

The Moray Council

Areas for Transport Investment in Moray



February 2011

This Report was funded by



JACOBS Consultancy

DOCUMENT CONTROL SHEET BPP 04 F8

Client: The Moray Council
 Project: Moray Task Force Job No: JC1017A0
 Document Title: Areas for Transport Investment in Moray

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Document Status: For issue to client				

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EXECUTIVE SUMMARY

With the closure of RAF Kinloss confirmed and the future of RAF Lossiemouth uncertain, it is important that measures are put in place to assist the maintenance and growth of the economy in Moray. Improvements to transport would play a key role by improving access for employers and improving links to/from Moray for various types of trip including travel to work, the movement of goods and tourist trips.

The Strategic Transport Projects Review (STPR) was published prior to the significant downturn in the national economy with associated reductions in defence spending that will have a significant impact on the economy of Moray. Transport Scotland has recognised in the STPR that there must be an allowance for refining and updating the interventions as progress towards the defined objectives are measured.

The STPR objectives for the Aberdeen to Inverness corridor focus on supporting development between Inverness and Nairn and also improving safety on the A96 and improving operation of both the road and rail network between the two cities. It is considered that the significant change to the economic situation in Moray post STPR may alter the priorities on the corridor, in that there is a need to support development and economic growth over a wider area.

Outwith the RAF bases, the other significant employers and economic generators in the area include:

- The Public Sector (mainly The Moray Council, Moray College/University of the Highlands and Islands and NHS);
- Numerous distilleries;
- Food manufacturing at Baxters and Walkers;
- Tourism; and
- Employment in and around the harbours, especially Buckie.

There are several opportunities for growing the economy in Moray including:

- The growth of existing industries;
- Growth in tourist related activities;
- Offshore renewables support; and
- The development of Business Parks.

Issues and constraints associated with transport and accessibility are often seen as barriers to investment and growth. As an example, journey times by train between Glasgow and London are less than those between Glasgow and Elgin.

Elgin is the largest town or city, and Moray the only local authority in Scotland, without a direct public transport link to Glasgow or Edinburgh. Travel to Moray by public transport requires a lengthy diversion and interchange in Inverness or Aberdeen.

The A96 and A95 Trunk Roads provide the main strategic road links to/from Moray.

The A96 provides links to the regional centres of Aberdeen and Inverness and passes through several population centres where delays are experienced due to conflict with local trips and pedestrian movements. Outwith the settlements, there are limited overtaking opportunities on the route resulting in increased journey times and often driver frustration.



The A95 provides an important strategic link for passenger and freight movement to/from Moray, providing a link between the area and the A9 (and destinations to the south) at Aviemore. The high HGV levels and poor road standards on parts of A95 result in reduced journey times and driver frustration.

On the rail network, journey times and frequency of service between Aberdeen and Inverness are poor. In addition, rail freight facilities at Elgin, Keith and Burghead are disused.

The rural nature of Moray means that many bus services require additional subsidy from the Local Authority to enable the services to operate. Loss of one or both of the air bases is likely to reduce the viability of some existing commercial services resulting in a requirement for additional funding or service withdrawal.

The Moray Council owns and operates several harbours within the area including the commercial port at Buckie. A dredger is also operated by the Council to maintain access to the harbours, which support several businesses in the area. The existing dredger is in need of urgent replacement to enable continuing use of the harbours.

In order to address identified issues, a single objective, to assess potential interventions, was set. This objective is:

To identify transport improvements to assist in the maintenance and growth of the economy in Moray.

This objective does not contradict the current objectives for the corridor in the STPR, rather it is considered that this objective compliments the desire to support and grow the economy in the area.

Several potential interventions that could benefit the existing economy of Moray and encourage growth have been identified. These interventions have been assessed, based on cost, deliverability and performance against the single key objective.

From this assessment, the interventions were categorised into tiers as detailed below:

- Tier 1 – Interventions with an estimated cost that is less than £5M, are deliverable and provide a major contribution towards assisting the maintenance and growth of the economy in Moray.
 - Provision of direct coach services between Moray and Glasgow/Edinburgh; and
 - Funding for a replacement dredger for Moray's Harbours, in particular, Buckie.
- Tier 2 – Interventions with an estimated cost less than £5M, are deliverable and provide a moderate contribution towards assisting the maintenance and growth of the economy of Moray.
 - Provision of funding to provide access to potential Business Parks in Moray;
 - Passenger Rail Phase 1&2; and
 - A95 Lackghe Scheme.
- Tier 3 – Interventions with a higher estimated cost and/or lower contribution towards assisting the maintenance and growth of the economy of Moray. These interventions may also have issues related to deliverability.



- A96 Elgin East;
 - Increased overtaking opportunities on the A96 (1);
 - Increased overtaking opportunities on the A96 (2);
 - A95 Gaich to Craggan Scheme; and
 - Passenger Rail Phase 3.
- Tier 4 – Interventions with negligible contribution towards assisting the maintenance and growth of the economy of Moray.
 - Inveramsay Bridge replacement

The closure of any of the RAF establishments in Moray will have a significant impact on the Moray economy. This report has identified a variety of transport interventions, for which The Moray Council is seeking funding from external sources to assist in the maintenance and growth of the Moray economy. The Moray Council is therefore presenting this report and its findings to The Scottish Government for its consideration.

1 INTRODUCTION

1.1 Introduction

A report by Highlands and Islands Enterprise into the economic impact of the Moray RAF bases has identified that they collectively support 5,710 full time equivalent jobs in the local economy, around 16% of all employment within Moray. The report also highlights the wider impact on population with RAF personnel families accounting for 1,457 spouses and 1,919 children up to 16 years of age¹.

The closure of RAF Kinloss has been confirmed and a decision on the future of RAF Lossiemouth will be made in the summer of 2011. The closure of RAF Kinloss and potential loss of RAF Lossiemouth will have a significant effect on the economy of Moray. The Moray Task Force, comprising representatives of the public, private, community and voluntary sectors, has been set up to represent local interests and spearhead campaigning efforts to reduce the impact on the Moray economy.

With the closure of RAF Kinloss confirmed and the future of RAF Lossiemouth uncertain, it is important that measures are put in place to assist the maintenance and growth of the economy in Moray. Improvements to transport could play a key role by improving access for employers and improving links to/from Moray for various types of trip including travel to work, the movement of goods and tourist trips.

Jacobs Consultancy has been commissioned by The Moray Council to undertake a review of potential transport interventions that could be implemented to assist in maintaining and developing the economy of Moray.

The Moray Council acknowledges the support provided by the Regional Transport Partnership, HITRANS, both in funding this review and providing technical input.

1.2 Report Content

This review is not intended to be an in depth economic study or STAG Appraisal of potential interventions. It does however, identify and develop potential interventions based on previous reports and studies. The proposed interventions are assessed against the Scottish Government's five Strategic Objectives, the local outcomes related to these objectives and the key objective of **identifying transport improvements to assist in the maintenance and growth of the economy in Moray**.

Discussions have taken place with representatives from The Moray Council, HITRANS and Highlands and Islands Enterprise (HIE) to establish the issues affecting maintenance and growth of the economy in Moray and potential transport interventions that could be implemented.

¹ Highlands and Islands Enterprise – Draft Economic Impact of RAF Bases

2 POLICY AND GUIDANCE

2.1 Introduction

This section of the report outlines relevant areas of National Government policy and guidance and related local policy.

2.2 Scottish Government's Strategic Objectives

The Scottish Government has been aligned around five strategic objectives that underpin the Government's purpose. These objectives are:

Wealthier and Fairer – Enable businesses and people to increase their wealth and more people to share fairly in that wealth.

Smarter - Expand opportunities for Scots to succeed from nurture through to life-long learning ensuring higher and more widely shared achievements.

Healthier - Help people to sustain and improve their health, especially in disadvantaged communities, ensuring better, local and faster access to health care.

Safer and Stronger - Help local communities to flourish, becoming stronger, safer place to live, offering improved opportunities and a better quality of life.

Greener - Improve Scotland's natural and built environment and the sustainable use and enjoyment of it.

2.3 Moray Single Outcome Agreement

The Moray Single Outcome Agreement details how the Community Planning Partnership in Moray will contribute to the delivery of the strategic objectives. The local outcomes that are related to this review are:

Wealthier and Fairer

- The level of economic activity across Moray will increase;
- Moray will have an excellent transport infrastructure with good transport connections to Aberdeen, Inverness and other markets; and
- The number of businesses starting up, growing and surviving in Moray will increase.

Safer and Stronger

- The number of people killed and injured as a result of road accidents will reduce; and
- Access to services in Moray will improve.

Greener

- Energy usage/carbon emissions will reduce.

Smarter

- The number of opportunities for people to become better educated, skilled and successful will increase; and
- The knowledge economy will be supported to grow.

2.4 National Transport Strategy

Scotland's National Transport Strategy, published in December 2006 details three strategic outcomes. These are:

- Improve journey times and connections;
- Reduce emissions; and
- Improve quality, accessibility and affordability.

2.5 Strategic Transport Projects Review (STPR)

The STPR identified and developed a series of investment priorities for each of Scotland's strategic transport corridors, within the cities of Aberdeen, Dundee, Edinburgh and Glasgow and the important transport centres of Perth and Inverness. Across Scotland, a total of 29 major packages of work have been identified within a three tiered framework of:

- To maintain and safely operate existing assets;
- Make better use of existing capacity and;
- Targeted infrastructure improvements.

Within Moray, the STPR considered the A96 Trunk Road and the Inverness to Aberdeen railway line. The A95, which is of significant strategic importance to Moray was not however, considered as a nationally strategic link.



The STPR objectives for the Aberdeen to Inverness corridor were:

- To improve connectivity, particularly by public transport between Inverness city centre and the growth area to the east including Inverness Airport;
- To improve journey time and increase opportunities to travel, particularly by public transport, between Aberdeen and Inverness; and
- To reduce the accident rate and severity rate to current national average.

This report focuses on the needs of the Moray economy and therefore will consider all routes that are important to Moray.

The recommended packages in the STPR that specifically affect Moray are:

- Project 4 – Road Safety improvements in North and West Scotland;
- Project 18 – A96 Inverness to Nairn upgrade;
- Project 19 – Rail Improvements between Aberdeen and Inverness; and
- Project 22 – Targeted Road Congestion / Environmental Relief schemes.

3 ECONOMY AND EMPLOYMENT IN MORAY

3.1 Introduction

This section of the report details the main areas of existing employment and economic generators in Moray.

3.2 Ministry of Defence

The RAF bases provide significant levels of employment at present. A recent HIE report on the economic impact of the RAF bases notes the following:

- The bases collectively support 5,710 FTE jobs in the local economy;
- This equates to around 16% of all FTE jobs in Moray;
- The associated gross income is over £158million;
- RAF households within Moray contain 7% of the total population of Moray and 8% of its working age population;
- A significant number of RAF spouses work in key posts with local employers, notably the NHS. 94 spouses work in local schools;
- An average of 21% of pupils at eight primary schools in the area are children of RAF Kinloss personnel (65% at Kinloss Primary);
- 19% of the school role at Forres Academy are children of RAF Kinloss families;
- 260 children of RAF Lossiemouth families attend secondary school, representing 6% of the combined school roles (at Elgin Academy and Lossiemouth High, children of RAF personnel represent 12% and 13% of the school role respectively)².

3.3 Public Sector

Public administration, education and health is the largest employment sector in Moray, accounting for around a third of jobs in 2008.³ The main public sector employment locations are The Moray Council offices, Dr Grays Hospital in Elgin, Moray College/University of the Highlands and Islands and schools throughout the area.

3.4 Whisky Production

Speyside is the acknowledged heartland of whisky and is widely recognised as the whisky capital of the world.

The largest concentration of Scotch Whisky distilleries is within the Speyside area. Scotch Whisky helps Scotland stand out in the international marketplace and gives Speyside an international reputation and profile that few other industries could provide. Each of the distilleries host buyers, suppliers and trade/corporate customers throughout the year and in doing so promotes the use of local facilities and services.

Figure 1 below highlights the concentration of these distilleries with a large proportion located close to the A941/A95.

² Reference Economic Consultants, *Economic Impact of RAF Kinloss and RAF Lossiemouth – Final Report to Highlands and Islands Enterprise*, August 2010.

³ Highlands and Islands Enterprise – *Area Profile for Moray*, January 2011.



Figure 1 Location of Whisky Distilleries in Moray

A recent Scottish Government report highlighting the impact on freight transport in Scotland provided the following commentary on the movement of whisky:

“Whisky is a leading Scottish export and brand which is consumed all over the world. Unlike some bulk products which are only moved once, freight associated with a finished product such as whisky is moved multiple times. This includes the movement of raw materials to distillers and onward to bottling and storage facilities before moving to distribution centres and retailers. Road is the dominant mode for all the inland movements, with exports normally going by sea. These include exports through Scotland’s ports and road movements to ports and to the Channel Tunnel in England⁴”.

In Moray, cereals for whisky production are delivered by road in raw form for malting from mainly local farms and in the form of malted barley from sources in Scotland, England and occasionally abroad.

The Scottish Government report also recognises that *“whisky is generally transported by road from a large number of distilleries to a smaller number of bottling and storage facilities concentrated in West Central Scotland and Fife. From these locations much of the whisky destined for export is taken by road to Grangemouth to be loaded on deep-sea container ships to reach its main markets including North America and Asia. Much of the whisky destined for European consumption is transported by road to cross the Channel at Dover⁴”.*

⁴ The Scottish Government, *Freight Statistics Project*, August 2009



Due to the location of the distilleries and the destination of the finished product, a large proportion of HGV trips use the A941/A95 to access the main routes to the Central Belt.

HITRANS has recently commissioned a study by MVA Consultants into Whisky Logistics and the transport implications in the Highlands and Islands. This report is expected to be completed by May 2011.



3.5 Food Manufacturing

There are many producers of premium produce within Moray, of which Walkers Shortbread and Baxters are the two largest and most recognised names. Figure 2 below shows the location of these major food manufacturing facilities in the area.

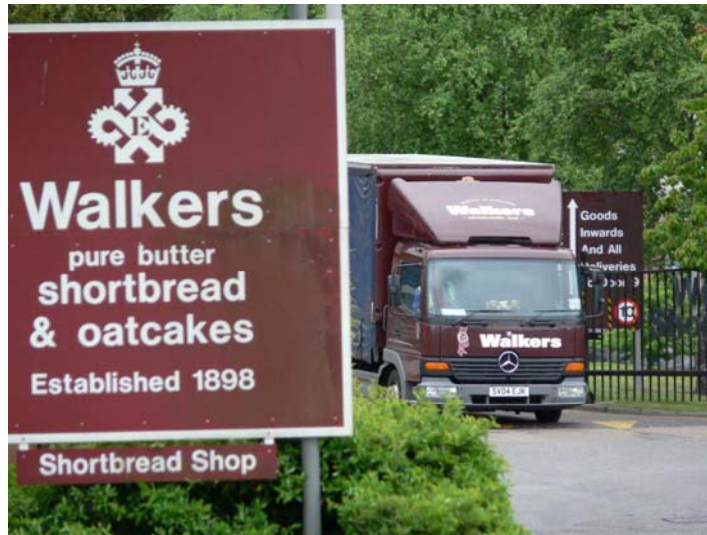


Figure 2 Location of Major Food Manufacturing Facilities

3.6 Walkers Shortbread

Walkers employ around 1,500 people over two sites in Moray. Around 1,000 employees are based in Aberlour with the remaining 500 in Elgin. Walkers sells its shortbread, oatcakes and other Scottish specialities to 85 countries including America, China, Canada and Australia.

Due to the location of the production facilities, raw materials and finished products being transported to/from the south are likely to use the A941/A95 to access the main routes to the central belt.



3.7 Baxters Food Group

The Baxters factory and visitor centre at Fochabers is one of the largest employers in the area. Products are exported to the USA, Canada, South Africa, Australia, Hong Kong and across Europe. Due to the location of the production facilities, the A96 will be utilised for the transportation of raw materials and finished products from areas around Inverness and Aberdeen and the A95/A941 will be used for the transportation of raw materials and finished products to/from the south.

3.8 Tourism

Tourism is worth around £106M to Moray's economy and supports over 3,700 jobs in the area⁵.

In Scotland, whisky contributes to the tourism appeal of the country and specific destinations. Some 40 distilleries have visitor centres and/or guided tours and host over 1 million visits per annum.

A 2007 Topic Paper for the Moray Tourism Audit⁶ identified 11 whisky related visitor attractions in the area. These include distilleries with visitor attractions and the Speyside Cooperage near Craigellachie. The local Malt Whisky Trail (which is the only malt whisky trail in the world) encompasses eight distilleries and the Speyside Cooperage.



⁵ Visit Scotland e-update: *Launch Event for Moray Tourism Development*

⁶ Stevens View Partnership, 2007, Moray Tourism Audit Topic Paper, *The Scotch Whisky Industry and Whisky in Speyside*.

3.9 Harbours

The main commercial harbour in Moray is at Buckie. Buckie Harbour operates 24 hours a day and handles around 60-80 cargo ships per year. In 2008/09, the harbour handled 72,000 tonnes inbound and 34,000 tonnes outbound of bulk cargos including timber, stone cobbles, barley, animal food pellets and road salt. The majority of this cargo is forwarded by road to local destinations.



Industries in and around the harbour at Buckie employ over 300 people. The main employers are:

Forsyths who employ around 70 people in three fabrication sheds around the harbour. The company manufacture a wide range of equipment, primarily for use in the oil, gas and alcoholic beverages industries.

Buckie Shipyard employs around 70 people providing a wide ranging capability to the marine industry , including build, conversion, refit and repair of various types of vessel. The shipyard's clients include the MOD and Orkney Ferries and it is one of the major shipyards in the country carrying out repair and refits to all classes of RNLI Lifeboats. The company has recently been awarded a contract to supply vessels for offshore windfarm operations.

Regency Oils employs around 28 people in their main distribution depot, located within the harbour at Buckie. The company distributes fuel and lubricants for Chevron (Texaco).

Moray Seafoods employs between 100 and 150 people in its fish processing business at Buckie Harbour. It has a turnover of over £10million.



The **Fishing Industry** in Moray has declined significantly over recent years. Fishing from Buckie and Burghead is now mainly creel fishing.

The harbour authority for Buckie Harbour and five other smaller harbours in Moray, which mainly cater for leisure craft, is The Moray Council.

3.10 Agriculture and Forestry

Agriculture and forestry are still important industries in Moray. According to data from the 2001 census, agriculture and forestry account for around 4% of employment within Moray.

The Moray Forestry Strategy⁷ highlights the role that forestry plays within the overall economy of Moray. *“Forests provide employment opportunities through woodland management, timber processing, haulage and tourism.”*

The main timber processing destinations in the area are located at Mosstodloch and Dalcross on the A96 and Grantown on the A95, therefore the movement of timber is reliant on the A95 and A96 Trunk Roads.

⁷ Moray Development Plan Supplementary Guidance – Moray Forestry Strategy

3.11 Renewable Energy

There are several existing land based windfarms that have been developed in the last decade. The construction phase of these windfarms involves significantly more employment than the operation and maintenance phase.



3.12 Other Industry

There are a variety of other manufacturing categories within the Moray area. Moray has a history in the textile industry, and the luxury cashmere producing brand, Johnstons, has had its manufacturing headquarters in the town of Elgin in Moray since 1797.

4 FUTURE OPPORTUNITIES

4.1 Introduction

This section of the report will examine opportunities for growth and diversification in the Moray economy through transport interventions.

4.2 Existing Industry

It is important for the economy of Moray that the existing industries remain viable and where there is the potential for expansion, this is taken forward positively.

4.3 Harbours

The Buckie Harbour Study, completed in 2006 identified opportunities for regeneration and renewal in the harbour and provided suggestions for increasing use of the harbour:

“Through an agreed programme of investments and improvements it should be possible to develop existing harbour activities and businesses and at the same time introduce new activities into the harbour area to further diversify its economy.”⁸

Future opportunities within Buckie Harbour will not however, be realised without long term arrangements for dredging being put in place.

4.4 Tourism

The Moray Tourism Audit, commissioned by HIE, has identified tourism in Moray as underperforming, from an economic perspective. The main issues identified relate to the expenditure levels by day and overnight visitors compared to the Scottish average and an accommodation base with a high proportion of rooms at the lower priced end of the market.⁹

Moray Tourism Development has been established to focus on raising the profile of Moray and Speyside as an internationally renowned tourist destination. The organisation aims to build upon the regions global reputation as the home of malt whisky, its heritage and its natural environment.

In order to develop the tourist industry in Moray, it is important that good direct transport links by a variety of modes are developed, maintained and marketed. An example of this is the existing Stagecoach bus service between Findhorn, Forres, Elgin, Aberlour and Dufftown that has been branded as the Whisky Trail.



4.5 Offshore Wind Generation

Sea Energy Renewables are part of the development team for the proposed offshore windfarm sites at Beatrice (with Scottish and Southern Energy Renewables) and Moray Firth (with EDP Renewables).

⁸ Cogentsi/Melica, *Buckie Harbour Study*, September 2006

⁹ The Stevens Partnership; *Moray Tourism Audit, Topic Paper, Tourism in Moray*

The development of both of these sites is at a very early stage and therefore details of what is required for the construction and operation/maintenance phases will be dependent on early works and studies being undertaken.

It is however, recognised that harbour facilities would be required to service the windfarm sites. Buckie Harbour has been identified as a location with the potential to provide the required facilities, however, until the operator's requirements are identified, details of work that may be required to improve the harbour facilities or develop additional facilities will not be known.

A multi-disciplinary team of officers within The Moray Council, in conjunction with HIE, will examine in more detail how the needs of the offshore renewable industry can be best accommodated at Moray. Investment is needed to ensure Buckie is capable of supporting the ambitions of off-shore wind generation companies.

4.6 Business Parks

Highlands and Islands Enterprise have identified a need to develop Business Park premises within Moray to assist in attracting new business into the area. Potential locations have already been identified east and west of Elgin on the A96 and also in Lossiemouth and Buckie. With the forthcoming review of the Moray development Plan, additional sites may be identified.

5 ISSUES AND CONSTRAINTS

5.1 Introduction

This section details the constraints on the transport network that affect the economy of Elgin and the potential for encouraging growth in the area.

5.2 Accessibility

The General Register Office for Scotland identifies Elgin as the 35th largest town or city in Scotland in terms of population. With an estimated population of 21,040 in 2008¹⁰, Elgin is the largest town or city in Scotland without a direct public transport service to/from Glasgow or Edinburgh and Moray as a whole is the only local authority area in mainland Scotland with no direct public transport service to/from Glasgow or Edinburgh. Therefore all public transport trips between Moray and the central belt require an interchange in either Inverness or Aberdeen, resulting in significantly increased journey distance and time.

Between the central belt and Moray, the road links north of Perth are mainly formed of single carriageway roads with limited opportunities for overtaking. The A9 and A96 Trunk Roads were recognised as strategically important links in the STPR. The A95 however, provides a more direct route to the A9 from Moray and therefore is of increased importance to the maintenance and development of the regional economy.

Rail links between Moray and the central belt are made via either Inverness or Aberdeen. There are railway stations at Forres, Elgin and Keith.

Journey times between Moray and the central belt of Scotland are around four and a quarter hours by car. As a comparison, Figure 3 below shows the destinations that can be reached from Moray and Glasgow by road within this time period¹¹. This figure highlights the relative inaccessibility of Moray by road in comparison to the Central belt of Scotland.

¹⁰ General Register for Scotland Mid-2008 Population Estimates for Localities in Scotland.

¹¹ AA route Planner

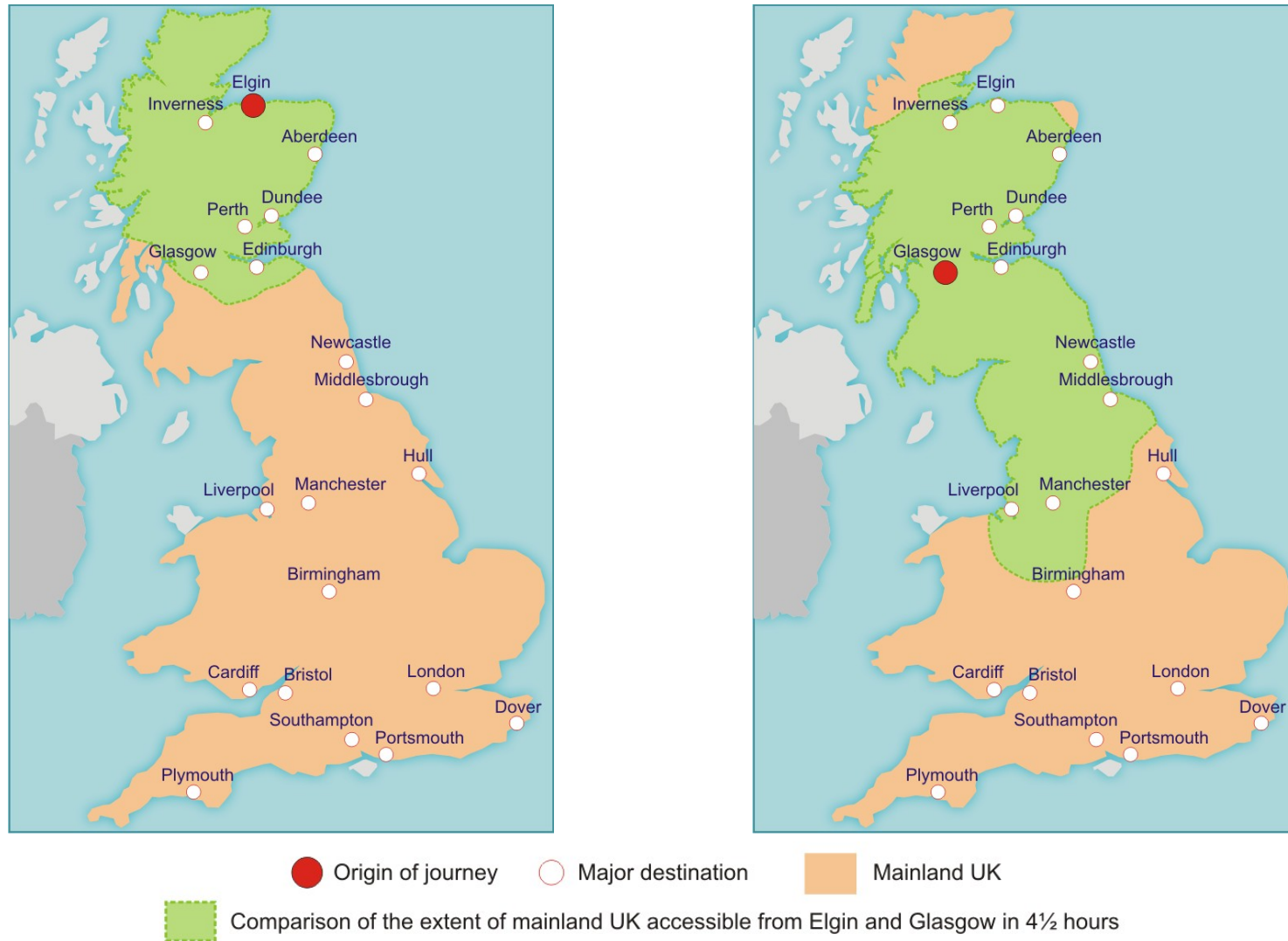


Figure 3 Accessibility by road to/from Moray and to/from Central Scotland



By train, the journey time to London Euston from Glasgow is less than the journey time between Glasgow and Elgin, which is between four and a half and five hours. Figure 4 overleaf shows the destinations that can be reached from Glasgow by train in the same journey time as the journey from Elgin to Glasgow. In addition to journey time, more frequent services are available to/from other destinations from the central belt, further highlighting the relatively poor accessibility for rail trips to/from Moray.

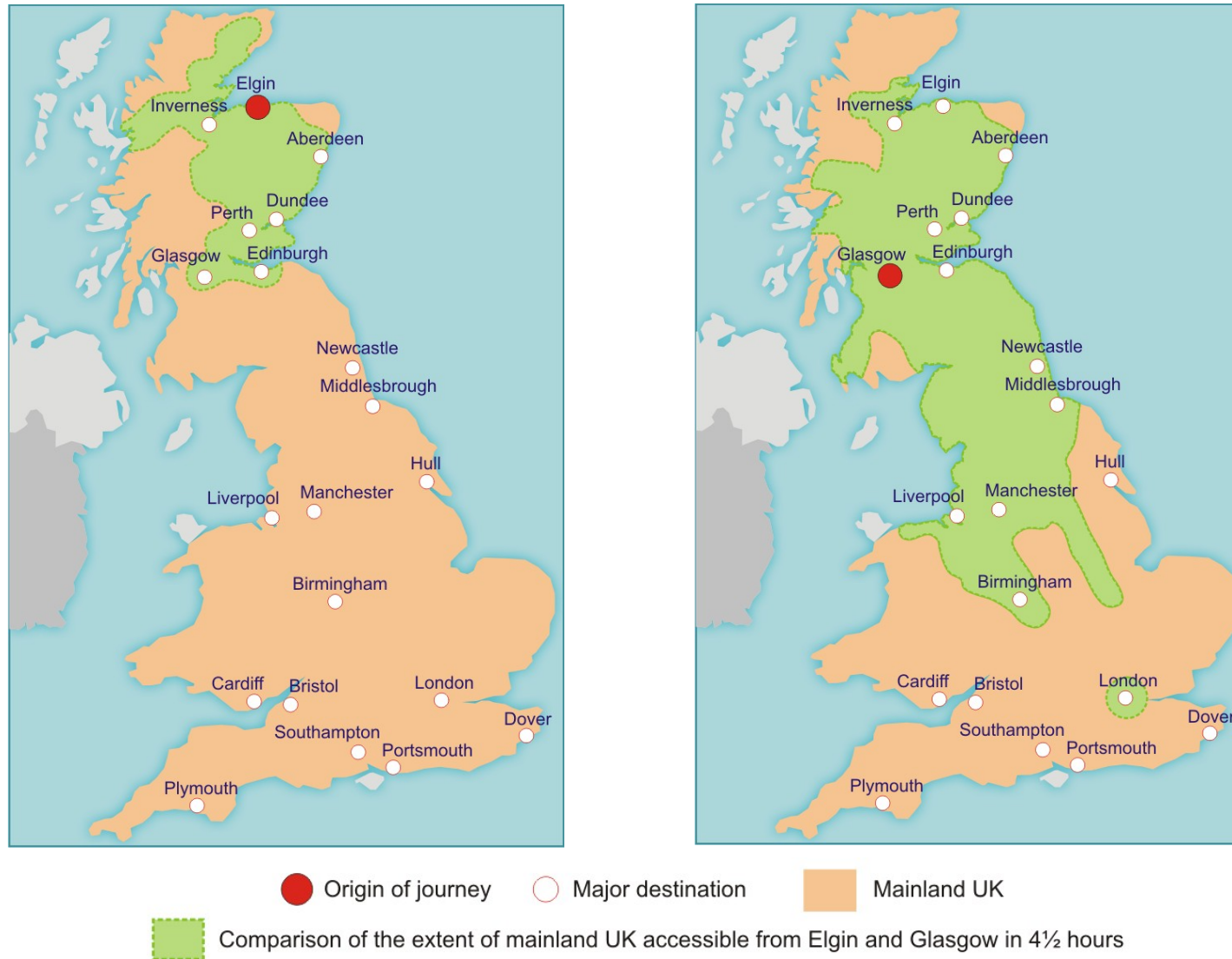


Figure 4 Accessibility by rail to/from Moray and to/from Central Scotland

5.3 Road Traffic

5.3.1 Traffic Congestion

The A96 Trunk Road provides the main road link from Inverness in the west to Aberdeen in the east. It passes through the population centres of Keith, Elgin, Forres, Fochabers and Mosstodloch within Moray although a bypass of Fochabers and Mosstodloch is being developed at present.



Table 1 below provides a summary of average daily traffic volumes on the A96 at various locations within Moray.

Table 1 A96 Traffic Counts (7 day 24h average)

Location	2004	2005	2006	2007	2008	2009
Forres	-	11,600	11,500	11,700	11,500	11,600
Forres-Elgin	11,200	11,000	11,300	11,300	11,300	11,300
Elgin West Road	-	-	-	-	15,000	14,500
Elgin East Road	-	-	-	-	22,600	22,900
Elgin High Street (West)	-	-	-	-	13,900	13,400
Elgin Alexandra Road (Bus Station)	-	-	-	-	23,200	22,800
Elgin Alexandra Road (Overbridge)	-	18,000	17,200	17,600	17,700	17,300
Lhanbryde	16,100	16,900	16,600	17,000	16,600	16,400
Mosstodloch	14,000	14,100	14,300	14,400	14,300	13,900
Keith (North)	7,600	7,700	6,800	6,300	6,300	6,300
Keith (South)	6,700	6,600	6,800	6,900	6,900	6,900

Table 1 highlights the wide range of traffic flow levels experienced on different sections of the A96. Flows increase significantly through Elgin, reflecting the mixed use of the Trunk Road in this area by both strategic and local trips.



5.3.2 Road Geometry

Particularly on the A95, there is a need for larger vehicles, to slow on approach to sections of carriageway with variable road alignment, gradients, radii or road width. This results in increased journey times for these vehicles and others behind them.

The first view most visitors to Moray see, if they approach by road from the south, is the rather tortuous and narrow A95 route north from Aviemore. This results in a very poor gateway for Moray tourism.

5.3.3 Road Safety

The level of slow moving HGV and agricultural traffic and the lack of suitable locations to pass these vehicles, particularly on the A95 and A96, can lead to driver frustration and increased accidents. The accident rate on several sections of the A96 is up to three times higher than the national average.¹²

The route of the A96 through Moray settlements can create issues of severance for local vehicle trips and pedestrians crossing the Trunk Road. This is particularly evident in Elgin where there are limited safe crossing points across certain sections of the A96.

Table 2 below details the road traffic casualty statistics within Moray and provides a comparison against the national levels.

¹² Scott Wilson: *Aberdeen to Inverness Transport Corridor STAG Pre-Appraisal – Final Report*

Table 2 Comparison of Road Casualty Levels between Moray and Scotland

Road Casualty Comparison							
Scotland 2005-2009							
MVKm	Average Number of Casualties				Casualties/MVKm		
	Fatal	Serious	Slight	All	Fatal	Serious	Slight
44,038	273	2,505	13,624	16,402	0.006	0.057	0.309
Moray 2005-2009							
MVKm	Average Number of Casualties				Casualties/MVKm		
	Fatal	Serious	Slight	All	Fatal	Serious	Slight
727	7	39	189	235	0.010	0.054	0.260
Comparison – Moray v Scotland							
					Casualties/MVKm		
					Fatal	Serious	Slight
					+55%	-6%	-16%

Note – MVKm = million vehicle kms

Source: Road Casualties Scotland

The rural nature of the roads, high level of slower moving vehicles and lack of safe overtaking opportunities all contribute to the level of fatalities.

Road accidents also have a disproportionate effect on the economy of Moray. In many cases, diversionary routes are either significantly longer or not available, therefore when a route is closed, the movement of people and goods in the area can be severely hampered for some time. The diversionary routes are also, often not suitable for Trunk Road traffic.

5.3.4 Journey Times

On the A96, with the exception of short stretches on the approaches to Inverness and Aberdeen, the route is single carriageway. The route includes a number of at-grade junctions and has limited overtaking opportunities. Increased journey times and reduced journey time reliability can result from slower HGVs, that are limited to 40mph, impeding other traffic and delays within the population centres, especially Elgin, where there is significant interaction between strategic and local trips, especially within peak periods.



The A95 connects Banff and Aviemore and provides a link between the A96 and the A9. The A95 was not identified as a strategic route in the STPR however, in terms of Moray, it provides the only direct route towards the A9 and central belt. Many of the issues highlighted above for the A96, also apply to the A95.

Table 3 A95 Traffic Counts (7 day 24h average)

Location	2004	2005	2006	2007	2008	2009
Keith (West)	1,900	1,600	1,800	1,800	1,800	2,000
Dowans Brae (Aberlour)	3,100	2,600	2,600	2,800	2,700	2,800
Ballindalloch	1,900	2,000	2,200	2,300	2,200	2,200
Bridge of Brown	-	2,500	2,600	2,800	2,700	2,700

Table 3 above shows that the traffic flows on the A95 are relatively light compared to the A96, however, HGVs account for between 10% and 21% of all vehicles, highlighting the importance of this route for the movement of goods to and from Moray.¹³ The comparable average level of HGVs on major roads throughout Scotland is 8%¹⁴.



¹³ The Moray Council – *Case for A96 and A95 Improvements*

¹⁴ Scottish Transport Statistics Table 6.2

5.4 Rail services

Inverness to Aberdeen rail services pass through Moray calling at the stations at Forres, Elgin and Keith.

There are 11 services between Aberdeen and Inverness every weekday and a corresponding number of services in the other direction. There is also an additional departure from Elgin to Inverness at 07:00 and an Inverness to Elgin service at 19:57.

The line is mainly single track with passing places at certain locations along the route. Journey times are lengthy due to low track speeds and timetabled delays for trains passing along the route, thus reducing the attractiveness of the service.

The pedestrian footbridge at Elgin Station is not DDA compliant resulting in difficulties for disabled people and people carrying luggage or pushing prams crossing to the westbound platform.

There are significant gaps in service provision at peak times including arrival at Inverness between 07:48 and 08:41 and departure from Inverness between 15:21 and 17:11. These gaps affect accessibility to employment at a regional level. In addition, these gaps, and the peak demand, result in the 17:11 service from Inverness being generally at capacity and off peak tickets are not permitted on this service.

Unlike other parts of Scotland, Moray does not benefit from a regional rail discount card (e.g. Highland Railcard).



5.5 Bus Services

The rural nature of Moray means that services outwith the main corridors are financially supported by the local authority. In recent years, budget cuts have resulted in some of these services being cut back or withdrawn. Closure of one or both of the RAF bases would reduce the commercial viability of some existing services that currently operate without support resulting in a reduced service provision and placing an added burden on funds used to support services. Consequentially, there would be an impact on those already employed and those seeking employment that are dependent on bus services.

The bus station within Elgin is located on Alexandra Road adjacent to the St Giles Shopping Centre. The layout of the bus station is constrained by the A96 Alexandra Road and the shopping centre. The Moray Council have investigated potential alternative locations for the bus station in the past but no suitable location was established. The owners of the St Giles Shopping Centre have expressed interest in the past in extending the shopping centre but this would require temporary or permanent relocation of the bus station.



5.6 Rail Freight

There are existing rail freight yards in Moray at Elgin and Keith however, these locations are largely unused with only very occasional use for seasonal or MOD traffic. There is also a disused branch to Roseisle and Burghead, which was previously used by freight services serving the whisky industry. This branch has been out of use for some time.

Regular rail freight services operate to Inverness and Aberdeen, mainly from the central belt. There are terminal facilities in Inverness at Millburn Yard and at three locations in Aberdeen: Waterloo (Aberdeen Harbour), Raiths Farm (Dyce) and Craiginches. The use of any of these facilities for traffic originating or destined for Moray would however, require onward transportation by road. Figure 4 below highlights the location of the rail freight facilities in the area.

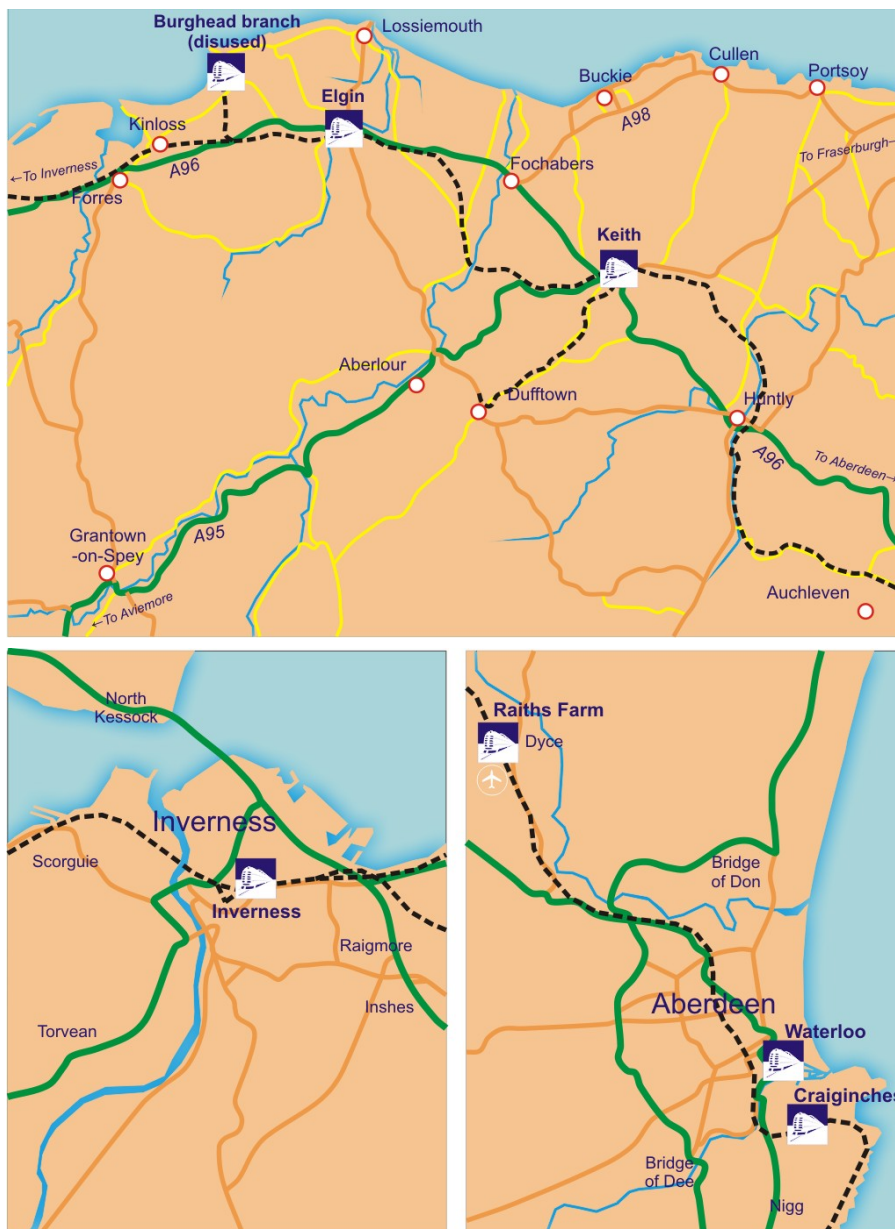


Figure 5 Location of Rail Freight Facilities

5.7 Moray Harbours

The Council owns and operates their own dredger 'Shearwater'. This dredger is used to dredge the commercial harbours at Buckie and Burghead and parts of the recreational harbours at Findochty and Portknockie. The dredger is also contracted out on a regular basis to dredge harbours in other local authorities including MacDuff, Stonehaven, Arbroath, Peterhead, Berwick and Lossiemouth.

The current dredger is life expired and in need of urgent replacement. A business case was developed for The Moray Council in March 2006 that examined options for replacement of the dredger. The report highlighted the importance that the dredger plays in maintaining the economic activity in a number of towns in Moray, especially Buckie, and recommended that the dredger should be replaced immediately. To date, funding has not been sourced to enable replacement of the dredger and therefore to enable continued operation of current activities and encourage growth at the harbours.

Without regular dredging, the harbour at Buckie would silt up and businesses relying on the harbour would suffer.



6 OBJECTIVE

Since publication of the STPR, the national economy has seen significant change and, as a result, reductions in defence spending are planned that will significantly impact on the economy of Moray. Transport Scotland recognised in the STPR that there must be an allowance for refining and updating the interventions as progress towards the defined objectives are measured.

During discussions with key stakeholders, the importance of maintaining and growing the economy of Moray, in light of the significant impact that closure of one or both of the RAF bases would present was identified as paramount.

The STPR objectives for the Aberdeen to Inverness corridor focus on supporting development between Inverness and Nairn and also improving operation and safety on the A96 and improving services on the Inverness to Aberdeen rail line. It is considered that the significant change to the economic situation in Moray post STPR may alter the priorities on the corridor, in that there is a need to support development and economic growth over a wider area.

In order to address this, a single objective, to assess potential interventions against, has been set. This objective is:

To identify transport improvements to assist in the maintenance and growth of the economy in Moray.

This objective does not contradict the current objectives for the corridor in the STPR, rather it is considered that this compliments the desire to support and grow the economy in the area.

7 POTENTIAL INTERVENTIONS

7.1 Introduction

This section of the report provides details of potential transport interventions that could benefit the existing economy of Moray and encourage growth, through improving access to existing jobs and potentially improving the attractiveness of Moray to new employers. In addition, interventions could provide improved commuting opportunities to Inverness or Aberdeen. Each of these potential interventions has been assessed against the key objective of identifying transport improvements to assist in the maintenance and growth of the economy in Moray.

The potential interventions are split into the following categories:

- A96 Trunk Road within Elgin;
- A96 Trunk Road outwith Elgin;
- A95 Trunk Road;
- Passenger Rail services;
- Rail freight;
- Bus services;
- Harbours; and
- Transport Infrastructure to Facilitate Development at Various Locations in Moray.

7.2 A96 Trunk Road within Elgin

Following publication of the STPR, a joint technical working group was set up involving officials from Transport Scotland and The Moray Council. Its objective was to examine the issues, problems and constraints that affect the operation of the transport network in Elgin, develop joint objectives and identify potential short and long term solutions or packages of improvements. The Elgin Traffic Review report summarised the outcomes of the working group. The interventions and the framework for delivery of these interventions are detailed in Appendix B.

Following the Elgin Traffic Review, Highlands & Islands Regional Transport Partnership (HITRANS) made funds available for the development of enhancement schemes within Elgin. The appraisal and concept design of a scheme to alleviate issues at Pansport Roundabout and East Road was subsequently progressed. This report was forwarded to Transport Scotland for their consideration in Autumn 2010.

7.2.1 A96 Elgin East

The Elgin East Assessment, undertaken by Jacobs, was developed as an extension to the Elgin Traffic Review A96 East Road scheme. The aims of the Elgin East Assessment were:

- To identify the operational issues, physical constraints and economic considerations relating to the existing route; and
- To identify appropriate measures to improve the operation of the A96 East Road for the benefit of all modes and movements.



The Elgin East Assessment Report proposed upgrading the existing Pansport Roundabout to a signal controlled junction. This would enable the junction to operate within capacity until 2017. It was also highlighted that implementation of the proposed scheme could be accompanied by additional improvements along the A96 East Road corridor. This could include further signalisation, which would bring wider safety and operational benefits. Beyond 2017, it may be necessary to introduce improvements outwith the A96 East Road corridor.

Implementation of the scheme at Pansport Roundabout is likely to reduce delays for both local and strategic traffic through the junction. The benefits would however be localised and delays are still likely to occur at other locations within Elgin. The localised nature of the benefits would also result in a limited overall benefit to the economy of Elgin.

Table 4 A96 Elgin East Improvements

Intervention Description	Effect of intervention on assisting the maintenance and growth of the economy in Moray
<p>Replace the existing roundabout at the junction of the A96/Pansport Road/Maisondieu Road with a signal controlled junction as detailed in the Elgin East Assessment – September 2010.¹⁵</p> <p>Estimated cost £500k-£710k</p>	<p>This intervention is likely to reduce delay and hence improve journey times for strategic and local trips through Pansport junction and along the East Road corridor. Additional safe crossing opportunities would be provided for pedestrians at the signal controlled junction. The benefits are however, expected to be localised and any benefit to the economy of Moray is likely to be marginal.</p>

¹⁵ Jacobs Consultancy – Elgin East Assessment Report for The Moray Council, September 2010.

The Moray Council have developed further options for alleviating traffic issues within Elgin as part of the Elgin Traffic Management programme. As this process is ongoing at the present time, these options have not been considered in this process.

7.3 A96 Trunk Road outwith Elgin

The A96 Trunk Road was considered as a strategic link in the STPR, which proposed several Projects related to the route:

Project 4 – Road Safety Improvements in North and West Scotland.
With specific regard to the A96, this project proposes safer overtaking using 2+1 lanes, climbing lanes and overtaking lay-bys, hard strips for farm traffic, realignments and junction improvements.

Project 18 – A96 Inverness to Nairn upgrade.
This proposal would see the A96 upgraded to dual carriageway between Inverness and Nairn with a new link connecting the A96 and A9 south of Inverness.

Project 22 – Targeted Road Congestion / Environmental Relief Schemes
This project targets specific locations on the road network where improvements could help resolve conflicts between strategic and local traffic. On the A96, this includes enhancements such as a bypass of Nairn and a new Inveramsay Bridge.

Of the above projects, early design work has been commissioned for the elements of Project 18 and the Nairn by-pass. In addition, Transport Scotland is soon to commission a study to develop options for addressing congestion/delay issues at Inveramsay Bridge. These elements would have some benefits for trips between Moray and Inverness/the A9, providing slightly improved journey times and safety on the route.

7.3.1 Increased Overtaking Opportunities on the A96

The provision of overtaking opportunities on the A96 in Moray to the east and west of Elgin could improve journey times and reduce driver frustration, therefore potentially improving safety on the route. The benefits may however, be limited if delays are experienced on the A96 within Elgin itself.

Current overtaking provision on the A96 in or near to Moray includes the following:

- Forres to Nairn westbound short 2+1 west of Brodie;
- Forres to Elgin eastbound short 2+1 east of Alves;
- Elgin to Keith eastbound 2+1 east of Fochabers;
- Keith to Huntly eastbound short 2+1 east of Keith; and
- Keith to Huntly westbound 2+1 west of Huntly.

In addition, a further westbound 2+1 section is currently being developed as part of the Fochabers Bypass.

The short 2+1 sections detailed above would benefit from lengthening to provide improved overtaking opportunities at these locations. As part of STPR Project 4, consideration could also be given to providing additional overtaking lanes on the following sections of the route:

- Fochabers to Keith westbound 2+1;
- Nairn to Forres eastbound 2+1;

- Elgin to Forres westbound 2+1.

Table 5 Increased Overtaking Opportunities on the A96

Intervention Description	Effect of intervention on assisting the maintenance and growth of the economy in Moray
Extension of existing short 2+1 at: <ul style="list-style-type: none"> • Westbound between Forres and Nairn; • Eastbound between Forres and Elgin; • Eastbound between Keith and Huntly. Provision of new 2+1 sections at: <ul style="list-style-type: none"> • Westbound between Fochabers and Keith; • Eastbound between Nairn and Forres; • Westbound between Elgin and Forres. Estimated cost :£1.5M-£3m for each 2+1 extension £2.5M-£5M for each new 2+1.	The extension of three existing 2+1 sections and provision of two new sections of 2+1 on the A96 would increase opportunities for overtaking and therefore result in improved journey times for trips between Moray and the cities of Inverness and Aberdeen. The additional overtaking opportunities would allow slow moving vehicles to be passed safely, reducing driver frustration and related collisions. The improvement to journey times and safety would have some benefit to the movement of people and goods into Moray and would also improve commuter trips to/from the cities.

7.3.2 Inveramsay Bridge

Inveramsay Bridge is located on the A96 in Aberdeenshire to the west of Inverurie. Passage through the bridge is single lane controlled by traffic signals. As part of the STPR, a replacement bridge is proposed to permit two way operation. Although replacement of the bridge would provide significant localised benefits, it would only marginally reduce delays and improve journey times between Moray and Aberdeen and therefore there would be no noticeable benefit to the economy of Moray.

Table 6 Inveramsay Bridge

Intervention Description	Effect of intervention on assisting the maintenance and growth of the economy in Moray
Replacement of Inveramsay Bridge. Estimated cost <£3M-£5M	Although this intervention will provide significant localised improvements, it is not expected to bring any significant benefit to the economy of Moray.

7.4 A95 Trunk Road

The A95 Trunk Road, as detailed in previous sections, is the main strategic route linking Moray to the central belt. There are several potential improvement schemes, at various stages of development that could be implemented along the route. Although the sections of A95 most in need of improvement are outwith Moray, they have a significant impact on journeys to and from Moray. The schemes that have recently been considered by Transport Scotland are:

- A95 Lackghie Carriageway Re-alignment – This scheme consists of the widening, horizontal and vertical realignment of 2km of single carriageway at Lackghie, to the east of Drumuillie, bringing it up to current standards. The scheme has been designed and statutory procedures are complete; and
- A95 Gaich to Craggan scheme – This scheme consists of a 1.1 kilometre long realignment to the west of Grantown-on-Spey. The scheme forms part of a long term aspiration held by the former road authority Highland Council and the current road authority, post trunking of the A95 in 1996, to improve this section of

route. The scheme is also a key aspiration of the Strathspey Railway Company as the railway structure incorporated in the scheme facilitates the extension of the Aviemore to Boat of Garten railway line eastwards to Grantown on Spey. Draft orders are expected to be ready for June/July 2011.

Table 7 Improvements to the A95

Intervention Description	Effect of intervention on assisting the maintenance and growth of the economy in Moray
A95 Lackghie Scheme Estimated cost: £3M-£3.5M	The A95 is recognised as the main strategic link, for the north-east of Scotland, between Moray and the A9 (and hence onward to the central belt). Any improvements to the alignment and standard of this route will bring benefits by reducing delays due to slow moving vehicles on these sections of road. There will also be safety benefits as a result of the improvements with an associated benefit to the local economy.
A95 Gaich to Craggan Scheme Estimated cost: £4M-£6M	

7.5 Passenger Rail Services

There are several levels of intervention that could be implemented to provide improvement to the rail services through Moray. These interventions have been classified as:

- Interventions that could be delivered in the short term with existing resources;
- Interventions that require the introduction of additional train capacity on existing infrastructure; and
- Interventions that require infrastructure improvements.

7.5.1 Utilisation of existing resources

The existing 06:47 Inverness to Edinburgh service could be extended to start back from Elgin at 05:45, crossing the 05:58 Inverness to Aberdeen service at Nairn and arriving in Inverness at 06:15. The unit would require to run empty from Inverness to Elgin at 04:25 requiring additional train crew hours.

HITRANS have also proposed additional Sunday services that could be brought in at short notice.



7.5.2 Interventions requiring additional train capacity

Provision of an additional unit could enable a morning peak service to run from Forres at 07:44 with arrival in Inverness at 08:14. This service could be extended to operate from Elgin with some timetable alterations to existing services.

Additional PM peak services could also be operated with a service departing Inverness at 16:45, arriving in Elgin at 17:35 and a second additional PM service departing Inverness at 17:50, terminating at Forres.

The additional peak services would increase empty running between Inverness and Forres/Elgin. One solution would be to establish a train crew and servicing facility at Elgin.

7.5.3 Interventions requiring infrastructure improvements

STPR Project 19 - Rail Improvements Between Aberdeen and Inverness proposes “new loops and line speed improvements, dual track sections and a new station at Dalcross with Park-&-Ride and an interchange to Inverness Airport. This would allow the introduction of more trains per day between Inverness and Aberdeen (at least one per hour) and additional rail services between Nairn and Inverness (two per hour¹⁶).”



¹⁶ Transport Scotland – Strategic Transport Projects Review Final report

HITRANS have also completed a study to review options for rebuilding Forres Railway Station, relocate the loop to within the station area and provide improved signalling in the area.

In addition, the footbridge at Elgin is in need of replacement with a structure that is DDA compliant.

7.5.4 Summary

It is recognised that the interventions detailed above could be delivered on a phased approach dependent on funding and resources available as detailed in Table 10 below.

Table 8 Rail Interventions

Intervention Description	Effect of intervention on assisting the maintenance and growth of the economy in Moray
<p><u>Phase 1</u> Extend the existing 06:47 Inverness to Edinburgh service to start back from Elgin at 05:45. Provide additional Sunday services.</p> <p>Estimated cost <£100k</p>	<p>These interventions would provide incremental improvements on the railway line between Aberdeen and Inverness through Moray. These incremental improvements would have related benefits to the economy of Moray by improving opportunities for travel between Moray and Inverness/Aberdeen and reducing journey times for these trips. The journey time reduction and increase in service frequency could encourage both increased commuting to Inverness and Aberdeen from Moray and also increased trips into Moray for employment, business and leisure.</p>
<p><u>Phase 2</u> Provide an additional unit and train crew to provide additional peak hour services between Moray and Inverness. Consider the introduction of a train crew depot and servicing facilities at Elgin.</p> <p>Estimated cost ~ £500k (without Elgin Train Crew Depot)</p>	<p>Phase 1 could be implemented quickly at minimal cost although the benefits may be limited.</p> <p>Phase 2 could be implemented with or without the train crew depot but increased empty running to/from Inverness would be required without it. The provision of train crew and servicing facilities at Elgin would provide benefits to the local economy as jobs would be created in the area.</p>
<p><u>Phase 3</u> Implement STPR Project 19 to provide an hourly service between Aberdeen and Inverness. Rebuild Forres Station.</p> <p>Estimated cost £250M-£500M</p>	<p>Phase 3 would provide the greatest benefits to the economy of Moray but has a considerable cost attached to it.</p>

7.6 Rail Freight

The existing rail freight facilities at Elgin and Keith and the branch to Burghead have not been regularly used for some years. The potential to utilise the existing facilities at Elgin and Keith and re-open the Burghead branch have been investigated but the level of traffic that would be generated is limited. In addition, the benefits of utilising rail freight would probably be limited to transferring existing freight from road to rail and therefore is not likely to



encourage economic growth in the short to medium term.

7.7 Bus Services

HITRANS is currently developing plans to fund the introduction of a new service between Elgin and Aviemore providing a direct link with the Citylink, Megabus and Scotrail network from Aviemore. With the provision of effective interchange times with direct coach services and rail services, this link could provide journey time savings of over 45 minutes on existing public transport journeys between Elgin and the central belt. Once established, it is hoped that this will become a commercially viable route for the bus operator.



Direct services between Glasgow and Inverness (calling at Aviemore only) currently have a journey time of just under three and a half hours. Similar journey times could be achieved by direct services to/from Elgin resulting in journey time savings of over an hour on the quickest public transport option available at present.



A direct service between Elgin and the central belt could be introduced using additional funding via the Bus Route Development Grant or similar to introduce a direct coach service starting in Elgin and operating through to the central belt. In addition to significantly improved journey times, the direct nature of this service to Moray could assist in promoting Moray as a tourist destination with subsequent additional benefits to the economy. This service would also continue to provide an interchange with rail services at Aviemore and could interchange with other coach services at either Aviemore or Perth (Broxden).

Table 9 Direct Coach Services between Moray and Glasgow/Edinburgh

Intervention Description	Effect of intervention on assisting the maintenance and growth of the economy in Moray
Provision of funding to introduce a direct express coach service between Glasgow/Edinburgh and Elgin. Estimated cost £1.5M-£2M over 3 years.	This intervention would provide a real public transport alternative with significant journey time savings over the existing public transport services that require interchange in Inverness or Aberdeen. The direct service could also attract additional visitors to Moray from the central belt and assist in developing Moray as a stand alone tourist destination. This intervention could therefore have significant benefits to the Moray economy.

7.8 Harbours

As identified previously, continued operation of the harbour at Buckie is reliant on dredging activities taking place. Funding is required urgently to provide a replacement dredger to serve Moray’s Harbours, in particular, Buckie. Several existing businesses, including Buckie Shipyard and Forsyths are dependent on the continuous operation of the harbour. Maintenance of 24 hour operation will also be key in expanding the harbour activities and attracting new business to the area. The replacement dredger would also continue to be used at other harbours throughout the north and east of Scotland and additional opportunities could be sought to maximise the revenue received for dredging activities. Regular dredging is also essential to attract the renewables industry to Moray.

Table 10 Replacement Dredger for Moray’s Harbours

Intervention Description	Effect of intervention on assisting the maintenance and growth of the economy in Moray
Provision of funding for a replacement dredger for Moray’s Harbours. Estimated cost - £4.5M-£5M	Replacement of the dredger would enable continued 24 hour operation of Buckie harbour, which is required for several of the employers in the area. The dredger would also continue to be used for harbours across the north and east of Scotland and additional opportunities could be sought for the dredgers use. In addition to assisting the maintenance of the existing Moray economy, opportunities to expand operations at the harbour at Buckie could be sought in order to encourage economic growth.

7.9 Transport Infrastructure to Facilitate Development at Various Locations in Moray

As highlighted in Section 4.6 of the report, HIE have identified a desire for the construction of business park facilities throughout Moray in order to encourage companies into the area. There are several potential sites including Buckie, Lossiemouth and to the west and east of Elgin on the A96. The development of these business parks would require access from the local or, in the case of the Elgin sites, strategic road network via a suitable junction.

Table 11 Provision of Business Park Access

Intervention Description	Effect of intervention on assisting the maintenance and growth of the economy in Moray
Provision of funding to provide accesses to business parks. Estimated cost - £500k per location.	This intervention would provide access to Business Parks developed to encourage companies into Moray resulting in additional employment and benefits to the economy.

7.10 Summary

Table 12 provides a comparison of each potential intervention based on several factors that have been assessed using the criteria detailed below:

Estimated Cost

The estimated cost has been categorised into three bands; less than £5M, £5M-£10M and greater than £10M.

<£5M
£5M-£10M
>£10M

Contribution to the maintenance and growth of the Moray economy

The contribution of each intervention to the maintenance and growth of the economy of Moray is categorised into four bands; Major Benefit, Moderate Benefit, Minor Benefit and No/Negligible Benefit.

Major Benefit
Moderate Benefit
Minor Benefit
No/Negligible benefit

Deliverability

The assessment of how easily each intervention can be delivered is categorised into three bands; easily deliverable, deliverable with some issues that require to be resolved and hard to deliver.

Easily Deliverable
Deliverable with Issues to be Resolved
Hard to Deliver

Contribution towards the Scottish Government's Purpose

The contribution of each intervention towards the Scottish Government's Purpose in terms of Wealthier and Fairer, Healthier, Safer and Stronger, Smarter and Greener are categorised in terms of; an increased contribution, no change or a reduced contribution.

▲ Increased Contribution
◀▶ No Change
▼ Reduced Contribution



Table 12 Intervention Summary

Intervention Description	Estimated Cost	Contribution to the maintenance and growth of the Moray economy	Deliverability	Contribution towards the Scottish Government's Purpose	
Direct Coach Services between Moray and the Central Belt Provision of funding to introduce a direct express coach service between Glasgow/Edinburgh and Elgin.	£1.5M-£2M			Wealthier and Fairer Healthier Safer and Stronger Smarter Greener	▲ ▲ ▲ ▲ ▲
Replacement Dredger Provision of funding for a replacement dredger for Moray's Harbours.	£4.5M-£5M			Wealthier and Fairer Healthier Safer and Stronger Smarter Greener	▲ ▲ ▲ ▲ ▲
A95 Lackghie Scheme Widening and improved horizontal and vertical alignment over 2km.	£3M-£3.5M			Wealthier and Fairer Healthier Safer and Stronger Smarter Greener	▲ ▲ ▲ ▲ ▲
Passenger Rail Phase 1 Extend the existing 06:47 Inverness to Edinburgh service to start back from Elgin at 05:45. Provide additional Sunday services.	<100k			Wealthier and Fairer Healthier Safer and Stronger Smarter Greener	▲ ▲ ▲ ▲ ▲
Passenger Rail Phase 2 Provide an additional unit and train crew to provide additional peak hour services between Moray and Inverness. Consider the introduction of a train crew depot and servicing facilities at Elgin.	~£500k Unknown			Wealthier and Fairer Healthier Safer and Stronger Smarter Greener	▲ ▲ ▲ ▲ ▲
Transport Infrastructure to Facilitate Development at Various Locations in Moray. Provision of funding to provide access to business parks. Potential locations include: - To the west of Elgin on the A96; - To the east of Elgin on the A96; - Buckie; - Lossiemouth.	TBC			Wealthier and Fairer Healthier Safer and Stronger Smarter Greener	▲ ▲ ▲ ▲ ▲



Intervention Description	Estimated Cost	Contribution to the maintenance and growth of the Moray economy	Deliverability	Contribution towards the Scottish Government's Purpose
A95 Gaich to Craggan Scheme Re-alignment over 1.1km including new railway bridge for Strathspey Railway.	£4M-£6M			Wealthier and Fairer Healthier Safer and Stronger Smarter Greener
A96 Elgin East Replace the existing roundabout at the junction of the A96/Pansport Road/Maisondieu Road with a signal controlled junction as detailed in the Elgin East Assessment – September 2010.	£500k-£700k			Wealthier and Fairer Healthier Safer and Stronger Smarter Greener
Increased Overtaking Opportunities on the A96 (1) Extension of existing short 2+1 sections. Potential locations are: - Westbound between Forres and Nairn; - Eastbound between Forres and Elgin; - Eastbound between Keith and Huntly.	£1.5M-£3M each scheme.			Wealthier and Fairer Healthier Safer and Stronger Smarter Greener
Increased Overtaking Opportunities on the A96 (2) Provision of new 2+1 sections. Potential locations include: - Westbound between Fochabers and Keith; - Eastbound between Nairn and Forres; - Westbound between Elgin and Forres.	£2.5M-£5M each scheme.			Wealthier and Fairer Healthier Safer and Stronger Smarter Greener
Passenger Rail Phase 3 Implement STPR Project 19 to provide an hourly service between Aberdeen and Inverness. Rebuild Forres Station. Replace the footbridge at Elgin Station.	£250M-£500M			Wealthier and Fairer Healthier Safer and Stronger Smarter Greener
Inveramsay Bridge Replacement of Inveramsay Bridge.	£3M-£6M			Wealthier and Fairer Healthier Safer and Stronger Smarter Greener



The performance of the potential interventions detailed in Table 12 above has been categorised into several tiers of interventions that could be delivered according to the funding available. These are:

- Tier 1 - Interventions with an estimated cost that is less than £5M, are deliverable and provide a major contribution towards assisting the maintenance and growth of the economy in Moray.
 - Provision of direct coach services between Moray and Glasgow/Edinburgh; and
 - Funding for a replacement dredger for Moray's Harbours, in particular, Buckie.
- Tier 2 - Interventions with an estimated cost less than £5M, are deliverable and provide a moderate contribution towards assisting the maintenance and growth of the economy of Moray.
 - A95 Lackghie Scheme;
 - Passenger Rail Phase 1&2; and
 - Provision of funding to provide access to potential Business Parks in Moray.
- Tier 3 - Interventions with a higher estimated cost and/or lower contribution towards assisting the maintenance and growth of the economy of Moray. These interventions may also have issues related to deliverability.
 - A95 Gaich to Craggan Scheme;
 - A96 Elgin East;
 - Increased overtaking opportunities on the A96 (1);
 - Increased overtaking opportunities on the A96 (2); and
 - Passenger Rail Phase 3.
- Tier 4 - Interventions with negligible contribution towards assisting the maintenance and growth of the economy of Moray.
 - Inveramsay Bridge replacement.

8 SUMMARY

8.1 Summary

This report presents details of the review which has examined the main elements of the economy within Moray, potential areas for growth and issues relating to transport that affect Moray.

The report has highlighted that since publication of the STPR, the national economy has seen significant change and, as a result, reductions in defence spending are planned that will significantly impact on the economy of Moray. Transport Scotland recognised in the STPR that there must be an allowance for refining and updating the interventions as progress towards the defined objectives are measured.

The STPR objectives for the Aberdeen to Inverness corridor focus on supporting development between Inverness and Nairn and also improving operation and safety on the A96 and improving services on the Inverness to Aberdeen rail line. It is considered that the significant change to the economic situation in Moray post STPR may alter the priorities on the corridor, in that there is a need to support development and economic growth over a wider area.

In order to address this, a single objective, to assess potential interventions against, was set. This objective is:

To identify transport improvements to assist in the maintenance and growth of the economy in Moray.

This objective does not contradict the current objectives for the corridor in the STPR, rather it is considered that this objective compliments the desire to support and grow the economy in the area.

A review of the issues, along with consultation with officers from The Moray Council, HIE and HITRANS have established several potential transport interventions that could assist in the maintenance and development of the economy in Moray.

These interventions have been assessed against the key objective, cost and deliverability. The contribution of each intervention towards The Scottish Government's purpose is also detailed. The outcome of the assessment is a tiered list of interventions based on their assessed performance.

This report has identified a variety of transport interventions, for which The Moray Council is seeking funding from external sources to assist in the maintenance and growth of the Moray economy. The Moray Council is therefore presenting this report and its findings to The Scottish Government for its consideration.

APPENDIX A POTENTIAL INTERVENTIONS

1 - A96 Elgin East Road Improvements

Intervention Description

This intervention would reduce delays currently experienced by local and strategic traffic on the A96 and local routes through Pansport Roundabout and the East Road corridor. The intervention consists of:

- Replacement of Pansport Roundabout with a signal controlled junction.

Contribution Towards the Maintenance and Development of the Moray Economy

This intervention would reduce delays at Pansport Roundabout and improve traffic flow on the East Road corridor resulting in benefits for local and strategic through trips. Reduced delay at this location would however, only have a minor effect on overall journey times and therefore the benefits would be localised and the contribution towards the maintenance and development of the local economy would be small.

Contribution Towards The Scottish Government's Purpose

This intervention would reduce delays for strategic and local traffic at Pansport Roundabout on the A96 in Elgin.

The provision of controlled pedestrian facilities at the junction would improve safety for pedestrians crossing the A96 and side roads at this location.

Links to Other Strategies

The need to upgrade the junction at Pansport Roundabout was previously identified in the Elgin Traffic Review report.

National Transport Strategy Objective – Improve journey times and connections.

The Moray Council Local Transport Strategy – Objective 1a maintaining and improving the existing road network.

Current Status of Project

The Elgin East Assessment Report contains a STAG appraisal of options and conceptual design of interventions for this location.¹⁵

Indicative Costs

£500k-£700k

Deliverability

Upgrading the roundabout to a signal controlled junction would require traffic management measures to be implemented on the A96 and local roads during construction. This intervention may require land to be purchased that may delay delivery.

2 – Increased overtaking opportunities on the A96 (1)

Intervention Description

This intervention assists in the development of reduced journey times between Moray and the cities of Aberdeen and Inverness and addresses issues of driver frustration relating to inconsistent road standard. The intervention would include one or more of the following provisions:

- Extension of the existing westbound 2+1 section to the west of Brodie between Forres and Nairn;
- Extension of the existing eastbound 2+1 section to the east of Alves between Forres and Elgin;
- Extension of the existing westbound 2+1 section between Huntly and Keith.

Contribution Towards the Maintenance and Development of the Moray Economy

This intervention would provide improvements on the key strategic road link between Moray and the cities of Inverness and Aberdeen, with benefits for trips accessing Moray and commuting trips to the cities from Moray.

Contribution Towards The Scottish Government's Purpose

This intervention would reduce journey times and improve journey time reliability between Moray and the cities of Aberdeen and Inverness.

The provision of increased overtaking opportunities would also reduce accidents and accident severity caused by driver frustration and therefore improve safety for trips to/from Moray.

Links to Other Strategies

The provision of 2+1 sections on the A96 is proposed as part of STPR Project 4 – Targeted programme of measures to reduce accident severity in North and West Scotland.

Measures to reduce accidents and accident severity align with the Scottish Road Safety Framework.

National Transport Strategy Objective – Improve journey times and connections.

Indicative Costs

£1.5-£3M per scheme.

Deliverability

The deliverability of this intervention is considered technically and operationally feasible. Ground conditions may be a risk depending on the location of proposed 2+1 provision.

3 – Increased overtaking opportunities on the A96 (2)

Intervention Description

This intervention assists in the development of reduced journey times between Moray and the cities of Aberdeen and Inverness and addresses issues of driver frustration relating to inconsistent road standard. The intervention would include one or more of the following provisions:

- Provision of a new 2+1 section westbound between Fochabers and Keith;
- Provision of a new 2+1 section eastbound between Nairn and Forres;
- Provision of a new 2+1 section westbound between Elgin and Forres.

Contribution Towards the Maintenance and Development of the Moray Economy

This intervention would provide improvements on the key strategic road link between Moray and the cities of Inverness and Aberdeen, with benefits for trips accessing Moray and commuting trips to the cities from Moray.

Contribution Towards The Scottish Government's Purpose

This intervention would reduce journey times and improve journey time reliability between Moray and the cities of Aberdeen and Inverness.

The provision of increased overtaking opportunities would also reduce accidents and accident severity caused by driver frustration and therefore improve safety for trips to/from Moray.

Links to Other Strategies

The provision of 2+1 sections on the A96 is proposed as part of STPR Project 4 – Targeted programme of measures to reduce accident severity in North and West Scotland.

Measures to reduce accidents and accident severity align with the Scottish Road Safety Framework.

National Transport Strategy Objective – Improve journey times and connections.

Indicative Costs

£2.5M-£5M per scheme.

Deliverability

The deliverability of this intervention is considered technically and operationally feasible. Ground conditions may be a risk depending on the location of proposed 2+1 provision.

4 – Inveramsay Bridge Replacement

Intervention Description

This intervention eliminates delays that are currently experienced at the single lane bridge at Inveramsay on the A96. It will reduce delays at this location experienced by trips between Inverness/Moray and Aberdeen.

- Provide a replacement bridge on the A96 at Inveramsay with associated carriageway widening on approaches to enable continuous 2-way traffic operation.

Contribution Towards the Maintenance and Development of the Moray Economy

Although this intervention will eliminate delays incurred at this location, providing a significant localised benefit, there would be a marginal benefit for trips between Moray and Aberdeen and therefore the benefit to the economy of Moray will be negligible.

Contribution Towards The Scottish Government's Purpose

This intervention would reduce delays and journey times between Inverness/Moray and Aberdeen.

Links to Other Strategies

This intervention is proposed as part of STPR Project 4 – Targeted programme of measures to reduce accident severity in North and West Scotland.

National Transport Strategy Objective – Improve journey times and connections.

Indicative Costs

£3M-£6M

Deliverability

The deliverability of this intervention is considered technically and operationally feasible. Installation of the replacement bridge would require closure of the railway and main A96 road for a period of time and other works would require traffic management measures to be put in place on the A96.

5 – A95 Lackghie Scheme

Intervention Description

This intervention recognises the importance of the A95 in assisting the maintenance and development of the economy in Moray. The measures detailed below would increase speeds on sections of the route that are currently constrained in width and have variable alignment, thus providing improved links between Moray and the A9. The measures would also provide safety benefits in these areas.

- Widening, horizontal and vertical realignment of 2km of single carriageway on the A95 at Lackghie, east of Drumuillie, bringing it up to current standards.

Contribution Towards the Maintenance and Development of the Moray Economy

This intervention would provide improvements on the key strategic road link between Moray and the A9 (and hence onward to the central belt). This route is a key route for access to Moray and also for the movement of goods to and from the many distilleries and other manufacturing facilities located along the A95.

Contribution Towards The Scottish Government's Purpose

This intervention would reduce journey times and improve journey time reliability between Moray, the A9 and the central belt.

The provision of improved road standards would also reduce accidents and accident severity caused by driver frustration and therefore improve safety for trips to/from Moray.

Links to Other Strategies

Measures to reduce accidents and accident severity align with the Scottish Road Safety Framework.

National Transport Strategy Objective – Improve journey times and connections.

Indicative Costs

£3M-£3.5M

Deliverability

The deliverability of this intervention is considered technically and operationally feasible.

6 – A95 Gaigh to Craggan Scheme

Intervention Description

This intervention recognises the importance of the A95 in assisting the maintenance and development of the economy in Moray. The measures detailed below would increase speeds on sections of the route that are currently constrained in width and have variable alignment, thus providing improved links between Moray and the A9. The measures would also provide safety benefits in these areas.

- Realignment of 1.1km of single carriageway road to the west of Grantown-on-Spey, bringing it up to current standards. The scheme also includes provision of a rail overbridge to enable extension of the Strathspey Railway to Grantown-on-Spey. A contribution towards the cost of this overbridge is required from the railway.

Contribution Towards the Maintenance and Development of the Moray Economy

This intervention would provide improvements on the key strategic road link between Moray and the A9 (and hence onward to the central belt). This route is a key route for access to Moray and also for the movement of goods to and from the many distilleries and other manufacturing facilities located along the A95.

Contribution Towards The Scottish Government's Purpose

This intervention would reduce journey times and improve journey time reliability between Moray, the A9 and the central belt.

The provision of improved road standards would also reduce accidents and accident severity caused by driver frustration and therefore improve safety for trips to/from Moray.

Links to Other Strategies

Measures to reduce accidents and accident severity align with the Scottish Road Safety Framework.

National Transport Strategy Objective – Improve journey times and connections.

Indicative Costs

£4M-£6M

Deliverability

The deliverability of this intervention is considered technically and operationally feasible.

7 – Passenger Rail Improvements - Phase 1

Intervention Description

This intervention forms part of a phased approach to providing improved rail services in the area and consists of:

- Provision of additional Sunday services; and
- Extension of the existing 06:47 Inverness to Edinburgh service to start back at Elgin at 05:45.

Contribution Towards the Maintenance and Development of the Moray Economy

This first phase of passenger rail improvements would be expected to have a minor contribution towards the maintenance and development of the Moray economy.

Contribution Towards The Scottish Government's Purpose

This intervention would provide some increased opportunities for people from Moray to access employment and education.

Links to Other Strategies

These proposals have been developed by HITRANS and align with their Regional Transport Strategy.

National Transport Strategy Objectives

- Improve journey times and connections; and
- Improve quality, accessibility and affordability.

Indicative Costs

<£100k

Deliverability

This intervention could be delivered utilising existing resources.

8 – Passenger Rail Improvements - Phase 2

Intervention Description

This intervention forms part of a phased approach to providing improved rail services in the area and consists of:

- Provision of an additional train unit and train crew to enable additional peak hour services to be operated between Moray and Inverness; and
- Consideration of the development of a train crew and servicing depot at Elgin to eliminate empty running between Inverness and Elgin.

Contribution Towards the Maintenance and Development of the Moray Economy

This second phase of passenger rail improvements would be expected to have a moderate contribution towards the maintenance and development of the Moray economy. The provision of a train crew and servicing depot at Elgin would create local jobs and therefore contribute towards the development of the Moray economy.

Contribution Towards The Scottish Government's Purpose

This intervention would provide some increased opportunities for people from Moray to access employment and education.

Links to Other Strategies

These proposals have been developed by HITRANS and align with their Regional Transport Strategy.

National Transport Strategy Objectives

- Improve journey times and connections; and
- Improve quality, accessibility and affordability.

Indicative Costs

~ 500k for additional train unit.

Costs for the development of a train crew and servicing depot at Elgin are unknown but could result in savings due to the elimination of empty working between Inverness and Elgin.

Deliverability

This intervention would require the provision of an additional train unit. This may become available in the future as revised services elsewhere in Scotland result in additional units being made available.

The development of a train crew and servicing depot at Elgin would require rail sidings and other facilities.

9 – Passenger Rail Improvements - Phase 3

Intervention Description

This intervention forms part of a phased approach to providing improved rail services in the area and consists of:

- Delivery of STPR Project 19 to provide an hourly service between Aberdeen and Inverness;
- Rebuilding Forres Railway Station to provide re-aligned track and re-located passing loop within the station; and
- Replace the footbridge at Elgin Railway Station with a DDA compliant structure.

Contribution Towards the Maintenance and Development of the Moray Economy

This third phase of passenger rail improvements would be expected to have a significant contribution towards the maintenance and development of the Moray economy by providing additional opportunities to travel and reduced journey times to/from the main cities of Aberdeen and Inverness.

Contribution Towards The Scottish Government's Purpose

This intervention would increase opportunities to travel and provide a significantly improved journey time over the whole route.

Links to Other Strategies

This intervention is detailed in the STPR (Project 19).

National Transport Strategy Objectives

- Improve journey times and connections; and
- Improve quality, accessibility and affordability.

Indicative Costs

£250M - £500M

Deliverability

The deliverability of this scheme is considered to be technically and operationally feasible. The construction of new loops and double track sections may require upgrading of structures and a Transport and Works Act depending on the location of any works and whether they are built within the existing railway alignment. It is likely that this work will require new signalling systems designed to modern standards. These would have to interface with existing systems and there is a risk on the basis of system compatibility. Ground conditions may be a risk depending on where alignment improvements are made.

The work required to add new loops and additional tracks would require the closure of the line when connecting them to the existing network. This would cause disruption to passengers that use the line, although this work may be done during routine maintenance possessions.

10 – Direct Coach Services between Moray and Glasgow / Edinburgh

Intervention Description

This intervention would enable direct express coach services to be established between Moray and Glasgow/Edinburgh via Aviemore and the A95/A941. Once established, it is hoped that this will become a commercially viable route for the bus operator.

Contribution Towards the Maintenance and Development of the Moray Economy

This scheme would provide a real public transport alternative for accessing Moray by the most direct route resulting in a public transport journey time reduction of around an hour. In addition, the provision of direct services to Moray would enable additional tourism opportunities by encouraging Moray as a primary destination rather than a secondary destination from Inverness or Aberdeen.

Contribution Towards The Scottish Government's Purpose

This scheme would improve opportunities to travel between Moray and Glasgow/Edinburgh and would provide a public transport service with a significantly reduced journey time.

Links to Other Strategies

HITRANS are currently trying to fund a bus link between Elgin and Aviemore to link into strategic rail and coach services with the aim that this is eventually developed into direct coach services to Glasgow/Edinburgh.

National Transport Strategy Objectives

- Improve journey times and connections; and
- Improve quality, accessibility and affordability.

Indicative Costs

Estimated cost £1.5M to £2M over three years.

Deliverability

This intervention is both technically and operationally feasible.

11 – Replacement Dredger for Moray’s Harbours

Intervention Description

This scheme would provide funding for the replacement of the existing dredger that is utilised for Moray’s Harbours and several other locations around the north and east of Scotland.

Contribution Towards the Maintenance and Development of the Moray Economy

Several businesses in the vicinity of Buckie Harbour including Forsyths and Buckie Shipyard rely on continued operation of the harbour for their business viability. In addition, there is the potential for additional employment to be created by businesses operating from the harbour. These businesses would also require the harbour to remain operational. Bring out benefits more.

Contribution Towards The Scottish Government’s Purpose

Continued dredging of the harbours in the north and east of Scotland is vital to maintain their operational effectiveness, thus continuing to support existing employment and assisting to encourage additional employment around the harbours.

Links to Other Strategies

The Moray Council Local Transport Strategy

Indicative Costs

£4.5M - £5M.

Deliverability

The specification for a new dredger would require to be determined and a request for tenders issued. The provision of a replacement dredger should however, be technically and operationally feasible. Staff training on the new vessel should also be factored into the cost and delivery time.

12 – Provision of Road Access for Prospective Business Parks

Intervention Description

This intervention involves the up-front provision of access infrastructure to enable construction of prospective Business Parks in Moray.

Contribution Towards the Maintenance and Development of the Moray Economy

This intervention would enable the development of Business Parks in Moray, assisting growth in the economy by helping to attract new business to the area.

Contribution Towards The Scottish Government's Purpose

This intervention would improve opportunities for businesses to locate in Moray, assisting the growth of the local and national economy.

Links to Other Strategies

HIE and The Moray Council are keen to develop Business Park facilities throughout Moray to encourage businesses to locate in the area.

Indicative Costs

ADD

Deliverability

This intervention is technically and operationally feasible. Construction work may affect the environment of surrounding areas and may cause delays to traffic, however there would be no issues following completion of the works.





APPENDIX B ELGIN TRAFFIC REVIEW DELIVERY FRAMEWORK

Scheme	Scheme and Funding Status:		
	Scheme adequately defined & funding identified	Scheme adequately defined but no funding identified	Scheme requires further definition and no funding identified
New West Elgin Railway Crossing	Planning and assessment phase		Delivery of new crossing and associated infrastructure
Morrison Road	Specific signing alterations in conjunction with overall strategy	New junction at Morrison Road / A96 – potentially linking with new railway crossing	
	Traffic Distributor status – start of work (TRO, junction clearances, pedestrian facilities etc)	Traffic Distributor status – completion of work (TRO, junction clearances, pedestrian facilities etc)	
Lesmurdie Road	Traffic Distributor status – start of work (TRO for parking, junction clearances, pedestrian facilities etc)	Traffic Distributor status – completion of work (TRO for parking, junction clearances, pedestrian facilities etc)	Residual upgrading of link in association with Pansport improvements
		Signalisation of A941 / Lesmurdie Road junction	
A96 / Wittet Drive	Potential interim or phase 1 improvement (signals) taking into account future plans (development led)	New junction if new railway crossing connects to Wittet Drive	
A96 / Alexandra Road		A96 / A941 improvement for bus station access	Tesco roundabout redesign
		Additional lane eastbound between Tesco and A941 junctions	

Scheme	Scheme and Funding Status:		
	Scheme adequately defined & funding identified	Scheme adequately defined but no funding identified	Scheme requires further definition and no funding identified
		Geometric improvements at North Street junction	
A96 / East Road	Specific lining / kerb alignment alterations to maximise throughput	Linkwood Way signalisation / connection to Reiket Lane	Pansport junction major improvement scheme
		Ashgrove Road junction improvement (if required following other works)	Related improvements to other East Road junctions in conjunction with Pansport
Pedestrian and cyclist facilities	Investigate 'velo-city' opportunities		Pedestrian route signing to complement road signing and lining strategy
	Plan local cycle network		Deliver local cycle network
Traffic Management	Not progressed further		
Local Bus Services	LTS and Local Plan to consider relocation of bus station		
Integrated Bus and Rail		Integrated timetabling for new rail services	
Rail Facilities	STPR – delivery of improvements between Aberdeen and Inverness		
	LTS to consider access to rail freight		
Reiket Lane	Immediate action for signing upgrade	Further signing improvements	

Scheme	Scheme and Funding Status:		
	Scheme adequately defined & funding identified	Scheme adequately defined but no funding identified	Scheme requires further definition and no funding identified
Road Signs and Markings	Signing and lining strategy	Signing and lining strategy	
	Formulation of joint roads hierarchy masterplan		

Key:

-  Principally or wholly a Moray Council Scheme
-  Principally or wholly a Transport Scotland Scheme
-  Joint Scheme
-  Third party funded scheme

Estimated Implementation Costs

Scheme adequately defined and funding identified (total)	Less than £600k (excl developer delivered and STPR rail costs)
Scheme adequately defined and but no funding identified (total)	Between £8m and £10m
Scheme requires further definition and no funding identified (total)	Between £16m and £60m

No costings are included for bus or rail related items.