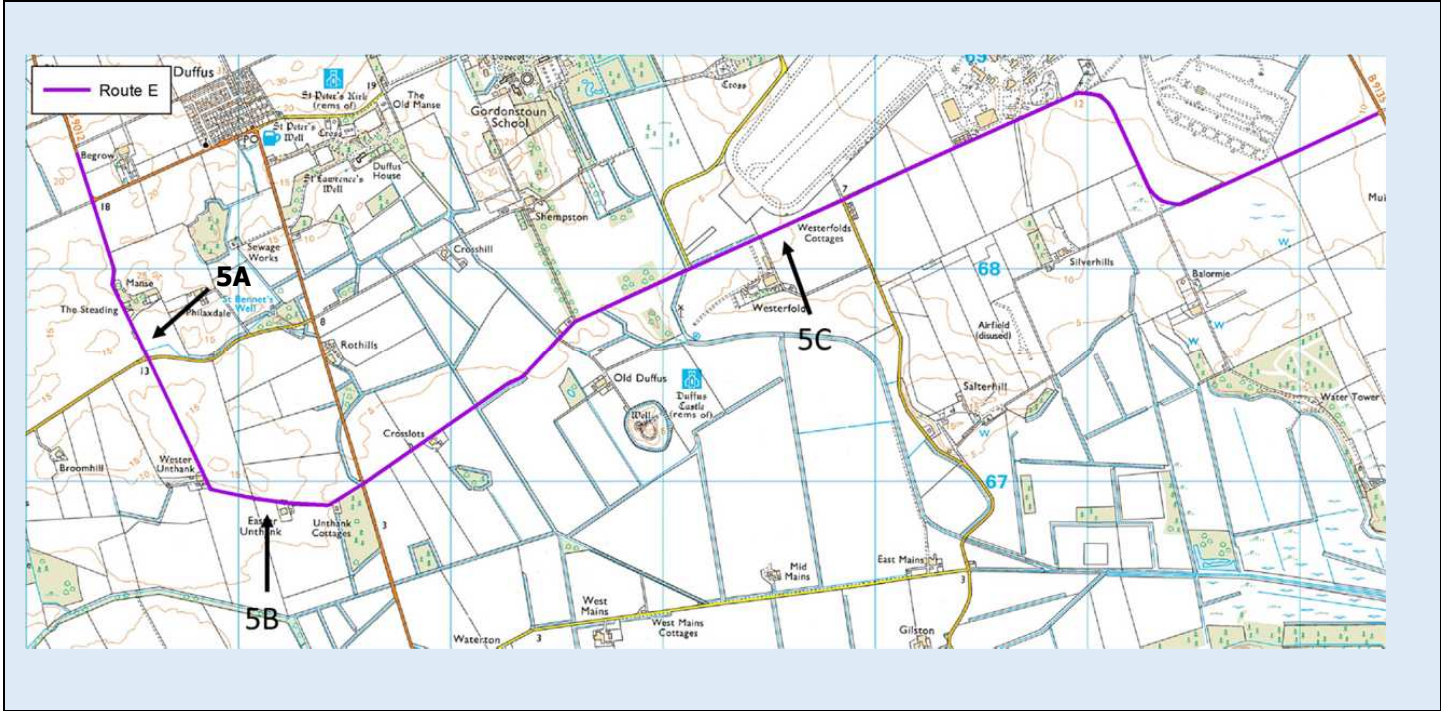


Hopeman – North Greens Route Corridor 5 – The Drainie Road



Route Overview

The proposed route would largely follow the existing rural road network to the south of Duffus and RAF Lossiemouth with an overall distance of around 10km, almost double the length of the existing on-road route. The route consists of 3 sections as follows:

- Section 5A – extension of the existing cycleway within the western verge of the B9012 for 250m before an on-road section for 750m leading to the junction with an unclassified road.
- Section 5B – A 1.5km section of upgraded track running past Wester and Easter Unthank before crossing the B9012.
- Section 5C – On-road section for 5.6km before joining the Lossiemouth – Elgin cycleway running alongside the B9135.



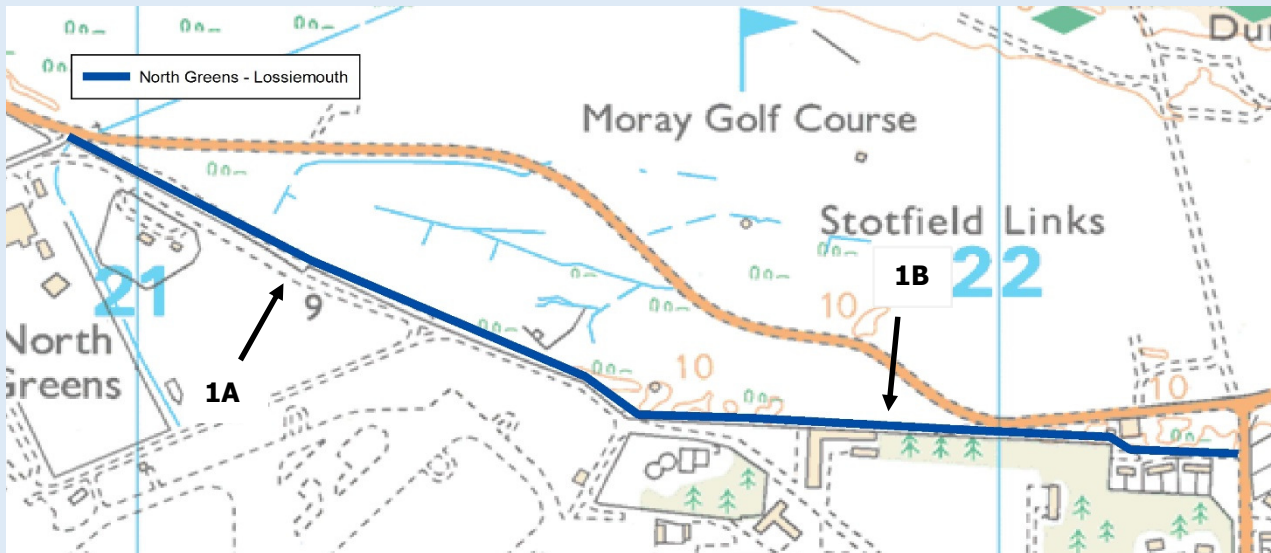
Opportunities

- With the exception of the section past Unthank the route could largely be delivered within the public road.
- The existing gradient is flat, the existing carriageway is in reasonable condition and the rural road network is lightly trafficked.

Constraints

- There is little scope to provide any physical interventions along the route other than improved signing.
- The route represents a detour of around 4km compared to the existing on-road route.

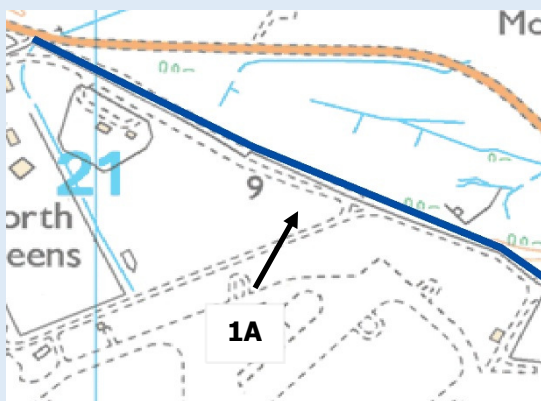
North Greens - Lossiemouth Route Corridor 1 – The Access Track



Route Overview

The proposed route would largely follow an existing unsurfaced track running between the RAF Lossiemouth security fence and Moray Golf Club. It is recommended that this is the preferred alignment due to the constraints of landing navigation equipment and associated crash barriers adjacent to the B9040.

Section 1A



East of the North Greens access road into RAF Lossiemouth, Section 1A would form an upgrade of the 'old road' that currently operates as an informal plane spotter's access and car park. The track is approximately 3m wide and is around 5m clear of the boundary fence. RAF Lossiemouth is currently being upgraded to accommodate new P8 Poseidon aircraft and confirmation of any proposed amendments to the current security arrangements are required. The Squadron Leader has expressed concerns regarding the proximity to the runway and associated aircraft downdraft.



Section 1B



Section 1B would continue along the access track immediately adjacent to the security fence before the track crosses the 5th tee of Moray Golf Course where the width between the B9040 and the security fence reduces to around 20m. Taking account of potential changes to the security fences and adjustment of the 'dead zone' the 5th tee position would need to be modified to accommodate the cycleway alignment. There is likely to be some concern regarding the safety of cyclists in close proximity to the golf course although due to the limited width there are few alternative options at the location.



Opportunities

- The route would likely attract new recreational and commuter cyclists and would provide a positive benefit to existing users.
- The route could be constructed to meet design guidelines and would allow easy maintenance access due to the proximity to the B9040.
- The route would enhance personal security compared to use of the existing carriageway.

Constraints

- Proximity of the existing track to the security fence and end of runway may impact on the security of operations at RAF Lossiemouth which it is understood are currently under review.
- Modification to the medal tee position at the 5th hole of the Moray Golf Club is required and there are limited alternative options in this location.

5.0 Options Appraisal

5.1 Assessment methodology

Following the desktop review and initial site visit, all sections of the proposed five Cycle Corridors were evaluated to identify a potential alignment for the scheme. These evaluations were undertaken with reference to the five core principles set out in *Cycling by Design*. These core principles are:

- **Safety** - Design should minimise the potential for actual and perceived risk of accidents for all users.
- **Directness** - Design should be as direct as possible and minimise detours and delays. The impact of junctions and crossings on journey times should be considered.
- **Coherence** - Design should be continuous and consistent from origin to destination.
- **Comfort** - Design should meet surface width, quality and gradient standards and be convenient by avoiding complex manoeuvres.
- **Attractiveness** - Design should complement and enhance its environment in such a way that cycling is attractive.

Consideration has also been given to project deliverability, with emphasis on construction costs, other physical constraints such as topography and the private land ownership. A summary of the route appraisal for each option is detailed in Tables 5.1 – 5.5.

Table 5.1 – Hopeman to North Greens Corridor Option 1 – Moray Way

Hopeman to North Greens Route Corridor 1 – Moray Way Harbour Street – Easter Covesea		
Criteria	Comments	Score
Attractiveness	<ul style="list-style-type: none"> The route would likely attract new recreational cyclists and would be attractive and interesting. The inclusion of a surfaced route is unlikely to be able to integrate with and complement the existing surroundings and may detract from the current attractiveness of the route as a recreational walking route. Due to the remoteness of the path it may not enhance personal security and due to geometry would be difficult to maintain. 	0
Coherence	<ul style="list-style-type: none"> The route follows an existing well signed path and would be continuous and recognisable. The route would link Lossiemouth and Hopeman although would be remote from Duffus and residential properties along the route. 	1
Comfort	<ul style="list-style-type: none"> It is unlikely to be feasible to provide a route alignment that meets design guidance in terms of vertical geometry. Numerous changes in gradient would be required which will impact on momentum. 	-1
Deliverability	<ul style="list-style-type: none"> The route is within the Moray Coastal Protection Zone and the existing alignment will require significant modification to bring it up to a suitable standard which may have environmental impacts. 	-2
Directness	<ul style="list-style-type: none"> The proposed route does not meet desire lines and will result in a detour of around 1.5km compared to the existing on-road route. 	-2
Safety	<ul style="list-style-type: none"> The proposed route is remote on an exposed cliff top location and likely to be affected by severe weather. 	-1
Total		-5

Table 5.2 – Hopeman to North Greens Corridor Option 2 Rural Inland Route via Radar Station – Easter Covesea

Hopeman to North Greens Route Corridor 2 – Rural Inland Route via Radar Station – Easter Covesea		
Criteria	Comments	Score
Attractiveness	<ul style="list-style-type: none"> The route would likely attract new recreational cyclists and would be attractive and interesting. Due to the remoteness of the path it may not enhance personal security and due to geometry certain sections could be difficult to maintain. 	1
Coherence	<ul style="list-style-type: none"> The route would be well signed posted, continuous and recognisable although there are a number of changes of direction along the route. The route would link Lossiemouth and Hopeman although would be remote from Duffus and residential properties along the route. 	1
Comfort	<ul style="list-style-type: none"> It is likely that the route could largely be constructed to meet design guidance with gradual changes in geometry, except for a short section north of the radar station. 	1
Deliverability	<ul style="list-style-type: none"> The route travels through open moorland and circumnavigates existing field boundaries. While this approach increases the distance compared to the on-road route, it is believed that this option is supported by the key landowner. 	1
Directness	<ul style="list-style-type: none"> The proposed route does not meet desire lines and will result in a detour of around 1.2km compared to the existing on-road route. 	-1
Safety	<ul style="list-style-type: none"> The proposed route is remote with a number of sections in exposed locations likely to be subject to severe weather. 	1
Total		4

Table 5.3 – Hopeman to North Greens Corridor Option 3 – B9040

Hopeman to North Greens Route Corridor 3 – B9040		
Criteria	Comments	Score
Attractiveness	<ul style="list-style-type: none"> The route would likely attract new recreational and commuter cyclists and would be attractive and interesting. The route would allow easy maintenance access due to the proximity to the B9040. The route would enhance personal security compared to use of the existing carriageway with good levels of passive surveillance from passing traffic. 	2
Coherence	<ul style="list-style-type: none"> The route would be well signed posted, continuous and recognisable, following the route of the main traffic route. The route would link Lossiemouth and Hopeman. The route would provide a positive benefit to existing users currently utilising the B9040 	3
Comfort	<ul style="list-style-type: none"> It is likely that the route could be constructed to meet design guidance with easy gradients enabling cyclists to maintain momentum. Numerous field access crossings will be required which may result in regular debris on sections of the route. The proximity to the carriageway may result in impacts from dazzle and spray. 	2
Deliverability	<ul style="list-style-type: none"> The route is constrained by multiple landowners and private residences which will need to be bypassed. 	-2
Directness	<ul style="list-style-type: none"> The proposed route will replicate the existing direct on-road route along the B9040 meeting desire lines and minimising detours. 	3
Safety	<ul style="list-style-type: none"> The proposed route would be perceived as safer than the existing on-road route and provide a safe route for new users. 	2
Total		10

Table 5.4 – Hopeman to North Greens Corridor Option 4 – 'The Green Road'

Hopeman to North Greens Route Corridor 4 – 'The Green Road'		
Criteria	Comments	Score
Attractiveness	<ul style="list-style-type: none"> The route would likely attract new recreational and commuter cyclists and would be attractive and interesting. Being constructed largely on an existing track, the route would integrate well with its surroundings with limited impacts. The route would allow easy maintenance access due to the proximity to the B9040. The route would enhance personal security compared to use of the existing carriageway but passive surveillance would be limited. 	2
Coherence	<ul style="list-style-type: none"> The route would be well signed posted, continuous and recognisable, following the route of the main traffic route. The route would link Lossiemouth and Hopeman and Duffus. The route would provide a positive advantage for the majority of existing users currently utilising the B9040 	3
Comfort	<ul style="list-style-type: none"> It is likely that the route could be constructed to meet design guidance with easy gradients enabling cyclists to maintain momentum. Numerous field access crossings will be required which may result in regular debris on sections of the route. 	2
Deliverability	<ul style="list-style-type: none"> The route is constrained by multiple landowners and the need to allow for regular crossing by agricultural vehicles and the main land owner is unlikely to agree to this option 	-1
Directness	<ul style="list-style-type: none"> The proposed route does not meet desire lines for existing users although will provide benefits for resident of Duffus and limits detours compared to alternative options 	0
Safety	<ul style="list-style-type: none"> The proposed route would be safer than the existing on-road route although some sections, including the 'Green Road' element are remote. The option would provide a safe route for new users. 	2
Total		8

Table 5.4 – Hopeman to North Greens Corridor Option 4A – ‘The Green Road’ Southern Option

Hopeman to North Greens Route Corridor 4a – ‘The Green Road’ Southern Option		
Criteria	Comments	Score
Attractiveness	<ul style="list-style-type: none"> The route would likely attract new recreational and commuter cyclists and would be attractive and interesting. Being constructed largely on an existing track, the route would integrate well with its surroundings with limited impacts. The route would allow easy maintenance access due to the proximity to the B9040. The route would enhance personal security compared to use of the existing carriageway but passive surveillance would be limited. 	2
Coherence	<ul style="list-style-type: none"> The route would be well signed posted, continuous and recognisable, following the route of the main traffic route The route would link Lossiemouth and Hopeman and Duffus The route would provide a positive advantage for the majority of existing users currently utilising the B9040. 	3
Comfort	<ul style="list-style-type: none"> It is likely that the route could be constructed to meet design guidance with easy gradients enabling cyclists to maintain momentum. Numerous field access crossings will be required which may result in regular debris on sections of the route. 	2
Deliverability	<ul style="list-style-type: none"> The route is agreeable in principle to the sole land owner on the western section of the route reducing the overall number of landowners over the full route. 	1
Directness	<ul style="list-style-type: none"> The proposed route does not meet desire lines for existing users although will provide benefits for resident of Duffus although is less direct than the use of the ‘Green Road’ 	-1
Safety	<ul style="list-style-type: none"> The proposed route would be safer than the existing on-road route although some sections, including the ‘Green Road’ element are remote. The option would provide a safe route for new users. 	2
Total		9

Table 5.5 – Hopeman to North Greens Corridor Option 5 – The Drainie Road

Hopeman to North Greens Route Route Corridor 5 – The Drainie Road		
Criteria	Comments	Score
Attractiveness	<ul style="list-style-type: none"> The route is unlikely to attract new recreational and commuter cyclists. The route would allow easy maintenance as it is largely on-road. The route would enhance personal security compared to use of the existing carriageway as traffic flows are substantially lower. 	1
Coherence	<ul style="list-style-type: none"> The route would be well signed posted, continuous and recognisable. The route would link Lossiemouth and Hopeman although the route is not direct. The route would not provide a positive benefit to existing users currently utilising the B9040. 	1
Comfort	<ul style="list-style-type: none"> The route would largely be dependant on the condition of the existing carriageway although is generally flat. Users would be affected by dazzle and spray. 	2
Deliverability	<ul style="list-style-type: none"> The route is likely to be deliverable with only one off-road section requiring land owner agreement. 	0
Directness	<ul style="list-style-type: none"> The proposed route does not meet existing desire lines. 	-3
Safety	<ul style="list-style-type: none"> The proposed route would only be marginally safer the existing route due to reduced vehicle numbers. 	0
Total		1

Table 5.6 – North Greens to Lossiemouth Corridor Option 1

North Greens to Lossiemouth Route Corridor 1 – The Access Track		
Criteria	Comments	Score
Attractiveness	<ul style="list-style-type: none"> The route would likely attract new recreational and commuter cyclists and would be attractive and interesting. The route would allow easy maintenance access due to the proximity to the B9040. The route would enhance personal security compared to use of the existing carriageway. 	2
Coherence	<ul style="list-style-type: none"> The route would be well signed posted, continuous and recognisable, paralleling the line of the main traffic route. The route would link Lossiemouth and Hopeman including properties along the route and allow access from Duffus although this route is not direct. The route would provide a positive benefit to existing users currently utilising the B9040. 	3
Comfort	<ul style="list-style-type: none"> It is likely that the route could largely be constructed to meet design guidance. 	2
Deliverability	<ul style="list-style-type: none"> The route is constrained by multiple landowners and private residences which will need to be bypassed. 	-1
Directness	<ul style="list-style-type: none"> The proposed route will parallel the existing direct on-road route along the B9040. 	2
Safety	<ul style="list-style-type: none"> The proposed route would be safer than the existing on-road route although the route would largely run parallel along the unlit B9040 which may result in issues associated with dazzle during night-time conditions. 	2
Total		10

5.2 Landowner Engagement

The proposed route corridors pass through multiple land ownerships from farm holdings to private gardens. The proposed route corridors seek to reduce the impact on land management issues wherever possible and while it has not been possible to identify and engage with all land owners at this point, the following key landowners who have an interest in landholdings covering more than 60% of the overall route have been consulted.

5.2.1 Plewlands Farm

A meeting to discuss the proposed alignment through land owned by Plewlands Farm was held in late October. The landowner owns all the land between the northern Gordonstoun boundary wall and the existing Moray Coastal Path with Corridor Options 2/3/4 passing through his land holding. The landowner currently utilises the land for a mixture of arable and livestock farming and has intentions to clear the gorse land north of the B9040 to allow an additional extent to be farmed. The landowner stated that he was not favourable to any of the options being presented due to the likely impact on current and future farming operations. The landowner was intending to upgrade the section of the Moray Coastal Path running through his land although it was explained that this was unlikely to be suitable for everyday active travel journeys.

A review of the routes was undertaken following this meeting with an alternative alignment of Corridor Option 4a 'Green Road' Southern Option developed running at the southern edge