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STAG REPORT STUDY ELGIN WEST

Pre-Appraisal Workshop

22/03/06

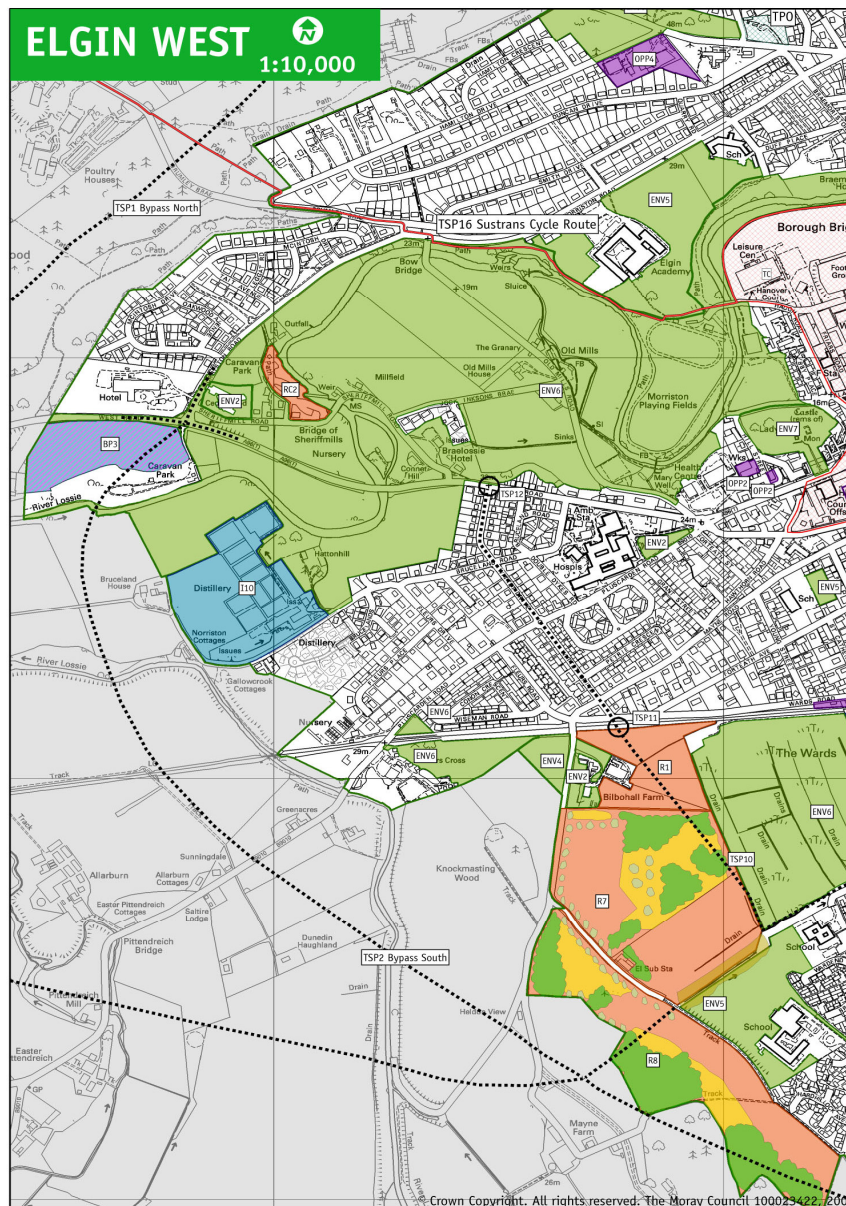




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ELGIN WEST

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Background



Previous Studies - STAG 1 Conclusion



9. Recommendations

- 9.1 It is recommended that the Committee notes the contents of the STAG 1 report from the Babbie Group relating to an Elgin Bypass and other traffic management options in Elgin which concludes that a bypass would not provide a significant benefit to strategic road users nor to inhabitants of Elgin, such that a bypass should be pursued as a long term objective within a strategy to provide network improvements to support the development of Elgin.
- 9.2 It is recommended that proposals be prepared and presented to the Scottish Executive Officials to engage their support and contribution towards studies, assessments and short or medium term solutions along the trunk road route through Elgin. This would include the development of an updated or replacement traffic modelling for analysis of congestion and new developments.
- 9.3 It is recommended that tenders be invited covering a suitable period from experienced Consultants to assist the Council with traffic consultancy work.

Author of Report: Head of Direct Services/Senior Engineer (Traffic)
Background Papers:
Ref: AR/PA/R/21/A96/25



New STAG



10. Recommendations

- 10.1 It is recommended that Committee notes the response from the consultation exercise for the Wittet Drive Link Road
- 10.2 It is recommended that the Director of Environmental Services be instructed to commission a traffic model for Elgin when the necessary internal Council posts have been filled, and following on from that to commission a STAG report from suitably qualified consultants to evaluate the proposed Wittet Drive Link Road and other options.
- 10.3 It is recommended that a further report will be presented to this Committee in due course on the findings of this report.

Author of Report: Transportation Manager
Background Papers: None
Ref: GRH/PA/R/24/44





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Purpose of STAG





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LTS Key Objectives



7

The MORAY LOCAL TRANSPORT STRATEGY KEY OBJECTIVES

- 7.1 The transport infrastructure should be capable of meeting the requirements of the people and businesses within Moray, in keeping with the Council's commitment to sustainability. The following key objectives have been identified to assist in realising the transport strategy's vision -

Key Objective 1: to improve accessibility to jobs, services and facilities within Moray by :

- a. maintaining and improving the existing road network.
- b. improving road, rail, air and sea links to the rest of Scotland, the UK and Europe.
- c. realising the potential for public transport, cycling and walking.
- d. improving the linkages between different modes of transport.
- e. improving the transport infrastructure related to recreation and tourism.

Key Objective 2: to promote sustainability and safety by :

- a. reducing the need to travel generally.
- b. using land use planning to reduce travel needs.
- c. reducing pollution where necessary to meet Government requirements.
- d. seeking to continually improve safety.
- e. counteracting the additional costs and disbenefits of rurality.





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LTS Key Actions



Actions

Issue	Action	By Whom	Timescale
Ensuring that parking provision is appropriate to requirements.	Undertake a review of car parking and car charging policy.	Moray Council	2001/2002
Provide car parking standards related to development appropriate to Moray.	Undertake a review of car parking standards related to development and the approach to commuted payments.	Moray Council	2001/2002
Continue to monitor and review the Road Safety Plan.	Monitor progress of the Road Safety Plan.	Moray Council, Grampian Police	Annual
Improvement of traffic, cyclist and pedestrian environments.	Identify a rolling programme of traffic management measures.	Moray Council	Annual
Promoting a reduction in car use.	Develop a series of transport demand management measures targeted initially at the work place.	Moray Council, Business Organisations	Ongoing
Promoting modern communications infrastructure.	Lobby BT and other telecommunications providers to provide state of the art infrastructure.	Moray Council	Ongoing
Ensuring the availability of high technology training.	Encourage education providers to develop focused programmes related to high technology skills.	Moray Council, Moray College	Ongoing
Focusing development in accessible locations.	Implement the Moray Development Plan.	Moray Council	Ongoing
Using developer contributions to assist in the provision of facilities for cycling, walking and public transport.	Implement developer contribution policies of the Moray Development Plan.	Moray Council	Ongoing





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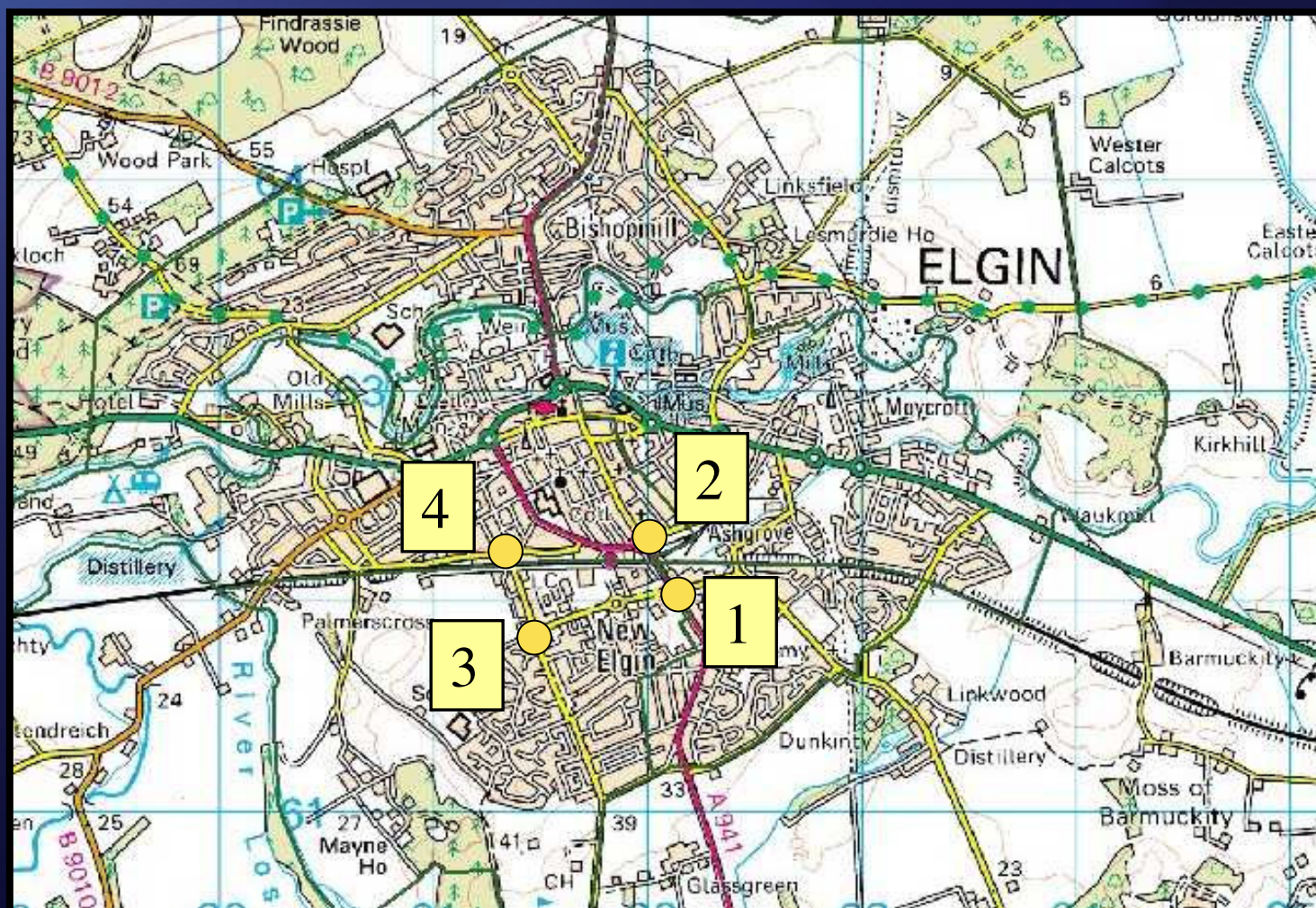
Key Junctions and Traffic Flows





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Elgin West Key Junctions





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1. New Elgin Road/ Edgar Road





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2. New Elgin Road/ Station Road





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3. Edgar Road/ The Wards





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4. Wards Road/ The Wards





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Average Daily Traffic



Road Name	Road No.	Ave Daily Flow
Edgar Road (mid)	U171E	7079
Edgar Road (west)	U171E	2154
Glen Moray Drive	U171E	2586
Hay Street	A941	12728
Main Street New Elgin (North)	A941	7262
Main Street New Elgin (South)	A941	6238
Morrison Road (North)	B9012	6843
Morrison Road (South)	U171E	1936
New Elgin Road (At rail crossing)	A941	21202
North Street (Bishopmill)	A941	12999
Pluscarden Road	B9010	2354
Station Road	A941	11000
The Wards	C22E	6147
Wards Road	C22E	4067
Wittett Drive	C22E	2718

