



# **Lossiemouth - Hopeman Active Travel Route**

## **Lossiemouth - RAF Crash Gate 8 Access Road**

# Introduction

Lossiemouth and Hopeman are linked via the B9040. This is a 60 mph national speed limit road that is widely recognised as dangerous because many vehicles exceed this speed. There is no pavement, or segregated cycling route, and there are bends with poor line of sight close to Lossiemouth where the road runs through the middle of Moray Golf Course.

With no pavement, or segregated cycling route, there is no safe, convenient route for non-motorised users (those walking, cycling or wheeling) to travel between Lossiemouth, Covesea and Hopeman.

Due to the speed and volume of traffic on the B9040, the only solution to this unsatisfactory situation is to provide a segregated path for non-motorised users.

This paper provides information to reassure Moray Golf Club Members that an Active Travel Route (ATR) as described would not impact their course nor their experience when playing it.

Motor Traffic Speed (85th percentile)	Two-way traffic flow (pcu per day)	Two-way traffic flow (pcu per hour)	Mixed Traffic Street	Detached or Remote Cycle Track	Cycle Track at Carriageway Level	Stepped or Footway Level Cycle Track	Light Segregation	Cycle Lane
0 to 30 kph	0 to 2000	0 to 200	●●●	●●●	●●●	●●●	●●●	●●●
	2000 to 4000	200 to 400	●●●	●●●	●●●	●●●	●●●	●●●
	4000+	400+	●	●●●	●●●	●●●	●●●	●●●
30 kph to 50 kph	0 to 1000	0 to 100	●●●	●●●	●●●	●●●	●●●	●●●
	1000 to 2000	100 to 200	●●●	●●●	●●●	●●●	●●●	●●●
	2000 to 4000	200 to 400	●	●●●	●●●	●●●	●●●	●●●
50 kph to 65 kph	0 to 1000	0 to 100	●●●	●●●	●●●	●●●	●●●	●●●
	1000 to 2000	100 to 200	●	●●●	●●●	●●●	●●●	●
	2000+	200+	×	●●●	●●●	●●●	●	●
65 kph to 80 kph	0 to 1000	0 to 100	●	●●●	●●●	●●●	●●●	●
	1000+	100+	×	●●●	●	●	●	●
	0 to 1000	0 to 100	●	●●●	●	●	●	●
80 kph to 95 kph	0 to 1000	0 to 100	●	●●●	●	●	●	●
	1000+	100+	×	●●●	●	●	×	×
95 kph to 110 kph	All	All	×	●●●	●	●	×	×

**●●● High Level of Service:** Suitable for most users.  
**●● Medium Level of Service:** May not be suitable for some users, particularly novice users. Designer should consider the lack of attractiveness of the facility to these users and how this can be overcome or mitigated.  
**● Low Level of Service:** Not suitable for a range of users, including novice and intermediate users. Should be avoided unless the risk to these users is conveyed to the Overseeing Organisation by the designer and accepted by the Overseeing Organisation. See Section 2.4.  
**×** Should not be used

Table 3.2: When to separate cycle users from motor traffic

Table 3.2 from Cycling By Design outlining cycling safety based on traffic speeds and volumes.

# Background

Since 2007, Moray Council has recognised the need for a segregated path to provide a safe alternative to driving between the various coastal communities.

Burghead and Duffus were linked by an Active Travel Route (ATR) in 2012, but a combination of funding shortfalls and lack of agreement from landowners meant that the section between Hopeman and Lossiemouth was not built. Between 2012 and 2023, limited funding was secured to initiate a design for this missing link, but the project cannot be progressed until all landowners have agreed to the route where it crosses their land.

Moray Golf Club (MGC) controls the land between Royal Air Force Lossiemouth and the sea, thus any route selected will require crossing the Golf Club's land.

The desire to complete an ATR between the communities remains a priority for Moray Council. Scottish Government funding should be available to build the path, subject to the route being agreed with landowners. Where landowners will not agree, the Council has the option of Compulsory Purchase or Path Delineation Orders.

Moray Council currently does not have the capacity to manage this project, but Lossiemouth Community Development Trust (LCDT) formed a subgroup to drive the project forward, and in 2020, that group became Laich of Moray Active Travel Routes (LoMATR).

# Route Options Appraisal

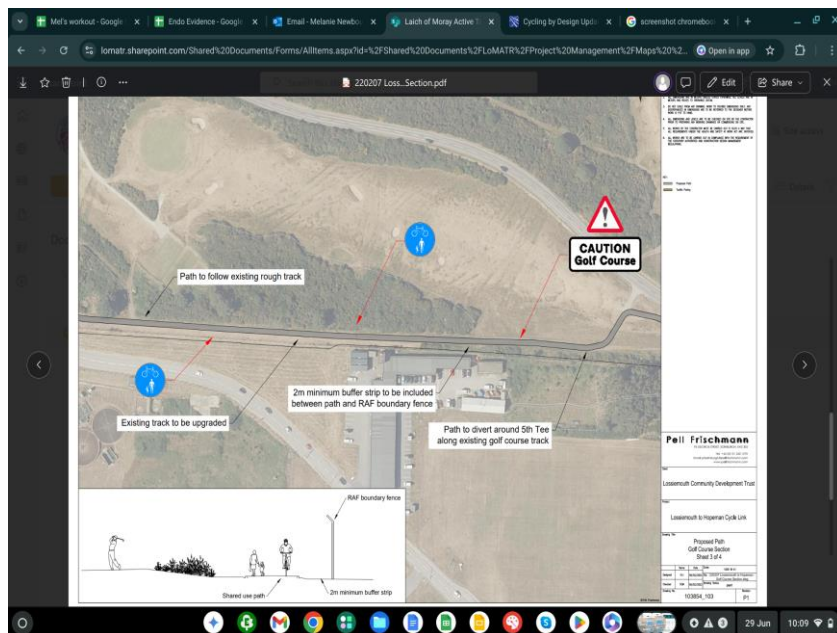
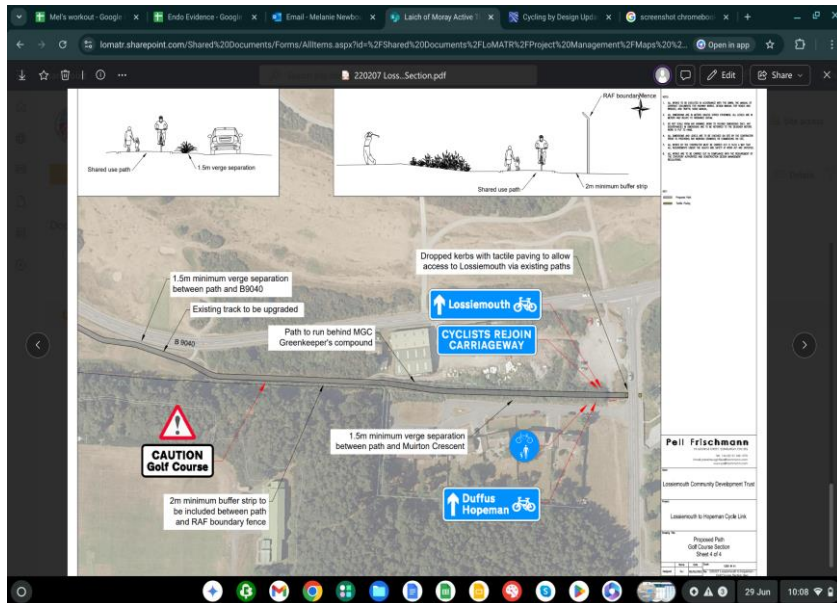
Route Name	Total Score	Evaluation
Moray Coast Trail	-5	The Coast Trail at Lossiemouth is subject to ongoing erosion. The Scottish Government and Sustrans are unable to fund projects across land which is at risk of coastal erosion within the next 20 years.
Drainie Road	1	This route is indirect, adding mileage for those walking, cycling, and wheeling. It would add substantial mileage for users between Covesea and Lossiemouth.
Along B9040	10	This is the most direct route, but deliverability is constrained by landownership as there is not enough space in the road corridor to deliver a route, and land take will be required.
The Old B9040	10	The route along the old road, between the RAF fence and Moray Golf Club, scores the same as a route along the B9040 but would reduce impact on the Golf Course and is therefore the preferred option.

The 2007 Feasibility Study for the full route between Burghead and Lossiemouth, and the 2018 Feasibility Study and 2021 Design Study for the section between Hopeman and Lossiemouth are available on the LoMATR website, in the Documents section: [lomatr.org.uk/documents](http://lomatr.org.uk/documents)



# Concept Design

Below are images from the 2021 Concept Design, which are open to consultation, and can be fine-tuned to meet the requirements of Moray Golf Club.



# Risks and Mitigation

Identified Risk	Proposed Mitigation
The Fifth Tee	Options and designs for passing the Fifth Tee can be discussed in more detail for Moray Golf Club to outline their preferred solution, but options could include: <ul style="list-style-type: none"> <li>• Routing the ATR behind the tee (likely to impact course)</li> <li>• Building a tunnel for the ATR in front of the tee (disruption)</li> <li>• Using signage to ensure Golfers priority retained</li> </ul>
Errant Balls	The majority of the route via the old B9040, along the RAF fence, is already protected from the Golf Course by gorse and broom. Safety netting or fencing, with further planting of trees and bushes would offer further shelter closer to the fifth tee.
Increase in Users	It is understood that this route is currently used by aircraft enthusiasts, as well as by people walking and cycling between Covesea and Lossiemouth. Improving the route will likely increase the number of users, but by formalising the route and providing signage, courtesy should be maintained between users and golfers.

# Next Steps: Detailed Design

To be funded by the Scottish Government, and adopted for maintenance by Moray Council, the ATR will have to meet Transport Scotland’s Cycling By Design (2021) standards – this outlines an absolute minimum width of 2.5m for a shared-use path.

Planning Permission will be required before construction will be funded.

LoMATR aims to secure agreement from landowners by the end of this year to enable the first phase of the project (Lossiemouth – Covesea) to proceed.

For this to be achieved, MGC agreement is essential. LoMATR understands that MGC Members will be asked to make that decision and will be pleased to provide whatever information is required to help ensure a positive response to this proposal.

If landowner permissions can be secured this year, the aim is to seek funding for detailed design in this Financial Year, and progress to construction in FY 26/27, should Government funding be available.

Cycle Track Types		Footway Width	Separation	Cycle track width* – One-way, less than 300 cycles per hour peak	Cycle track width* – One-way, more than 300 cycles per hour peak	Cycle track width* – Two-way, less than 300 cycles per hour peak (per direction)	Cycle track width* – Two-way, more than 300 cycles per hour peak (per direction)	Buffer Width
Remote Cycle Tracks Separated from Pedestrians	Desirable minimum	2.0 m	Varies with Facility	2.0 m	2.5 m	3.0 m	4.0 m	N.A.
	Absolute minimum	1.5 m	Varies with Facility	1.5 m	2.0 m	2.0 m	3.0 m	N.A.
Remote Cycle Tracks Shared with Pedestrians	Desirable minimum	N.A.	N.A.	Not Recommended	Not Recommended	4.0 m	Not Recommended	N.A.
	Absolute minimum	N.A.	N.A.	Not Recommended	Not Recommended	2.5 m	Not Recommended	N.A.
Cycle Tracks adjacent to Carriageway Separated from Pedestrians	Desirable minimum	2.0 m	Varies with Facility	2.0 m	2.5 m	3.0 m	4.0 m	Refer to Table 3.8
	Absolute minimum	1.5 m	Varies with Facility	1.5 m	2.0 m	2.0 m	3.0 m	Refer to Table 3.8
Cycle Tracks adjacent to Carriageway Shared with Pedestrians	Desirable minimum	N.A.	N.A.	Not Recommended	Not Recommended	4.0 m	Not Recommended	Refer to Table 3.8
	Absolute minimum	N.A.	N.A.	Not Recommended	Not Recommended	2.5 m	Not Recommended	Refer to Table 3.8

\* On gradients greater than 3%, cycle track width should be increased by 0.25 m to allow for greater lateral movement.  
 \* Where gullies are present on a cycle track that do not allow cycles to easily overrun, the cycle track width should be increased by the widths of the gully.

Table 3.7: Dimensions for cycle tracks

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Table 3.7 from Cycling By Design outlining dimensions for design solutions