

**THE MORAY COUNCIL  
ENVIRONMENTAL SERVICES DEPARTMENT**

**MES TRANSPORTATION GROUP**

**Date:** Monday 28 March 2016, 3pm

**Location:** Moray Council Annexe – Meeting Room 5

**ATTENDEES:**

S Cooper, Head of Direct Services (SC)

Cllr G Leadbitter (GL)

N Moss, Transportation Manager (NM)

R Robertson, Director Hitrans (RR)

M McLennan, Moray Chamber of Commerce (MM)

**APOLOGIES:**

S Hutcheon, Head of Regional Development HIE (SH)

Item	Subject	Action
1.0	<b>Minute of last meeting: 14 December 2015</b>	
1.1	SC noted that Graham Scott was not listed on the previous minutes, so perhaps has taken that to mean he's no longer involved. SC would like him added back as a member.	
1.2	In the previous meeting, it was decided that NM would meet with Dawn McNiven, which she did. The Scotland Route Study is out for consultation so no progress with that as of yet.	
2.0	<p><b>Transportation Projects Review</b></p> <p>Copies of the spreadsheet listing the projects were made available.</p> <p><b>2.1 Strategic review of regional public transport links within Moray</b></p> <p>NM has been working extensively on this. A bus running daily from Keith to Dufftown has been opened as a registered service for the non-vulnerable and can be extended to Tomintoul on request. There are two return trips on a Wednesday between Grantown and Tomintoul.</p> <p>The No.34 from Elgin to Kingston via Urquhart and Garmouth is being stopped by Stagecoach. NM is hoping this route will fit around the council service, as four passengers a day will cover the cost. There is already a Speyside service starting in late May, which will visit Aberlour, Marypark, Knockando, Archiestown, Dandaleith and Elgin.</p> <p>Not full fare paying passengers but the existence of the service is a positive message for the local community.</p> <p>NM would like to refocus on integrating transport modes much better within Elgin. The placing of the train and bus stations makes it a disintegrated system. It covers the interests of business, transport and users so should interest everyone. At the moment, you can't use more than one means of transport. Small changes (signage) to big changes (relocation of facilities) can all help to join up the dots. Scotrail could help out with solutions.</p>	

	<p>NM will update this with a list of subheadings and subprojects which fall under this umbrella, and issues which also come under the Community Transport Forum.</p> <p><b>2.2 Improvements to traffic distribution outside Elgin, i.e. completion of distributor road network</b></p> <p>GL would like to defer a full review of this, due to a capital planning meeting he is attending on Wednesday 30 March.  NM is already doing modelling work to look at which junctions are going to 'go pop' over the next 5 – 15 years. RR and NM agree there is a strong correlation between projects 1 and 2.</p> <p><b>2.3 Strategic connections, improvements to business park accessibility.</b></p> <p>This project for Forres Enterprise Park can now be closed off, as bus laybys are in place and all developments have been approved.</p> <p><b>2.4 Develop bus links between Moray and the central belt</b></p> <p>This has been tried, but no bus operators want to take it on. The ideal route would be Elgin to Aviemore, but this has been discussed before. This could still be an opportunistic project and something to look out for in the future.</p> <p><b>2.5 Lifting the Spirit project</b></p> <p>This is complete. RR explained that a positive business case was made for freighting; for a long term freight project to be established there need to be private sector leadership as that is the only way existing funds can be accessed. The business case identified through Lifting the Spirit points at there being a need for a cooperative approach with more than Whisky product carried so there is a clear opportunity for local food producers and large retailers to become involved too.</p> <p><b>2.6 Improvements to A95</b></p> <p>A report was submitted last year with great stakeholder input led by MM and was submitted to the Minister under the banner of MEP. There is a case for economic partnership, as long as the persuasive voice comes from the people of Moray, rather than the council. A lobbying campaign has been registered with the Minister and MSPs so now is the time to create core messages.</p> <p>The safety record of the road is appalling compared with other Moray roads. Why is this road causing people to suddenly drive differently and cause accidents?</p> <p>GL presumes that when developments involving Buckie Harbour become clearer, the route will become even more attractive.</p> <p>RR thinks it's worth identifying obvious pinch points on the route, so specific requests can be made.</p>	<p><b>NM</b></p>
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<p>2.10</p> <p>2.11</p> <p>2.12</p> <p>2.13</p> <p>2.14</p>	<p>GL will do a walk through on that path with National Rail and update NM.</p> <p><b>A96 dualling (including a 'bypass' of Elgin)</b></p> <p>This will be discussed with Transport Scotland and council officers after the election, once a consultant has been appointed.</p> <p><b>A96 Alexandra Road redesign of junctions</b></p> <p>This project will be put on hold for now.</p> <p><b>Bus Station relocation to Lossie Green area</b></p> <p>This project was linked to the redevelopment of the St Giles' Centre, which doesn't appear to be moving forward.</p> <p>GL suggested that if new squadrons go to Lossiemouth, this could be a trigger for the retailers so still best to keep an eye on this.</p> <p><b>Multi-story car park in Lossie Green area</b></p> <p>This project can be dropped, as it is based on plans from several years ago.</p> <p><b>Replacement dredging facility for Moray Harbours</b></p> <p>Project complete</p>	
<p>3.0</p> <p>3.1</p> <p>3.2</p>	<p><b>AOCB</b></p> <p>SC feels the private sector is under represented. MM will look into this.</p> <p>NM will contact Stagecoach and a representative from the RAF.</p>	<p><b>MM</b></p> <p><b>NM</b></p>
<p>4.0</p> <p>4.1</p>	<p><b>Next Meeting</b></p> <p>Friday 27 May 2016, 2pm – Meeting Room 5, Annexe</p>	<p><b>LD</b></p>