

# Elgin STAG Study STAG Part 1 Appraisal

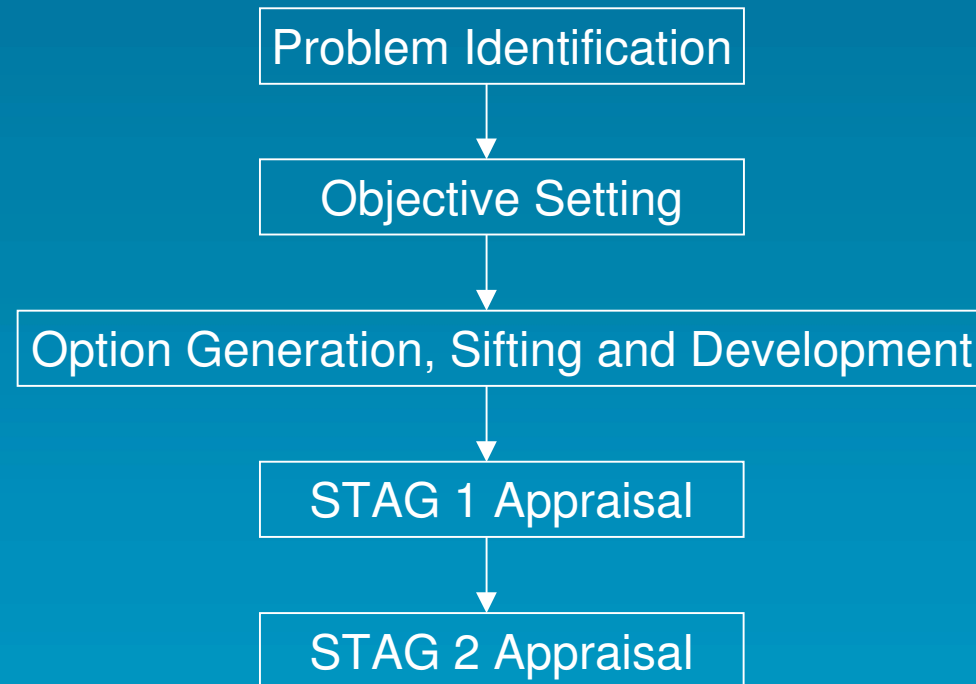


10 July 2006  
Council Chambers  
Elgin

**Paul McCartney**  
**Associate Economist, Halcrow**

**Alan Shirley**  
**Economic Consultant, Halcrow**

- **Review Part 1 Appraisal Process**
- **Discuss Part 1 Findings**
- **Recommendations for Part 2 Appraisal**



- **Elgin's transport network is struggling to cope with the increased demand for travel over recent years;**
- **It seems that journey times in and around Elgin have increased by 50% over a 10 year period;**
- **Demand during the peak period has spread over the same 10 year period;**
- **High levels of traffic flows and subsequent delays are observed all day Saturday;**

- **The volume of traffic on the A96 and A941 inhibit access onto these key routes and the circulation of traffic in and around Elgin;**
- **There has been an increase in development and intensity of land use in and around Elgin which has resulted in added traffic volumes;**
- **Parking provision and location has resulted in on street parking in areas of Elgin which inhibits traffic flow by narrowing road width; and**
- **Insufficient parking opportunities and poor bus services at Dr Grays Hospital.**

- **A96 Eastbound from West Road**
- **A96 East Road**
- **A941**
- **Development Impacts**
- **Parking**
- **Junctions**



**A941 New Elgin Road**





**Linkwood Road**



**New Elgin Road**



**New Elgin Road**



**Main Street Southbound to Roundabout**



**Station Road Westbound to Roundabout**

## Key Planning Objective

**To provide a quicker, safer and more reliable transport system in and around Elgin while accommodating future development.**

### **Sub-Objectives**

- **To reduce average junction delay times by x% on the A96 and A941 for traffic egressing and accessing key junctions from the base year scenario;**
- **To minimise delay and disruption to all mode users caused by the conflict of modes on key routes in and around Elgin;**
- **To improve safety for all road users in and around Elgin;**
- **To improve the management of parking in Elgin;**

- **To encourage modal shift from private car to public transport, cycling and walking;**
- **To mitigate the risks of adverse environmental impacts caused by motorised vehicular traffic in and around Elgin;**
- **To ensure integration of land use and transport.**



- **Environment** (maximising the quality of the built and natural environment for enjoyment by all);
- **Safety** (reducing the risk and incidence of accidents and improving the security of all transport users);
- **Economy** (saving people's and business's time and money and facilitating desired economic development);
- **Integration** (fitting the transport network together and ensuring a rational relationship between transport and land-use and wider policy);
- **Accessibility** (providing everyone (not just users but also non-users) with the means to travel to opportunities of all kinds).

- **Integrated ticketing for public transport;**
- **Integrated public transport timetable;**
- **Car share schemes;**
- **Traffic management options for Elgin;**
- **Junction improvements for A96 route through Elgin;**
- **Improved information flow for travellers including PR and Marketing of travel options;**
- **Improved signage and warnings;**
- **Cycle network improvements;**
- **Loading restrictions;**
- **Free bus travel (within and to Elgin);**
- **Improved bus services to Dr Grays hospital;**

- **Bus priority measures;**
- **Extension of Edgar Road to Morriston Road junction;**
- **New railway line crossings – “New Elgin – Elgin Link”;**
- **Improvements for Wards Road;**
- **One way system/loop around Elgin;**
- **Elgin Bypass;**
- **Pay & Display Parking Controls;**
- **Options to improve North College Street – College Street;**
- **Options to divert traffic from West of Elgin around North Elgin – (e.g. use of Morriston Road);**

- **Opportunities to identify HGV specific routes;**
- **Park and Ride;**
- **Parking Strategy;**
- **Increase provision of car parking – West/South/Central Elgin;**
- **Encourage the adoption of flexible working hours.**

## Public Transport

- **Integrated ticketing for public transport;**
- **Integrated public transport timetable;**
- **Free bus travel (within and to Elgin);**
- **Improved bus services to Dr Grays hospital;**
- **Bus priority measures.**

### Traffic Management

- Traffic management options for Elgin;
- Improved signage and warnings;
- Loading restrictions;
- One way system/loop around Elgin;
- Divert traffic from West of Elgin around North Elgin – e.g. use of Morrison Road;
- Opportunities to identify HGV specific routes; and
- Cycle network improvements.

## **Link and Junction Improvements**

- **Junction improvements for A96 and A941 routes through Elgin;**
- **Extension of Edgar Road to Murrison Road Junction;**
- **New railway line crossings – “New Elgin – Elgin Link”;**
- **Improvements for Wards Road;**
- **Options to improve North College Street – College Street;**  
**and**
- **Elgin bypass.**

## Travel Planning and Information

- **Improved information flow for travellers including PR and marketing of travel options;**
- **Car share schemes;**
- **Encourage the adoption of flexible working hours;**



## Parking

- **Park and Ride;**
- **Parking Strategy;**
- **Pay and display parking controls;**
- **Increase provision of car parking – West/South/Central Elgin.**

- **The proposal's likely impact against the planning objectives (as opposed to the Government's five objectives);**
- **An initial check of the proposal's fit with relevant established transport, land-use planning and other policies;**
- **Broad consideration of the impacts of the proposals against the Government's five transport objectives relating to Economy, Accessibility, Integration, Safety and Environment.**

## **Public Transport**

- **Clear role to play in managing future traffic problems in Elgin**
- **The Moray Council should continue to monitor public transport provision and engage with public transport operators to maximise potential public transport usage in the area**
- **Has minimal impact in meeting Government Objectives in the context of the Elgin STAG Study**
- **Ineffective solution in alleviating the traffic problems and meeting the Objectives**

## Traffic Management

- **Has a key role in alleviating the traffic problems in Elgin and meeting the Objectives**
- **Has positive impact across all Government Objectives in the context of the Elgin STAG Study**
- **Can help provide a quicker, safer and more reliable transport system in and around Elgin**

## **Link and Junction Improvements**

- **A number of the traffic problems are concentrated on key links and junctions in and around Elgin**
- **Has a key role in alleviating the traffic problems in Elgin and meeting the Objectives**
- **Has positive impact across all Government Objectives in the context of the Elgin STAG Study**
- **Can help provide a quicker, safer and more reliable transport system in and around Elgin**

## **Travel Planning and Information**

- **Unlikely to achieve significant mode shift from private car**
- **Evidence suggests it is more effective in urban areas**
- **Formal car share schemes and adoption of flexible working hours unlikely to be successful due to diversity of transport needs in Elgin**
- **Has minimal impact in meeting Government Objectives in the context of the Elgin STAG Study**
- **Ineffective solution in alleviating the traffic problems and meeting the Objectives**

## **Parking**

- **Clear role to play in managing future traffic problems in Elgin**
- **Parking policies/strategies can make contribution to effective demand management and relieving congestion**
- **Park and Ride ineffective due to diverse nature of trips**
- **Has minor impact in meeting Government Objectives in the context of the Elgin STAG Study**
- **Ineffective solution in alleviating the traffic problems and meeting the Objectives**

## **Public Transport**

- **Not to be taken forward to STAG Part 2 Analysis as will provide ineffective solution to Elgin's traffic problems**

## **Secondary Recommendation**

- **Bus services to Dr Grays hospital to be analysed and opportunities to improve such services examined. The Moray Council should continue consultation with Moray Community Partners as statutory consultees in designing the Regional Transport Strategy and access to such important health facilities should continue to be considered within the context of the Local Transport Strategy.**



## Travel Planning and Information

- **The Moray Council should continue to pursue positive travel planning and information initiatives for the residents of Moray. However, it is proposed that this “Key Theme” should not be taken forward to STAG Part 2 Analysis as will provide ineffective solution to Elgin’s traffic problems.**

## **Parking**

- **Not to be taken forward to STAG Part 2 Analysis as will provide ineffective solution to Elgin's traffic problems**

### **Secondary Recommendation**

- **It is strongly recommended that a 'Parking Strategy' is considered as a study in its own right so as to undertake a full assessment of the formal and informal parking in and around Elgin. It is anticipated that this broad theme should be analysed in detail in this separate study.**

## **Traffic Management**

- **Should be taken forward to STAG Part 2 Analysis as it anticipated that this “Key Theme” will provide effective solution to Elgin’s traffic problems**

## **Potential Options for Detailed Assessment**

- **One way system/loop around Elgin;**
- **Divert traffic from West of Elgin around North Elgin – (e.g. use of Morriston Road);**
- **Opportunities to identify HGV specific routes.**

## **Link and Junction Improvements**

- **Should be taken forward to STAG Part 2 Analysis as it is anticipated that this “Key Theme” will provide an effective solution to Elgin’s traffic problems.**

## **Potential Options for Detailed Assessment**

- **Junction improvements on the A96**
- **Junction improvements on the A941**
- **A96 to Edgar Road options**
- **Elgin Bypass**

## 10 July – 31 July 2006

- Stakeholder comments on STAG Part 1 to Halcrow

Alan Shirley: [shirleya@halcrow.com](mailto:shirleya@halcrow.com)

## STAG Part 2 Analysis

- Completion of transport model for Elgin by end of August
- Completion of STAG Part 2 by end of September

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