

Elgin Bypass

1. The Moray Council notes that the Scottish National Party committed to improvements to the A96 in its 2007 Scottish Parliament election manifesto,^[1] and the Scottish Government committed to the full dualling of the A96 in its Infrastructure Investment Plan of 2011.^[2]
2. The Moray Council notes that the preferred route option for A96 dualling between Hardmuir and Fochabers was published by Transport Scotland in 2018,^[3] which includes full bypassing of Elgin. The scheme proposes to complete works for A96 dualling between Hardmuir and Fochabers by 2030.
3. The Moray Council further notes that the last published updates for the scheme were ground investigation works in January 2020.^[4]
4. The Moray Council believes that bypassing of Elgin is overwhelmingly supported by residents of Elgin and surrounding areas; that the benefits of a bypass include reductions in traffic congestion within Elgin; and improvements in air quality, visual amenity, and road safety – especially for active travel.
5. The Moray Council re-affirms its support for an Elgin bypass.
6. The Moray Council is concerned about the slow pace of progress on this vital infrastructure project.
7. The Moray Council mandates the Council Leader to write to the Minister for Transport to remind the Minister of the above stated facts, to re-iterate the Council's support for an Elgin bypass, to express the Council's concerns about the slow pace of progress in delivering a bypass for Elgin, to demand a firm timetable for the delivery of an Elgin bypass: in particular, when the Minister expects to lay the relevant orders before Parliament, and when the Minister expects construction work to commence.
8. The Moray Council requests that any response to the Council Leader from the Minister for Transport be communicated with members as soon as practicably possible.

Proposer: Councillor Sandy Keith

Seconder: Councillor John Divers

^[1] Scottish National Party, 'Manifesto 2007: It's Time' (5 April 2007) <<https://image.guardian.co.uk/sys-files/Politics/documents/2007/04/12/SNPManifestoprogramme.pdf>> accessed 3 July 2022.

^[2] Scottish Government, 'Infrastructure Investment Plan 2011' (6 December 2011) <<https://www.webarchive.org.uk/wayback/archive/20150218180052/http://www.gov.scot/Publications/2011/12/05141922/0>> accessed 3 July 2022.

^[3] Transport Scotland, 'Design Update: A96 Dualling Hardmuir to Fochabers' (17 August 2018) <<https://www.transport.gov.scot/publication/design-update-a96-dualling-hardmuir-to-fochabers/>> accessed 3 July 2022.

^[4] Transport Scotland 'Ground investigations start next week for A96 Dualling Hardmuir to Fochabers scheme' (20 January 2020) <<https://www.transport.gov.scot/news/ground-investigations-start-next-week-for-a96-dualling-hardmuir-to-fochabers-scheme/>> accessed 3 July 2022.

1. Scottish National Party, 'Manifesto 2007: It's Time' (5 April 2007) <<https://image.guardian.co.uk/sys-files/Politics/documents/2007/04/12/SNPManifestoprogramme.pdf>> accessed 3 July 2022.
2. Scottish Government, 'Infrastructure Investment Plan 2011' (6 December 2011) <<https://www.webarchive.org.uk/wayback/archive/20150218180052/http://www.gov.scot/Publications/2011/12/05141922/0>> accessed 3 July 2022.
3. Transport Scotland, 'Design Update: A96 Dualling Hardmuir to Fochabers' (17 August 2018) <<https://www.transport.gov.scot/publication/design-update-a96-dualling-hardmuir-to-fochabers/>> accessed 3 July 2022.
4. Transport Scotland 'Ground investigations start next week for A96 Dualling Hardmuir to Fochabers scheme' (20 January 2020) <<https://www.transport.gov.scot/news/ground-investigations-start-next-week-for-a96-dualling-hardmuir-to-fochabers-scheme/>> accessed 3 July 2022