



Active Travel Buckie

**including the Coastal Settlements
to the East of River Spey**



moray
council



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Introduction

The Active Travel Buckie (ATB) document reviews the Active Travel¹ (AT) network in and around Buckie. This includes the existing infrastructure network, communities’ ideas for new schemes and the schemes’ feasibility to be built in the future. The ATB will be considered as part of the preparation of the Moray Local Development Plan (MLDP) 2027. The plan will set out a place based approach to future growth in Buckie and the surrounding settlements. Enabling and supporting active travel is a fundamental principle of the place based approach. The ATB is a live document which will be updated if schemes are developed, and new proposals come forward.

The ATB identifies a series of ideas to support more people in Moray to walk, wheel, and cycle for everyday journeys, to improve health, create safer communities, and reduce environmental impacts. These actions are a starting point that will enable communities, wherever possible, with the support of Moray Council, to:

- Identify funding to develop detailed feasibility and design of potential schemes.
- Undertake further public and stakeholder consultation.
- Implement proposals deemed to be feasible and offer value for money (subject to the availability of Grant Funding).

This document does not contain objectives or actions, nor any other forms of commitments for Moray Council. It is intended to be an information document for the community, where any interested groups may be able to obtain details on the information provided and pursue related community projects.

Moray Council’s AT team is producing Active Travel informational documents for the following settlements over the next 5 years:

Aberlour	Dufftown	Keith
Buckie	Elgin	Kinloss and Findhorn
Burghead, Cummington and Hopeman	Fochabers and Mosstodloch	Lossiemouth
Cullen	Forres	Rothies

¹ Active Travel is about walking, wheeling and cycling as a means of transport. For instance to get to work, to the shops, to school and to sport facilities.

Each document will list schemes that have been highlighted through local engagement, as well as feedback received through the [Online Feedback Tool](#). Some schemes will be provided with a visualisation image, showing what the new infrastructure could look like. Moray has an expanding network of Active Travel routes that provides good connectivity in parts of the region, particularly in some urban areas. However, cycling and walking infrastructure needs further development if Moray is to have a comprehensive network that offers real travel choices to as many people as possible. Community engagement sessions took place at the start of the process to allow communities to have a say in the development of the documents, highlighting where there were missing links in the network, areas for improvement, as well as any safety concerns. The council has recently adopted a new [Active Travel Prioritisation Tool](#) in November 2023. The Tool is used as guidance on deciding which schemes to take forward, subject to the availability of funding².

The Benefits of Active Travel

Active Travel simply means making functional everyday journeys in physically active ways. It's about walking, wheeling or cycling as a means of transport to reach destinations, such as to work, school, green spaces or leisure facilities, shops and visiting friends and family. Active Travel can offer a convenient, accessible and affordable way to move around. By supporting more people in Moray to walk, wheel, and cycle for everyday journeys, the council aims to facilitate people's health improvements, create safer and more inclusive communities, support the local economy and reduce environmental impacts. By choosing to walk or cycle over private vehicle use, it delivers a low cost, high return for society as a whole and for individuals.



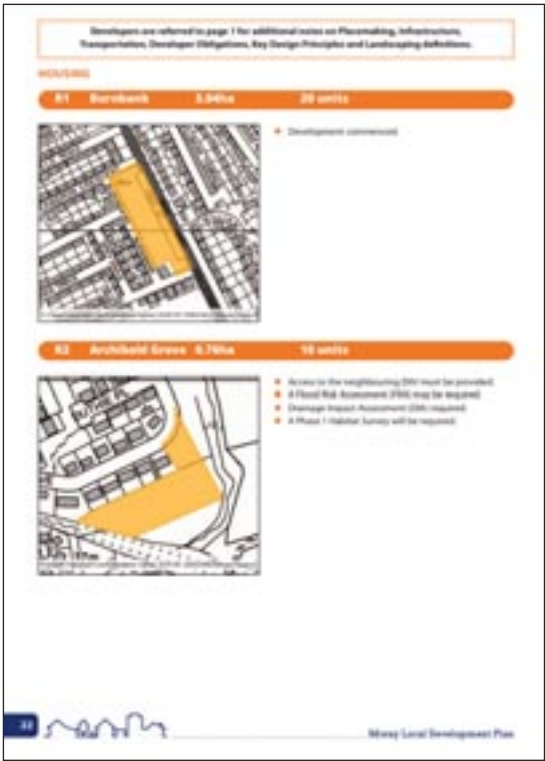
² More information can be found under the section of 'Encouraging and Supporting Active Travel'.

Planning Context for Active Travel Buckie

The ATB document aims to show residents schemes that could improve connections to local destinations and attractions, and its surrounding coastal settlements, by collating a list of proposed AT improvement ideas (these can be found on pages 24 - 29). Improved infrastructure would make it easier for residents, and visitors to the area, to walk, wheel and cycle for short everyday journeys.

The Moray Local Development Plan 2020 sets out the areas for the future growth in the Buckie area. The ATB is a collection of community aspirations gathered and provides the opportunity for the community to consider how to improve the AT network to suit the changing needs.

The current [LDP 2020](#) provides guidance to residents and developers as to how much or where future development is proposed. Within the LDP 2020, the settlements of [Buckie](#) (first two pages shown below), [Findochty](#), [Portgordon](#) and [Portknockie](#) are described in detail.



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Local Place Plans (LPP) offer a further opportunity for communities to identify active travel interventions. LPPs are a new concept and were introduced as part of the Planning Scotland Act 2019. They are community led plans that enable communities to set out their aspirations and proposals for the development and use of land etc. An LPP will be registered by the Local Authority (LA) and then considered in preparation of the LDP. LPP's are delivered and implemented by the community.

At the time of writing Portgordon Community Trust were in the initial stages of developing their LPP. Further information on LPP is available at www.moray.gov.uk/localplaceplans

A Locality Plan (LP) is another form of community-led plan containing aspirations for improvement. [The Buckie Locality Plan 2019-2029](#) was developed through input from the Moray Community Planning Partnership, supported by Buckie Area forum and [Buckie & District Community Council](#) (BDCC). The Buckie LP sets out various aims and objectives, of which good public transport and digital access, better opportunities for learning and life skills, and to develop a diverse, inclusive and sustainable economy, are just a few.

As a result of the Locality Plan, the group have recently produced a leaflet with walking and cycling routes. The leaflets were published in July 2024 and are available, free of charge, through the Buckie Hub at 19 Cluny Square and other community locations. They can also be found on the BDCC's new website, www.buckiecc.org, or on their Facebook page. The BDCC can be contacted for more information.

Further public consultation will take place on the Proposed Local Development Plan during 2026.



BDCC leaflet



Buckie

Located on the Moray Firth Coast about halfway between Banff and Elgin, Buckie is an attractive fishing town with lots to offer to its residents and visitors. Buckie is the third largest town in Moray with a population of 8,541 residents (source: Moray LDP 2020). Buckie has a vibrant community of engaged residents and hosts beautiful green spots throughout the town and along the coast. Buckie town has various green spaces and parks, including Buckpool Harbour Park and Iain Johnston Park.








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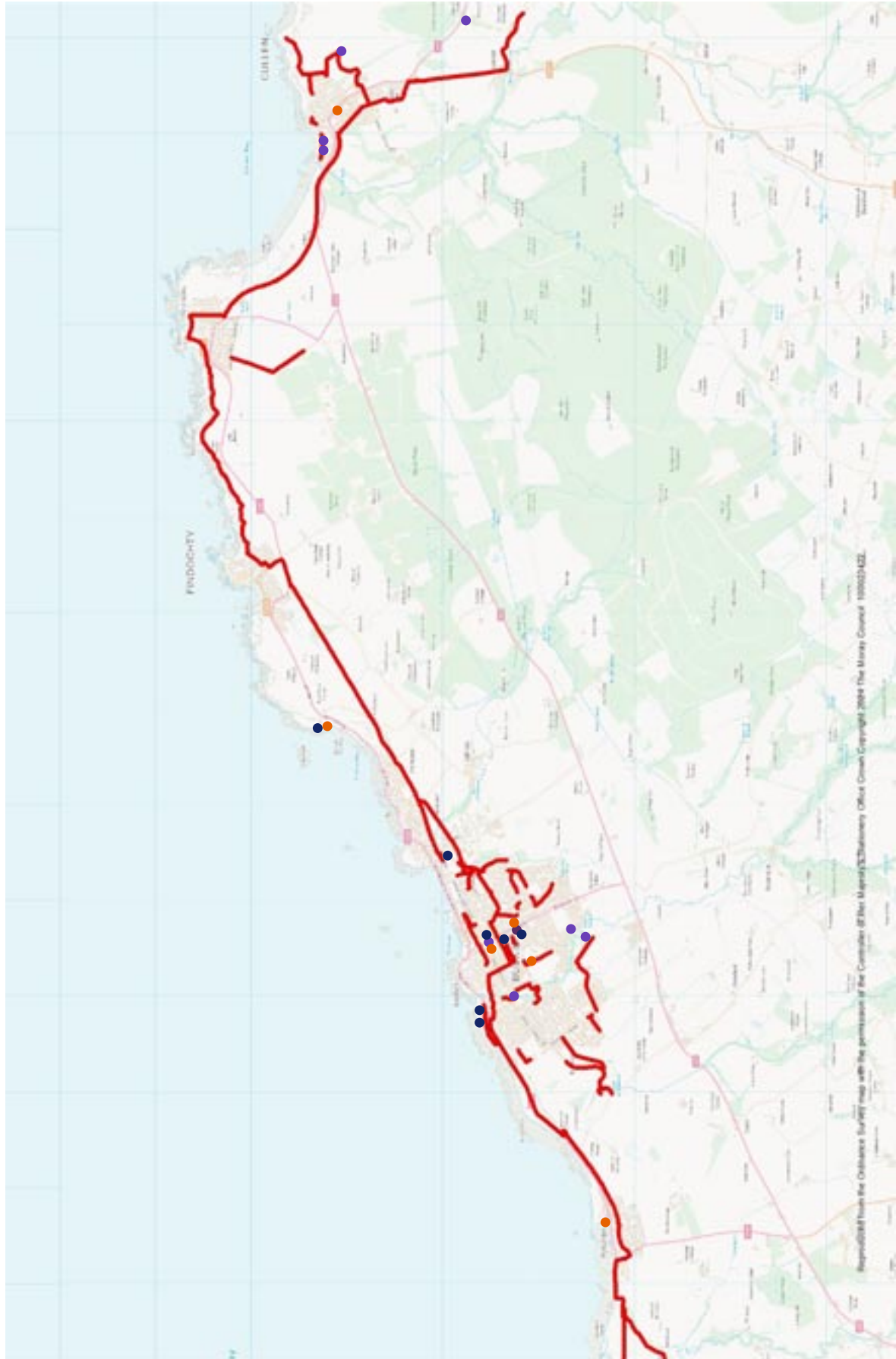
Existing AT Infrastructure

The above and following maps show the extent of the existing designated AT infrastructure (available to both pedestrians and cyclists) in Buckie and surrounding area. Buckie has a total of 11,106 meters (11.1 km) of AT infrastructure. This includes routes both on the carriageway and off-road in the form of a shared pathway or cycle path. Surrounding areas have the following: Portgordon 1,474m, Portknockie 1,329m, Findochty 438m. Part of this is made up by the NCN1 (Sustrans National Cycle Network).

The index below gives an overview of the existing AT network:

	<p>Formal Active Travel route, which can be:</p> <p>Cycle lane: a lane within the cross section of the road carriageway for use by cycle users and separated from motor traffic by road markings (Cycling by Design 2021). A cycle lane may be ‘advisory’ or ‘mandatory’.</p> <p>Cycle track: a track for cycle users that is separate from the road carriageway (Cycling by Design 2021). There are different varieties to such tracks, of which ‘remote or detached’ (commonly known as ‘shared path’) cycle track is a well-known one and frequently built within Moray.</p>
	Public cycle parking (CP) facility, such as cycle racks and cycle shelters
	Bicycle repair stand with tools and pump
	Controlled crossing (i.e. traffic lights) for pedestrians and / or cyclists
	Potential hazards on a cycle route, such as bridges,

Footways and footpaths are also relevant, but they are for pedestrians only, and therefore it is not considered fully accessible in terms of AT.



Map of Buckie and its surrounding coastal settlements



Sustrans National Cycle Network 1 runs through 8 localities in Moray, of which 3 are in the Buckie area; Portknockie – Buckie – Portgordon. The route follows a mixture of quiet roads and traffic-free paths and plays a significant role in AT routes across the Buckie area.

The NCN1 between Portknockie and Cullen has recently been upgraded and improved. The 2km long track now has a bound surface making it accessible to all users. There are benches along the track, which provide rest points, and improved spaces for connecting with nature.



*The newly upgraded AT route
in between Portknockie and
Cullen, Portknockie side*

Existing AT Infrastructure – cycle parking and repair stations

As well as cycle routes, there are several cycle parking facilities and repair stations (which provide tools for cycle repair and maintenance), which significantly increased following completion of a Participatory Budgeting (PB³) project in 2023. With the help of visualisations during public consultations and an online survey, the community was asked to list their preferred types of cycle parking and repair stations along with indicating locations for them. The short-listed proposals were then published online for a final community vote. The installations were completed following the public vote.

Below are images of some of the schemes completed through the PB project:



Bikeport Cycle Parking, and repair station with pump, at Cluny Square



Cycle Parking and repair station with pump at Strathlene car park



Cycle Parking at Marchmont Business Centre

³ "Participatory budgeting is a democratic process in which members of the public decide directly how to spend part of a public budget. We [Scottish government] support PB as a tool for community empowerment and as a resource to build on the wider development of participatory democracy in Scotland". Source: <https://www.gov.scot/policies/community-empowerment/participatory-budgeting/>

Encouraging and Supporting Active Travel

As part of the ATS 2022-2027, Moray Council monitors the usage of various transport modes. The aim is to achieve a reflection of the Sustainable Travel⁴ Hierarchy, which is a Scottish Government supported tool to improve people's health, reduce costs and reduce emissions and congestion.

Interpreting the hierarchy, shows that people should consider walking and wheeling first, then cycling, public transport, shared car use and private car use as a last option.

Moray Council obtains external funding annually which is specifically earmarked for Active Travel. The current funding landscape sees a stagnation of allocated AT funding which implies that the council must carefully plan AT schemes for the years ahead. The Active Travel Prioritisation Tool (ATPT) was developed in 2023 and is a means to score newly proposed schemes alongside a certain set of criteria. The score serves as an input for discussion and does not solely determine whether a scheme will be brought forward or not. Criteria against which schemes are scored, relate to perceived usage and functionality, connectivity with other infrastructure, deliverability (costs, landownership, design complexities, etc), to name just a few.

Prioritising Sustainable Transport



The Sustainable Travel Hierarchy (source: National Transport Strategy 2, 2020)

⁴ Sustainable travel is different from AT. Sustainable travel includes the use of public transport such as busses and trains, and / or other modes of transport, such as car sharing, electric vehicles or bicycle hire.

Travel to Schools and Education

In terms of sustainable travel and improving current patterns, we can identify various target groups. Pupils going to and from school are an obvious target group, including their parents or carers.

In the Buckie Associated School Group (ASG), there is one secondary school and eight primary schools:

Buckie High School	
Cluny Primary School	Cullen Primary School
Findochty Primary School	Millbank Primary School
Portessie Primary School	Portgordon Primary School
Portknockie Primary School	St Peter's RC Primary School

Moray Council runs AT projects across all Moray schools to encourage and monitor the uptake of AT to and from school. These are: School Travel Planning, Park Smart, Bikeability, Travel Tracker and School Route Audits.

School Travel Plan

A School Travel Plan can be a helpful and powerful tool for schools to analyse the barriers perceived by pupils and their parents / carers to increase AT to and from schools and find objectives and related action points to overcome them. Developing and implementing a School Travel Plan is the school's responsibility, with the support of the Council.

There are currently no fully developed School Travel Plans for any schools in the Buckie ASG.

More information can be found here:

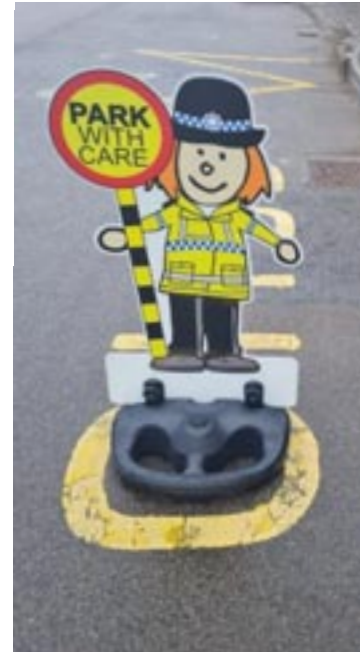
http://www.moray.gov.uk/moray_standard/page_47797.html.

Park Smart and Active Travel Zones (ATZ)

Many children are driven to school, often individually, on a daily basis. This adds up to a lot of vehicles trying to park around schools. It often leads to irresponsible and illegal parking with regular concerns being raised.

Poor parking around schools can cause:

- road safety concerns for many trying to walk or cycle to school safely
- discouragement from walking or cycling to school due to safety concerns
- barriers to anyone who may be in a wheelchair or with a pushchair
- a nuisance for residents living near schools



To tackle these concerns, Moray Council helps schools to run a campaign called Park Smart. It provides tools to parents and schools to encourage sensible and appropriate parking. A campaign lasts three weeks and the result is often positive, in that a reduction in car use and uptake in walking, wheeling and cycling is achieved. A School Travel Plan, as mentioned above, could reinforce these outcomes on a more long-term basis.

The following schools have participated in Park Smart, followed by the most relevant analyses:

- Cluny Primary: 'Travel survey conducted – huge decrease in traffic in the mornings, however, the end of the day remains almost the same with high volumes of traffic from 2.40pm onwards. There was a reduction in the amount of people parking on the zig zag lines.'
- St Peter's Primary: 'Even with the wet weather only 27% of children travelled to school by car.'



In line with Park Smart, some schools and nurseries have identified Active Travel Zones (ATZ), which indicate an imaginary circle around the school which is vehicle-free (except school transport, i.e. the school bus). The school requests people to not enter the circle with their vehicles, but park outside of it and walk the remainder meters (max five minutes) with their children to school. The following schools have developed an ATZ:

- Findochty Primary
- Cluny Primary
- St Peter's Primary
- Lady Cathcart Nursery



Findochty Primary's ATZ leaflet



Bikeability








Bikeability Scotland is the national cycle training programme for schoolchildren. It is designed to give children the skills and confidence they need to cycle safely on the roads, and to encourage them to carry on cycling into adulthood. Outfit Moray delivers Bikeability across schools in Moray on behalf of Moray Council, through annual funding provided by Cycling Scotland. All eight primary schools within the Buckie ASG actively participate in Bikeability Level 1 and 2.

WOW Travel Tracker

Travel Tracker is an initiative promoted by the walking charity Living Streets. WOW is the year-round walk to school challenge, of which Travel Tracker is part. Living Streets mainly advocates walking to reach destinations, but in its surveys, research and reports it also incorporates other modes of mobility and transport.

Pupils log their daily AT journeys to and from school on the system. By recording all modes of travel, the WOW Travel Tracker is a comprehensive method of gaining valuable insights into school travel habits on a daily basis. At the end of the month pupils who have walked (wheeling, cycling, scooting and Park and Stride count too) to school at least once per week for a whole month can receive their WOW badge.

This is the Travel Tracker information for the Buckie ASG from August 2023 until June 2024:

	Findochty Primary	Portgordon Primary	Cluny Primary	Portessie Primary	Portknockie Primary	St Peter's RC Primary
Total Pupils	75	40	337	121	67	124
Engagement	52%	73%	71%	81%	87%	38%
Active	73%	89%	83%	85%	82%	85%
 Walk/Wheel	4,027	3,143	19,266	7,615	7,706	2,818
 Scooter/Skate	149	385	2,101	228	3	521
 Cycle	40	172	1,480	592	82	670
 Park and Stride	551	1,005	10,768	5,768	698	2,172
 Bus	1	15	28	16	3	1
 Taxi	0	247	21	31	5	3
 Driven	1,770	294	6,626	2,385	1,827	1,122
Other	2	4	12	4	26	4
Total Trips	6,540	5,265	40,302	16,639	10,350	7,311
Badges Awarded	311	216	2,134	928	431	350

From the Living Streets 'Moray 2023/24 walk to school project report': "Four Moray Primary Schools reached the overall leaderboard for the Autumn Session of the Scotland WOW Top Ten. Portknockie Primary school topped the leaderboard for schools with up to 250 pupils, beating schools all over the country."

School Route Audit

School Route Audits (SRA) are conducted by Living Streets. SRAs engage schools, parents and carers in assessing and evaluating the quality of streets and public spaces using their lived experience. SRAs bring together people's local knowledge with Living Street's expertise to look at ways of overcoming physical and attitudinal barriers to walking. Their findings are case-specific and can be used to inform improvements and to ensure that walking infrastructure really works for the people who use it.

The following schools in the Buckie ASG have an SRA and were both finalised in March 2023:

- Cluny
- Portknockie

From the reports, the following routes have been audited, obstacles identified, and possible solutions suggested:



Cluny Primary – audited route for the SRA

The full reports for Cluny and Portknockie Primary can be found on the Moray Council website.

Public Transport

Sustainable transport is any form of transport that can be classed as 'green', and which could rely on renewable or regenerated energy. This includes the use of public transport and / or other modes of transport, such as car sharing, electric vehicles or bicycle hire.

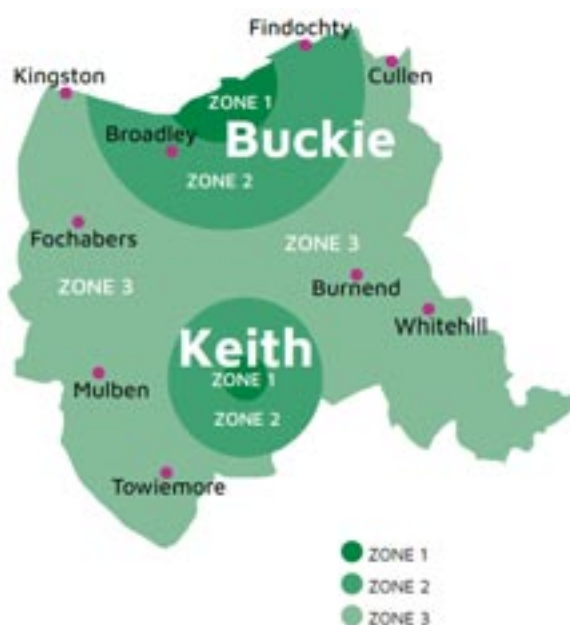
Buckie has two types of bus services for the area: one is provided by Moray Council, M.Connect (formally known as 'Dial M'), and the other is provided by [Stagecoach](#). M.Connect is a Moray specific initiative to connect rural areas and larger settlements. They operate two kinds of bus services: a time-tabled one, and a demand-responsive one.

For the Buckie area, [this page provides information on the time-tabled services](#), with [bus number 309](#) serving the area.

[M.Connect on-demand](#) in [Buckie and Keith](#) operates throughout the areas on the map shown here. Operating hours are 0630 - 2015hrs Monday to Friday. To book a journey, you can call 0300 123 4565 or download the M.connect app and book the bus. Journeys can be planned using the zone and fare guide which is available online.



Portknockie Primary – audited route for the SRA



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Stagecoach bus number 35 serves settlements between Elgin and Aberdeen, and travels through Portgordon, Buckie, Findochty, Portknockie and Cullen. [The timetable can be found online.](#)

There are currently no Stagecoach services which offer cycle racks to transport bikes on buses. However, the new M96 Stagecoach fast service Inverness to Aberdeen has a side locker and capacity to do so should there be enough space on the service. Depending on available funding, the aspiration is to increase the availability of bikes on buses across public transport in Moray.

There is no train station in the Buckie area. The nearest train stations are in Elgin and in Keith.

Journey planning information is also available on the Traveline Scotland website on <https://www.travelinescotland.com/> which offers travel options using bus, rail and ferry.



Stakeholder Engagement

As part of the consultation process for the review of the LDP, feedback for AT improvements was collected throughout 2023 and 2024. This was done through community engagement, such as face to face public consultations, use of the online [Active Travel Feedback Tool](#) and during the Bike Fest events.

Tools used to gather information were a combination of:

- Pen and paper
- Tablet with access to the AT Feedback Tool
- Mapping exercises
- Photographs as supportive material

The below resources were used to initiate conversations:

- Posters
- Maps
- Visualisations
- AT Feedback Tool

A public consultation event for the review of the LDP 2027 was held on the 26th of August 2023, 10am – 3pm, at North Church Hall. The event was well attended and attracted a wide range of people interested in the well-being of their community. As well as many residents from within Buckie, the consultation also attracted those living in the surrounding settlements, with a desire to improve connecting links between communities.

Additional engagement events were also held for the PB project in Buckie during 2023. The project facilitated the installation of cycle parking infrastructure and repair tool stations through community voting. A steering group was setup to support delivery of the project and consisted of representatives of the community who were interested in AT and / or community development. Public consultations were held at the library and at the leisure centre and during a community lunch. This also generated information which delivered feedback on the wider AT network across Buckie.

⁶ <https://www.gov.scot/publications/scottish-greenhouse-gas-emissions-2018/pages/3/>

⁷ Sustrans, Active Travel and Economic Performance Review

⁸ Sustrans 2013 Retail vitality Report

Buckie Bike Fest 2024

The Bike Fest was held on Sunday 23rd June at Ian Johnston Park 12pm – 3pm. There was a large number of the local community in attendance with lots of families and residents enjoying the event. The event was attended by around one hundred people. It was supported by local organisations such as Outfit Moray, Cycling UK (AT Hub at Buckie High School and in Cooper Park, Elgin), Tyred n Cranky and Simpsons Ice cream.

During the Bike Fest events, there was a variety of attractions, such as a large fleet of ebikes and (non-standard) bikes for people to try out, bike checks on site, an obstacle course to test cycling skills, information on local AT projects, led rides and a smoothie-maker bike.



⁹ Scottish Health Survey 2019

Results of Community Consultation

The table below summarises the information gathered throughout all of the community engagement during 2023 and the first six months of 2024, along with potential schemes previously brought to the attention of Council officers. There are suggestions summarised in the table below that could have a high impact on AT in Buckie, some of which can be delivered at a relatively low cost and within the short term. These short term/low-cost items can generate initial momentum for more AT trips, while longer term infrastructure projects could be implemented where feasible to compliment and expand the network.

The suggested schemes below are all community ideas; they do not necessarily represent Moray Council's list of future schemes. These schemes are published annually on the Council website. All details of the suggested schemes are intended to help with decision making when considering whether a project can be brought forward. No studies or design work has been carried out for any of the proposed schemes, and whilst indicative costs have been provided, they do not incorporate any detailed assessment of information such as topographical surveys, public utilities, land ownership and planning /environmental constraints. Up to date information on these and other issues would need to be collected, analysed and recorded as part of any future phase of the scheme development.

The below information provides an explanation of what the suggested measures stand for;

- Public realm improvements: measures which can include public seating, cycle parking, parklets (transformed parking space into a community space such as a bench and planters), bus stops etc. Improvements that can create a more active environment for Active and Sustainable Travel.
- Minor improvements: provision of signage, maintenance, vegetation cutback, resurfacing, etc.
- High Quality Infrastructure: new measures such as segregated AT infrastructure, AT bridges, formal road crossing points, etc.

Community Suggestion Route/ Measure	Section	Description	Indicative Cost	Transportation Response
1. Portgordon, Minor improvements	Richmond Place to Post Office Brae.	Accessibility improvements to the steps from Richmond Place to Post Office Brae. Very steep gradient which makes it difficult for residents to travel actively to the village hall.	£20,000	<p>This scored as a low priority within the ATPT.</p> <p>This will likely not have much impact in a modal shift towards active travel, as there is already a footpath in place, and changes to the design would have minimal impact on an increase in users. The works would however support travel by those with impaired mobility.</p>
2. Portgordon, Public Realm Improvements	A990 Enzie - Portgordon - Buckie Road (A98).	Provide additional bus stops along A990 Portgordon to A98.	£105,000 per shelter (2 bay standard front access shelter plus install of layby)	<p>This is a Hail and Ride route for buses which allows passengers to request the bus stops anywhere along a particular section of the route. As this is a 60mph road, a layby would be required for any physical stops added.</p>

Community Suggestion Route/ Measure	Section	Description	Indicative Cost	Transportation Response
3. Findochty, Minor Improvements (see visualisation on Page 30)	Findochty 'Goat Track' between Netherton Terrace (A942) and Burnside Street ('goat track' is an informal path made by pedestrians across a grassed area showing a 'desire line' for travel).	Minor improvements to the existing 'goat track' including resurfacing. The track is currently unbound which gets muddy and slippery during wet weather. Surface improvements would make it accessible to all users.	£125,000	<p>This scored as a medium priority within the ATPT scoring tool.</p> <p>This will serve many residents and provides a safe route to the school. Land ownership is unknown and could delay progressing the scheme. The track, although unsurfaced, is already being used as a route to school.</p>
4. Portgordon, High Quality Infrastructure	NCN1 - C16E Byres - Tannachy Road to junction with U181E Lower Auchinreath Road.	Segregated AT infrastructure where possible, or road widening. The road after the burn is on a steep gradient and becomes very narrow and is only just wide enough for two cars and unsafe for cyclists and HGV's.	£760,000	<p>This is part of the Sustrans NCN1 route and is used primarily as a leisure route.</p> <p>As this route is part of the NCN1 the comments will be shared with Sustrans for their consideration.</p>
5. Buckie, Minor Improvements	Buckie, east of Auchentae Road, Recycling Centre.	Very overgrown path needing vegetation cutback and cleared (near Recycling Centre and Cemetery). It is extremely narrow making it difficult to walk or cycle with others.	£2,000	Moray Council's Core Path Ranger will maintain this section of Core Path, as and when funding and resources are available.

Community Suggestion Route/ Measure	Section	Description	Indicative Cost	Transportation Response
6. Buckie, High Quality Infrastructure	Burn of Buckie Active Travel Bridge, South West Buckie.	Develop a footbridge that is fully accessible and lit crossing the Buckie Burn and joining into Munro Way.	£2,730,000	<p>This scored as high priority within the ATPT scoring tool.</p> <p>This is a future scheme that will be led by Moray Council, subject to Scottish Government funding, as well as being partially supported by developer obligation.</p>
7. Buckie, High Quality Infrastructure	A98 southwest of Buckie –in between Arradoul, Slackhead and Enzie (Binview Terrace, A98/A990 junction).	No footway between Arradoul, Slackhead and the junction between A98 and A990. At this junction (Binview Terrace) bus no.35 will connect Portgordon with Fochabers. Stagecoach service 38 no longer goes along the A98. So to safely walk or cycle to access the bus at Binview Terrace, a new AT route would be needed.	£2,728,800	<p>This scored as low priority within the ATPT scoring tool.</p> <p>This scheme would have multiple design complexities and require third party land.</p> <p>Due to low population density along the route, it would have low use and have minimal impact on modal change. Unlikely to be taken forward due to high-cost and low level of use.</p>

Community Suggestion Route/ Measure	Section	Description	Indicative Cost	Transportation Response
8. Portessie, Minor Improvements (see visualisation on Page 31)	NCN1 Station Road, Portessie.	Visibility is poor when approaching Station Road from the west side of NCN1. Vegetation cutbacks (especially during summer months) and give way/ slow down signs could improve safety.	£3,000 (initial costs, further costs are ongoing)	Moray Councils Core Path Ranger will maintain this section of Core Path, as and when funding and resources are available. Transportation have already committed in the medium term to improve safety at the junction with Station Road, through the installation of cycle barriers.
9. Findochty, Minor Improvements	NCN1 Findochty.	Additional NCN1 signage is needed on Hall Street, near the junction with Mackenzie Street. There is missing signage on this section of the route which makes it difficult to follow.	£1,000	New signage is available through the National Cycle Network development team at Sustrans. This has already been highlighted to Sustrans.
10. Portknockie, High Quality Infrastructure	King Edward Terrace, Portknockie.	New footway needed as there are safety concerns for school children walking to school. There is a missing section of footway on the south side of King Edward Terrace, near the top end towards	£50,000	This scored as a medium priority within the ATPT. This would require permission to purchase garden ground to construct the missing section of the footway.

Community Suggestion Route/ Measure	Section	Description	Indicative Cost	Transportation Response
		the primary school. A crossing point from the south side to the school would improve safety further.		
11. Portknockie, High Quality Infrastructure	A942 – King Edward Terrace, Portknockie.	No footway between a small number of residential houses along A942 to the junction of King Edward Terrace. The road verge is very narrow and unsafe to walk along.	£160,000	<p>This scored as a medium priority within the ATPT.</p> <p>This is a high cost, low use project for the number of residents it would serve.</p>
12. Findochty, High Quality Infrastructure	Station Road – southeast side, second house after Dyce Crescent.	Footway is currently broken up along east side of Station Road, new continuous footway needed. This is a route used by Stagecoach bus no.35 connecting Buckie with Elgin one way, and Aberdeen the other way. Making a footway would help people coming from the houses south of Station Rd, to access the bus	£17,000	<p>This scored as a low priority within the ATPT.</p> <p>This would have minimal impact on bus patronage, due to the short length of footway needed. There is already a footway on the west side of the road.</p>

Community Suggestion Route/ Measure	Section	Description	Indicative Cost	Transportation Response
		stop on the east side of the carriageway.		
13. High Quality Infrastructure Buckie	A990 Portgordon – Buckpool.	Segregated AT infrastructure at the bend on A990 heading towards Buckpool Golf Club.	£250,000	<p>This scored as low priority within the ATPT scoring tool.</p> <p>This is part of the Sustrans NCN1 route, where there is already a footway on the north side of the carriageway.</p> <p>This scheme would have little to no impact on the number of users on this section of the route. It would have low use for a medium cost scheme and have minimal impact on modal change.</p> <p>However, as part of Sustrans NCN1 development programme, they are reviewing potentially upgrading the Speyside Way to become the new alignment of the NCN1 on this section of the route.</p>

Maps 1-10, showing the locations of each of the above schemes, can be found in the Appendix.

The visualisations below are intended to provide an indication of upgraded/new AT infrastructure which could be implemented within the Buckie area.



Findochty, visualisation no. 3; the 'upgraded 'goat track', in between Netherton Terrace (A942) and Burnside Street, where Findochty Primary School is located.



Portessie, visualisation no. 8; Station Road improvements along the NCN1.

Summary

Active Travel Buckie presents an overview of Active Travel in and around Buckie. It sets out where the current infrastructure is, what behaviour change programmes are taking place in order to increase the number of journeys through walking, wheeling or cycling, as well as discusses which AT schemes were suggested through community engagement and feedback.

There are no objectives or actions included within the ATB, as it is intended to be an information document for the community, where any interested groups may be able to obtain details on the suggested schemes and the feasibility of taking it forward. It is hoped that by presenting this information, residents of, and visitors to, Buckie and surrounding settlements will be inspired to make more active travel journeys and think about what improvements can be made to the AT network in the area.

Local residents and communities are encouraged to think proactively about their aspirations for future active travel connections and routes, and how they can work together to support this. There are some good examples of community work across Moray that have resulted in new and improved AT infrastructure or are currently in the process of doing so.

Dependent on the scheme, the council can provide guidance and support, but it is intended that, wherever possible, projects will be largely led by community groups. There is community funding available (for SCIO registered groups) to develop designs, organise public consultations and have small schemes financed and infrastructure installed. Potential sources of funding are:

- Paths for All - for instance their [Iain Findlay Path Fund](#)
- Sustrans '[Love your network](#)'
- [Community Food and Health](#) lists various grants
- Access to funds through [HITRANS](#)
- Access to funds through [Moray Climate Action Network](#) (CAN)

This document will be shared with Community Councils, community groups, and anyone with an interest in Active Travel within the Buckie area. The document can also be found online on the Moray Council website.

If you have any feedback or questions on this document, please contact activetravel@moray.gov.uk.

Index with abbreviations

ASG Associated School Group

AT Active Travel

ATB Active Travel Buckie

ATPT Active Travel Prioritisation Tool

ATS Active Travel Strategy

ATZ Active Travel Zone

CAN Climate Action Network

CP Cycle Parking

LA Local Authority

LDP Local Development Plan

LP Local Plan

LPP Local Place Plan

MLDP Moray Local Development Plan

NCN National Cycle Network

SCIO Scottish Charitable Incorporated Organisation

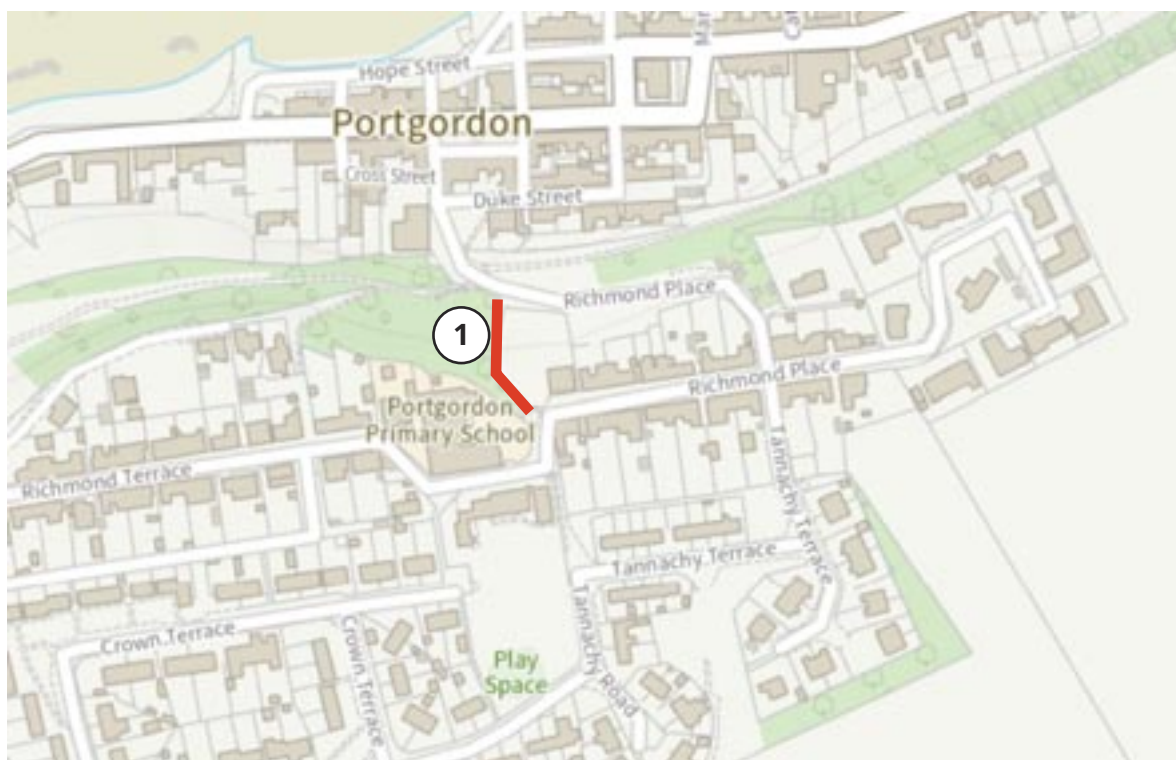
SRA School Audit Reports

Appendix

The maps 1 to 10 below show the community suggested routes which were discussed in the table on page 24-29.

Map 1 – Portgordon - Scheme no. 1

Improve the accessibility of current steps that connect the lower parts of Richmond Place with the higher parts of Richmond Place.



Map 2 – South of Portgordon – Scheme no. 2

Bus stop(s) along the A990, and an AT route in between Arradoul and Binview Terrace, respectively.



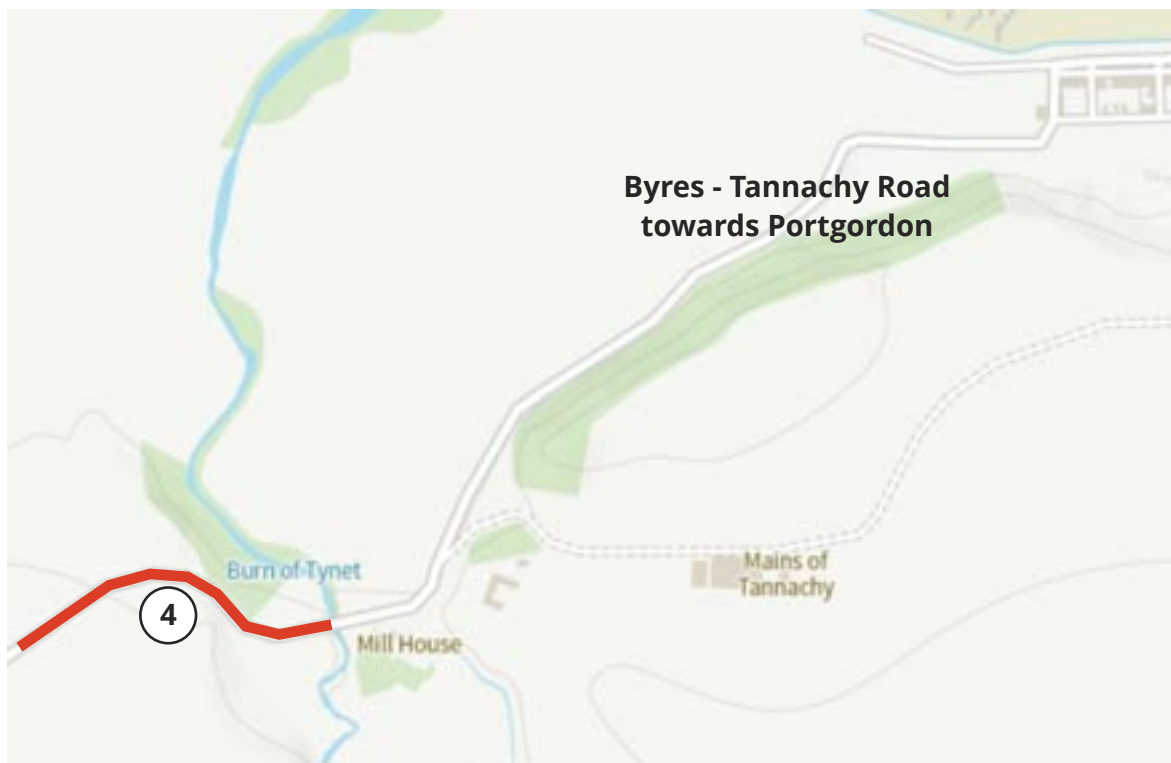
Map 3 – Findochty - Scheme no. 3, no. 9 and no. 12

School route improvement, the 'Goat track', missing NCN1 signage (Hall Street), and improvement of footway in front of Station Road residency, respectively.



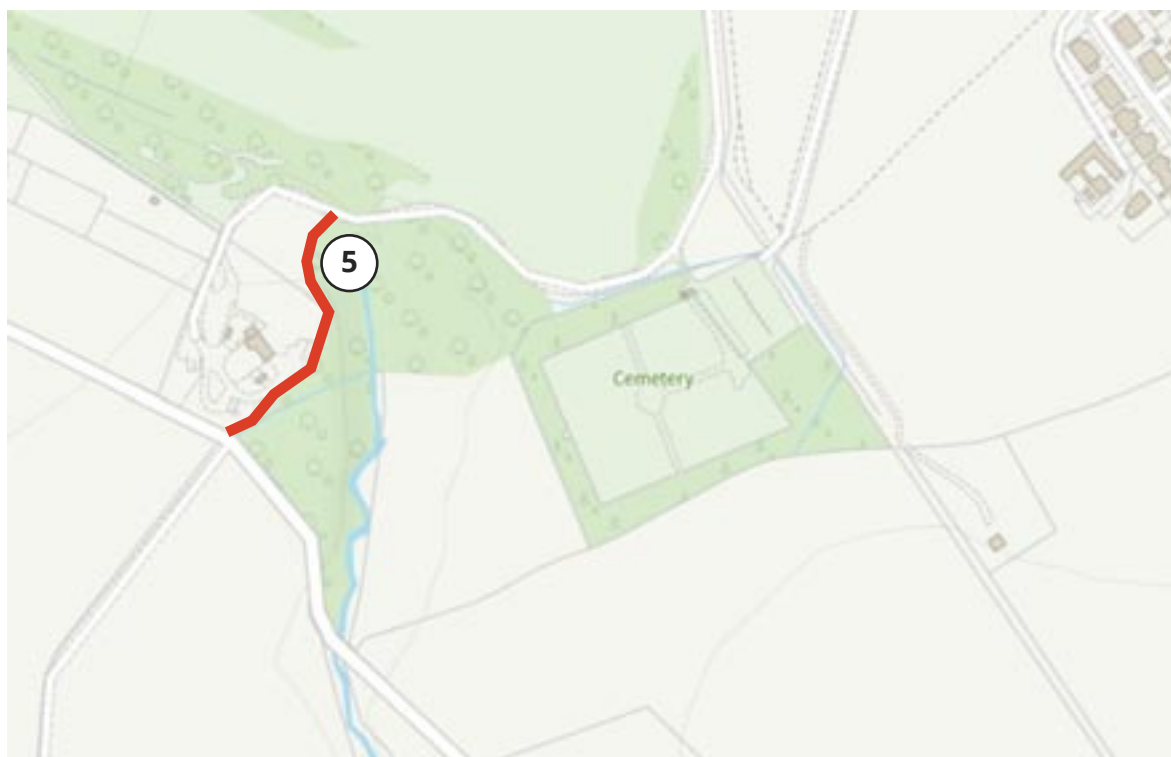
Map 4 – Southwest Portgordon - Scheme no. 4

Improve safety of the carriageway for cyclists, just after the burn towards the southwest, where the road bends and gets steeper.



Map 5 – Southwest Buckie - Scheme no. 5

Maintenance of overgrown vegetation on paths.



Map 6 – South Buckie – Scheme no. 6

Burn of Buckie AT bridge.



Map 7 – Arradoul and Slackhead – Scheme no. 7

Request for a continuing AT route along the A98, connecting Arradoul with Slackhead and Binview Terrace. (the exact location of the AT route to be confirmed – red line is illustrative)



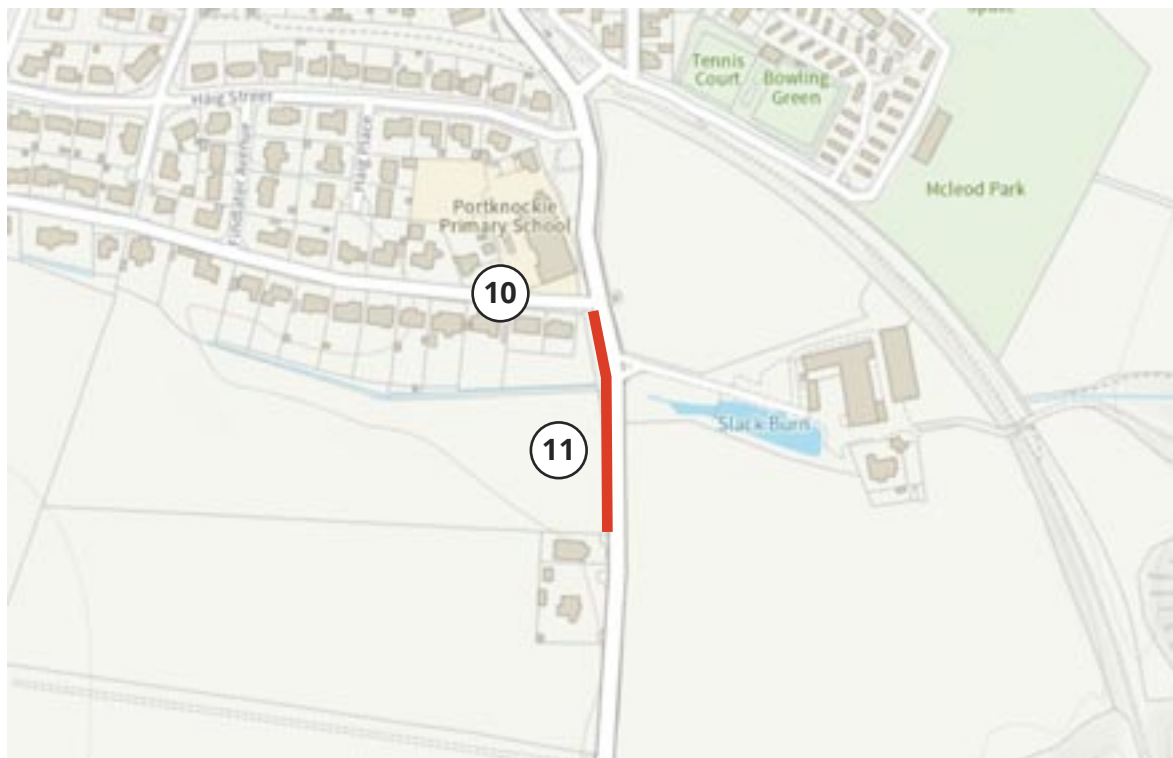
Map 8 – Portessie – Scheme no. 8

Improve visibility on the NCN1 crossing at Station Road junction.



Map 9 – Portknockie – Scheme no. 10 and no. 11

Extend footway on King Edward Terrace, south side, and create a footway along the A942 to connect the residential houses with the settlement, respectively.



Map 10 – Portknockie – Scheme no. 13

Improve visibility on the A990 where it bends, for people cycling on the carriageway.





September 2024