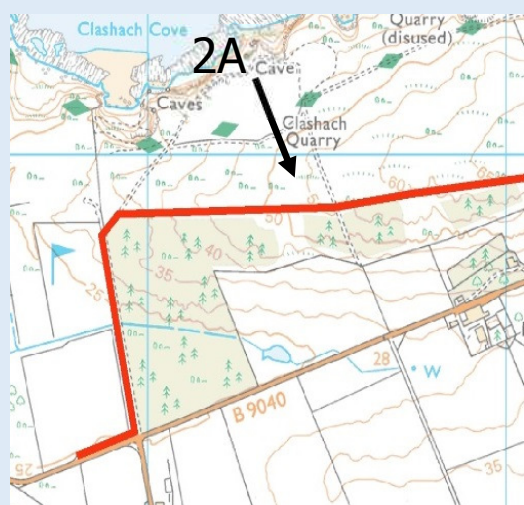


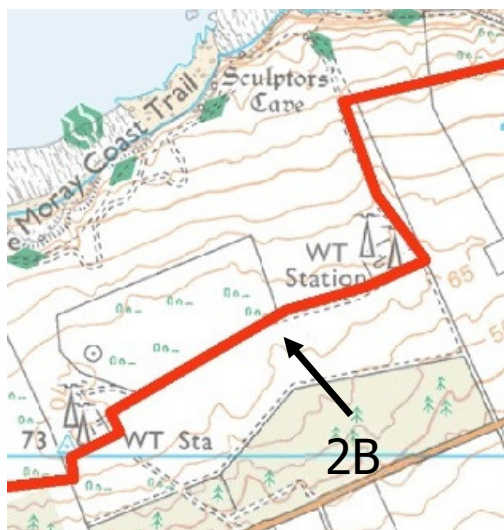
Section 2A



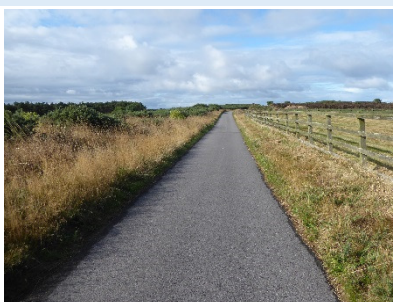
Section 2A would form a continuation of the existing cycle route running along the verge of the B9040 before turning left onto a new section of cycleway adjacent to the access track to Glashach Quarry following the western forestry boundary. Around 500m north of the B9040 the route would turn right, and a new section of cycleway would be constructed within the existing gorse moorland running along the northern forestry boundary rising from the 30m contour to the 65m contour at a gradient of around 3%.



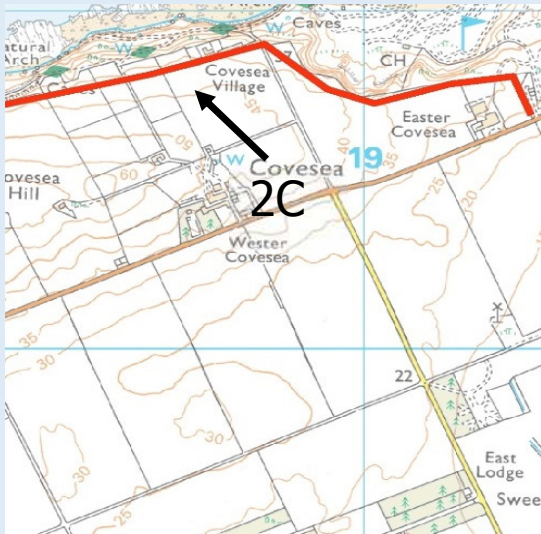
Section 2B



Section 2B would utilise the existing tarmac surfaced road running on a level gradient for 700m past the radar station. At the end of the tarmac surface it is assumed that the route would require to turn left and proceed downhill on a 7% gradient to avoid bisecting existing agricultural fields. At the field boundary the route would turn right and proceed east.



Section 2C



Section 2C would continue along the northern edge of field boundaries before joining the existing track passing Covesea Village. East of Covesea Village the track would follow the top of the dunes along the edge of field boundaries before re-joining the B9040 east of Easter Covesea and following a route adjacent to the carriageway as described in Section 3D.



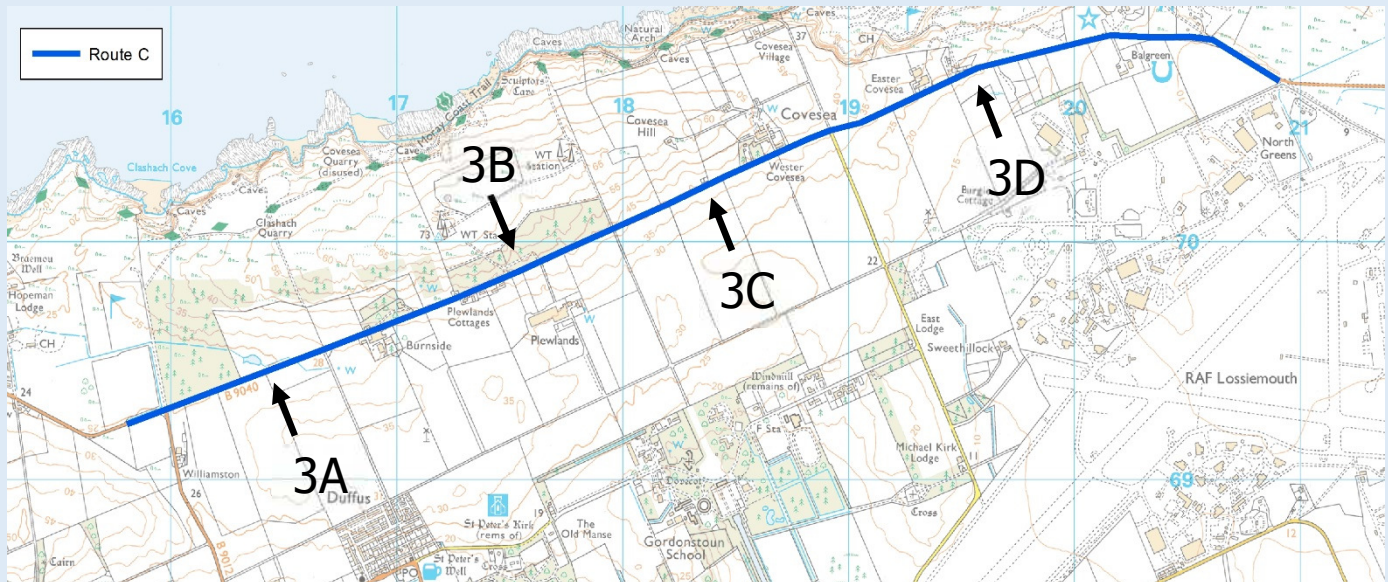
Opportunities

- It is likely that the route could largely be constructed to meet design guidance with gradual changes in geometry with the exception of a short section north of the radar station.
- Avoids the existing constraints along the B9040 at properties including Burnside and Pewlands.

Constraints

- 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.
- Due to the remoteness of the path it may not enhance personal security, sections would be exposed to severe weather and due to geometry certain sections could be difficult to maintain.

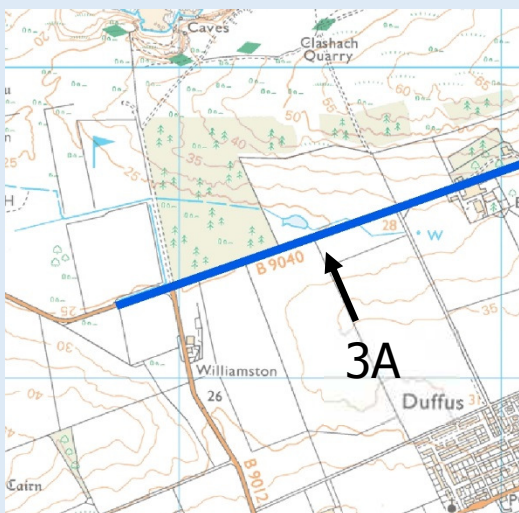
Hopeman – North Greens Route Corridor 3 – B9040



Route Overview

The proposed route would run alongside the B9040 within the verge and adjacent fields within an alignment either to the north or south of the carriageway for around 5.4km although diversion will be required at residential properties which will increase the overall distance. Each section of the route is discussed in more detail below.

Section 3A

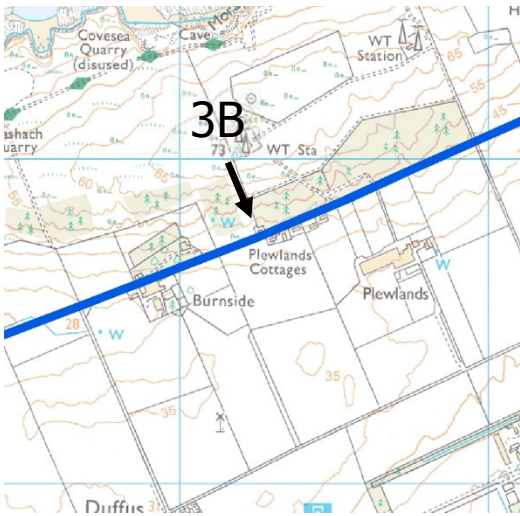


Section 3A would run within the verge on either side of the road eastbound as a continuation of the existing cycleway. East of the B9012 the existing verge narrows to around 1.5m on both sides of the carriageway and third party land would be required for either a northern or southern alignment with the cycleway provided adjacent to the carriageway.



Lossiemouth to Hopeman Cycle Route Feasibility Study

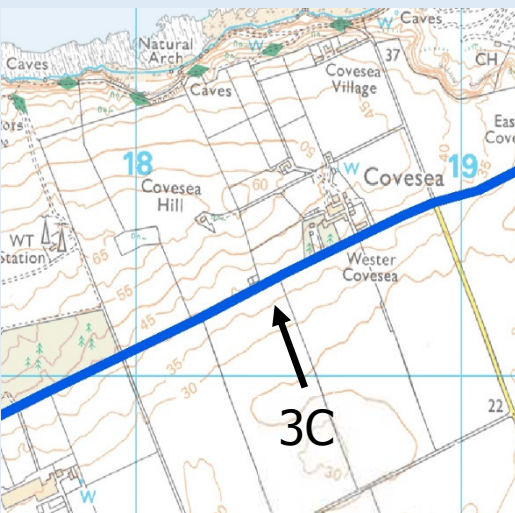
Section 3B



Due to the available verge widths between a number of properties and the carriageway through Section 3B it will not be possible to deliver the route alongside the B9040 and a diversion will be required to pass Burnside Farm and Plewlands Cottages to the south or Burnside House and two further residential properties to the north.



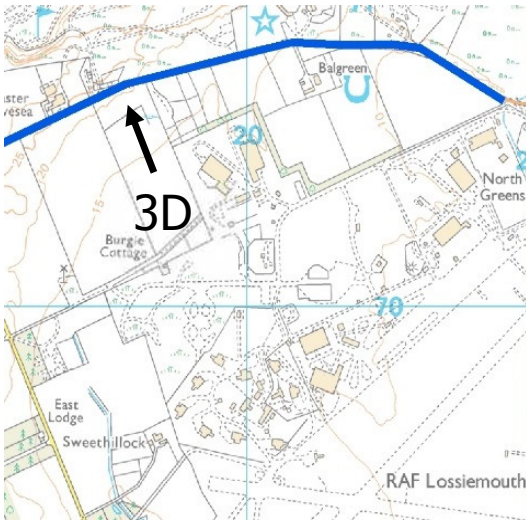
Section 3C



A southern alignment would run within the existing field boundary around 4m from the carriageway edge to account for the change in level between the carriageway and adjacent field which will result in additional land take. A northern alignment would run adjacent to the carriageway although a diversion would be required at Wester Covesea Farm and a single residential property to the west due to lack of available verge width.



Section 3D



Section 3D would continue along the B9040 either to the north or south of the carriageway. North of the carriageway a number of access crossings would be required and it is recommended that the preferred alignment would be to the south of the carriageway east of the Lossie Equestrian Centre to take advantage of increased verge width and the limited alignment option from North Greens to Lossiemouth.



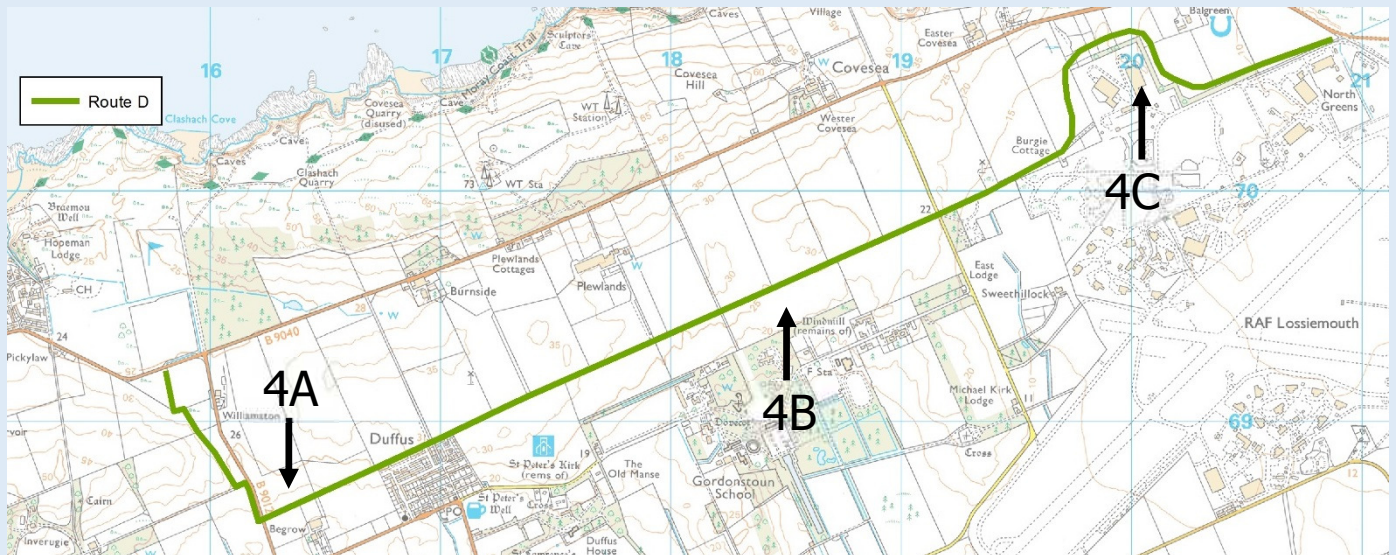
Opportunities

- The route would likely attract new recreational and commuter cyclists and would provide a positive advantage 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

- Numerous field 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.
- The route is constrained by multiple landowners and private residences which will need to be bypassed.

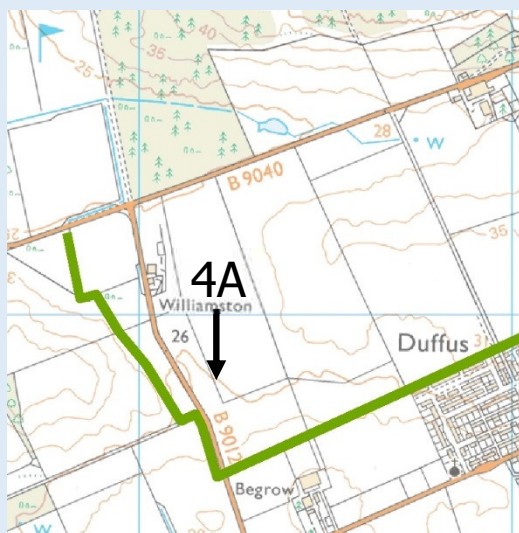
Hopeman – North Greens Route Corridor 4 – Green Road



Route Overview

The proposed route would follow the existing cycleway between Hopeman and Duffus before proceeding along the 'Green Road' an existing core path running parallel to the B9040 before crossing an unclassified road and circum-navigating the northern boundary fence of RAF Lossiemouth. The proposed route is relatively flat and represents an additional length of 900m compared to the B9040. Each section of the route is discussed in more detail below.

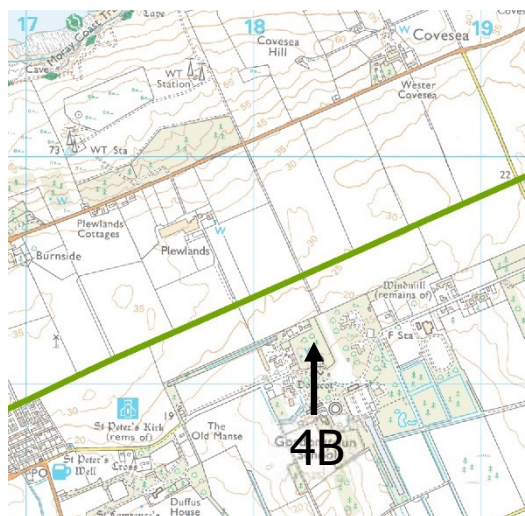
Section 4A



Section 4A would form a continuation of the existing cycle route running along the B9012 to Duffus before turning left and then right onto the alignment of the 'Green Road' at the rear of properties on the northern edge of Duffus. The existing cycleway is provided with a bound surface up to the western boundary of



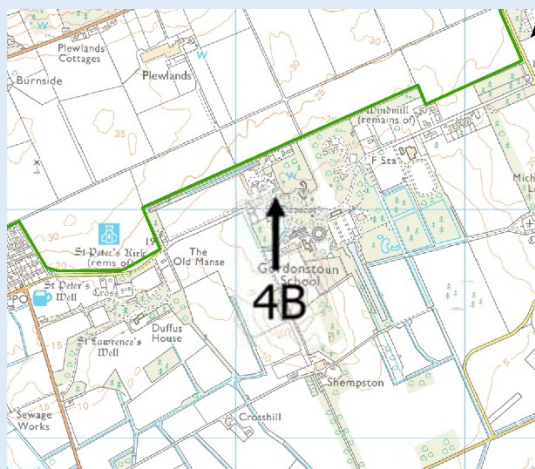
Section 4B



Section 4B would continue east for 2.6km along the existing unsurfaced 'Green Road' which east of Duffus is bounded by agricultural fields on both sides. The 'Green Road' is subject to numerous field crossings and an unsurfaced southern access to Plewlands Farm which was observed to be well used by agricultural vehicles. An alignment along this section is likely to require additional width and standard of surfacing to allow for use by agricultural vehicles although it is considered that existing usage by agricultural vehicles is limited.



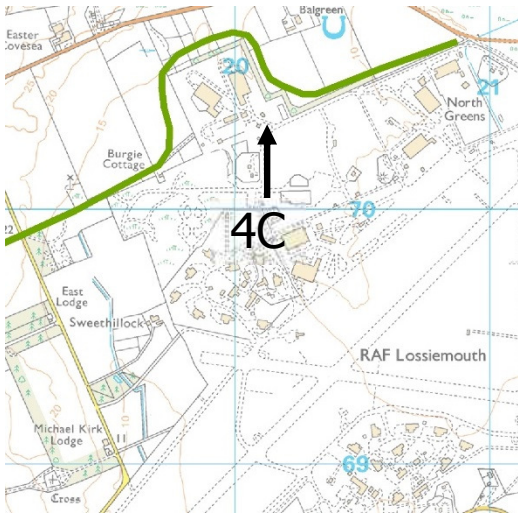
Section 4B – Alternative Southern Option



The alternative alignment for section 4B would turn south along the western edge of Duffus before following the outer boundary of the adjacent field to the east before turning to the north and then east, continuing along the northern boundary wall of Gordonstoun. An alignment through this section would minimise the number of field crossings although would add an further 600m compared to the option described above.



Section 4C



East of the unclassified road Section 4C would form an upgrade of the existing access to Burgie Cottage or an alternative parallel alignment immediately to the north of the access track. East of Burgie Cottage a new section of cycleway would follow the fence line of RAF Lossiemouth through agricultural fields before running parallel to the air base access road and re-joining the B9040 at North Greens.



Opportunities

- It is likely that the route could largely be constructed to meet design guidance with gradual changes in geometry.
- The route would provide a link between Lossiemouth, Duffus and Gordonstoun
- Avoids the existing constraints along the B9040 at properties including Burnside and Pewlands.

Constraints

- Numerous field crossings will be required which may result in regular debris on sections of the route and cyclists having to open and close gates to allow for continued crossing of the 'Green Road' for agricultural use.
- The additional width of construction required through section 4B will result in additional cost compared with other options.
- The route represents a detour of between 900m to 1.4km compared with the existing on-road route.