



*Cyclists using B9040*

## 2.1 2011 Scottish Census Data

Method of travel to work or study data was extracted for Hopeman, Lossiemouth and Scotland from the 2011 Scottish Census. The modal share for all work and study trips within the study area is given in Table 2.1.

**Table 2.1: Hopeman and Lossiemouth Journey to Work or Study Data**

Area	Method to travel to place of work or study							
	Cycling	Walking	Car or van driver	Car or van passenger	Bus	Train	Motorcycle or Moped	Other
Hopeman	1.7%	17.9%	48.6%	6.3%	13.9%	4.2%	0.5%	5.9%
Lossiemouth	4.2%	26.1%	48.2%	9.0%	6.2%	2.2%	0.4%	2.8%
Scotland	1.3%	18.8%	40.9%	9.0%	13.4%	3.8%	0.2%	0.9%

Source: <https://www.scotlandscensus.gov.uk/>

Table 2.1 indicates that 1.7% (Hopeman) and 4.2% (Lossiemouth) of the employed/student population cycle to their place of work or study. These figures are greater than the national statistic of 1.3%, though still relatively low, particularly for Hopeman.

Lossiemouth sees a high percentage of people walking to their place of work or study, with over 26% of the employed/student population in the locality choosing walking as their mode

of transport.

Figures 2.1 and 2.2 show extracts from the DataShine Scotland website, providing graphical representations of the percentages of the population that cycle to work or study within the study area. Darker colours indicate percentages higher than the national average.

**Figure 2.1: Hopeman / Duffus Cycle to Work or Study Data**



Source: <https://www.scotland.datashine.org.uk/><sup>1</sup>

**Figure 2.2: Lossiemouth Cycle to Work or Study Data**



Considering the mode splits indicated in Table 2.1 and low levels of cycling particularly in Hopeman, there appears to be significant potential to encourage higher levels of cycling. The development of dedicated cycling infrastructure within the study area would serve to increase safety and journey time reliability for cyclists.

<sup>1</sup> <https://www.scotland.datashine.org.uk/>

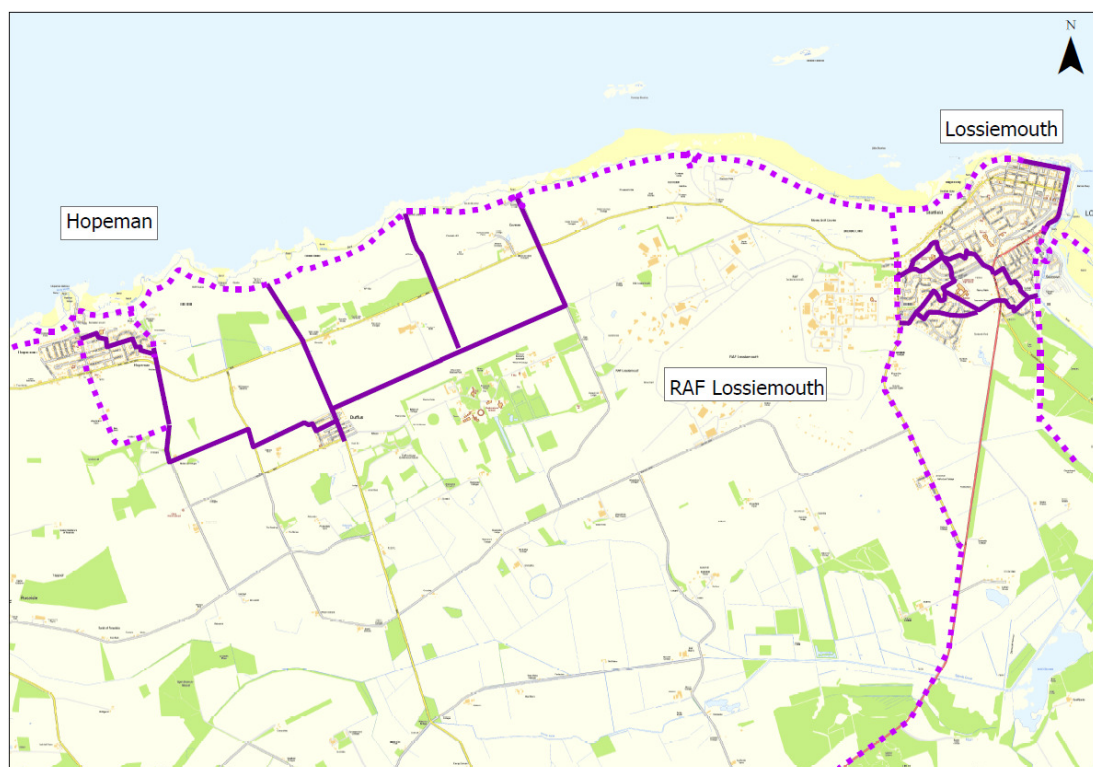
## 2.2 Existing Active Travel Network

### 2.2.1 Walking Network

The Moray Council Core Paths Page<sup>2</sup> indicates that a number of Core Paths, promoted paths and other paths are present within the study area. The key paths are shown in Figure 2.3.

Connections are indicated between Lossiemouth and Hopeman though it is noted that the Core Path MCT08 is the coastal route and while a promoted route follows the B9040 the road has no segregated provision for sustainable transport users.

**Figure 2.3: Moray Council Core Paths**



### 2.2.2 Cycling Network

The Sustrans website<sup>3</sup> indicates that there are no formal nationally recognised cycle routes within the study area. A local, largely off-road route, which forms part of the Moray Council Core Path network runs between Hopeman and Duffus. The route is shown in Figure 2.3.

Analysis of Strava<sup>4</sup> data indicates that cyclists are currently using the local road network to

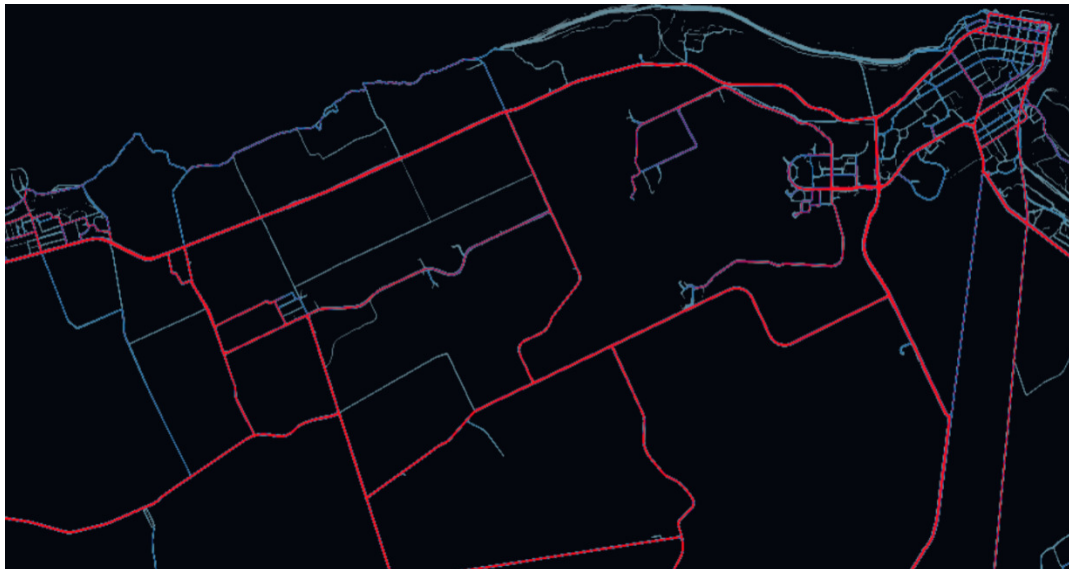
<sup>2</sup> [http://www.moray.gov.uk/moray\\_standard/page\\_52370.html](http://www.moray.gov.uk/moray_standard/page_52370.html)

<sup>3</sup> <https://www.sustrans.org.uk/ncn/map?place=lossiemouth>

<sup>4</sup> <https://www.strava.com/>

make trips by bike. Output from Strava is replicated in Figure 2.4.

**Figure 2.4: Strava Cycle Journey Data**



## 2.2.3 Public Transport

There are currently no direct bus services between Hopeman and Lossiemouth, travel by bus between the towns requires changing services in central Elgin, a journey that would typically take around 1 hour 10 mins.

Stagecoach North Scotland operates the hourly No.32 Elgin to Burghead and 33A/B/C Elgin to Inverness services required to make the journey.

As the 5 mile distance between Lossiemouth and Hopeman would typically take around 30 mins by bike, it is considered that there is significant potential to attract cyclists to a future cycle route between the settlements.

## 2.3 Travel Generators

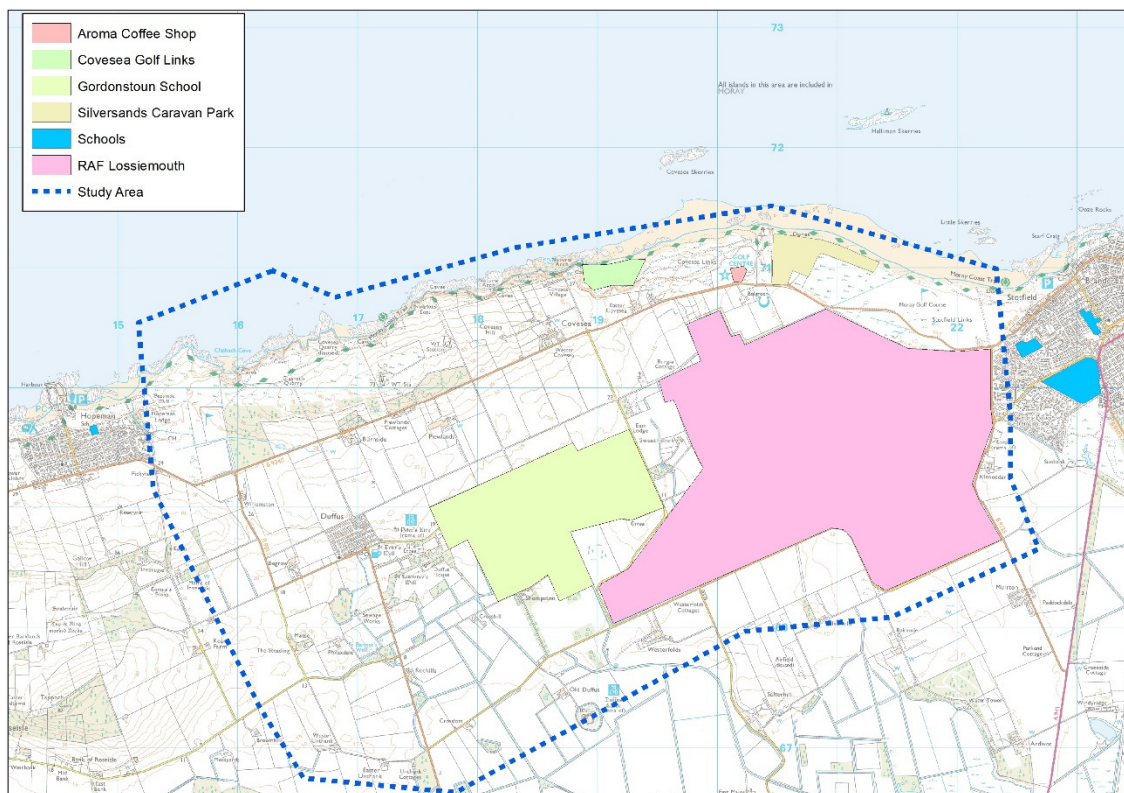
Key origins and destinations within the study area that generate trips and for which safe provision by all modes should be made are indicated in Figure 2.5 and include:

- Residential areas within Lossiemouth, Hopeman, Duffus and Covesea;
- Lossiemouth High School;
- Hopeman, Hythehill and St Gerardine Primary Schools;
- Gordonstoun School;
- RAF Lossiemouth;



- Moray Golf Club and Covesea Golf Links;
- Covesea Skerries Lighthouse;
- Silver Sands Caravan and Camping site;
- Aroma Coffee Shop.

**Figure 2.5 Trip Generators and Attractors**



## 2.4 Relevant Documents and Guidance

### 2.4.1 Previous Studies

#### 2007 Lossiemouth to Hopeman Primary School Feasibility Study

In 2007, Moray Council in association with Sustrans, undertook a detailed study which included an investigation into the feasibility of developing an active travel route between Lossiemouth and Hopeman Primary School. This study examined several sub-route options including:

- Between Hopeman and North Greens which routed along the coast;
- Along the B9040;
- Through Duffus and 'the green road'; and
- Utilising the rural road network to the south.

Some level of land owner consultation was undertaken at this time including with the MOD and Moray Golf Club. The preferred route from Hopeman to North Greens was identified as the 'coastal field route' although this decision appears to have been largely based on the positive initial discussions with one of the five identified landowners rather than an objective appraisal of the route suitability.

Only one suitable route was identified between North Greens and Lossiemouth utilising the 'old road' running alongside the northern boundary fence of RAF Lossiemouth. This is noted as the only feasible option and therefore delivery is dependent on the successful land agreement with both MOD and golf club.

The combined options between Hopeman and Lossiemouth were given an initial cost estimate of £597,720 at 2007 prices.

### **2017 Moray Way Upgrade Feasibility Study**

In 2017, Moray Council and The Scottish Forestry Commission, undertook a feasibility study considering upgrading part of the Moray Way, a 10km long segment of the North Coast between Hopeman and Lossiemouth.

The study split the route into several sections, which were then evaluated in terms of their current condition, suitability (for cyclists and equestrians) and other key issues. From this a clear set of short, medium and long-term recommendations for each section were determined.

The coastal route was found to be impractical for use by cyclists and equestrians; the informal nature of the path meant that there were concerns over the rugged surface and reduced width of most of the route.

From the conclusions of the study an alternative route along the B9040 was proposed.

### **2.4.2 Active Travel Planning Policy**

#### **National Assessment of Local Authority Cycling Policy, 2013**

This report published by Cycling Scotland sets out best practice in cycling policy. It provides a framework to measure success in implementing policies and strategies that support cycling

within a local authority, and highlights areas for focus and development. For Moray it was reported that:

- Cycling mode share made up less than 0.5% of all trips to work and education.
- 49.6% of households have access to a bicycle.
- 9.5% regularly or usually cycle to work.
- 53% of all journeys are less than 5km.

## **Cycling Action Plan for Scotland (CAPS, 2010)**

This document sets out the Scottish Government's vision for cycling in Scotland:

*'Cycling is a fun, healthy and a virtually free activity for those who have access to a bike. Learning to cycle safely can help young people become confident, independent teenagers and adults. Designing our communities to make walking and cycling safe and easy, leads to increased visibility of cyclists and pedestrians and helps create attractive places to live. Choosing to commute to work and to school by bike helps reduce congestion in our towns and cities, is one of the cheapest forms of travel and can help maintain a healthy mind and body. That is why we would like to see, by 2020, 10% of all journeys in Scotland made by bike'*

As concluded by the 2007 feasibility study discussed above, the proposed cycle route would support access to local schools including Hopeman Primary School and Lossiemouth High School. It would also bring the added benefit of leisure use outwith functional work and educational cycling trips. This will contribute to encouraging habitual walking and cycling between the two towns.

## **2.5 Community Engagement**

Consultations were undertaken with local landowners, affected residents, Community Councils, Local Councillors and Hopeman Primary School as part of the 2007 study considering the feasibility of developing an active travel route between Lossiemouth and Hopeman Primary School. The consultations confirmed that there was a specific need and desire for a cycle route between Hopeman Primary School and Duffus, for a longer distance route between Hopeman and Lossiemouth and overwhelming support for any facility to encourage cycling.

During 2017, the Lossiemouth Community Development Trust undertook an online and paper-based survey to further gauge local desire for a longer distance route between Hopeman and Lossiemouth. 78 responses were received, analysis of which indicated that

64% of respondents 'do sometimes' cycle between Hopeman and Lossiemouth while 53% of those that make the journey cycle on the B9040. 91% of respondents indicated that they would run or cycle more if a dedicated path was available and 43% indicated that their children would cycle to school if a separate path was available.

As part of the current study, local community representatives were invited to attend the initial site walkover to provide background information and local insight. A wider group also attended an evening engagement meeting held after the initial site walkover at which the purpose of the study, potential options to be investigated and how the study would be progressed were discussed.

A further evening engagement meeting was held following completion of the options appraisal and landowner engagement to discuss options to progress to a preferred route alignment.

## 2.6 Moray Council Historic Data

In preparation for the study, historic road safety, traffic count and speed data for the B9040 between Lossiemouth to Hopeman was interrogated.

Personal Injury Accident data for the study area was obtained from the online resource crashmap<sup>5</sup>. Figure 2.6 shows a plot for the last full 5 years of data available indicating that there have been four incidents within the study area, three of which were serious. Two incidents occurred on the B9040, the first in February 2013 at the junction of the B9135 and B9040 in which two vehicles collided after a junction overshoot and the second in April 2016 southwest of Covesea in which a cyclist was struck by a car mirror while being overtaken.

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<sup>5</sup> <http://www.crashmap.co.uk/Search>