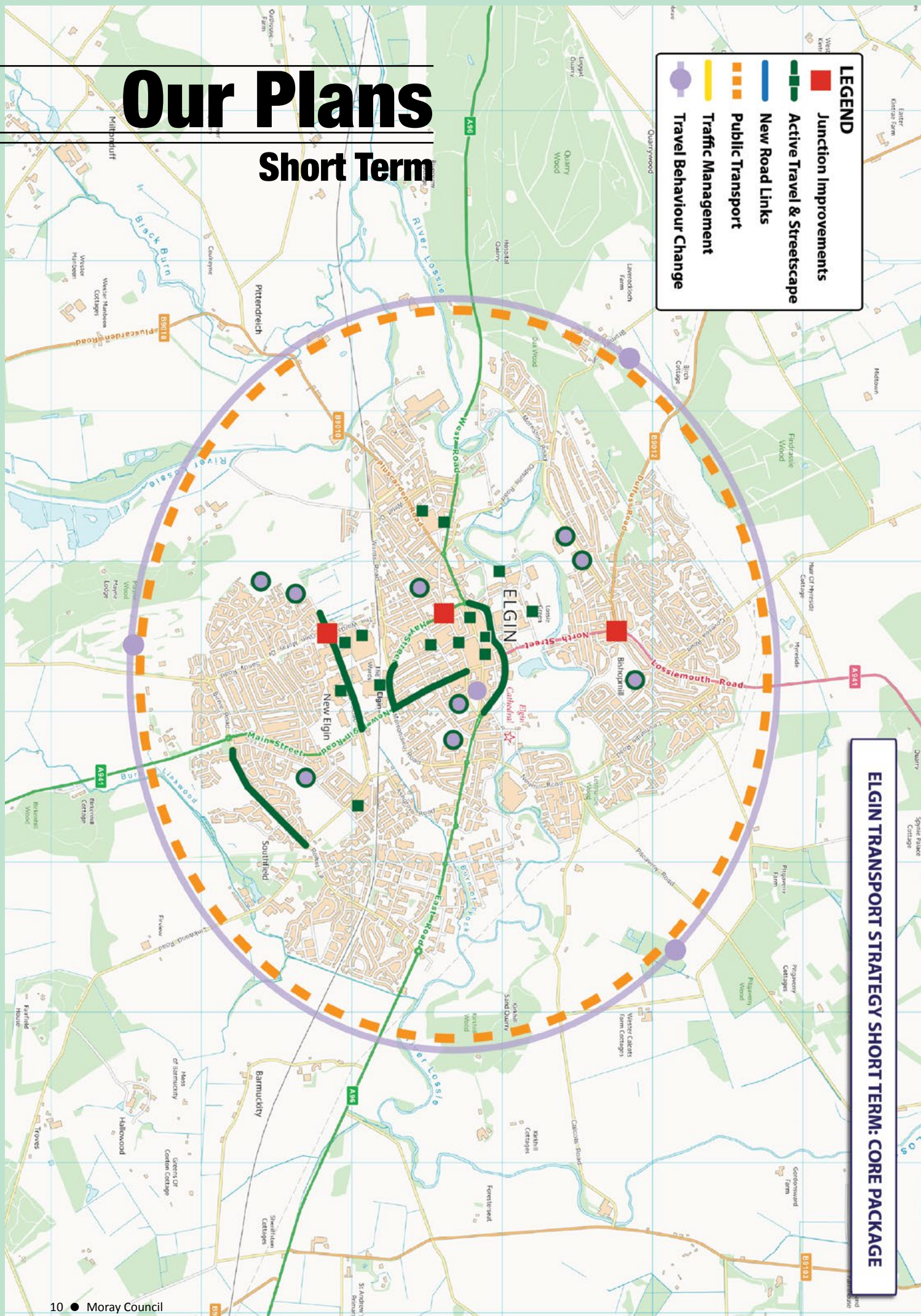
Public Transport


















































































New Road Links

Our Plans

Short Term



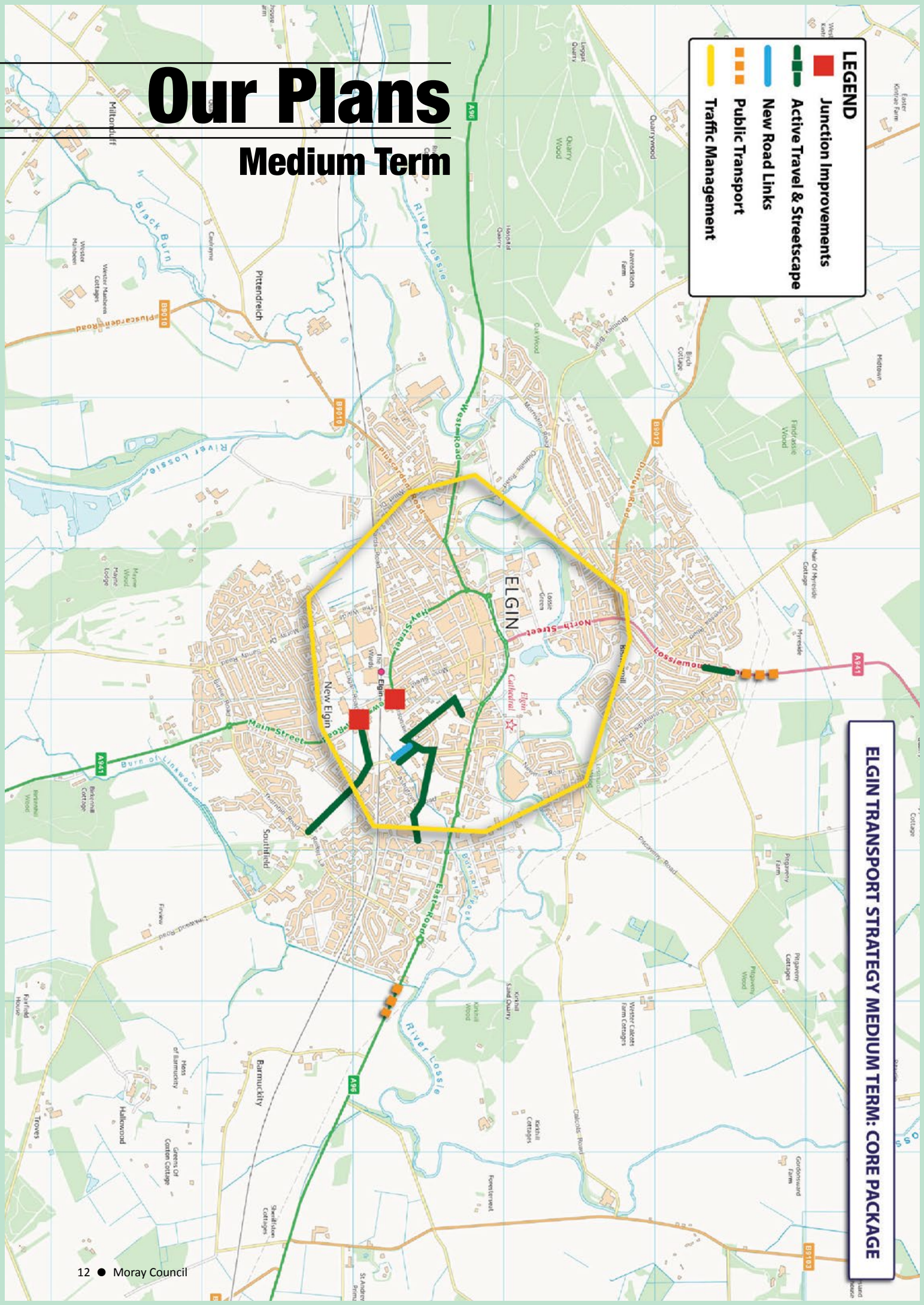
| | |
|--|--|
| Moss Street convert to one-way (northbound) & widen footways / cycle lanes |      |
| Reduce vehicle movements around schools |      |
| Improve South Street / Hay Street junction |     |
| Improve operation of Edgar Road / The Wards junction |     |
| Signal improvements at Morriston Road/ North Street junction |      |
| Provide cycle lanes along Station Road |      |
| Provide cycle parking in Elgin where cycle paths enter the town |       |
| Provision of information to support use of all modes of travel |      |
| Improve pedestrian crossing points on Edgar Road |      |
| Improve pedestrian crossings on Station Road / Maisondieu Road |       |
| Improve pedestrian crossings on the A96 in Elgin |      |
| Improve pedestrian crossings on Thornhill Road |      |
| Investigate use of technology to manage demand responsive bus services across Elgin |     |
| Undertake robust Travel Plan for the Moray Council to reduce car use by staff and visitors |      |
| Introduce measures to encourage walking / cycling / public transport use with all new housing development |      |
| Robust Travel Planning for all Elgin schools |      |

Our Plans

Medium Term





































LEGEND

- Junction Improvements
- Active Travel & Streetscape
- New Road Links
- Public Transport
- Traffic Management



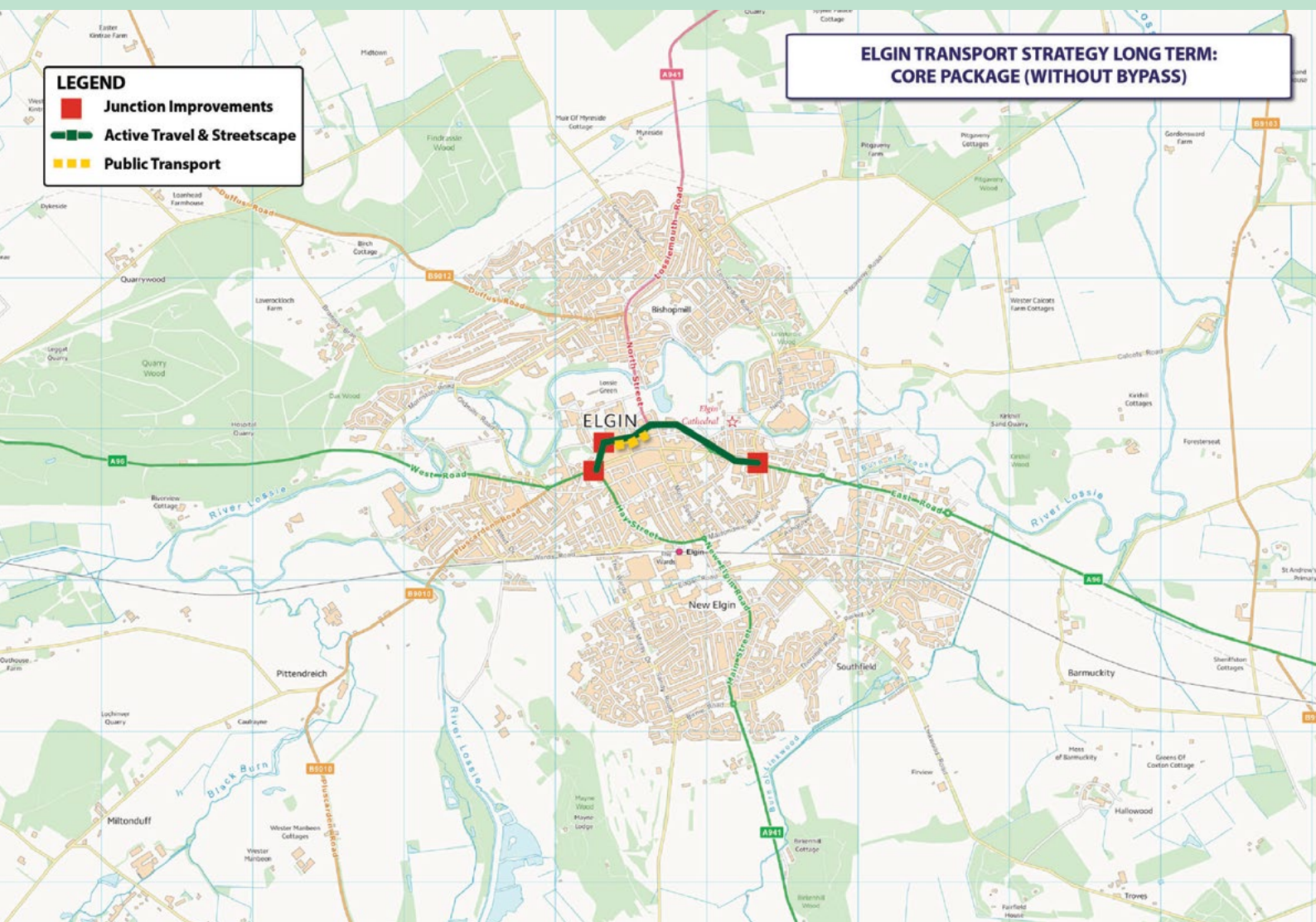
ELGIN TRANSPORT STRATEGY MEDIUM TERM: CORE PACKAGE



| | |
|--|--|
| New north-south link Ashgrove Road to Maisondieu Road with traffic signals |      |
| Improve New Elgin Road and replace junctions north & south of railway with traffic signals |      |
| Junction improvements on A96 between Northfield Terrace & North Street (first phase) |      |
| New cycle / pedestrian north-south rail bridge on Ashgrove Road |      |
| Provide cycle lanes alongside Linkwood Road |      |
| Active Travel Route between Pinefield and East End Primary School |       |
| Improve pedestrian and cycle provision at A941 / Lesmurdie Road junction |      |
| Urban Traffic Control for congested areas |      |
| Sites for park and change with direct access to active travel corridors into town via key destinations |    |
| Expand Moray Council Travel Plan initiatives to other Elgin businesses to reduce car use |      |

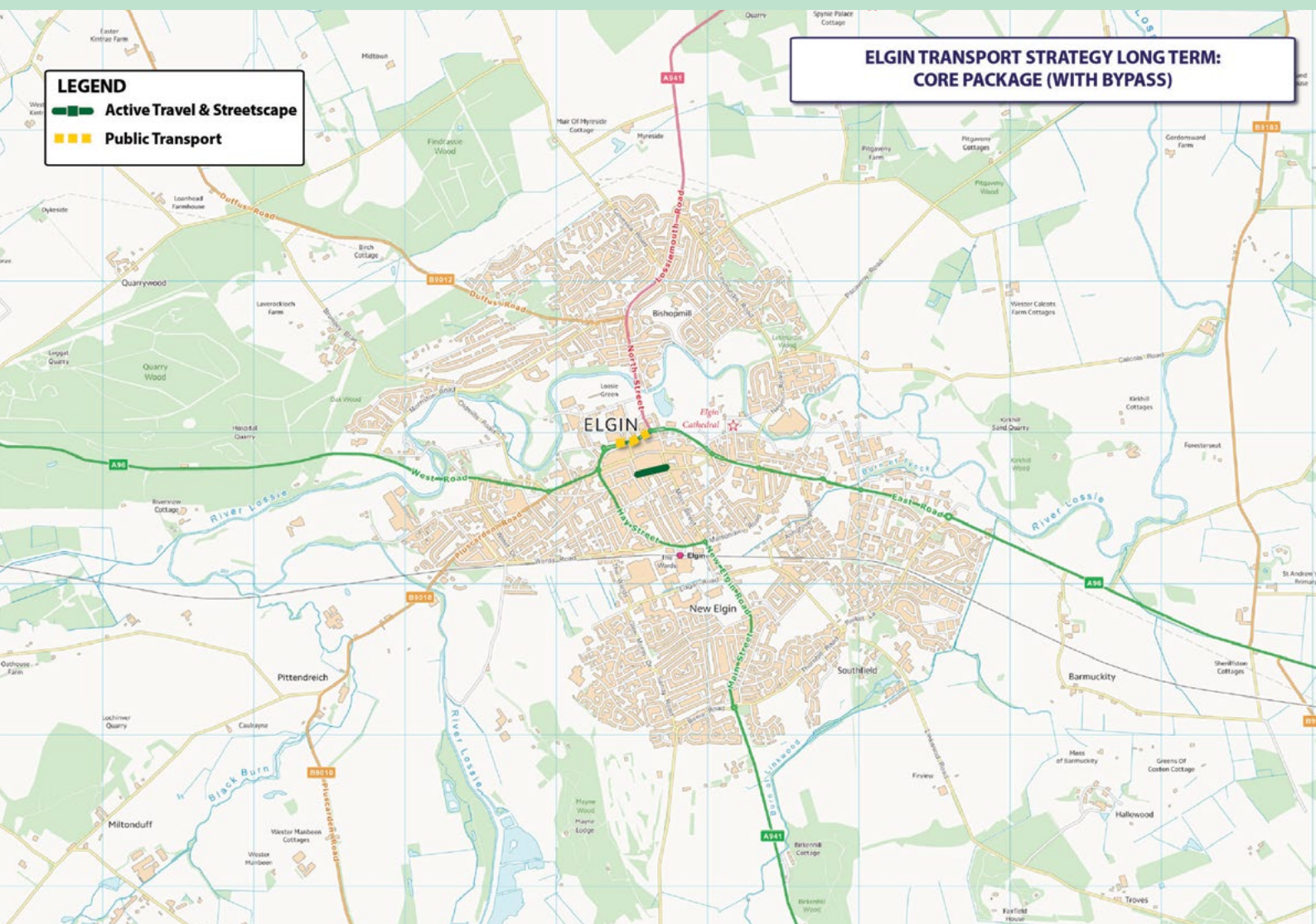
Our Plans

Long Term



















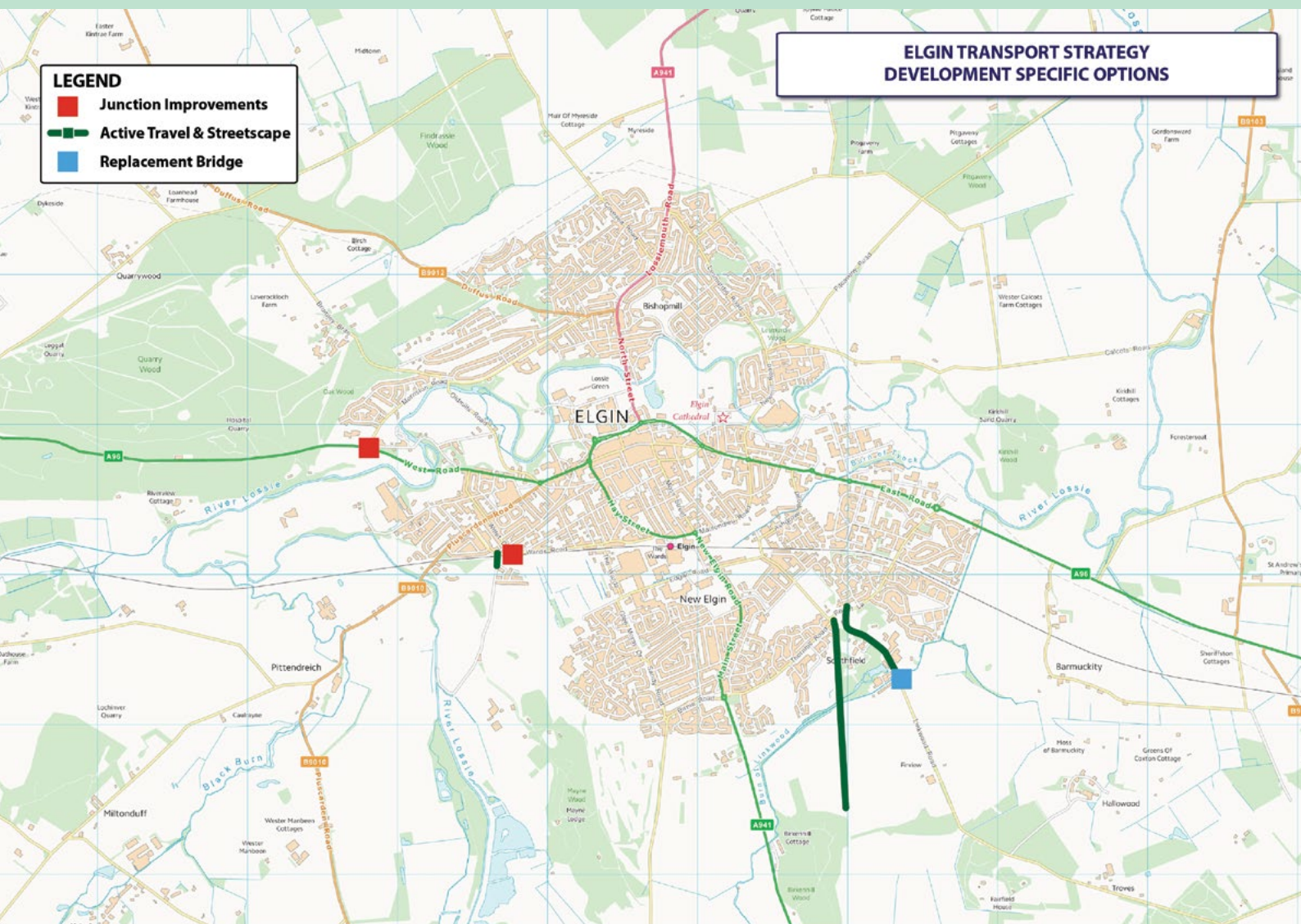
Without bypass

| | |
|--|--|
| Remove barriers to pedestrian movements across A96 (Partial Streetscape Treatment) on A96 between Northfield Terrace & Pansport Roundabout | |
| Junction improvements on A96 between Northfield Terrace & North Street (second phase) | |
| Junction improvement at A96 / Maisondieu Road | |
| Redesign / improve operation of Elgin bus station | |

































With bypass

| | |
|---|--|
| Pedestrianise South Street between Commerce Street & Batchen Street |      |
| Redesign / improve operation of Elgin bus station |       |
| Junction improvements on A96 between Northfield Terrace & North Street (second phase) |      |



Development specific options

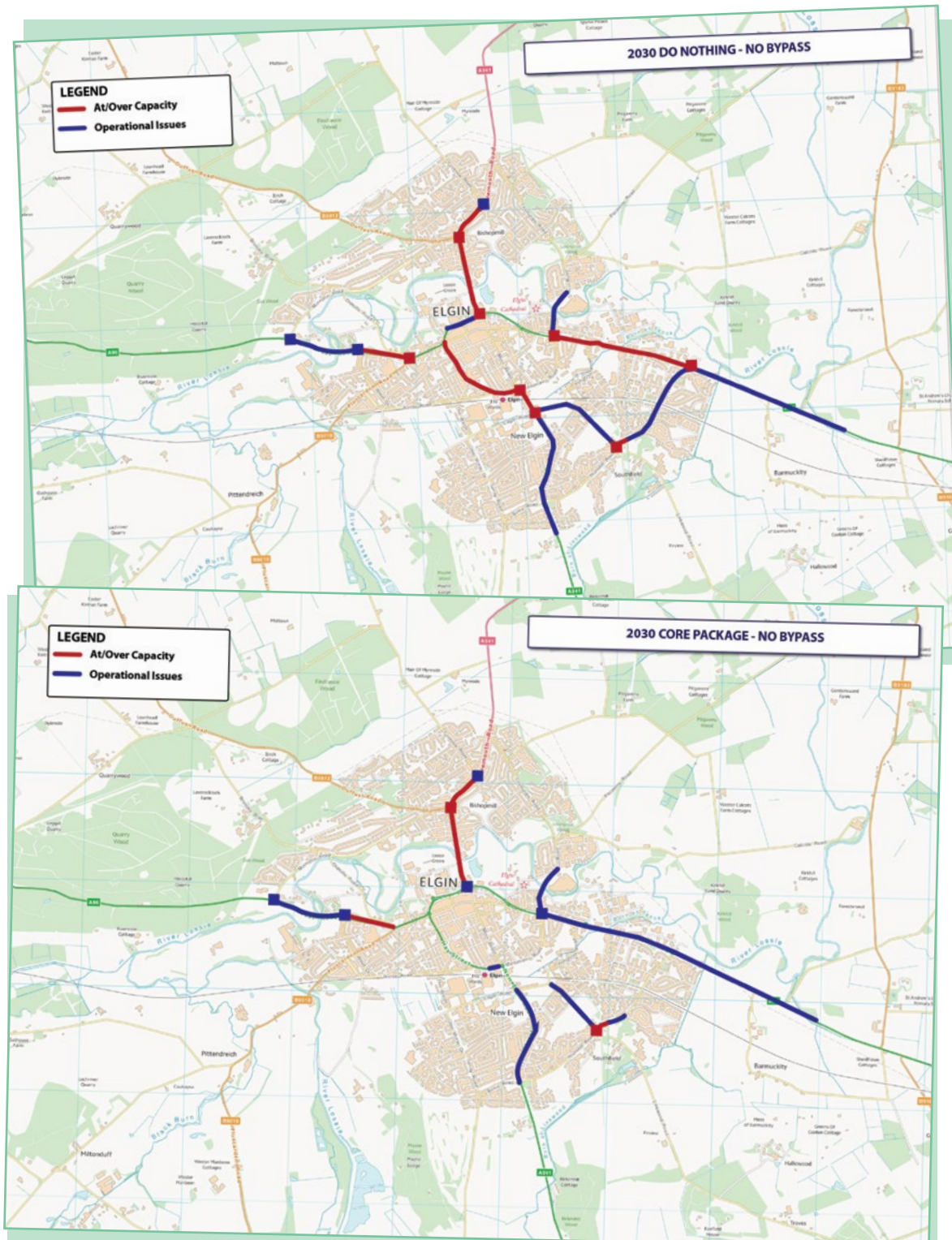
| | |
|--|--|
| Road layout improvements at Bilbohall Road / Mayne Road / Wards Road |     |
| New cycle / pedestrian north-south rail bridge on Bilbohall Road / Fleurs Road |      |
| Junction improvement at Morriston Road / A96 to enable development |      |
| Pave and light dismantled railway path to link Elgin South area to Reiket Lane path |       |
| Replace Linkwood Bridge to enable 2-way operation and provide cycle path on both sides of the road |      |
| Improve road alignment and provide cycle paths on both sides of Linkwood Road |      |

The Benefits

With our plans you will start to see improvements to the network from 2018, but the real impact will be from 2022 where the schemes, particularly the new rail crossing will provide improvements across the whole of the network. As a result of these schemes, from 2022 the network will operate within capacity in the morning peak, and in the evening

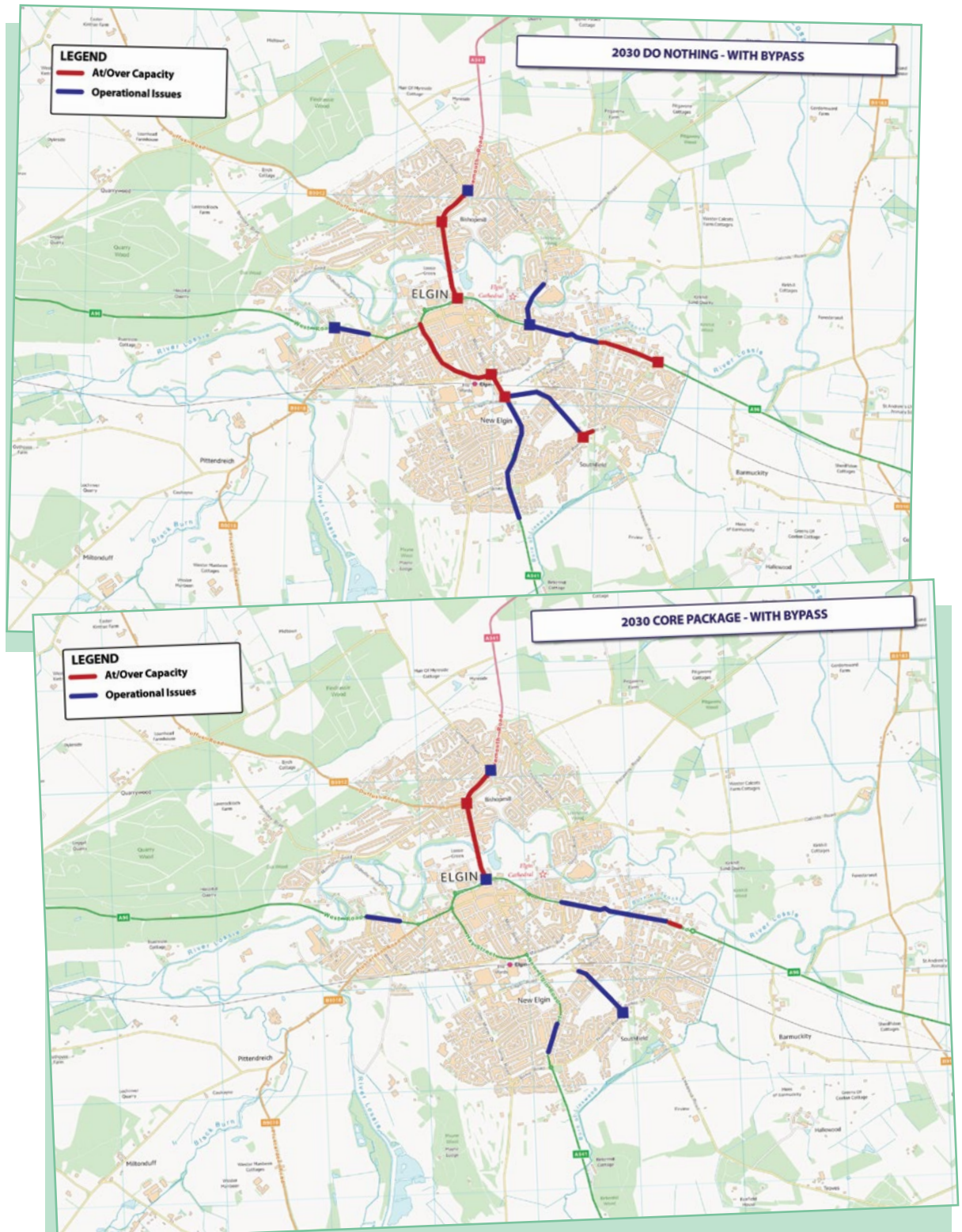
peak there will only be a section of the A941 near the High Street that is over capacity. There is global improvement in journey times across the network.

In the long term to 2030, with no improvements to the network infrastructure, there will be significant deterioration in traffic conditions. With a bypass



of Elgin on the A96 this picture improves, but there would still be significant issues around key areas of constraint such as the A941 rail bridge. With or without a bypass, the full core package of interventions reduces journey times and therefore improves journey time reliability.

We are confident that our core package of proposals will create significant improvements to the capacity of the transport network in Elgin, delivering against our strategy objectives and what you have told us you want to see.



Partnership & Funding

The next step is to bring this transport strategy to life. This will involve more detailed work on the business case for the package of interventions we want to deliver. This is to demonstrate that our plans provide value for money as well as keeping Elgin moving.

Some of the plans can be delivered directly by Moray Council, others will mean working in partnership with Scottish Government, national and local bodies, communities and the private sector. Achieving our vision will require sustainable investment, and we will work with all our partners to identify how the interventions are best funded.

Measuring Success

It is really important that we keep checking that all the changes we make deliver the benefits that are expected. We will put in place a monitoring and evaluation mechanism to check that all the objectives set out at the beginning of this document are met. This will include setting specific targets, and will be assessed at regular intervals with regular reporting.

Staying up to date

We will publish updates and progress on the strategy on www.moray.gov.uk/transportdevelopment

This information will also be available from your local Access Point.

Make it Happen

