



Lossiemouth to Hopeman Cycle Design Feasibility Study

Moray Council

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Prepared by WYG Environment Planning and Transport Ltd.



The Cube, 45 Leith Street, Edinburgh, EH1 3AT
Tel: +44 (0)131 247 5700 Fax: +44 (0)131 557 6240
Email: Website: www.wyg.com

WYG Environment Planning Transport Limited. Registered in England & Wales Number: 03050297
Registered Office: Arndale Court, Otley Road, Headingley, Leeds, LS6 2UJ



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1.0 Introduction

As part of the ongoing cycling infrastructure improvement projects being brought forward by Moray Council in conjunction with local community groups, WYG has been commissioned to undertake a study to consider the feasibility of potential cycle route corridors options between Lossiemouth and Hopeman.

The overall aim of study is to establish a route which could offer a high quality, safe, and coherent connection between the two towns which would encourage everyday active travel and cycling for users of all abilities.

The outputs from the study will be a recommended cycle corridor, its design specification, and outline cost estimates. These outputs will inform potential funding applications and future land use planning and policy in the area.

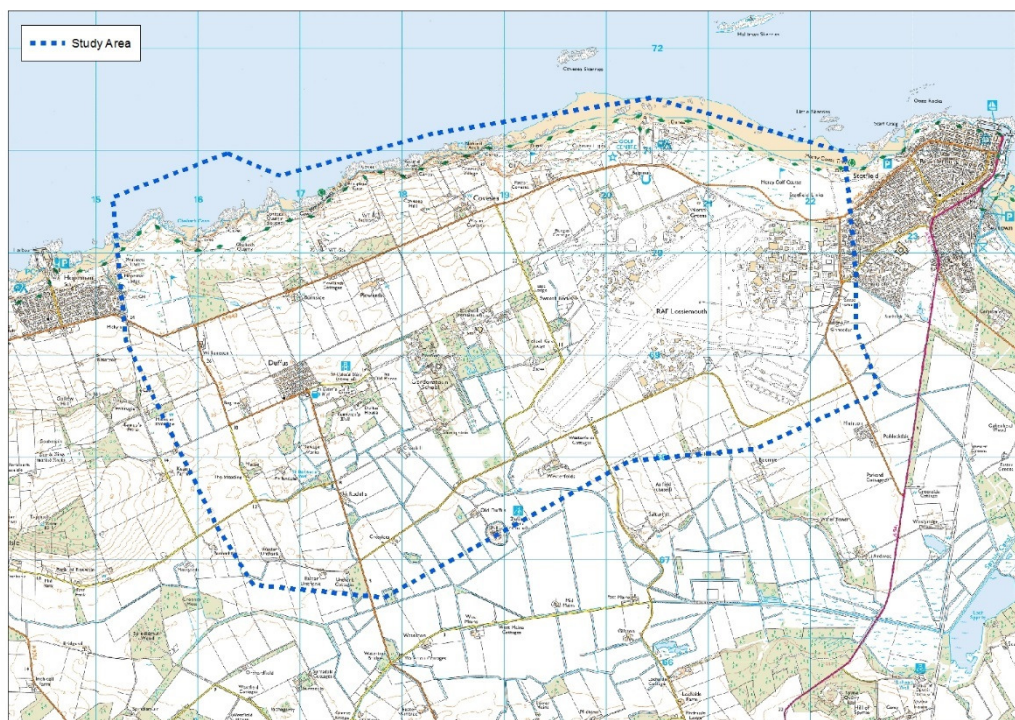
The scheme will offer significant potential to reduce car use and increase cycling as an everyday mode of transport to deliver better health, better air quality and quality of life to residents and visitors.

This report considers the existing situation, options and outline designs for the route and makes a recommendation for the preferred Lossiemouth to Hopeman Cycleway route alignment.

1.1 Study Area

The proposed route runs from the B9040 East Road adjacent to Hopeman Golf course to the junction of the B9040 and B9135 to the northwest of Lossiemouth. The route is intended to maximise connectivity between the two town centres, residential areas, existing cycle infrastructure and other key trip attractors. The route would provide a link between the existing off-road cycleway on the B9040 east of Hopeman and the existing Lossiemouth to Elgin cycleway. The extents of the study area are given in Figure 1 below.

Figure 1: Hopeman – Lossiemouth Study Area



1.2 Proposed Methodology

The study has been undertaken in six stages:

Stage 1: Desktop Review: A review of previous studies, land ownership details etc provided by Moray Council, and other available information including links to the wider cycle route network, road safety history and current levels of traffic was undertaken to inform the initial selection of routes for assessment. Relevant local and national level cycling and active travel policy documents were also reviewed.

Stage 2: Design Specification: Active travel guidance *Cycling by Design* was used as the basis for this study with reference to the Sustrans Design Guidelines. References were also made to the *Design Manual for Roads and Bridges* (DMRB) and *The Traffic Signs Regulations*

and General Directions (TSRGD) as necessary. This specification was also developed in accordance with Sustrans Community Links funding requirements.

Stage 3: Site Assessment – The routes for assessment were subject to a walkover survey and photographic evidence was gathered. Current constraints and opportunities were documented to inform the route assessments.

Stage 4: Options Sifting: The identified routes were assessed using the information gathered from Stages 1 to 3. A weighted score was given to each proposed route against variables such as safety, deliverability and directness. From this process, a recommended route alignment was then identified.

Stage 5: Outline Design: Route alignment drawings and design specifications have been prepared for the highest scoring route in accordance with the design guidelines and standards outlined at Stage 2.

Stage 6: Cost Estimate: A preliminary cost estimate was prepared for the proposed outline design. This was based on rates extracted from sources such as the *SPON's Civil Engineering and Highway Works Price Book 2018*.

2.0 Desktop Review

2.1 Geographic Context

The study area focuses on a potential cycle route for pupils travelling between Hopeman, and Lossiemouth High School and includes the settlement of Duffus, Gordonstoun School, the RAF base at Lossiemouth and various leisure attractions west of Lossiemouth.

The settlements of Hopeman and Lossiemouth are linked by the B9040 which is a single carriageway, 60mph road, the speed limit dropping to 30mph in Lossiemouth and 40mph through Hopeman.

The study area is generally very flat; ideal for cycling and walking. There is a good network of minor roads that can be used to avoid the B-Roads although they do not generally provide the most direct routes.

Lossiemouth is one of the key settlements in Moray and based on the 2011 Census has a population of 6,803. Lossiemouth has two primary schools, with Hythehill Primary School located at the eastern extent of the study area and St Gerardine Primary School closer to the town centre.

Lossiemouth High School, located to the southwest of Lossiemouth, serves the full study area including Duffus and Hopeman.

Hopeman is a seaside village approximately 5 miles west of Lossiemouth which, based on the 2011 Census has a population of 1,701. Hopeman Primary School serves a wide catchment including settlements within the study area such as Duffus and Covesea and numerous individual farms and residential properties along the B9040.

Provision for sustainable transport modes between the communities of Lossiemouth and Hopeman is currently extremely limited though there is a footpath link following the coast. This is unsurfaced, unsuitable for cycling and is considered a recreational route rather than a connection that would support everyday journeys. Consequently, movement between the settlements is largely dependent on car-based journeys along the B9040.