

# Elgin Traffic Management – Western Distributor Road

## Welcome

**Elgin Traffic Management  
Western Distributor Road**

Public Consultation Exhibition

27<sup>th</sup> & 28<sup>th</sup> January 2011



# Elgin Traffic Management – Western Distributor Road

## Purpose of Exhibition

This exhibition is being held as part of the assessment process for the Elgin Western Distributor Road, a scheme developed through the Elgin Traffic Management programme.

### Exhibition Aims

- To report the assessment process to date;
- To present potential options; and
- To engage with the public, obtain feedback and report findings to The Moray Council's Economic Development and Infrastructure Services Committee.

Employees from Jacobs Consultancy are in attendance to listen to your comments, discuss any points that you may wish to raise and answer queries. Questionnaires are available online at [www.moray.gov.uk](http://www.moray.gov.uk) for you to provide comment on the exhibition content and you are encouraged to do so. The questionnaire is also available in paper format at the exhibition.

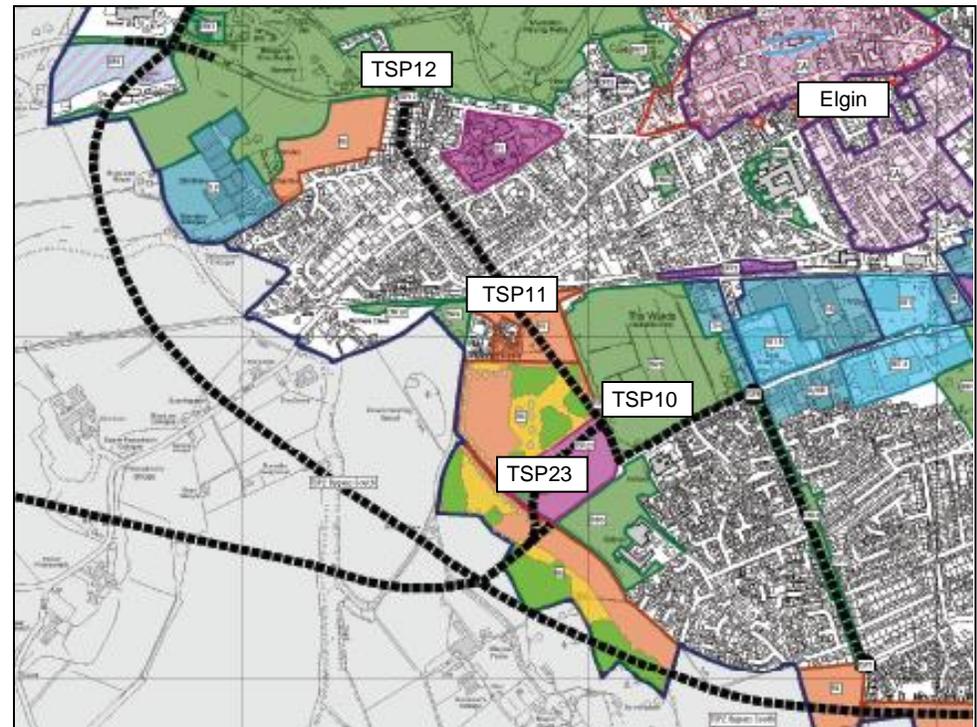
## Scheme Background & History

- Elgin Traffic Management objective. (August 2007)

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

The Moray Local Plan 2008 includes the following strategic elements:

- Edgar Road extension to Wittet Drive (TSP10);
- New Railway Bridge to Wittet Drive / Edgar Road extension (TSP11);
- New Roundabout A96 / Wittet Drive (TSP12);
- Extension of Edgar Road to future bypass (TSP23).





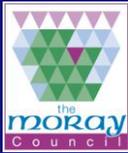
# Elgin Traffic Management – Western Distributor Road

## Traffic Problems in Elgin

- The A96, A941 and Edgar Road experience congestion during peak periods;
- The Aberdeen to Inverness railway line severs Elgin and there are a limited number of road crossings;
- Junctions are a major contributor to traffic delays;
- Approximately 75% of traffic trips have origins and destinations within Elgin;
- Future development will add further pressure to the existing road network; and
- Moray has a predominantly rural population with high car dependency.







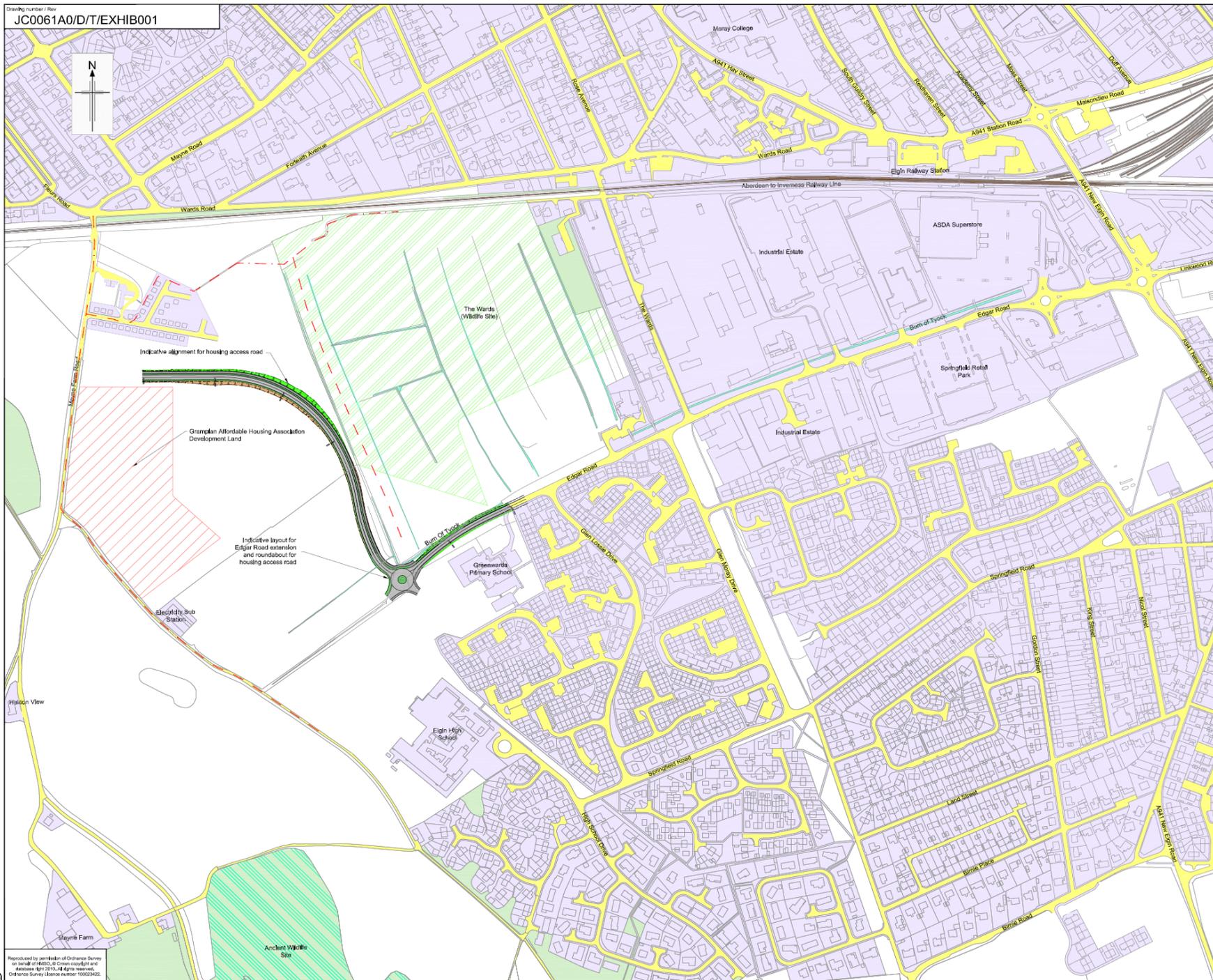
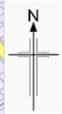
# Elgin Traffic Management – Western Distributor Road

## Options Assessed

The Design Manual for Roads and Bridges (DMRB) assessment reporting is a staged process involving consideration of the likely environmental, traffic and economic effects of alternative proposals whilst also allowing the public and statutory bodies to comment on proposal implications.

The following alternatives have been considered:

- ‘Do Nothing’ - *Provides access from Edgar Road to new affordable housing site.*
- ‘Do Minimum’ Existing Network Enhancements - *Localised junction capacity improvements on key routes that could be implemented as a series of discrete projects.*
- Urban (Inner) Route - *The extension of Wittet Drive to provide a high quality distributor road between the A96 and Edgar Road.*
- Rural (Outer) Route - *A high quality distributor route for the south west quadrant of Elgin outside of the developed area.*
- Rural (Inner) Route - *A shorter alignment within the rural corridor that is a more cost effective option.*



- Legend
- Proposed Route
  - Proposed Cartlageway
  - Proposed Footpath
  - Proposed Embankment
  - Proposed Cutting
  - Proposed Grass Verge
  - Developed Land
  - Existing Roads
  - Watercourses
  - Woodland
  - Designated Wildlife Site
  - Ancient Wildlife Site
  - Affordable Housing Development
  - Core Paths
  - Railway Line

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd

**JACOBS** Consultancy  
 80 Belford St, Glasgow, G2 7JX  
 Tel: +44(0)141 204 2011 Fax: +44(0)141 204 3100  
 www.jacobs.com



Client: **ETM - WESTERN DISTRIBUTOR ROAD**

Project: **EXHIBITION DRAWINGS  
DO NOTHING SCENARIO  
INDICATIVE ALIGNMENT**

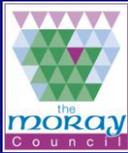
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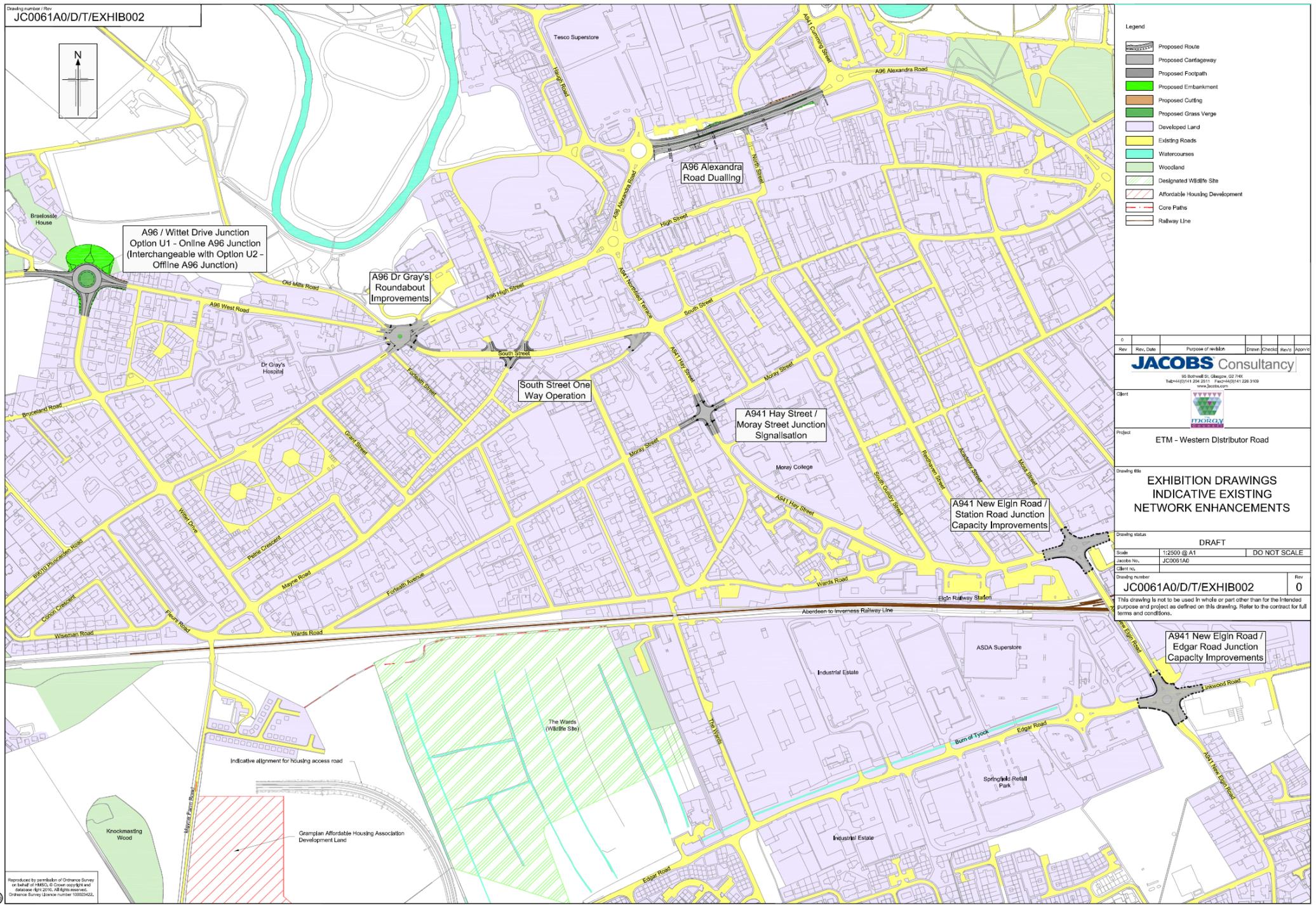
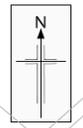
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# Elgin Traffic Management – Western Distributor Road

## Do Nothing Scenario – Key Findings

Engineering	Environment	Traffic & Economics
<p>0.75 kilometres of new single carriageway road to access the proposed affordable housing site west of The Wards Wildlife Site.</p>	<p>The access road is located adjacent to the western extents of The Wards Wildlife Site.</p>	<p>Estimated scheme cost: £2.95 million. (Including risk and optimism bias)</p>
<p>The route predominantly follows the level of the existing ground and earthworks are minimal.</p>		<p>Provides access to the proposed affordable housing site, but does not address the congestion problems that the wider Elgin road network experiences nor does it provide capacity for growth.</p>



- Legend**
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  - Affordable Housing Development
  - Core Paths
  - Railway Line

0	Rev	Date	Purpose of revision	Drawn	Checked	Revised	Approved

Client:

Project: ETM - Western Distributor Road

Drawing title: EXHIBITION DRAWINGS  
INDICATIVE EXISTING  
NETWORK ENHANCEMENTS

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Drawing number: JC0061A0/D/T/EXHIB002 Rev: 0

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A96 / Wittet Drive Junction  
Option U1 - Online A96 Junction  
(Interchangeable with Option U2 -  
Offline A96 Junction)

A96 Dr Gray's  
Roundabout  
Improvements

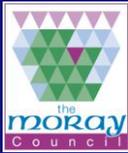
South Street One  
Way Operation

A941 Hay Street /  
Moray Street Junction  
Signalisation

A941 New Elgin Road /  
Station Road Junction  
Capacity Improvements

A941 New Elgin Road /  
Edgar Road Junction  
Capacity Improvements

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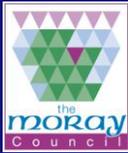


# Elgin Traffic Management – Western Distributor Road

## Existing Network Enhancements – Key Findings

Engineering	Environment	Traffic & Economics
Measures are predominantly standard junction capacity improvements involving routine traffic engineering measures.	No significant impacts are anticipated in terms of air quality, ecology or noise.	Reduced congestion in Elgin centre and improved journey times.
Junction improvements will enhance pedestrian and cyclist facilities updating provision in line with current standards.	Beneficial impacts in terms of air quality and noise envisaged at a number of properties.	Potential for developer funding contributions.
Two roundabout variants are feasible at the A96/Wittet Drive junction. Located either at the north end of the existing A96/Wittet Drive junction or further west at Sheriffmill Road.	Substantial adverse visual impacts may occur as a result of the new roundabout at the northern end of Wittet Drive.	Estimated scheme cost: £7.2 million. (Including risk and optimism bias) However, there is potential to introduce the scheme in phases.
Property acquisition is required to implement a new roundabout at the northern end of Wittet Drive.		The ratio of transport economics benefits relative to costs is 1.2 for this proposal. A ratio greater than one indicates benefits exceed costs.

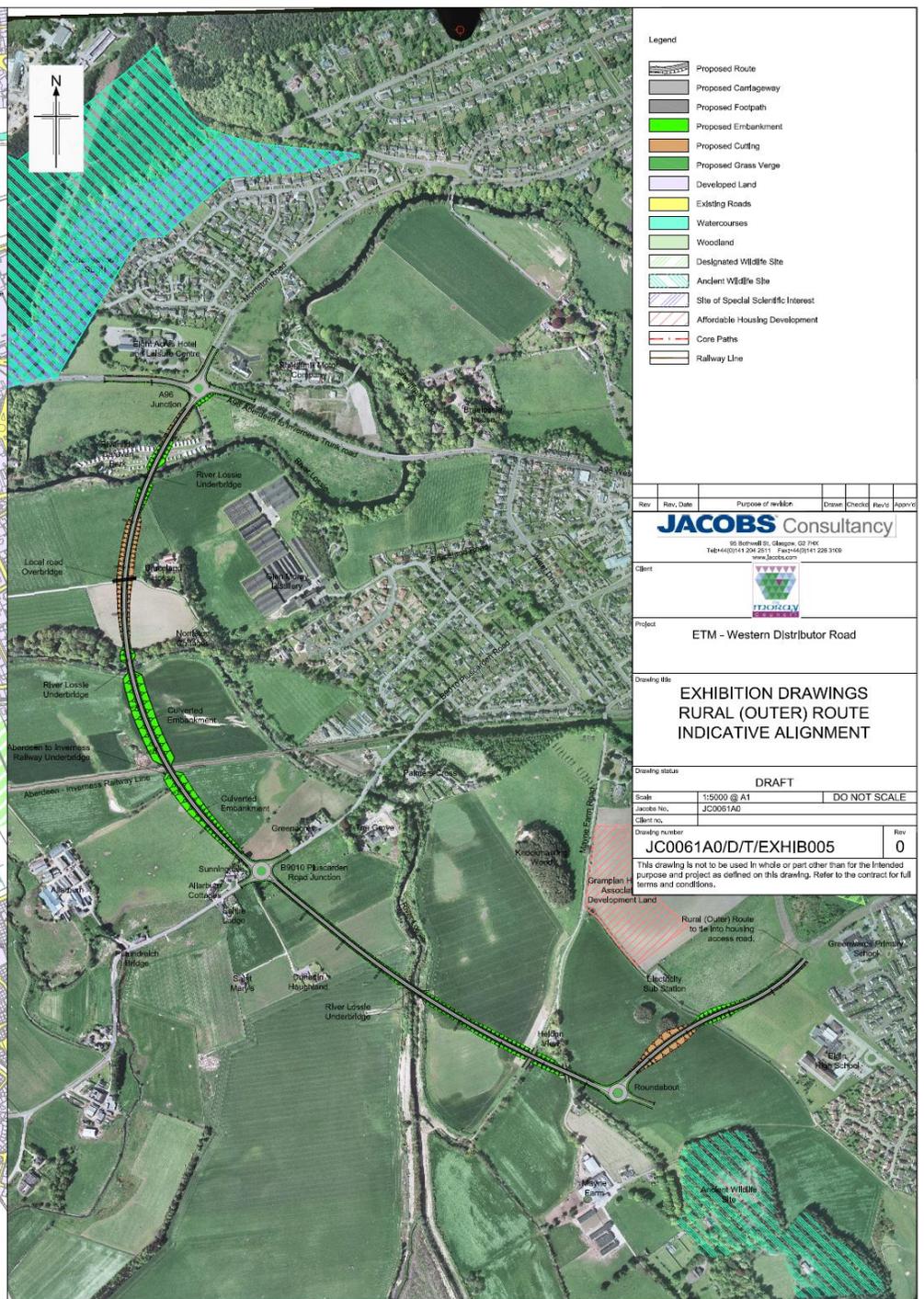
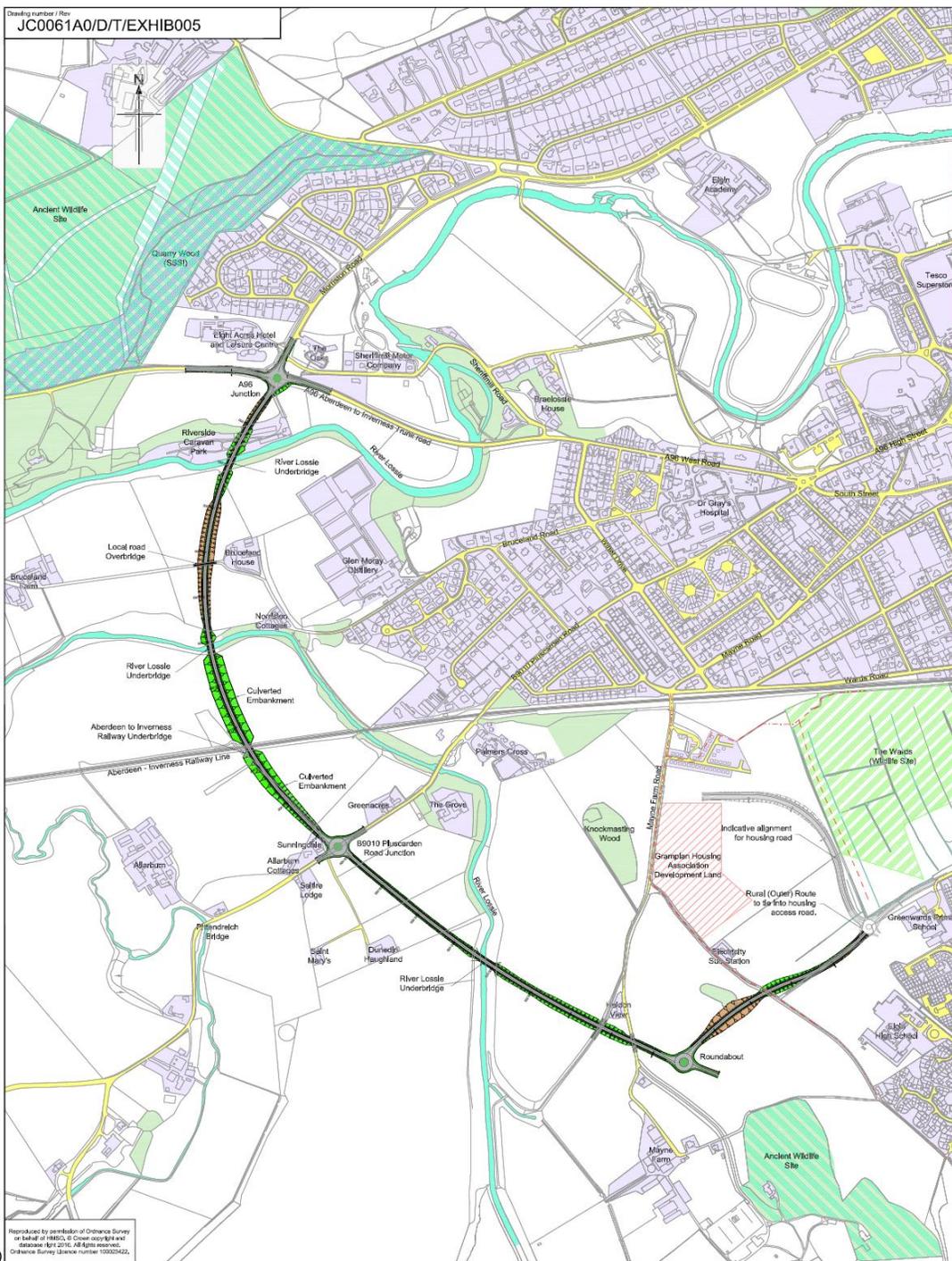




# Elgin Traffic Management – Western Distributor Road

## Urban (Inner) Route – Key Findings

Engineering	Environment	Traffic & Economics
1.1 kilometres of existing and new single carriageway road.	No significant impacts are anticipated in terms of air quality, ecology or noise.	Reduced traffic in Elgin centre relieving congestion and improving journey times.
A new structure at the south end of Wittet Drive crosses the existing railway line. The introduction of this structure severs Wards Road at its western end necessitating the closure of its connections with Wittet Drive.	Beneficial impacts in terms of air quality and noise envisaged at a number of properties.	A new A96 roundabout at Sheriffmill Road to the west of the existing A96/Wittet Drive junction provides opportunity to access the site east of Glen Moray Distillery which is zoned for housing development.
Two roundabout variants are possible at the north end of the scheme: at the existing A96/Wittet Drive junction; or further west at Sheriffmill Road.	Adverse visual impacts may occur as a result of the new roundabout.	Estimated scheme cost: £12.7 million. (Including risk and optimism bias) However, there is potential to introduce the scheme in phases.
The road is on embankment south of the railway line connecting to a reconfiguration of the access road to the proposed affordable housing to the west of The Wards Wildlife Site.	Property acquisition is required to implement a new roundabout at the northern end of Wittet Drive and provide a crossing of the railway line.	The ratio of transport economics benefits relative to costs is 1.1 for this proposal. A ratio greater than one indicates benefits exceed costs.



**Legend**

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- Proposed Embankment
- Proposed Cutting
- Proposed Grass Verge
- Developed Land
- Existing Roads
- Watercourses
- Woodland
- Designated Wildlife Site
- Ancient Wildlife Site
- Site of Special Scientific Interest
- Affordable Housing Development
- Core Paths
- Railway Line

Rev	Date	Purpose of revision	Drawn	Checked	Revised	Approved

**JACOBS** Consultancy  
 15 Belford St, Glasgow, G2 7JF  
 Tel: 0141 204 2511 Fax: 0141 204 3100  
 www.jacobs.com

Client:

Project: **ETM - Western Distributor Road**

**EXHIBITION DRAWINGS  
 RURAL (OUTER) ROUTE  
 INDICATIVE ALIGNMENT**

Drawing title: **EXHIBITION DRAWINGS RURAL (OUTER) ROUTE INDICATIVE ALIGNMENT**

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# Elgin Traffic Management – Western Distributor Road

## Rural (Outer) Route – Key Findings

Engineering	Environment	Traffic & Economics
2.5 kilometres of new single carriageway road with significant earthworks on the River Lossie flood plain and multiple structures.	Moderate adverse impacts on ecology may occur as a result of the severance of woodland corridors.	Low predicted traffic volumes of 2,000 vehicles at opening year.
Three structures crossing the River Lossie, a structure crossing the railway and a culverted embankment northeast of Allarburn farm.	Moderate adverse impacts may occur on landscape and visual receptors.	Introduces a minor reduction in Elgin congestion, with limited journey time benefits.
Road alignment standards adopted are appropriate for future bypass purpose.	Beneficial impacts in terms of air quality and noise envisaged at a number of properties.	Estimated scheme cost: £68.2 million. (Including risk and optimism bias)
Three roundabouts at junctions connecting to the A96, B9010 Pluscarden Road and an extended Edgar Road.		The ratio of transport economics benefits relative to costs is less than 0.1 for this proposal. A ratio less than one indicates benefits are lower than costs.



Legend

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Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Apprv'd

**JACOBS** Consultancy

88 Boothall St, Glasgow, G2 7HX  
Tel: 44(0)141 294 2511 Fax: 44(0)141 228 3100  
www.jacobs.com

Client:

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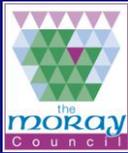
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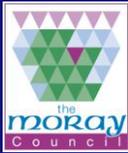
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# Elgin Traffic Management – Western Distributor Road

## Rural (Inner) Route – Key Findings

Engineering	Environment	Traffic & Economics
1.6 kilometres of new single carriageway road predominantly on embankment. Alignment standards adopted are lower than the Rural (Outer) Route.	Not included within the environmental assessment at this stage as the engineering complexities and associated scheme estimates revealed costs outweighed benefits.	Low predicted traffic volumes of 2,000 vehicles at opening year.
New structures crossing the River Lossie, the railway and the B9010 Pluscarden Road.		Introduces a minor reduction in Elgin congestion with limited journey time benefits.
A roundabout at the A96 junction, but no connection to the B9010 Pluscarden Road.		Estimated scheme cost: £24.5 million. (Including risk and optimism bias)
Property acquisition adjacent to Palmer Cross required.		The ratio of transport economics benefits relative to costs is 0.2 for this proposal. A ratio less than one indicates benefits are lower than costs.



# Elgin Traffic Management – Western Distributor Road

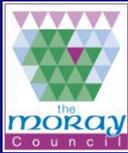
## Conclusions

- Existing Network Enhancements

Standard junction capacity improvements involving routine traffic engineering measures. Measures are anticipated to have no significant impacts in terms of air quality, ecology or noise. Beneficial impacts in terms of air quality and noise are envisaged at a number of properties. Substantial adverse visual impacts may occur as a result of the new roundabout. Property acquisition is necessary to facilitate upgrading of the A96/Wittet Drive junction to a roundabout. Traffic modelling indicates a reduction in traffic congestion within Elgin with much of the relief derived from introducing a roundabout at the A96/Wittet Drive junction. The enhancements are expected to provide value for money and there is potential for phased introduction.

- Urban (Inner) Route

1.1 kilometres of road including a roundabout at the existing A96/Wittet Drive junction and a railway crossing extending the southern end of Wittet Drive to meet Edgar Road. Measures are anticipated to have no significant impacts in terms of air quality, ecology or noise. Beneficial impacts in terms of air quality and noise are envisaged at a number of properties. Adverse visual impacts may occur as a result of the new roundabout. Property acquisition is necessary to facilitate upgrade of the A96/Wittet Drive junction to a roundabout and the introduction of a railway crossing. Traffic modelling indicates a reduction in traffic congestion within Elgin. The route is expected to provide value for money and there is potential for phased introduction of the route.



# Elgin Traffic Management – Western Distributor Road

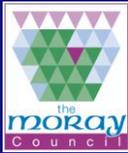
## Conclusions

- Rural (Outer) Route

2.5 kilometres of road including three roundabouts at intersections with existing roads and five structures, which cross the River Lossie, its associated flood plain and the railway line. The route may have moderate adverse impacts on landscape and visual receptors, and ecology as there is severance of woodland corridors. Beneficial impacts in terms of air quality and noise are envisaged at a number of properties. Traffic modelling indicates a low usage of the route resulting in a minimal reduction of traffic congestion within Elgin. The route is not expected to provide value for money and a phased introduction is not considered appropriate.

- Rural (Inner) Route

1.6 kilometres of road including a roundabout at its intersection with the A96 and three structures. Not included within the environmental assessment at this stage as the engineering complexities and associated scheme estimates revealed costs outweighed benefits. The route reduces potential impact to the River Lossie flood plain, however, property acquisition is necessary to strike a route between the River Lossie and the periphery of built up Elgin. Traffic modelling indicates a low usage of the route resulting in a minimal reduction of traffic congestion within Elgin. The route is not expected to provide value for money and a phased introduction is not considered appropriate.



# Elgin Traffic Management – Western Distributor Road

## Next Steps

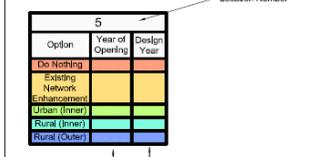
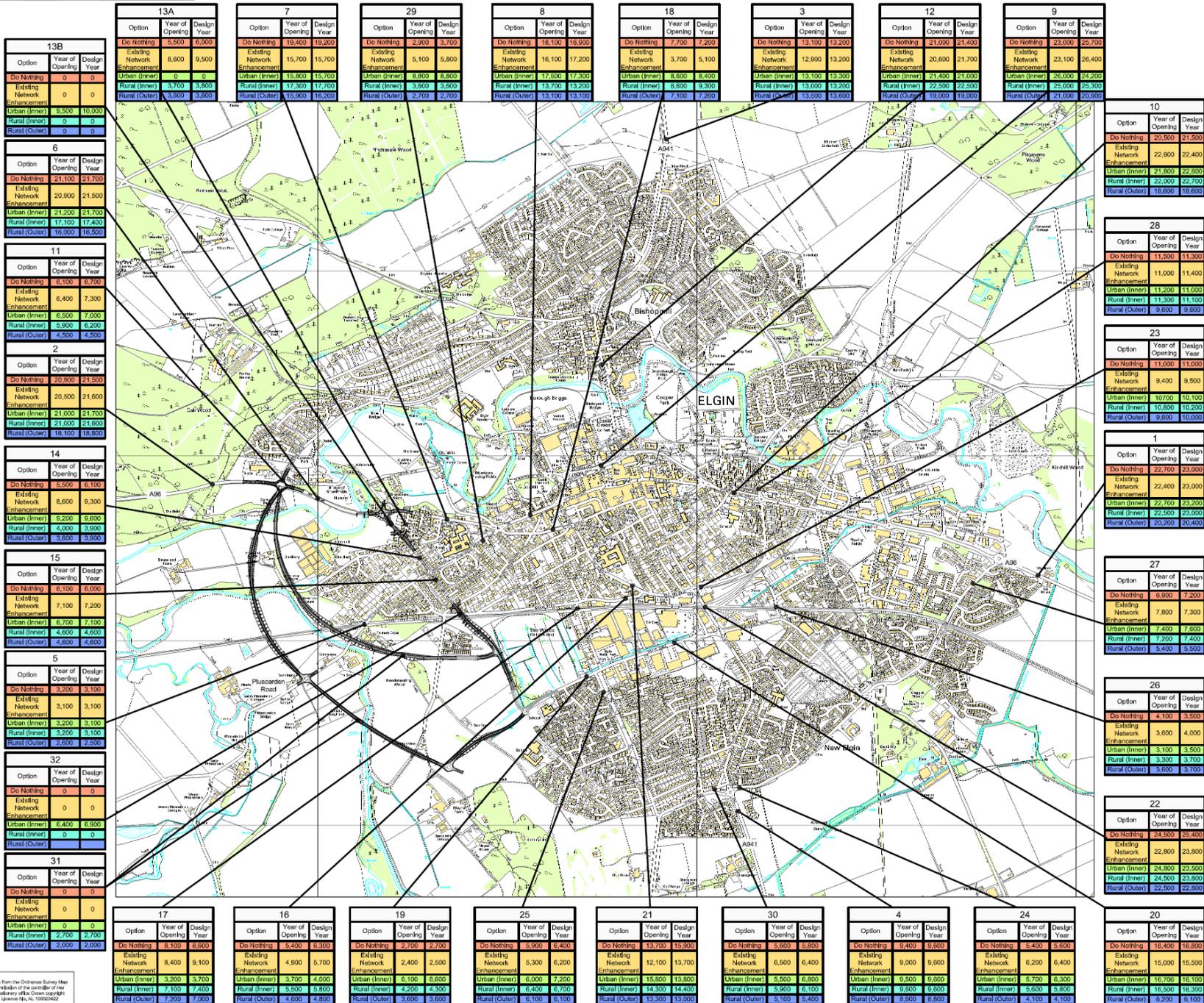
On behalf of The Moray Council we thank you for taking time to view the exhibition material.

Your views on the proposals are important and we would invite you to complete a questionnaire either online at the Council's website or on the paper version available here at the exhibition. The final date for submission of the questionnaire is 6<sup>th</sup> February 2011.

Following consideration of the consultation responses, a report will be submitted to The Moray Council for their consideration.

Online response form address:  
[www.moray.gov.uk](http://www.moray.gov.uk)

1. A96 (east)
2. A96 (west)
3. A641 (north)
4. A641 (south)
5. Pluscarden Road at railway bridge
6. A96 (between Morriston and Witte)
7. A96 (between Witte and Dr Gray's roundabout)
8. A96 (between Tesco and Halford's roundabouts)
9. A96 (between South College St roundabout and Pansport roundabout)
10. A96 (between South College St roundabout and Pansport roundabout)
11. Morriston Road
12. A641 North Street
- 13A. Witte Drive (between A96 and Bruceford Road)
- 13B. New Witte Drive (between A96 and Bruceford Road)
14. Witte Drive (between Bruceford Rd and Pluscarden Rd)
15. Witte Drive (between Pluscarden Rd and Haynes Rd)
16. Wards Road (east of Fortsh Avenue)
17. The Wards (at railway crossing)
18. South Street (east of W Park Road)
19. Edgar Road (west of Glen Moray Drive)
20. Edgar Road (west of A641)
21. A641 Hay Street (north of Wards Road)
22. A641 New Elgin Road railway bridge
23. Malsondeu Road (at A641 New Elgin Road)
24. Thornhill Road (east of A641)
25. Glen Moray Drive (south of Edgar Rd)
26. Ashgrove Road (railway bridge)
27. Ralston Lane
28. Pansport Road
29. Pluscarden Road (west of Witte Drive)
30. Birnie Road (west of A641)
31. Rural (Outer) Route
32. Urban (Inner) Route



1	Rev. Date	Purpose of Revision	Drawn	Checked	Rev'd	Approved
0	14/01/2016	STAGE 2 REPORT DRAFT ISSUE	JWA	SCB	SCB	SCB
1	09/07/16	Final	JWA	CMJ	SCB	SCB

Rev. Date Purpose of Revision Drawn Checked Rev'd Approved

**JACOBS** Consultancy

60 Bonwell St, Glasgow, G2 7JF  
 Tel: 0141 204 1001 Fax: 0141 204 1002  
 www.jacobs.com

Client: **ETM - WESTERN DISTRIBUTOR ROAD**

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Drawing title: **STAGE 2 ASSESSMENT TRAFFIC FLOW AADT**

Drawing status: **FOR INFORMATION**

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Client no.:		

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