



Economic Development and Infrastructure Services Committee

Tuesday, 20 June 2023

NOTICE IS HEREBY GIVEN that a Meeting of the **Economic Development and Infrastructure Services Committee** is to be held at **Council Chambers, Council Office, High Street, Elgin, IV30 1BX** on **Tuesday, 20 June 2023** at **09:30**.

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Summary of Economic Development and Infrastructure

Services Committee functions:

Roads Authority; Lighting Authority, Reservoirs Act 1975, Public Passenger Transport; Flood Prevention; Twinning; Piers and Harbours and Coast Protection; Industrial and Commercial Development; Environmental Protection; Burial Grounds; Assistance to Industry or Commerce; Public Conveniences; Council Transportation; Catering & Cleaning; Land Reform (Scotland) Act 2003; Countryside Amenities; Tourism, monitoring funding from European Programmes, youth training and employment creation scheme and provide Architectural, Quantity Surveying, Maintenance and Allied Property Services.

* **Declaration of Group Decisions and Members Interests** - The Chair of the meeting shall seek declarations from any individual or political group at the beginning of a meeting whether any prior decision has been reached on how the individual or members of the group will vote on any item(s) of business on the Agenda, and if so on which item(s). A prior decision shall be one that the individual or the group deems to be mandatory on the individual or the group members such that the individual or the group members will be subject to sanctions should they not vote in accordance with the prior decision. Any such prior decisions will be recorded in the Minute of the meeting.

** **Written Questions** - Any Member can put one written question about any relevant and competent business within the specified remits not already on the agenda, to the Chair provided it is received by the Proper Officer or Committee Services by 12 noon two working days prior to the day of the meeting. A copy of any written answer provided by the Chair will be tabled at the start of the relevant section of the meeting. The Member who has put the question may, after the answer has been given, ask one supplementary question directly related to the subject matter, but no discussion will be allowed.

No supplementary question can be put or answered more than 10 minutes after the Council has started on the relevant item of business, except with the consent of the Chair. If a Member does not have the opportunity to put a supplementary question because no time remains, then he or she can submit it in writing to the Proper Officer who will arrange for a written answer to be provided within 7 working days.

*** **Question Time** - At each ordinary meeting of the Committee ten minutes will be allowed for Members questions when any Member of the Committee can put a question to the Chair on any business within the remit of that Section of the Committee. The Member who has put the question may, after the answer has been given, ask one supplementary question directly related to the subject matter, but no discussion will be allowed.

No supplementary question can be put or answered more than ten minutes after the Committee has started on the relevant item of business, except with the consent of the Chair. If a Member does not have the opportunity to put a supplementary question because no time remains, then he/she can submit it in writing to the proper officer who will arrange for a written answer to be provided within seven working days.

THE MORAY COUNCIL

Economic Development and Infrastructure Services Committee

SEDERUNT

Councillor Marc Macrae (Chair)
Councillor Amber Dunbar (Depute Chair)

Councillor Peter Bloomfield (Member)
Councillor John Cowe (Member)
Councillor John Divers (Member)
Councillor David Gordon (Member)
Councillor Juli Harris (Member)
Councillor Sandy Keith (Member)
Councillor Graham Leadbitter (Member)
Councillor Paul McBain (Member)
Councillor Shona Morrison (Member)
Councillor John Stuart (Member)
Councillor Draeyk Van Der Horn (Member)
Councillor Sonya Warren (Member)

Clerk Name:	Lissa Rowan
Clerk Telephone:	07765 741754
Clerk Email:	committee.services@moray.gov.uk

Minute of Meeting of the Economic Development and Infrastructure Services Committee

Tuesday, 02 May 2023

Council Chambers, Council Office, High Street, Elgin, IV30 1BX

PRESENT

Councillor Peter Bloomfield, Councillor John Cowe, Councillor John Divers, Councillor Amber Dunbar, Councillor David Gordon, Councillor Juli Harris, Councillor Sandy Keith, Councillor Graham Leadbitter, Councillor Marc Macrae, Councillor Paul McBain, Councillor Shona Morrison, Councillor John Stuart, Councillor Draeyk Van Der Horn, Councillor Sonya Warren

IN ATTENDANCE

Depute Chief Executive (Economy, Environment and Finance), Head of Environmental and Commercial Services, Head of Housing and Property, Roads Maintenance Manager, Mrs D Anderson, Senior Engineer (Transportation), Consultancy Manager, Principal Climate Change Strategy Officer, Mr C Muir, Senior Officer (Economic Strategy and Development), Mr W Burnish, Senior Engineer (Flood Risk Management), Ms S Creswell, Community Wealth Building Officer, Legal Services Manager and Mrs L Rowan, Committee Services Officer as Clerk to the Committee.

1 Chair

Councillor Macrae, being Chair of the Economic Development and Infrastructure Services Committee, chaired the meeting.

2 Declaration of Group Decisions and Members Interests

In terms of Standing Order 21 and the Councillors' Code of Conduct, there were no declarations from Group Leaders or Spokespersons in regard to any prior decisions taken on how Members will vote on any item on the agenda or any declarations of Member's interests in respect of any item on the agenda.

3 Condolences

The Committee joined the Chair in expressing its sadness and condolence to the family of Stephen Cooper, former Head of Environmental and Commercial Services, following his recent passing and acknowledged that Stephen would be sadly missed by many.

The Committee joined the Chair in expressing further condolence to the family of Colin Lipscomb following his recent passing. Colin had been a member of Forres Community Council, Forres Hub, Forres Rotary and would be sadly missed by many.

4 Minute of Meeting dated 7 February 2023

The minute of the meeting of the Economic Development and Infrastructure Services Committee dated 7 February 2023 was submitted and approved.

5 Written Questions

The Committee agreed to note the following Written Question submitted by Councillor Fernandes and subsequent Council response:

Committee welcomes the Scottish Government's £939,000 capital allocation for the period 2023-2026 to refurbish play parks in Moray. This funding comes in addition to the £186,000 allocated between 2021 and 2023.

How is the additional funding from the Scottish Government being used, and what consideration is given to making play parks accessible for disabled children? What consideration is given to refurbishing play parks all across Moray?

RESPONSE

The Scottish Government's Play Area Renewal capital funding is used to deliver a prioritised refurbishment programme of Council maintained play areas across Moray.

The programme is informed by an independent annual inspection of all play areas across Moray which includes a condition scoring exercise. The lowest scoring parks are prioritised each year for refurbishment.

Working within the Open Space team's resources we aim to refurbish at least two play areas per financial year. The team works collaboratively with the Council's Community Support Unit and uses a participatory budgeting (PB) approach to allow the local community to be meaningfully engaged in each project, including influencing the design and brief for tendering, and in selecting the final design and contractor. The PB process is not about where the money is spent but on how the money is spent in a specific play area.

All new play areas tenders require that some inclusive equipment, including equipment suitable for those with hidden disabilities, is included in each project. The levels of inclusivity, accessibility and wheelchair friendly equipment is determined by both site constraints and by the community consultation results. The designs submitted by companies are put out to a public vote and the one with the most votes is selected.

The 2023/24 programme is currently underway and includes Mannachie Play Area, (Forres); Netherha Play Area (Buckie) and Tomnavoulin Play Area (Speyside). Subject to the costs for each upgrade, any surplus funding is used to support any other equipment repairs prioritised at other play areas, including surfacing or ground works.

6 Notice of Motion - Whisky duty - Councillors Harris and Warren

In terms of Standing Order 35(a), a Notice of Motion was submitted by Councillor Harris, seconded by Councillor Warren in the following terms:

Committee notes that the UK Government's Spring Budget 2023 includes a 10.1% increase on spirits duty.

Committee further notes that the Scottish Whisky Association has described the increase as a “historic blow to the Scotch whisky industry” that will “reduce already tight margins for an industry that employs tens of thousands of people and invests hundreds of millions annually across the UK”, and that Moray MP said that the increase is “a blow to the industry which is so vital for jobs and the local economy in Moray”.

Committee recognises that the Scottish Whisky Association suggests that the duty increase will limit the industry’s ability to reinvest in job creation.

Committee recognises that roughly 50 percent of Scotland's whisky is produced in Speyside, and that the duty increase will therefore disproportionately negatively impact Moray’s job market.

Committee instructs the Chair of the Economic Development and Infrastructure to write to the Chancellor asking that the duty on spirits be reduced as a matter of urgency.

The Chair supported the Notice of Motion and stated that the local MP and Secretary of State for Scotland have expressed their concern over this issue and asked Councillors Harris and Warren, as proposer and seconder of the motion, if they would consider including that he write to the Secretary of State as well as the Chancellor.

Both Councillors Harris and Warren agreed to this.

Councillor Keith expressed his support for the motion however noted the Scottish Government’s current proposals to restrict alcohol advertising and asked if Councillors Harris and Warren, as proposer and seconder of the motion, if they would consider adding that the Chair of the Economic Development and Infrastructure Services Committee also write to the Scottish Government asking that they withdraw current proposals to restrict alcohol advertising as a matter of urgency.

Councillor Leadbitter pointed out that the First Minister had recently announced in a statement to parliament 2 weeks ago in relation to any restriction on alcohol advertising that he had instructed officials to take ideas back to the drawing board and work with the industry and public stakeholders to agree a new set of proposals.

Councillor Keith stated that he was not aware of this recent announcement and after consideration agreed to withdraw his request for a further addition to the Notice of Motion.

Thereafter, the Committee agreed that the Chair of the Economic Development and Infrastructure Services Committee write to the Chancellor and the Secretary of State for Scotland asking that the duty on spirits be reduced as a matter of urgency.

7 Notice of Motion - The Future of Disposal Vapes - Councillors Macrae and Van Der Horn

In terms of Standing Order 35(a), a Notice of Motion was submitted by Councillor Macrae, seconded by Councillor Van Der Horn in the following terms:

That Committee understands that around 1.3 million disposable vapes are thrown away every week in the UK, although this figure is assumed to be greatly underestimated. As they are classed as nicotine based products primarily designed to reduce/replace smoking habits the figures are based on surveys from adults. Hence the figures don't include the number of teenagers who use them, especially as most of the disposable products are packaged and presented to appeal to younger generations.

A significant amount of the disposable vapes thrown away each week are not recycled properly and are instead littered or discarded with residual waste.

That Committee are concerned about the increasing number of these products and their improper disposal. The 1.3 million figure represents the equivalent of 1,200 electric car batteries or 10 tonnes of lithium – which is being sent to landfill or waste incinerators each year.

Committee notes that the country that produces the bulk of these products (China) has totally banned the sale and use of these disposable vapes. This is also the case in some European countries.

Vapes do fall under the current WEEE regulations both in England and Scotland, and should be disposed of correctly as any other electrical item. The Producer/Retailer responsibilities also apply, and each retailer of electrical equipment should either:

1. Provide a free, in store take back service
2. Set up an alternative free take back service
3. Join the distributor Takeback Scheme

However, as disposable vapes are now sold in many different outlets such as newsagents, cafes and hairdressers, these retailers are probably not fully aware of their responsibilities and most certainly don't comply with/promote take back schemes or even 'How to dispose of' information. As a result we are seeing more of these items disposed of as litter and they are becoming the new 'cigarette butt' alternative.

Committee asks that the Council Leader write to both the Scottish and UK Governments calling for a ban on the sale and manufacture of disposable vapes as soon as possible.

After introducing his Notice of Motion, the Chair called upon Councillor Van Der Horn, as seconder to make any further comment.

Councillor Van Der Horn wholly supported the motion however asked that the Chair consider an addition to the motion asking the Council Leader to call on retailers in Moray to take a lead and cease sales of disposable vapes.

In response, Councillor Macrae pointed out that whilst the Council could not propose such a regulation, the Council Leader could ask retailers to consider

reviewing the sales of their disposable vapes and agreed to include this in his motion.

Councillor Dunbar, whilst not opposing the motion, stated that she could not support a complete ban of vapes however suggested that young people would benefit from further education surrounding the effects of vaping on health and the environment, much like that given for smoking, drugs and alcohol use.

Following further discussion and there being no-one otherwise minded, the Committee agreed to ask that the Council Leader write to both the Scottish and UK Governments calling for a ban on the sale and manufacture of disposable vapes as soon as possible and that the Council Leader also calls on retailers in Moray to take a lead and cease sales of disposable vapes.

8 Economy, Environment and Finance Service Plans 2023-24

Under reference to paragraph 15 of the Minute of the meeting of Moray Council dated 2 February 2023, a report by the Depute Chief Executive (Economy, Environment and Finance) invited the Committee to consider the Economy, Environment and Finance Service Plans for 2023-24, noting that the Service Plan for Financial Services will be considered at Corporate Committee on 13 June 2023, the Economic Growth and Development Services Plan will also be considered at the Planning and Regulatory Services Committee on 30 May 2023 and the Housing and Property Services Plan at the Housing and Community Safety Committee on 9 May 2023, each in terms of their respective remits.

Following consideration and in terms of the remit of this Committee, it was agreed to approve the Service Plans for Economic Growth and Development, Housing and Property Services and Environmental and Commercial Services as set out in Appendices 1-3 of the report.

9 Economic Recovery Plan Delivery 2022-23

Under reference to paragraph 9 of the Minute of the meeting of the Economic Growth, Housing and Environmental Sustainability Committee dated 6 October 2020, a report by the Depute Chief Executive (Economy, Environment and Finance) provided the Committee with an overview of economic development activity delivered during the 2022/23 financial year, as set out within the Economic Recovery Plan.

Following consideration, the Committee:

- (i) acknowledged the positive impact of the Economic Recovery Plan in minimising the negative effects of the pandemic upon the local economy; and
- (ii) agreed that this be accepted as the final report covering the delivery of the Economic Recovery Plan.

10 Climate Change Plan and Route Map to Net Zero

Under reference to paragraph 18 of the Minute of the meeting of Moray Council dated 6 April 2022, a report by the Depute Chief Executive (Economy,

Environment and Finance) asked the Committee to approve the update to the Route Map to Net Zero (RMNZ), approve in principle an updated climate change action plan subject to consideration as part of the financial planning process, approve a climate change engagement strategy and note progress with the actions approved within the Climate Change Strategy (CCS) for 2020-2030.

Following consideration, the Committee agreed to:

- (i) approve the updated RMNZ as set out in Appendix 1, the updated Climate Change Actions set out in Appendix 2, and the Climate Change Engagement Strategy set out in Appendix 3 of the report;
- (ii) note that, while the latest data available indicates that 2030 remains in the range of possible dates when net zero will be met, to ensure this is achieved the Council must commit to an aspirational approach to reducing carbon emissions in key areas but that the ability to implement such an approach is currently questionable without significant external funding; and
- (iii) note the ongoing budget pressure arising from statutory climate change measures, as set out in section 1.2 of Appendix 1 of the report, for which external funding is essential.

11 Lossiemouth to Hopeman Active Travel Route

A report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee of the activity being undertaken by the Laich of Moray Active Travel Routes group (LoMATR), who are part of the Lossiemouth Community Development Trust (LCDT), to secure a new Active Travel Route (ATR) between Lossiemouth and Hopeman.

As one of the Local Ward Members, Councillor Cowe explained that the creation of an active travel path between Lossiemouth and Hopeman is a long standing ambition of the Community and Moray Council and provided an update in relation to funding that had been secured by the LCDT and highlighted problems that the LoMATR group were having in relation to obtaining appropriate land permission to take the project forward. Councillor Cowe explained the high demand for the route due to a lack of public transport between Hopeman and Lossiemouth and stated that the provision of this route would align with the objectives of the Council's Active Travel Strategy. Councillor Cowe further stated that whilst Sustrans Places for Everyone grant could provide funding for the path itself, ongoing maintenance of the route would need to be provided by the Council however due to the high specification and design life of the route and the low impact of active travel on infrastructure, constructive maintenance requirements are expected to be minimal for many years with maintenance likely to comprise of vegetation cut back.

In response, the Head of Environmental and Commercial Services explained that once a route was adopted by the Council then there was a legal requirement to maintain it and that this would come at a cost to the Council. She further advised that although the Council had approved its Active Travel Strategy, there were other existing routes that required investment and that, should the Council adopt the route between Hopeman and Lossiemouth as a priority, then another route which has scored higher in terms of priority, would have to slip and, having spoken to the Section 95 Officer, this was not considered to be financially prudent.

The Legal Adviser further advised that the Council had agreed its priorities however these had to be delivered against a finite resource in terms of money, staff and time.

The Chair, having considered the report in detail moved the recommendations as printed within the report. This was seconded by Councillor Bloomfield.

Councillor Cowe stated that he was well aware of the financial position of the Council and stressed that he was not asking the Council to commit to spending any money at this time but only if necessary at a later date which he hoped would be covered by the Scottish Government's pledge of £300 million towards active travel routes by 2025. He stated that the LoMATR group needed assistance from the Council to address problems in relation to land ownership and ongoing maintenance of the route and moved that the Committee agree to note recommendation 2.1 (i) as printed, agree recommendation 2.1 (ii) sections 1, 2, 3 and 5 of the criteria set out in paragraph 6.2 and agree recommendation 2.1 (iii) section 1, 2, 3 and 5 with staffing resources committed as required to deliver the project.

At this point, the Legal Adviser advised that, the Section 95 Officer had advised that, in her view, committing the Council to this project at this stage would be fiscally reckless and that the Committee should note the warning in the financial implications section of the report when making a decision and also have regard to the detail in the report which confirmed officers did not have capacity to take this project on.

After considering the advice from the Legal Adviser, there was no seconder for Councillor Cowe's amendment therefore it fell.

There being no-one otherwise minded, the Committee agreed:

- (i) to note the activity undertaken by the Laich of Moray Active Travel Routes group to develop and seek funding for an Active Travel Route between Lossiemouth and Hopeman;
- (ii) the criteria set out in para 6.2 of the report that must be met by the group if Moray Council is to pursue a Compulsory Purchase Order (CPO) or use path designation powers; and
- (iii) that until the criteria identified in para 6.2 has been met, support for this project by Council officers be limited to the on-going provision of advice and information, in keeping with the current level of support.

12 Council Policy - Bridge Maintenance Prioritisation

A report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee of the proposed Council Policy relating to prioritisation of bridge maintenance works, which will formalise the existing prioritisation process.

Following consideration, the Committee agreed to endorse the Council Policy as set out in paragraphs 3.4 to 3.11 of the report in relation to prioritisation of bridge maintenance works.

13 Roads Maintenance Revenue and Capital Budget 2023-2024

Under reference to paragraph 5 of the Minute of the meeting of Moray Council dated 1 March 2023, a report by the Depute Chief Executive (Economy, Environment and Finance) asked the Committee to note the interim outturn position for 2022/23 and approve detailed plans for the expenditure of funds allocated from the Revenue Budget 2023/24 to Roads Maintenance and from the Capital Budget 2023/24 including resurface/reconstruction, surface dressing, footways, drainage, lighting column replacement and lighting improvements.

Following consideration, the Committee agreed to:

- (i) approve the detailed allocation of funds, from the Revenue and Capital Budget 2023/24, to Roads Maintenance activities, as outlined in Section 5 of the report;
- (ii) grant delegated authority to the Roads Maintenance Manager to proceed with necessary roads maintenance works whilst noting that the Roads Maintenance Manager will, as soon as possible, publish a main list of schemes, which can be funded from the budget provision recommended in this report, and a reserve list of desirable schemes, which cannot presently be funded, along with a list of projects to be funded from the Capital allocation; and
- (iii) note that the list of schemes will be drawn up in accordance with the principles and objectives detailed in this report, in the Roads Asset Management Plan and in the Capital Plan.

14 Flood Risk Management and Bridges Capital and Revenue Budgets 2023-24

A report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee of the Flood Risk Management Schedule of Clearance and Repair for 2023/24, the Bridge Maintenance Schedule of Works and the programme of Capital works for Bridges for 2023/24.

Following consideration, the Committee agreed the:

- (i) Flood Risk Management Schedule of Clearance and Repair for 2023/24; and
- (ii) proposed Schedules of Road Bridge Revenue and Capital Maintenance Works and Non-network Bridge Capital Maintenance Works to be undertaken for 2023/24.

15 Suspension of Standing Orders

The Chair sought the agreement of the Committee to suspend Standing Order 75 to allow the meeting to continue beyond 12.45 pm. This was agreed.

16 Transportation Capital and Revenue Budgets 2023-2024

A report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee of plans to deliver the capital and revenue programme in Transportation for 2023/24.

Following consideration, the Committee agreed to:

- (i) approve the plans to deliver the capital and revenue programme for 2023/24 as contained in the report;
- (ii) delegate authority to the Head of Environmental and Commercial Services to apply for grants for the funding areas set out in the report at paras 5.13 and 6.16; and
- (iii) approve the plans for expenditure of the additional revenue funding for Road Safety as set out in para 7.6 of the report.

17 Resumption of Meeting

PRESENT

Councillor Peter Bloomfield, Councillor John Cowe, Councillor John Divers, Councillor Amber Dunbar, Councillor David Gordon, Councillor Juli Harris, Councillor Sandy Keith, Councillor Graham Leadbitter, Councillor Marc Macrae, Councillor Paul McBain, Councillor Shona Morrison, Councillor John Stuart, Councillor Draeyk Van Der Horn, Councillor Sonya Warren.

18 Environmental and Commercial Services and Economic Development Capital and Revenue Budget Monitoring to 31 December 2022

Under reference to paragraph 11 of the meeting of Moray Council dated 7 December 2022, a report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee of the current position regarding Environmental and Commercial Services and Economic Growth and Development Services (Economic Development) Capital and Revenue Budgets.

During discussion surrounding poor responses to tender requests, it was queried whether the Council could assist in any way as it was noted that some businesses out with Moray had bid for tenders and then realised they could not undertake the work and assurance was sought that the tendering process is clear for businesses.

In response, the Depute Chief Executive (Economy, Environment and Finance) stated that work occurs annually with local businesses to ensure that they fully understand the tendering process however agreed to liaise with the Procurement Manager to ensure that suppliers out with Moray are fully aware of the requirements within the tendering process.

Following consideration, the Committee agreed:

- (i) to note the budget monitoring report for the period to 31 December 2022; and

- (ii) that the Depute Chief Executive (Economy, Environment and Finance) would liaise with the Procurement Manager to ensure that suppliers out with Moray are fully aware of the requirements within the tendering process.

19 Marine Safety and Operational Summary of 2022-23 Updates Q4 2022-2023

Under reference to paragraph 6 of the Minute of the meeting of this Committee dated 20 March 2018, a report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee on matters of Marine Safety and compliance with the Port Marine Safety Code (PMSA) for the year 2022/23 and details of Q4 2022/23.

The Committee joined the Chair in commending the Harbours Team for the improvements made in this area and thereafter the Committee agreed to:

- (i) note the safety performance, fulfilling their function as Duty Holder under the Port Marine Safety Code; and
- (ii) amend the reporting requirement from quarterly to 6-monthly as set out in para 6.2 of the report.

20 Nature and Biodiversity Position Statement

Under reference to paragraph 9 of the Minute of the meeting of Moray Council dated 2 February 2023, a report by the Depute Chief Executive (Economy, Environment and Finance) informed the Committee of how existing Council strategies and actions align with national and international biodiversity policy and sought approval for continuing support for the North East Biodiversity Partnership for the next 3 years.

Following consideration, the Committee agreed:

- (i) to note how existing council policies, strategies and action align with the Global Biodiversity Framework and Scottish Biodiversity Strategy;
- (ii) to note the opportunities and challenges involved in delivering the council's statutory duty to further the conservation of biodiversity;
- (iii) to approve continued support for the North East Scotland Biodiversity Partnership for next three years;
- (iv) to add the biodiversity actions highlighted in Appendix 1 of the report to the Climate Change Plan and Route Map to Net Zero; and
- (v) that the actions identified within the report form the basis of a Moray biodiversity strategy to be reported in 2024 setting out priority actions for nature recovery in Moray in accordance with the limitations set out in para 5.12 of the report.

21 North Highland and Moray Space Cluster Strategy

Under reference to paragraph 30 of the Minute of the meeting of Moray Council dated 15 September 2021, a report by the Depute Chief Executive (Economy, Environment and Finance) presented the Committee with an overview of the North Highland and Moray Space Cluster Strategy, set out in Appendix 1 of the report and sought approval to support Highlands and Islands Enterprise (HIE) in the implementation of the strategy which may include providing staff resource from Economic Growth and Regeneration section to support economic development opportunities related to the development of the Moray Space Cluster.

Following consideration, the Committee joined the Chair in commending the work of Roy Kirk who had been the project manager for the space port project and key officer with regard to space projects within the Highlands and Islands, who will be retiring shortly and thereafter agreed to:

- (i) note the current developments and future ambitions for the North Highland and Moray Space Cluster; and
- (ii) the commitment of staff resource within Economic Growth and Regeneration section to provide ad hoc support to HIE in the implementation of the Moray Space Cluster Development Strategy.

22 Information Reports - if called in

The Committee noted that no Information Reports had been called in for discussion.

23 Question Time

Under reference to paragraph 19 of the Minute of this Committee dated 7 February 2023, Councillor Warren welcomed the launch of the m.connect bus service and app however queried how elderly people are being made aware of the service and supported to use the app.

The Head of Environmental and Commercial Services assured Councillor Warren that whilst the Service was moving towards a digital platform, members of the public could still book the service via telephone. She further stated that the Project Manager had recently met with Age Scotland and provided further details on the service and that paper bus timetables were being made available to coincide with the launch.

Under reference to paragraph 7 of the Minute of this Committee dated 7 February 2023, the Chair stated that the Rt Hon Michael Gove MP was still keen to come to Moray to discuss the next round of Levelling Up Funding and that Dehenna Davidson MP, Minister for Levelling Up was also keen to visit Moray to assist with the next round of funding.

Councillor Warren stated that she had been at a recent meeting of the North East of Scotland Fisheries Development Partnership where seaweed cultivation had been discussed and queried whether any work was being carried out to attract funding so that this can be developed in Moray.

In response, the Head of Environmental and Commercial Services advised that she would pass this query to the Head of Economic Growth and Development for a

response however assured the Committee that Harbours in Moray are willing to discuss any means available to support this.

Under reference to Appendix II of the Information Report: List of Property Transactions concluded under Delegated Powers, Councillor Van Der Horn noted that Keith Golf Course was 22 Ha and Transition Town Forres was 1.2 Ha yet there was a considerable difference in rent per Ha and asked how this was calculated.

In response, the Depute Chief Executive (Economy, Environment and Finance) advised that this was calculated by the Estates Service and that she would look into this further and circulate this information to the Committee after the meeting.

Councillor Warren noted that CCTV was up and running in Forres and queried when it would be available in Buckie, Keith and Lossiemouth.

In response, the Depute Chief Executive (Economy, Environment and Finance) advised that she would look into this further and circulate this information to the Committee after the meeting.



**REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE
SERVICES COMMITTEE ON 20 JUNE 2023**

SUBJECT: CORE PATHS ACTION PLAN 2023 - 2026

**BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND
FINANCE)**

1. REASON FOR REPORT

- 1.1 To inform the Committee of the formulation of the Core Paths Action Plan 2023 – 2026, in partnership with the Moray Local Outdoor Access Forum (MLOAF), which includes the use of the funding to employ a Core Paths Ranger for a period of 27 months commencing October 2023.
- 1.2 This report is submitted to Committee in terms of Section III (F) (7) of the Council's Scheme of Administration relating to exercising the statutory functions of the Council under the Land Reform (Scotland) Act 2003.

2. RECOMMENDATION

2.1 It is recommended the Committee agree:

- i) **the proposals and outputs as contained in the attached Moray Core Paths Action Plan 2023-2026 and associated Appendices; and**
- ii) **the employment of a Core Paths Ranger to implement the Plan for a period of 27 months commencing October 2023.**

3. BACKGROUND

- 3.1 In 2016 an Access Management Strategy was prepared for the Dorenell Wind Farm as a result of a condition applied to the planning consent. The Strategy was produced by developer EDF Energy in consultation with the Moray Council Access Manager and The Moray Local Outdoor Access Forum. A major output of this Strategy is a commitment by EDF Energy to an annual contribution to the Moray Council of £50k per annum (£1.25m for the 25 year life span of the wind farm). This is to be used by the Council solely for the development and management of the [Core Paths Network](#) across the whole of Moray identified in the Moray Core Paths Plan. This equates to a sizeable sum of money and it is important to carefully consider how this resource

should be used in a planned way rather than just being reactive to immediate demands and desires arising at any given time.

- 3.2 This Committee on 21 January 2020 agreed a *Strategic Framework Document* as the blueprint for the range of outputs and activities on which the £50k annual Dorenell Windfarm financial contribution for Moray's Core Paths can be spent over the next 25 years until 2044 (para 8 of the minute refers). Committee also agreed to the preparation of a 3 year rolling prioritised Action Plan to be submitted to a future meeting for approval. The attached Core Paths Action Plan 2023-2026 and the associated three Appendices is set out at **Appendix 1** to this report, and has been prepared as the first document in response to that instruction. The total available budget over the period is £188k.

4. Core Paths Action Plan

- 4.1 This Action Plan covers how the Dorenell Contribution should be spent over the next 3 financial years 2023-2026. The results of an audit of all of the Core Paths recently carried out have advised on the condition of features on each of the paths informing what specific issues and defects need to be addressed.
- 4.2 The Plan has been prepared in conjunction with the Moray Local Outdoor Access Forum (MLOAF) which is a statutory body set up under the access legislation to provide a view on a wide range of matters relating to outdoor access and to advise the Council on its statutory access duties including Core Paths. Specifically for this Action Plan the Forum have worked in partnership with the Council, particularly in relation to the process for selecting the priority Core Paths to be taken forward for treatment.
- 4.3 The key objective is to make every prioritised Core Path as accessible as possible. The most effective way to achieve this in a way that spreads resources is to implement small scale works across the network rather than limit operations to expensive projects in a few locations. Most of these works do not require owner consent and this limits future liability for the Council in maintenance as set out in the rolling plan. This also maximises benefits across the whole of Moray. This approach was agreed as part of the Strategic Framework document already agreed by this Committee on 21 January 2020 (para 8 of the minute refers). Work will focus on addressing deteriorating paths due to current poor/non-existent maintenance and improvements needed to remove barriers to accessibility. Work will primarily be 'light touch' rather than large scale engineering to minimise any negative impacts on the environment.
- 4.4 The Core Paths Action Plan also dovetails with the The Strategic Tourism Infrastructure Development Plan, Moray Routes: Bright Futures which was agreed at the ED&IS Committee on 7 February 2023 (para 16 of the minute refers). The Plan, funded through the Rural Tourism Infrastructure Fund (RTIF), identifies projects to enhance the six long distance walking/ active travel routes in rural Moray i.e. Moray Way, Speyside Way, Dava Way, Moray Coast Trail, Rothes Way and Isla Way. This would be targeted towards delivery of significant long term benefits to the visitor experience, positively impacting the visitor economy and the local landscape, whilst also indirectly

supporting the Moray Council Active Travel Strategy. These projects if developed in the next few years would resolve many of the issues already recorded along these Core Paths in the audit for the Core Paths Action Plan. The key factor here is to hold on any improvements on these Core Paths until a clearer picture emerges of funding and development timescales for the implementation of the identified RTIF projects.

- 4.5 All of Moray's Core Paths have been scored against a range of selection criteria, already agreed at the above mentioned Committee on 21 January 2020, where the higher the aggregate score the greater priority is given to the path. The Core Path scorings are shown for each path in Appendix 2 of the attached Action Plan. All scorings were carried out in conjunction with the MLOAF.
- 4.6 Works will only be carried out on paths prioritised through the selection process outlined above and detailed in Section 5 of the attached Action Plan. Appendix 3 of the Plan lists the paths ranked by aggregate scorings; all the 78 Core Paths highlighted in red are the selected prioritised paths which are candidates to be improved, 159 amber paths being optional and 121 green paths definitely not prioritised. The scoring cut off points between the 3 categories have been agreed with MLOAF.
- 4.7 The most effective and efficient way to implement the required Core Path improvements is to establish a new fixed-term post to physically carry out improvements and to co-ordinate overall effort. This is because the disparate and fragmented nature of the works at multiple locations spread across the whole of the paths network means that external contractors would likely be less interested in securing the work and in any case existing Council staff would still have to co-ordinate overall effort. Additionally currently there is considerable market volatility and difficulty in securing contractors for this type of work. It is proposed to create the fixed term post of Core Paths Ranger working as part of the Moray Council Open Space Team.
- 4.8 The Core Paths Ranger will initially plan what needs to be done (development and maintenance schedules) for each path and will carry out the necessary works procuring materials as required.
- 4.9 It is intended to initially employ the Core Paths Ranger from October 2023 to December 2025 which is a period of 27 months. Any extension beyond this period will be subject to available finances and opportunities that may arise. The grading for the post is Grade 5 as determined by the HR Evaluation Panel.
- 4.10 A review will be carried out in 2005 which will assess the progress and successes of the Core Paths Action Plan, what lessons can be learned and what the following 3 year term of the Action Plan should look like. Consideration at that stage will be given to a further Core Paths audit to give a steer on requirements for future improvements and whether to continue employment of the Ranger as the best way forward to facilitate Plan implementation.

5. Collaborative Approach

- 5.1 It is accepted that the Ranger would only achieve a limited amount of path improvements working on their own. It is important therefore to increase the capacity of the Ranger to achieve more by working collaboratively where possible with others. The emphasis will be on encouraging social inclusion and community participation.
- 5.2 The Ranger will work along the existing Moray Countryside Officer for larger tasks. Where there is scope for joint working the Ranger will work with local community and access groups to implement improvements; making best use of scarce resources and facilitating added value to overall effort. The Ranger will also liaise with the Criminal Justice Team to carry out suitable tasks. Contractors may sometimes be procured for specialist tasks such as tree work.
- 5.3 The Ranger will work pro-actively with the Community Support Unit in setting up a Core Paths volunteer scheme to help with the various improvement tasks. Promotion of the scheme will be channelled through Community Councils and MLOAF. Training and equipment will be provided by the Council to support the volunteers.
- 5.4 The Access Manager and Core Paths Ranger will also work collaboratively with partners in relation to paths connecting to the Highland core paths network.

6. Outputs

- 6.1 The main outputs for the 3 year plan are summarised in the table below primarily relating to the Core Paths Ranger who will be the committed resource to improve/maintain the prioritised paths, manage the volunteer scheme and deliver the signage scheme.

The available funding to 31 March 2026 is £188k - £50k per annum for the years 23/24, 24/25 and 25/26 plus £38k existing funding from previous years allocation.

Costs	2023/24	2024/25	2025/26	TOTAL
Core Paths Officer salary	13,571	27,957	21,597	63,125
Officer on costs	3,936	8,107	6,263	18,306
Vehicle hire	1,992	4,383	3,616	9,991
Fuel	780	1716	1416	3912
Computer/Tablet	500	0	0	500
Mobile Phone	255	55	55	365
PPE	300	0	0	300
Signage Scheme	5,000	5,000	5,000	15,000
Materials/Equipment/contractor procurement	15,715	31,885	23,899	72,501
Volunteer Scheme	0	2000	2000	4000
TOTALS	42,049	82,105	63,846	188,000

7. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

Ensuring people can enjoy their access rights, unimpeded and free from obstruction, accommodating active leisure opportunities contributing to achieving the aim of healthier citizens.

(b) Policy and Legal

The Council have a duty to prepare a Core Paths Plan but not to manage, develop or promote the routes. The Moray Core Paths Plan was however agreed as Council Policy inclusive of a commitment contained within policies in the document to make the overall network as accessible as possible through planned improvements, management and promotion. The Core Paths Action Plan details how the policies contained in the Core Paths Plan are to be implemented and the Dorenell financial contribution provides the necessary resources for the next 3 years.

(c) Financial implications

The annual £50k windfall sum for Core Paths places no additional financial burden on the Council as this has been secured from an external source. Risks are low with the fund constituting an additional source of revenue allowing the Council to carry out works on Core Paths that would not be otherwise funded from within existing Council budgets. This funding stream cannot be used for other activity, it is ring-fenced to the Core Path network. There is no legal obligation placed on EDF Energy to provide this funding although this is likely to continue as it is part of a community contribution which is standard industry practice for windfarms. The proposals in this report will be met from the annual contribution plus an underspend of £38,000 carried forward from 2022/23.

(d) Risk Implications

In the event the Core Paths Action Plan is not implemented then there will be further deterioration in the condition and accessibility of Moray's Core Paths Network with resultant loss of opportunities in terms of improved health, carbon emissions reduction, social inclusion and tourism.

Most of the envisaged work carried on the Core Paths is likely to be small scale maintenance, surfacing and drainage works to worn out paths where future liability placed on the Council will be low. Such low grade works on Core Paths do not require owner consent due to powers given to the Council under the Land Reform (Scotland) Act 2003. Occasionally more substantial works may be carried out to upgrade accessibility on paths involving some structures including bridges and culverts. In such instances where the Council do not own the path landowner consent will be required and any agreement will address the issue of liability on a case by case basis.

(e) Staffing Implications

The delivery of the Core Paths Action Plan will be the overall responsibility of the Moray Access Manager. Implementation of the 3 year plan will be carried out by the new Core Paths Ranger the costs for which will be sourced from the Dorenell Core Paths fund subject to input from HR.

(f) Property

The Dorenell Core Paths fund will assist the Council in improving and managing those routes which are part of the Council's property portfolio notwithstanding that many of the routes are in private ownership.

(g) Equalities/Socio Economic Impact

Improvements to the Core Paths network resulting from the Dorenell fund will improve the overall accessibility of the paths; collectively providing for all non-motorised users, people of all genders ages and backgrounds. All Core Paths are free to use for everyone.

(h) Climate Change and Biodiversity Impact

The proposal helps address the climate change emergency by providing an enhanced Core Path network that provides an alternative option to motorised transport for travel and recreation helping to reduce greenhouse gas emissions.

(i) Consultations

The Depute Chief Executive (Economy, Environment & Finance), Head of Environmental and Commercial Services; Senior Engineer (Transportation), Roads Maintenance Manager, Sustainable Transport Officer, Legal Services Manager, Chief Financial Officer, Equal Opportunities Officer, Strategic Planning and Development Manager , Asset Manager (Commercial Buildings), Open Space Manager, Senior Officer Economic Strategy Development, and Committee Services Officer (L Rowan) have been consulted and their comments integrated into the report.

8. CONCLUSION

8.1 The Moray Core Paths Action Plan 2023-2026 produced in conjunction with the MLOAF, is proposed as the vehicle to improve and manage the selected prioritised Core Paths over the next 3 years.

8.2 A Core Paths Ranger is required to be employed for 27 months from October 2023 to implement the Action Plan.

Author of Report: Ian Douglas, Moray Open Space, Access and Policy Officer

Background Papers: [Dorenell Wind Farm – Financial Contribution to the Moray Council for use on Moray's Core Paths](#)

[Dorenell Wind Farm Financial Contribution to the Moray Council for use on Moray's Core Paths – Strategic Framework Document 2020](#)

Ref:

SPMAN-524642768-829



MORAY CORE PATHS ACTION PLAN 2023 – 2026

(Including Appendix 1, 2 and 3)

1. INTRODUCTION

In 2016 an Access Management Strategy was prepared for the Dorenell Wind Farm as a result of a condition applied to the planning consent. The Strategy was produced by developer EDF Energy in consultation with the Moray Council Access Manager and The Moray Local Outdoor Access Forum (MLOAF). A major output of this Strategy is a commitment by EDF to an annual contribution to the Moray Council of £50k per annum (£1.25m for the 25 year life span of the wind farm). This is to be used by the Council solely for the development and management of the Core Paths Network across the whole of Moray identified in the Moray Core Paths Plan. It can however also be used on paths that once developed would meet the criteria to qualify for Core Path status. This equates to a sizable sum of money and it is important to carefully consider how this resource should be used in a planned way rather than just being reactive to immediate demands and desires arising at any given time.

The first £50k was received by the council from windfarm operators EDF in June 2019 when the facility became fully operational. A suspense account has been set up by the council to receive this money over the 25 year period to 2044 which will allow funds to be carried over from year to year as required.

The Economic Development and Infrastructure Services Committee on 21st Jan 2020 agreed a **Strategic Framework Document** as the blueprint for the range of outputs and activities on which the £50k annual Dorenell Windfarm financial contribution for Moray's Core Paths can be spent over the next 25 years until 2044. They also agreed to the preparation of a 3 year rolling Prioritised Action Plan to be submitted to a future Committee for approval. This document has been prepared in response to that instruction.

From 2019 to 2022, as agreed by the Committee, the funds were spent on the Speyside Way upgrading a 20.5 km section to a Paths for All accessible standard with a wheeled surface to respect the rural nature of the route http://www.moray.gov.uk/moray_standard/page_128861.html and developing a new Speyside Way Website <https://www.speysideway.co.uk/>. Outputs also included Core Paths database development and employing an officer to audit the whole Core Paths network comprising 358 paths with the audit completed by March 2023.

This Action Plan covers how the Dorenell Contribution should be spent over the next 3 financial years 2023-2026. The results of the audit have advised on the condition of features on each of the paths informing what specific issues need to be addressed.

The Plan has been prepared in consultation with MLOAF which is a statutory body set up under the access legislation to provide a view on a wide range of matters relating to outdoor access and to advise the Council on its statutory access duties including Core Paths. Specifically for this Action Plan the Forum have worked in partnership with the Council particularly in relation to the process for selecting the priority Core Paths.

The Committee report agreed on 21st March 2020 stated that most of the envisaged work carried out on the Core Paths are likely to be small scale surfacing and drainage works to worn out paths where future liability placed on the Council will be low. Such low grade works on Core Paths do not generally require owner consent.

2. OBJECTIVE

The Strategic Framework Document for spend of the Dorenell Fund has the specific aim of ensuring that all activities and work relating to Core Paths be focussed on maximising accessibility along the routes and providing for multi-use within the context of the natural limitations and physical constraints of the path terrain. Inherent in this approach will be to remove physical 'barriers' to access to make paths available to as wide a range of users as possible within the limitations of scarce resources.

3. PROPOSED OUTPUTS FOR SPEND- 2023-2026 FINANCIAL YEARS

Available Funds

Carry over from 2022/23 - £38K

2023/24 - £50K Dorenell Contribution

2024/25 - £50K Dorenell Contribution

2025/26 - £50K Dorenell Contribution

Total 2023/26 - £188000

Rationale and Priorities

The most effective way to spread resources and maximise benefits across Moray, to meet the objective of making every priority Core Path as accessible as possible, is to implement small scale works across the network rather than limit operations to expensive projects in a few locations. Operations will focus on addressing deteriorating paths due to current poor/non-existent maintenance and improvements needed to remove barriers to accessibility. Work will primarily be 'light touch' as opposed to large scale engineering to minimise any negative impacts on the environment. Works will only be carried out on paths prioritised through the selection process outlined in Section 5 of this Plan.

What is most needed is an on the ground staff resource to carry out improvements path by path. The most effective and efficient way to implement the required Core Path improvements is to establish a new post to physically carry out improvements and to co-ordinate overall effort. The disparate and fragmented nature of the works at multiple locations spread across the whole of the paths network means that external contractors would likely be less interested in securing the work and in any case existing Council staff would still have to co-ordinate overall effort. Additionally currently there is considerable market volatility and difficulty in securing contractors for this type of work. Sufficient capacity to directly achieve the desired improvements will best be achieved by securing a new Core Paths Ranger working as part of the Moray Council Countryside Team.

The Core Paths Ranger will initially plan what needs to be done (development and maintenance schedules) for each path and will carry out the necessary works procuring materials as required. Costs relating to the officer include salary, employer on costs, vehicle hire and fuel, PPE, phone and computer. A budget will be required to increase the work capacity of the officer towards a possible volunteer scheme, signage scheme, equipment and materials and contractor procurement.

The main outputs of the Dorenell Fund spend 2023 – 2026 are explored in more detail below:

a. Core Paths Ranger

Initially the Ranger will prepare schedules for the necessary works needed to address the issues related to features on each of the selected priority Core Paths. Path Development Schedules will focus on improvements which remove barriers to access and maximise accessibility and on provision of 'missing' features. Management Schedules will focus on required maintenance and vegetation clearance for each path.

Much of the routine work can be carried out on Core Paths without the express permission of landowners allowed under the Access Legislation. It is important however as a matter of courtesy and in the interests of partnership working and mutual co-operation that any private landowner is advised and consulted by the Ranger before works commence of what will take place and when.

The Ranger will work on their own for many of the path improvement tasks but will work alongside the existing Countryside Officer for larger Jobs. Using hand and power tools much of the work such as vegetation clearance, drainage clearance and tree reduction can be carried out by the officer using hand and power tools without extra cost being incurred. Some jobs will require materials (e.g. path surfacing, gates, bridge repairs, fencing), and part of the overall budget has been allocated to this.

It is accepted that the Ranger would only achieve a limited amount of path improvements working entirely on their own. It is important therefore to increase the capacity of the Ranger to achieve more by working collaboratively where possible with others. The emphasis will be on encouraging social inclusion and community participation. Where appropriate to increase work capacity the Ranger will co-ordinate with others such as Criminal Justice Community Payback, Community and Local Access Groups. There is scope for the Ranger to set up be implemented with the assistance of the Council's Community Support Unit. The officer may also have to occasionally procure contractors for more specialised tasks.

In summary the main tasks the Core Paths Ranger will be carrying out are as follows:

- Prepare development and management schedules to address issues identified for each priority Core Path including estimates of costs.
- Engage with landowners and farmers as required to advise on planned works to the paths.
- Carry out day to day physical improvement works identified for each of the prioritised Core Paths.
- Set up a Core Paths volunteer scheme and co-ordinate and support volunteer efforts.
- Work in partnership with others for larger tasks. Assistance may include help from Local Access Groups, the Moray Council Countryside Officer, Criminal Justice Community Payback.
- Assist the Open Space, Access and Policy Officer to implement a Core Paths signage scheme.
- Monitoring – update CONFIRM Lands Management IT system for each path on completion of works.

It is intended to initially employ the Core Paths Ranger from October 2023 to December 2025 which is for a period of 27 months. Any extension beyond this period will be subject to available

finances and opportunities that may arise. This is based on 6 months 2023/24, 12 months 2024/25 and 9 months 2025/26. The salary would be set at Grade 5 SCP 15. Employer on Costs are based at 29% of salary. An estimated annual pay increase has been applied calculated at 3% per annum.

Ancillary costs relating to the post will also be incurred as follows

- Mobile Phone - £200 initially for phone purchase and £55 annual rental
- Computer/Tablet - £500. Essential for remote working and the officer will not have a dedicated desktop computer.
- PPE - £300 for weatherproof clothing and boots.
- Vehicle Hire (Combo van) - A 10% inflationary increase for each year built in. Fuel use based on 1000mls per month.

b. Materials and additional resources for improvements

Much of the work carried out will not require extra materials or equipment particularly activities like vegetation clearance, tree reduction and clearing drains. Where new path features are required or where existing ones need replaced or repaired material will require to be procured including surface aggregate, gates, fencing, timber for bridge repairs/revetments, culverts/drain pipes.

On a few occasions where more specialist technical input is required it may be necessary to secure the services of a contractor.

It is important that a financial provision is made for this in each of the 3 years of this Plan which will initially be a lower sum in the first year 2023/24 due to the required lead in time for works planning.

c. Signage Scheme

The Land Reform (Scotland) Act 2003 indicates that all Core paths should be signed although no deadline has applied. The proposal is to re-introduce the modest Core Path annual signage scheme that the Council used to operate installing up to 20 new/replacement signs per annum on the prioritised Core Paths.

£5K in each financial year and £15K in total over life of this plan.

d. Core Paths Volunteer Scheme

This would increase the work capacity of the Core Paths Ranger by providing 'boots on the ground' to help with tasks where extra help is needed. The scheme would also foster a culture of community ownership of the Core Paths. The Ranger will work with the Open Space, Access and Policy Officer to initially set up the scheme through advertising and promotion. At this stage the assistance and expertise of the Councils Community Support Unit will also be sought. To begin with the officer would set up and co-ordinate the overall scheme and arrange work days, manage and supporting the volunteer efforts and arrange for any required materials, equipment and training. It is hoped however that the scheme will become self-sustaining with key volunteers adopting this overseeing role and the Ranger reducing input to an assisting and monitoring role.

A number of community paths groups already have successful volunteer schemes such as the Dava Way Association and Friends of Ben Rinnes. Any new scheme would not undermine or duplicate their efforts but would be complementary and add value by concentrating on the Core Paths that currently have no programmed maintenance arrangements in place. Where opportunities arise the Ranger can work in partnership with existing access groups to integrate overall efforts to enhance the Core Paths network. Part of the challenge will be to continually maintain volunteer interest and provide adequate support that makes them feel continually valued. Promotion of the scheme will be channelled through Community Councils and MLOAF. Training and equipment will be provided by the Council to support the volunteers.

Managing such volunteer scheme can be time consuming so this will not be initiated until 2024/25 and only if it is considered the Core Paths Ranger has sufficient capacity. A modest budget will be required to run the scheme and support the volunteers supplying equipment, tools and training.
 Cost £4k from 2024 – 2026.

e. Overall Spend Summary

OUTPUT	£ 2023/24	£ 2024/25	£ 2025/26	£ TOTAL
Core Paths Ranger salary	13571	27957	21597	63125
Officer on costs	3936	8107	6263	18306
Vehicle hire	1992	4383	3616	9991
Fuel	780	1716	1416	3912
Computer/Tablet	500	0	0	500
Mobile Phone	255	55	55	365
PPE	300	0	0	300
Signage Scheme	5000	5000	5000	15000
Materials/Equipment/contractor procurement	15715	31885	23899	72501
Volunteer Scheme	0	2000	2000	4000
£ TOTALS	42049	82105	63846	188000

4. RESULTS OF THE PATH ASSETS AND CONDITION SURVEY

Up until 2022 there was little information on what the assets were for Moray’s Core Paths Network. This resulted in any development or maintenance work being piecemeal and reactionary and not necessarily addressing what improvements were most needed. Before any planned prioritised work programme could be devised a comprehensive audit needed to be carried out to establish what was actually out there on all of the Core Paths and what the condition of the paths and related assets was.
 This plan is advised by a comprehensive survey of all the Moray Core Paths that was carried out by an audit officer over a period of 9 months from July 2022 to March 2023. Information was captured using the CONFIRM Lands Management IT system. Data was collected on what all the path ‘features’ (assets) were including path surface types, drainage, bridges, gates, steps and ramps stiles, gaps, fences, revetments and signage. Each feature has been geographically

positioned and recorded on a photo. Information was also collected on which of the existing features were in poor condition or needed replacing to highlight what improvements need to be carried out. To add value to this approach and to meet the requirement of where possible making every route more accessible, each path feature was assessed as to whether it presented a ‘barrier’ to access. This facilitates the focus of any development on addressing these barriers. To further prioritise path development work data was collected on what were the ‘missing’ features were including signage, drainage, bridges, surfacing etc. that if provided would make the path more user friendly and accessible.

The overall approach is shown in the [APPENDIX 1](#) which an extract is showing one path from the database. This captures what the main issues / defects were with the range of path features to be found on the path. Path features defect information like this is held within the database for all of Moray’s 358 Core Paths. The numbers in the table represent frequency of the occurrence of particular issues or defects. The CONFIRM database has each path feature geographically located using GPS co-ordinates including point features such as signage and linear features such as the different types of path surfaces. In addition to recording specific issues / defects with path features i.e. barrier to access, missing, needs replacing or is in poor condition; more general issues are highlighted to focus development priorities. These are recorded when surfaces are uneven, where there is vegetation encroachment across the path and where surfaces are muddy when wet.

All the information collected will be useful in deriving the improvement priorities when formulating Development and Management Schedules for each path.

5. SELECTION OF THE PRIORITISED CORE PATHS

Rationale for scoring

It is accepted that the available Dorenell funds are not sufficient to do everything that needs to be done on the Core Paths. It is important therefore to channel resources to where they are most needed and can derive the greatest range of benefits. To ensure this is achieved in a planned way, selection criteria have been used to determine which paths should be prioritised and where work should be focussed. This approach accommodates a more systematic and programmed method for prioritisation. The criteria have been taken from Strategic Framework Document as agreed by the 2020 ED and I Committee. For the most part the scoring criteria are equally scored but 3 criteria are considered to have added importance to merit a weighted scoring. This is because improvements should focus on paths in the poorest condition which if implemented would greatly improve accessibility, realising multiple benefits at a reasonable cost. The weighted criteria are as follows:

- Overall path condition* -weighting factor x 2
- Accessibility/Development Potential* -weighting factor x 1.5
- Best Value*- weighting factor x 1.5

The criteria consider a wider range of factors relating to each path which collectively facilitates a comprehensive and balanced approach. Some of the criteria are closely linked whilst others are discrete and separate.

[APPENDIX 2](#) of this report lists all the Core Paths ordered in relation to the reference codes to allow for ease of cross referencing with the Core Paths Plan Maps. The table shows how all the Core Paths were scored against the criteria on a range from 1 to 5. An aggregate overall score for each path determines the overall priority that should be attributed to that particular path.

[APPENDIX 3](#) shows how the total overall scores have been ranked into 3 distinct scoring ranges and colour coded as follows:

Top score range (red)–definitely to be taken forward.

Mid-range (yellow)-possibly.

Low range (green)-unlikely.

The scorings have been based on an empirical assessment where possible but inevitably elements of subjectivity have applied based on limitations of current knowledge. It is accepted that for some of the criteria opinions on scores may differ. To facilitate a more rigorous and robust approach the scorings have been carried out in conjunction with the Moray Local Outdoor Access Forum (MLOAF) to achieve a balanced consensus that has taken the range of views from across the outdoor access community into account.

The specific criteria used in [APPENDIX 2](#) and [APPENDIX 3](#) and explanation of what each involved is expanded upon below:

Demand/Need

Low 1 to 5 high

Consideration of demand is based on the current understanding of the level of public interest in the path being improved and sustained through better management. The assessment of need relates to how much the improvements are needed deduced from the current state of the path and condition of the infrastructure. Both these elements are considered together to achieve an overall score.

Community Linkage

Low 1 to 5 high

This related to a greater priority being given to paths which link between separate settlements or which have good links within areas of the principle towns. This is considered important to maximise the multiple benefits to be derived from the Core Paths Network.

Deliverability

Low 1 to 5 high

It is important to assess how easy the path will be to improve and develop based on consideration of factors like private landowner position, public ownership easier to implement, topographic constraints, access for vehicles and equipment, remoteness. 5 score relates to the easiest to improve paths.

Best Value

Low 1 to 5 high

Weighting score x 1.5

This does not just consider likely costs but also considers potential benefits to be derived. A path which would be expensive to develop and would derive limited benefits would get a low score. At this stage there are no detailed costings but there is enough info on the physical nature of the paths and the related features to get an indication of whether any path would be expensive or inexpensive to develop.

Multi-user Potential

Low 1 to 5 high

The main thrust of this action plan is to make the Core Paths network as accessible as possible within the given constraints to the wide range of persons covered by responsible access rights under the access legislation i.e. horse riders, wheeled users and pedestrians. A higher score will therefore be given to paths that with improvement and better management have the greatest potential to facilitate multi use which will derive the greatest range of benefits.

Usage/Popularity

Low 1 to 5 high

Some of the Core Paths have user counters installed which have been used to determine usage and by implication popularity. On many of the paths user figures are not recorded so the assessment is based on anecdotal evidence of path usage and physical evidence such as path width and surface wear particularly useful for the routes with natural surfaces.

Economic/Tourism Benefits

Low 1 to 5 high

Some paths will have greater economic/tourism value particularly strategic routes linking across Moray, those in scenic areas and those which link features of interest such as distilleries/viewpoints/historic and cultural sites.

Health Benefits

Low 1 to 5 high

This is somewhat difficult to assess based on the absence of empirical evidence as all path usage will have health benefits to some degree. It has been deduced that the greatest potential will be derived from the easy to access well used paths near to or within centres of population. Also greater priority is given to paths which are part of a route currently promoted as a 'health walk'.

Strategic Importance

Low 1 to 5 high

This relates to an assessment of how important the strategic value of the path is in terms of active travel and multi-use, settlement linkage, tourism value and integration across the Moray area. Whilst these aspects are already being assessed individually this considers how they work together collectively in relation to the path. Included in this is consideration of whether the path displays and links the best landscapes and features of interest that Moray has to offer.

Social Inclusion Potential

Low 1 to 5 high

This will be greatest for paths which physically relate to known areas of social deprivation, low incomes, poor health etc. where the paths provide a free facility available to all. Indicators such as SIMD (Strategic Index of Multiple Deprivation) have been taken into account.

Environmental Impact

Negative 1 to Positive 5

This relates to the perceived sensitivity of the environment through which the paths pass where any improvements potentially may have negative impacts. The scores take account of formal environmental designations, landscape value, and ecological value. Whilst any path project would not necessarily have a 'positive' impact, a high score here reflects that the environment has little or no sensitivity in terms of any path improvements that might be carried out.

Overall Path Condition

Excellent 1

Good 2

Satisfactory 3

Poor 4

Very Poor 5

Weighting score x 2

This assessment has been derived from the audit that was carried out for the whole network which determined what the main issues were in relation the path features outlined in section x above. This also included recording 'missing features'. Generally speaking the greater the number of issues recorded the more priority should be given to that particular path. This score is however is also an overview of the whole path condition which has ultimately involved a degree of subjectivity by the path auditor in the assessment.

Accessibility Development Potential

High existing accessibility/Low development potential – 1

Medium existing accessibility/Low development potential – 1

Low existing accessibility/Low development potential – 2

High existing accessibility/High development potential -3

Medium existing accessibility/High development potential -4

Low existing accessibility/High development potential -5

Weighting Score x 1.5

This is an assessment of the relationship of the existing accessibility of the path relative to its potential to be improved through development. This is a key consideration in determining which paths to prioritise given that improving accessibility is the overall objective of this core paths initiative. Absolute priority is therefore given to paths which currently have low accessibility but have the greatest potential to resolve this through development.

6. RTIF STRATEGIC PATHS PLAN – RELATIONSHIP WITH THIS ACTION PLAN

The Strategic Tourism Infrastructure Development Plan, Moray Routes: Bright Futures was agreed at the E D and I Committee on 7th February 2023.

The Plan funded through the Rural Tourism Infrastructure Fund (RTIF) explores opportunities to enhance the six long distance walking/ active travel routes in rural Moray. This would be targeted towards delivery of significant long term benefits to the visitor experience, positively impacting the visitor economy and the local landscape, whilst also indirectly supporting the Moray Council Active Travel Strategy. These 'Moray Routes' which are all Core Paths comprise the network of key enabling walking and cycling leisure routes across Moray, which includes:

- Moray Way
- Speyside Way
- Dava Way
- Moray Coastal Trail
- Rothes Way
- Isla Way

The plan identifies key priorities in a package of measures for Moray Routes infrastructure over the medium term, defined as being within the next 5 years. The proposals included will support development of a network of routes that welcomes everyone who wants to walk, cycle and wheel, that improves interpretation and infrastructure. This is targeted towards providing visitors with opportunities to move through the landscape at their own pace, increasing the number and duration of visitor stays, and spending more in local economies. The plan creates a pipeline of potential projects for Moray to reduce the pressures on communities through improving tourist infrastructure and enhancing the visitor experience. Securing future rounds of RTIF funding to implement the projects is wholly dependent on having this Strategic Plan. The specific projects outlined in the Plan to be taken forward are summarised in the Table below.

Tier 1 projects are intended to be implemented first as strategic initiatives across all of the Moray Routes. Tier 2 projects would follow on relating to physical improvements to the paths infrastructure. These projects if developed in the next few years would resolve many of the issues already recorded along these Core Paths in the audit. The key factor here is to hold on any improvements on these Core Paths until a clearer picture emerges of funding and development timescales for the implementation of the identified RTIF projects.

Tier 1 Projects		
Project	Estimated Capital Cost	Description
1. Smart Destination	£102,450 - £111,450	This strategic project proposes to develop the use of sensors to generate real time user data to inform future maintenance and investment decisions, alongside creation of a visitor app to assist with the generation of data, while providing mapping, route information, and improving the quality of visitor stays.
2. Informed Destination	£87,000	The second strategic project identifies the need for installation of 17 interpretation hubs at key points around the Moray Routes network, to improve interpretation and provide visitor information.
Total Value Tier 1	£189,450 - £198,450	
Tier 2 Projects		
Project	Indicative Capital Cost	Additional Notes
3. Access for All	£73,500	Project in Findhorn on the Moray Coastal Trail. This would develop an all abilities path and viewing platform at the beach to alleviate current issues with access to the landscape for people with restricted mobility.
4. Venture up the Hill	£246,000	Project on Tomintoul Spur of the Speyside Way. The project will improve the safety and visitor experience of the route, as it crosses and travels alongside roads, as well as the construction of a new viewpoint in the vicinity of the summit of
5. Link to the Trails	£450,000	Project on Dufftown Spur of the Speyside Way. The proposed works will seek to secure existing land slips and provide a safe route, alongside maintenance of the Fiddich and Newton bridges, with enhancements to existing path surfaces.
6. Distilleries Trail	£72,000 - £79,500	Project on Rothes Way Spur of the Speyside Way. The proposals are to provide support in the creation of the Rothes Way, as a new multi-use route that the community of Rothes is seeking to establish, linking Rothes with Craigellachie and the established Speyside Way.
7. Historic Connections	£112,500	Project at Dallas Dhu on the Dava Way. This project proposes to create an all abilities access path onto the Dava Way from Dallas Dhu to enhance the experience for visitors and people living in the communities in the nearby new housing developments.
8. Coastal Connections	£187,500	Project at Spey Bay on the Moray Coastal Trail. Proposals will deliver route enhancements and

		improve the signage of this unique section of the Moray Routes, which combines the Moray Coastal Trail and Speyside Way. This will provide a link via the old railway line to Portgordon and beyond to Buckie,
Total Value Tier 2	£1,141,500 - £1,148,500	

Moray Core Paths Action Plan 2023-2024 Appendix 1 path Features Issues Defects Extract

	Barrier to Access	Bollard	Condition	Drainage	Fencing	Finger Post	Other	Revetment	Sign - Advisory	Sign – Informatio	Sign- Warning	Uneven Surface	Vegetation Encroachment	Way Marker	Wet Surface	Number	Muddy When Wet	Grand Total
CCP23	3				2	3					2	22	6	8		45	7	98
CCP23 – Califer Hill Path																		
RAFFORD																		
Missing					2	3					2			8				15
Missing Feature Type					2	3					2			8				15
Needs Replacing																9		9
Ditch - (Open)																4		4
Earth - (Muddy When Wet)																2		2
Fence																2		2
Other																1		1
Poor																36		36
Ditch - (Side Let)																1		1
Earth																7		7
Earth - (Muddy When Wet)																3		3
Fence																5		5
Fingerpost																2		2
Gate																1		1
General Waste																1		1
Grass - Muddy When Wet)																1		1
Mapboard																1		1
Other																9		9
Sealed Surface - (Narrow)																1		1
Steep Slope																1		1
Warning																3		3
Yes	3											22	6				7	38
Aggregate - (Narrow)												1	1					2
Earth												8					1	9
Earth - (Muddy When Wet)	2											4					5	11
Fence	1																	1
Grass												2						2
Grass - Muddy When Wet)												1					1	2
Public Road - (Narrow)												1						1
Sealed Surface - (Narrow)													1					1
Sealed Surface (Wide)													2					2
Vehicle Track - (Aggregate)												5	2					7

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Multit-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High
	30	1	1	2	2	1	3	4	4	3	2	2	1	1
CCP01 – Brodie Castle Trail														
BRODIE														
This route has good quality paths but requires waymarkers to navigate the route. There are a few muddy sections requiring attention and the road crossing near the pond could do with tactile paving. A small footbridge may be slippery in the wet and would be better replaced with a culvert.	20	1	1	2	2	1	3	4	4	3	2	2	1	1

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Overall Account											
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
Best Value 1 Low - 5 High X 1.5 Weighting											
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance	1 low - 5 High	2	2	5	4	5	52.5			
	Social Inclusion Potential	1 Low - 5 High	2								
	Muilt-User Potential	1 Low - 5 High	3								
	Usage/Popularity	1 Low - 5 High	3								
	Econimic/Tourism Benefits	1 Low - 5 High	3								
	Environmental Impact	1 Negative - 5 Positive	4								
	Health Benefits	1 Low - 5 High	3								
	Deliverability	1 Low - 5 High	3								
	Community Linkage	1 Low - 5 High2	3								
	Demand/Need	1 Low - 5 High	3								
CCP03											
CCP03 – Fairyhills Wood Path											
ALTYRE											
This route is overgrown with gorse and broom and most of the route is also muddy. There are quite a few barriers to access due to the encroaching vegetation and wet areas. Safety signage at the quarry has encroaching vegetation and needs cleared. There are no waymarkers. A fingerpost and several waymarkers required to navigate the various paths in the woodlands. Despite the issues, the path appears well used.											

<p style="text-align: center;">Moray Core Paths Action Plan 2023-2024</p> <p style="text-align: center;">Appendix 2: Core Path Selection Criteria Scorings</p>
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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CCP05	2	3	2	3	3	2	2	4	2	3	2	2	1	34.5
CCP05 – Lochyhill Path														
FORRES														
This straight route runs on tarmac. There is encroaching vegetation at the edges, however this could affect the quality of the path in Summer and may require a cut/strim. Two fingerposts required each side and a motor vehicles warning sign needs replaced.														

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account										
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High
	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High									
CCP06	2	2	2	2	3	3	3	2	2	3	3
CCP06 – Enterprise Park Circular Path											
FORRES											
A good network of aggregate and tarmac paths. Some additional waymarkers required. One seat is wobbly and needs replaced. Some dropped kerbs are missing tactile paving. At the road crossings there are missing Give Way advisory signs for cyclists, however it is a bit confusing where the cycle paths start/end. There is one section of aggregate path where encroaching moss needs scraped back. There are several short muddy areas on the aggregate paths. There are a few trees in need of attention however the woodlands appear to have regular maintenance. The waymarker mapboards need a clean before some become unreadable.											

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High	
43.5	4	3	3	3	3	2	2	3	3	3	3	2	CCP07
													CCP07 – New Forres Link
													FORRES
													Half this route runs on a public road with no issues. The other half is muddy and overgrown and a barrier to access. The section alongside the fields has encroaching gorse and is muddy, this narrow path is a barrier to access. The track through the woodlands is muddy and there are dead branches above the path that needs further assessment. Waymarkers required for this route, some can be incorporated into missing feature fingerposts with neighbouring paths.

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Multi-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High2											
	Demand/Need 1 Low - 5 High											
	CCP10	2	3	3	3	3	1	2	3	3	2	2
	CCP10 – Pilmuir Road West											
	FORRES											
	This route runs on public road pavements. There are no waymarkers, waymarkers required can be fitted to lamp posts. The main issue on this route is encroaching vegetation. There is a hedge, branches and gorse to be cut back and grass at a wire fence that may need spraying. There are two raised kerbs as barriers and two dropped kerbs missing tactile paving.											

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Muilt-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High	
37	1	3	3	3	4	3	1	3	3	2	4	1	CCP11
													CCP11 – Pilmuir Cycle Path
													FORRES
27	4	3	3	3	4	3	4	3	3	3	4	4	This route runs on tarmac paths. Waymarkers are required on this route as well at tactile paving at road crossings and Give Way signage. A blue pedestrian and cyclist sign at Bainaferry Road is facing the wrong direction and there are 2 narrow bollards on the path at this area. There is encroaching vegetation in the Northern woodland area and this area also has no street lighting.

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account															
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting															
Best Value 1 Low - 5 High X 1.5 Weighting															
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting															
Strategic Importance 1 low - 5 High															
Social Inclusion Potential 1 Low - 5 High															
Mult-User Potential 1 Low - 5 High															
Usage/Popularity 1 Low - 5 High															
Economic/Tourism Benefits 1 Low - 5 High															
Environmental Impact 1 Negative - 5 Positive															
Health Benefits 1 Low - 5 High															
Deliverability 1 Low - 5 High															
Community Linkage 1 Low - 5 High2															
Demand/Need 1 Low - 5 High															
	CCP13	1	4	1	3	3	1	3	4	2	3	1	0	1	28.5
	CCP13 – Grantown Road Cycle Path														
	FORRES														
	This route runs on good tarmac paths with street lighting. Waymarkers required on route. There are several road crossings missing Give Way signage and tactile paving. A couple of areas are confusing on the route. The section from the junction at Gran	1	4	1	3	3	1	3	4	2	3	1	0	1	28.5

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account												
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting												
	Best Value 1 Low - 5 High X 1.5 Weighting												
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting												
	Strategic Importance 1 low - 5 High												
	Social Inclusion Potential 1 Low - 5 High												
	Multi-User Potential 1 Low - 5 High												
	Usage/Popularity 1 Low - 5 High												
	Economic/Tourism Benefits 1 Low - 5 High												
	Environmental Impact 1 Negative - 5 Positive												
	Health Benefits 1 Low - 5 High												
	Deliverability 1 Low - 5 High												
	Community Linkage 1 Low - 5 High2												
	Demand/Need 1 Low - 5 High												
	CCP14	1	2	1	3	1	2	3	1	3	1	2	26.5
	CCP14 – Kinloss Wetlands Path												
	KINLOSS												
Half this route is mostly wet and muddy with encroaching vegetation. The other half is very wet, overgrown and a barrier to access. The route requires waymarkers and the bird hide area needs a new picnic table. The small bridge is in poor condition and could be replaced with a culvert. A raised aggregate walkway or similar required to raise the path above the water table although NatureScot likely to resist this due to environmental sensitivity of the location.													

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account										
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High
	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High									
CCP15	2	2	2	2	2	3	3	3	3	2	2
CCP15 – Mosset Flood Track											
FORRES											
<p>This route has no waymarkers. Fingerposts and waymarkers required. If livestock will ever be in the grounds, livestock warnings required and close the gate signs. There are a few muddy sections on the vehicle track and encroaching vegetation towards the Southern section. The two gates at the cattle grids do not self-close and the pin strainers need replaced. This route has the potential to be all ability access, however narrow aggregate at the gates needs attention. A dedicated parking area for disabled access would also be required. One of the gates at the parking area is unlocked, the parking area blocks access to this unlocked vehicle gate</p>											

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account										
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High
	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High									
CCP16	1	4	1	3	2	4	1	3	4	2	1
CCP16 – Ferrylea Cycle Link											
FORRES											
<p>This route runs on new wide tarmac cycle lane pavements. There are tactile paving missing at the west end A940 road crossing. There are no waymarkers on the route, waymarkers are required and can be located on lamp posts. There are 8 road crossings on this route and all 8 are missing Give Way signage for cyclists, this can be incorporated into bollards as has been the case on other new cycle paths in Elgin.</p>											

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account															
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting															
Best Value 1 Low - 5 High X 1.5 Weighting															
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting															
Strategic Importance 1 low - 5 High															
Social Inclusion Potential 1 Low - 5 High															
Mult-User Potential 1 Low - 5 High															
Usage/Popularity 1 Low - 5 High															
Economic/Tourism Benefits 1 Low - 5 High															
Environmental Impact 1 Negative - 5 Positive															
Health Benefits 1 Low - 5 High															
Deliverability 1 Low - 5 High															
Community Linkage 1 Low - 5 High2															
Demand/Need 1 Low - 5 High															
	CCP17	2	3	2	3	3	3	3	3	3	3	1	2	1	34.5
	CCP17 – Greshop to Station Link														
	FORRES														
	This short path runs on wide public road pavement. Waymarkers are required at each end on lamp posts. Most of the route appears to have encroaching vegetation in the summer and this may need to be cut back further by roads maintenance. There are some branches encroaching quite badly on a short section that need pruned as well. If this is to be a cycle path then appropriate signage will be required.														

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Multi-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CCP18	1	3	2	3	3	4	3	3	2	4	1	33
CCP18 – Waterford Cycle Link												
FORRES												
This route runs on public wide pavements and has street lighting. Signage indicating the end of the cycle path at the A96 end required and signage indicating the route is a cycle path required at the North end at Waterford Road. There is a broken fingerpost near the A96 junction, this may be redundant with the metal fingerpost nearby.												

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Multi-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CCP21	2	2	3	2	3	3	3	3	3	1	3	35.5
CCP21 – Woodside Track - Rafford												
RAFFORD												
Short route from Rafford to Dava Way. Addressing drainage and encroaching vegetation would improve access.	2	2	3	2	3	3	3	3	3	1	3	35.5

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Multi-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CCP22	2	3	3	2	3	2	2	3	2	2	3	40.5
CCP22 – Granary Loop Track - Rafford												
RAFFORD												
A fairly level path that is well used. Surfacing and drainage issues, could offer a good level of accessibility if improved.	2	3	3	2	3	2	2	3	2	2	3	40.5

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account												
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Multit-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High2											
	Demand/Need 1 Low - 5 High											
CCP25												
CCP25 - Blervie Wood Path - Rafford												
RAFFORD												
A short woodland path that requires some vegetation cut back, waymarking and some muddy sections addressed. 3 dead trees need further inspection. At the side of the path, a few metres away, there is a barbed wire fence with barbed wires going down to ground level. Although vertical markers bars are present at intervals, still a risk dog/person could run into fence.												

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CCP26	1	1	2	2	3	2	3	3	2	2	3	2	1	31.5
CCP26 – Tarryblake Path														
ROTHIEMAY														
This path needs some maintenance to address drainage issues and pruning of vegetation. Waymarkers and better access at the car park would help. Still limited by the hilly terrain.	1	1	2	2	3	2	3	3	2	2	3	2	1	31.5

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High														
Demand/Need 1 Low - 5 High														
CCP28	0	3	2	2	4	1	2	3	2	2	1	0	1	24.5
CCP28 – Carsehill Path														
ALVES														
Path link to A96 bus stop. Good tarmac surface.	0	3	2	2	4	1	2	3	2	2	1	0	1	24.5

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	Overall Account							
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	4							
Best Value 1 Low - 5 High X 1.5 Weighting	3							
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	4							
Strategic Importance 1 low - 5 High	2							
Social Inclusion Potential 1 Low - 5 High	3							
Muilt-User Potential 1 Low - 5 High	2							
Usage/Popularity 1 Low - 5 High	3							
Economic/Tourism Benefits 1 Low - 5 High	2							
Environmental Impact 1 Negative - 5 Positive	3							
Health Benefits 1 Low - 5 High	3							
Deliverability 1 Low - 5 High	3							
Community Linkage 1 Low - 5 High ²	3							
Demand/Need 1 Low - 5 High	2							
	CCP29							
	CCP29 – Milntonduff Wood Paths							
	MILTONDUFF							
These paths are very overgrown and muddy in places and is easy to get lost in due to the numerous paths. There are also no waymarkers and the paths are used by horses meaning the surfaces are getting churned up. Despite this, the paths seem to have plenty people using them. There are two steep slopes that may requires a handrail/steps and a couple of gates that could be removed.								

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		Overall Account	
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting		4	48
Best Value 1 Low - 5 High X 1.5 Weighting		4	4
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting		4	4
Strategic Importance 1 low - 5 High	2		2
Social Inclusion Potential 1 Low - 5 High	3		3
Mult-User Potential 1 Low - 5 High	2		2
Usage/Popularity 1 Low - 5 High	3		3
Economic/Tourism Benefits 1 Low - 5 High	3		3
Environmental Impact 1 Negative - 5 Positive	3		3
Health Benefits 1 Low - 5 High	3		3
Deliverability 1 Low - 5 High	3		3
Community Linkage 1 Low - 5 High2	3		3
Demand/Need 1 Low - 5 High	3		3
	CCP30		
	CCP30 – Dallas Wood Paths		
	DALLAS		
Routes need vegetation cleared and waymarkers. Replacing the old short bridge with a culvert would improve access. An inspection of the trees would also be required to identify any maintenance.			48

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Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														

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Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CCP33	2	3	2	3	3	4	3	3	2	2	4	1	4	42.5
CCP33 – Ladyhill Path														
ELGIN														
This route has an overgrown aggregate path that needs widened. Barrier fences at steep banks would improve safety. Waymarkers required and a parking area with a dedicated disabled parking space would improve access. Lighting would allow better access at night/winter.														

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account														
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
	Best Value 1 Low - 5 High X 1.5 Weighting														
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
	Strategic Importance 1 low - 5 High														
	Social Inclusion Potential 1 Low - 5 High														
	Mult-User Potential 1 Low - 5 High														
	Usage/Popularity 1 Low - 5 High														
	Economic/Tourism Benefits 1 Low - 5 High														
	Environmental Impact 1 Negative - 5 Positive														
	Health Benefits 1 Low - 5 High														
	Deliverability 1 Low - 5 High														
	Community Linkage 1 Low - 5 High2														
	Demand/Need 1 Low - 5 High														
	CCP34	1	4	0	3	4	1	3	4	2	3	1	0	1	28.5
	CCP34 – Hamilton Gardens Cycle Path														
	ELGIN														
	This new route runs on new tarmac pavements. Give Way signage incorporated into a bollard required at road crossings, this would make crossings consistent across Elgin. Fingerposts required at each end and additional waymarkers required. All of the current waymarkers are one sided only. Some tactile paving missing and encroaching vegetation at the Covesea Road end.														

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account												
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	1	25.5											
Best Value 1 Low - 5 High X 1.5 Weighting	0												
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	1												
Strategic Importance 1 low - 5 High	3												
Social Inclusion Potential 1 Low - 5 High	2												
Muilt-User Potential 1 Low - 5 High	4												
Usage/Popularity 1 Low - 5 High	2												
Economic/Tourism Benefits 1 Low - 5 High	1												
Environmental Impact 1 Negative - 5 Positive	3												
Health Benefits 1 Low - 5 High	2												
Deliverability 1 Low - 5 High	1												
Community Linkage 1 Low - 5 High2	3												
Demand/Need 1 Low - 5 High	1												
	CCP35	1	3										
	CCP35 – Spynie Cycle Link												
	ELGIN												
	This route runs on new tarmac pavements and surfaces. The route is lacking tactile paving at road crossings and Give Way signage. There are two raised kerbs as barriers and the metal barriers across the path are narrow for wheelchairs. The lane near Spynie Care home has encroaching vegetation. The route requires waymarkers.												

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Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Econimic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CCP37	2	3	2	3	3	1	3	2	3	1	4	2	5	41.5
CCP37 – Lesmurdie Link Path														
ELGIN														
This route has a steep bank that will always limit access. The set of steps at Lesmurdie Road need maintenance and have encroaching vegetation. The path to the River Lossie is overgrown and muddy and a barrier to access in the worst section. There is a short, steep, uneven section of path at the River Lossie where the route meets CP-EG25, here the path requires resurfacing with possibly a ramp and handrail. There are no waymarkers, two fingerposts required and maybe an additional waymarker. There are a number of dead trees around the path requiring further assessment.														

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Appendix 2: Core Path Selection Criteria Scorings

Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting													
Best Value 1 Low - 5 High X 1.5 Weighting													
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting													
Strategic Importance 1 low - 5 High													
Social Inclusion Potential 1 Low - 5 High													
Mult-User Potential 1 Low - 5 High													
Usage/Popularity 1 Low - 5 High													
Economic/Tourism Benefits 1 Low - 5 High													
Environmental Impact 1 Negative - 5 Positive													
Health Benefits 1 Low - 5 High													
Deliverability 1 Low - 5 High													
Community Linkage 1 Low - 5 High2													
Demand/Need 1 Low - 5 High													
	CCP39	2	3	3	3	4	1	2	3	3	2	4	43
	CCP39 – Institution Path												
	ELGIN												
	This historic route is well hidden. It requires waymarkers/fingerposts at either end. The path has street lighting but has some badly overgrown areas from neighbouring properties affecting the lights and the path. The route has uneven cobbles at one end that may limit access. The path has aggregate for most of the route with muddy sections. There are several walls either side of the path that are showing deterioration and require further assessment. Pruning back vegetation and resurfacing would improve access.												

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Overall Account															
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting															
Best Value 1 Low - 5 High X 1.5 Weighting															
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting															
Strategic Importance 1 low - 5 High															
Social Inclusion Potential 1 Low - 5 High															
Mult-User Potential 1 Low - 5 High															
Usage/Popularity 1 Low - 5 High															
Economic/Tourism Benefits 1 Low - 5 High															
Environmental Impact 1 Negative - 5 Positive															
Health Benefits 1 Low - 5 High															
Deliverability 1 Low - 5 High															
Community Linkage 1 Low - 5 High2															
Demand/Need 1 Low - 5 High															
	CCP42	1	4	0	3	4	1	3	4	2	1	1	0	1	26.5
	CCP42 – Birnie Road Cycle Path														
	ELGIN														
	This path is new and has easy access. Waymarkers required at both ends.														
	Lampposts along whole route	1	4	0	3	4	1	3	4	2	1	1	0	1	26.5

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
CCP43	1	4	1	3	4	1	3	4	1	1	1	29
CCP43 – Southfield Cycle Path												
ELGIN												
This route runs on public roads and wide pavements. Waymarkers are required. There are a number of road crossings that would require cyclists on this route to give way, signage for this required.												
	1	4	1	3	4	1	3	4	1	1	1	29

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account												
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	1												
Best Value 1 Low - 5 High X 1.5 Weighting	5												
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	4												
Strategic Importance 1 low - 5 High	2												
Social Inclusion Potential 1 Low - 5 High	2												
Mult-User Potential 1 Low - 5 High	2												
Usage/Popularity 1 Low - 5 High	4												
Economic/Tourism Benefits 1 Low - 5 High	4												
Environmental Impact 1 Negative - 5 Positive	3												
Health Benefits 1 Low - 5 High	3												
Deliverability 1 Low - 5 High	5												
Community Linkage 1 Low - 5 High2	1												
Demand/Need 1 Low - 5 High	4												
	CCP46												
	CCP46 – Millbuies Paths												
	FOGWATT												
	The hilly terrain at Millbuies will always limit access. There are however some uneven sections that are barriers on the north side if the water that are badly worn with exposed roots. This north side path also has some steep banks requiring fencing. The short bridges/boardwalks need repairs and could be replaced by culverts. 2 of the bridges are getting old and would benefit from a replacement. Several dead trees need removed and some encroaching vegetation. There are a few muddy sections that need attention. Waymarkers required to follow the core path and safety signage and lifesaving rings required. The path from the car park to the pond has the potential to be all ability with some work.												

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account										
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High
	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High									
CCP48	1	3	1	4	2	4	2	3	3	3	31
CCP48 – Loch Oire A96 Cycle Path											
MOSSTODLOCH											
<p>This popular route runs on public roads and pavements and tarmac. Some maintenance is required. Additional waymarkers required and Give Way signage and blue cycle/pedestrian signs at road crossings. There are some sections with encroaching vegetation that needs maintained and muddy areas. There are a number of dead trees requiring further assessment and two near Loch Oire that have been reported to roads department. The public road pavement from the petrol station to just before Baxters is too narrow for cyclists and pedestrians to pass.</p>											

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Moray Core Paths Action Plan 2023-2024															
Appendix 2: Core Path Selection Criteria Scorings															
	Overall Account														
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
	Best Value 1 Low - 5 High X 1.5 Weighting														
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
	Strategic Importance 1 low - 5 High														
	Social Inclusion Potential 1 Low - 5 High														
	Multi-User Potential 1 Low - 5 High														
	Usage/Popularity 1 Low - 5 High														
	Economic/Tourism Benefits 1 Low - 5 High														
	Environmental Impact 1 Negative - 5 Positive														
	Health Benefits 1 Low - 5 High														
	Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High															
Demand/Need 1 Low - 5 High															
CCP51	3	3	3	3	3	2	3	3	3	3	2	4	3	5	48
CCP51 – Slackend Path															
PORTGORDON															
A short path with overgrown grass and soft sand limiting access. With tarmac surfaces at either end, access for buggies and wheelchairs would be possible if route was re-surfaced. However blown sand from nearby field will need addressed.															
	2	2	2	2	2	2	2	2	2	2	2	4	2	5	48

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Overall Account				
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	5			41
Best Value 1 Low - 5 High X 1.5 Weighting	3			
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	3			
Strategic Importance 1 low - 5 High	2			
Social Inclusion Potential 1 Low - 5 High	2			
Muilt-User Potential 1 Low - 5 High	3			
Usage/Popularity 1 Low - 5 High	2			
Economic/Tourism Benefits 1 Low - 5 High	2			
Environmental Impact 1 Negative - 5 Positive	2			
Health Benefits 1 Low - 5 High	2			
Deliverability 1 Low - 5 High	3			
Community Linkage 1 Low - 5 High2	2			
Demand/Need 1 Low - 5 High	3			
	CCP52			
	CCP52 – Clochan Right of Way			
	CLOCHAN			
A short grassy path that has drainage issues at one end creating a barrier to access. In dry weather the path is ok, however regular maintenance is required to stop grass blocking path. Adding drainage and a smooth aggregate/tarmac path would increase the accessibility and reduce maintenance.				41

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Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
	CCP53													
	CCP53 – Reservoir Path													
	PORTKNOCKIE													
	Half of track is unsurfaced and overgrown and this limits access. With tarmac street at one end, this path could allow better access. New t-shaped aggregate section could allow parking area if vehicles allowed on track.													

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Mult-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CCP54	2	3	1	3	3	2	3	4	3	2	2	33
CCP54 – Balnacoul Link Path												
MOSSTODLOCH												
With all ability access on 90% of the route, the overgrown grassy section that joins the B9015 is a barrier. A popular route that needs maintenance.	2	3	1	3	3	2	3	4	3	2	2	33

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		Overall Account					
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting		1					
Best Value 1 Low - 5 High X 1.5 Weighting		1					
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting		3					
Strategic Importance 1 low - 5 High		1					
Social Inclusion Potential 1 Low - 5 High		2					
Mult-User Potential 1 Low - 5 High		3					
Usage/Popularity 1 Low - 5 High		3					
Economic/Tourism Benefits 1 Low - 5 High		2					
Environmental Impact 1 Negative - 5 Positive		3					
Health Benefits 1 Low - 5 High		3					
Deliverability 1 Low - 5 High		1					
Community Linkage 1 Low - 5 High2		3					
Demand/Need 1 Low - 5 High		1					
		CCP55					
		CCP55 – Seafield Farm Track					
		CULLEN					
Route will always limit access due to steep slope. However work is needed to address muddy tracks, old fences and adding waymarkers. Barriers in the town area around the metal fences and bin to be addressed.							

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Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High														
Demand/Need 1 Low - 5 High														
CCP56	2	3	2	3	3	2	3	2	3	1	4	2	5	42.5
CCP56 – Littlehill Circular Path														
NEWMILL														
Improving/adding drainage and surfaces on the unsurfaced vehicle track and on Hill Street would make half the route more accessible. However route is limited by hills on it's terrain.														
	2	3	2	3	3	2	3	2	3	1	4	2	5	42.5

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	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Multi-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CCP59	2	2	3	2	3	3	3	3	2	2	2	36
CCP59 – Meikle Balloch Hill Paths												
KEITH												
Path access is limited by the hilly terrain. First section is closed due to trees down from storm damage. Some water damage to the path and ditches further up the path. Maintenance required to manage wet areas and cut back vegetation along whole path. A lot of infrastructure has been installed on this path already such as culverts, aggregate and ditches.												

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Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting													
Best Value 1 Low - 5 High X 1.5 Weighting													
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting													
Strategic Importance 1 low - 5 High													
Social Inclusion Potential 1 Low - 5 High													
Mult-User Potential 1 Low - 5 High													
Usage/Popularity 1 Low - 5 High													
Economic/Tourism Benefits 1 Low - 5 High													
Environmental Impact 1 Negative - 5 Positive													
Health Benefits 1 Low - 5 High													
Deliverability 1 Low - 5 High													
Community Linkage 1 Low - 5 High2													
Demand/Need 1 Low - 5 High													
	CCP60	3	2	3	2	3	3	2	3	3	2	3	2
	CCP60 – Maisley Road												
	KEITH												
	Route is limited by terrain, some steep hills. However it is a useful, safe alternative to using the B9014 main road and could form part of a future off road Isla Way. Needs basic maintenance of clearing vegetation and adding waymarkers. 2 problem areas, blocking access- hazardous tree needs removed down from the farm on Maisley Road and confusion at the farm area where the path looks to go through private land. This area has two new vehicle gates on the path route. Golf course close by at start of this route.												

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Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting													
Best Value 1 Low - 5 High X 1.5 Weighting													
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting													
Strategic Importance 1 low - 5 High													
Social Inclusion Potential 1 Low - 5 High													
Mult-User Potential 1 Low - 5 High													
Usage/Popularity 1 Low - 5 High													
Economic/Tourism Benefits 1 Low - 5 High													
Environmental Impact 1 Negative - 5 Positive													
Health Benefits 1 Low - 5 High													
Deliverability 1 Low - 5 High													
Community Linkage 1 Low - 5 High2													
Demand/Need 1 Low - 5 High													
CCP62	2	2	3	2	3	3	2	2	2	2	2	1	31.5
CCP62 – Maltkiln Burn Path													
DUFFTOWN													
A short path with great views, a medium gradient hill climb that levels out. Mainly lacking signage for navigation and safety around vehicles, due to being next and on distillery land. Road crossing area at A941 is the most dangerous area, where a busy road meets a junction at the Distillery warehouses.												1	31.5

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Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
<div> <div>Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting</div> <div>Best Value 1 Low - 5 High X 1.5 Weighting</div> <div>Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting</div> <div>Strategic Importance 1 low - 5 High</div> <div>Social Inclusion Potential 1 Low - 5 High</div> <div>Mult-User Potential 1 Low - 5 High</div> <div>Usage/Popularity 1 Low - 5 High</div> <div>Economic/Tourism Benefits 1 Low - 5 High</div> <div>Environmental Impact 1 Negative - 5 Positive</div> <div>Health Benefits 1 Low - 5 High</div> <div>Deliverability 1 Low - 5 High</div> <div>Community Linkage 1 Low - 5 High2</div> <div>Demand/Need 1 Low - 5 High</div> </div>	37	1	3	4	2	2	2	2	2	3	2	3	2	
	CCP65													
	CCP65 – Knockando School Path													
	KNOCKANDO													
	<div>Steep hill section will always limit access. A short path but important for community to avoid busy road, church, school nearby. Resurfacing vehicle track with drainage and improving safety on tarmac track would improve access.</div> <div>Old bridge requires inspection to assess safety, will require work. A fingerpost will be required at the start of the path at the junction of the school and church-fingerpost finger can be added to the waymarker (missing feature) on CPN-SP20</div>													

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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		Overall Account			
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting		1			
Best Value 1 Low - 5 High X 1.5 Weighting		3			
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting		3			
Strategic Importance 1 low - 5 High		1			1
Social Inclusion Potential 1 Low - 5 High		2			2
Multi-User Potential 1 Low - 5 High		2			2
Usage/Popularity 1 Low - 5 High		2			2
Economic/Tourism Benefits 1 Low - 5 High		1			1
Environmental Impact 1 Negative - 5 Positive		3			3
Health Benefits 1 Low - 5 High		3			3
Deliverability 1 Low - 5 High		2			2
Community Linkage 1 Low - 5 High2		3			3
Demand/Need 1 Low - 5 High		3			3
		CCP66			
		CCP66 – Woolfies Brae			
		ABERLOUR			
Access will always be limited by steep tarmac sections. On the lower areas, steps, bollards and kerbs create barriers. Higher sections have encroaching vegetation and regular maintenance is required on this route.					

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

Overall Account															
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting															
Best Value 1 Low - 5 High X 1.5 Weighting															
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting															
Strategic Importance 1 low - 5 High															
Social Inclusion Potential 1 Low - 5 High															
Mult-User Potential 1 Low - 5 High															
Usage/Popularity 1 Low - 5 High															
Economic/Tourism Benefits 1 Low - 5 High															
Environmental Impact 1 Negative - 5 Positive															
Health Benefits 1 Low - 5 High															
Deliverability 1 Low - 5 High															
Community Linkage 1 Low - 5 High															
Demand/Need 1 Low - 5 High															
CCP67	3	2	3	2	3	2	3	2	3	2	1	4	3	5	43
CCP67 – Wood of Aberlour Path															
ABERLOUR															
A pleasant woodland path that needs some maintenance and upgrading. Access is limited by steep terrain, however improving drainage and waymarkers are easy fixes to a popular path. Replacing the kissing gate at Allachy Drive would allow better access.															

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Mult-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CCP69	1	1	1	1	3	2	2	3	1	1	1	22.5
CCP69 – Little Balloch Path												
CABRACH												
All vehicle tracks and access will always be limited by the hilly terrain, vehicle tracks however are good. Adding fingerposts and clarifying whether parking at end of track at entrance to Wind Farm track is possible would improve access.	1	1	1	1	2	2	2	2	1	1	1	22.5

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Multi-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
	CCP70	2	1	2	1	3	2	2	2	1	1	5
	CCP70 – Balloch Moss Path											
	CABRACH											
	Access will always be limited by hilly terrain. Route runs through the middle of a field where cattle and sheep graze, this is a barrier to access, especially if cattle are present. A double fenced route would stop the risk of mixing with livestock. Half of path runs on a very muddy track with poor drainage. The section through the grassy/earthy field has no defined path in places and will require livestock proof waymarkers.											

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting													
Best Value 1 Low - 5 High X 1.5 Weighting													
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting													
Strategic Importance 1 low - 5 High													
Social Inclusion Potential 1 Low - 5 High													
Mult-User Potential 1 Low - 5 High													
Usage/Popularity 1 Low - 5 High													
Economic/Tourism Benefits 1 Low - 5 High													
Environmental Impact 1 Negative - 5 Positive													
Health Benefits 1 Low - 5 High													
Deliverability 1 Low - 5 High													
Community Linkage 1 Low - 5 High2													
Demand/Need 1 Low - 5 High													
	CCP71	1	1	1	1	3	3	2	1	1	1	3	27
	CCP71 – Blackwater Track												
	CABRACH												
	Route will always be limited by the remote and hilly terrain, however good to cycle on mountain bike. Drainage needs improved/maintained on the vehicle tracks. Track runs close to a couple of steep banks that may require barriers. Waymarkers required.												
		1	1	1	1	3	3	2	1	1	1	3	27

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CCP72	1	1	1	1	3	3	2	1	1	3	4	2	5	35.5
CCP72 – The Roch Ford														
CABRACH														
Route access will always be limited by the hilly and remote terrain. However barriers such as gates that don't work, fords and overgrown sections could be easily improved. A very scenic route that can be partially be cycled by mountain bikes, could be fully available to horse riders and cyclists with improvements.														
	1	1	1	1	3	3	2	1	1	3	4	2	5	35.5

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

		Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High
		34	2	2	3	3	2	1	4	4	2	2	1	1	2
	CCP73 – Ben Rinnes Hill Path														
	GLENRINNES														
	Access is limited by the geography of the route. It is normal as a mountain path to have steep uneven sections. Access at the bottom is limited by limited available parking. The path requires a lot of regular maintenance especially nearer the top where a large amount of cross drains and steps have been installed. Raised cross drains do pose a trip hazard, however the uneven terrain is expected on a mountain path. The short length of this path does however bring many hill walkers on the route.														

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Multi-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-BK01	3	3	3	3	3	3	3	3	2	3	2	4
Gollachy Burn Path - Buckie												
Buckie												
Half of this route runs on tarmac surfaces and is in good condition. The other half has some very muddy earth and unsurfaced vehicle tracks. There is also encroaching vegetation on this northern section towards the A990. More waymarkers required and some existing ones are in poor condition. A steep bank requires a barrier down the slope towards the bridge near the A990. Some blocked ditches in this area is also making the path muddy.												

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings													
	Overall Account												
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting												
	Best Value 1 Low - 5 High X 1.5 Weighting												
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting												
	Strategic Importance 1 low - 5 High												
	Social Inclusion Potential 1 Low - 5 High												
	Multi-User Potential 1 Low - 5 High												
	Usage/Popularity 1 Low - 5 High												
	Economic/Tourism Benefits 1 Low - 5 High												
	Environmental Impact 1 Negative - 5 Positive												
	Health Benefits 1 Low - 5 High												
	Deliverability 1 Low - 5 High												
	Community Linkage 1 Low - 5 High												
	Demand/Need 1 Low - 5 High												
CPN-BK03	3	4	3	3	4	4	3	3	3	4	4	4	1 49.5
Laird's Way - Buckie													
Buckie													
Drainage and surfacing required on the farm track before the A98 to improve access. The path and bridge across the Burn of Buckie also needs work to improve access. Invasive Japanese knotweed may cause complications in undertaking work here. Waymarkers required along route. Fairly short path but easily access from Buckie.													

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CPN-BK04	2	4	3	3	3	4	3	4	3	4	2	2	1	41.5
NCN Route 1 - Buckpool to Findochty														
Buckie														
This is a long route and runs mostly on tarmac roads and paths. Some additional Give Way signage at road crossings required. There are some wet sections and encroaching vegetation near the golf course in need of attention. The route through Buckie is good. Some raised kerbs as barriers for pedestrians. There is a section of path at Linn Crescent next to the roundabout where bikes have to cycle onto coming traffic, this can be avoided if a new section of path goes 30m across a grass strip.														

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

Overall Account									
Accessibility / Development Potential	1 Low - 5 High	X 1.5 Weighting							
Best Value	1 Low - 5 High	X 1.5 Weighting							
Overall Path Condition	5 Poor - 1 Excellent	X 2 Weighting							
Strategic Importance	1 low - 5 High								
Social Inclusion Potential	1 Low - 5 High								
Mult-User Potential	1 Low - 5 High								
Usage/Popularity	1 Low - 5 High								
Economic/Tourism Benefits	1 Low - 5 High								
Environmental Impact	1 Negative - 5 Positive								
Health Benefits	1 Low - 5 High								
Deliverability	1 Low - 5 High								
Community Linkage	1 Low - 5 High	2							
Demand/Need	1 Low - 5 High	2							
			CPN-BK05	2	3	2	3	4	2
Seaview Road path - Buckie									
Buckie									
This route has no waymarkers and requires several to navigate the streets. The aggregate path near golf course is overgrown with gorse and has some muddy sections. Some raised kerbs as barriers along the street section.									

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	1											
Best Value 1 Low - 5 High X 1.5 Weighting	2											
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	2											
Strategic Importance 1 low - 5 High	2											
Social Inclusion Potential 1 Low - 5 High	3											
Muilt-User Potential 1 Low - 5 High	3											
Usage/Popularity 1 Low - 5 High	3											
Economic/Tourism Benefits 1 Low - 5 High	2											
Environmental Impact 1 Negative - 5 Positive	4											
Health Benefits 1 Low - 5 High	3											
Deliverability 1 Low - 5 High	2											
Community Linkage 1 Low - 5 High2	3											
Demand/Need 1 Low - 5 High	3											
						</						

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CPN-BK07	2	3	2	3	4	2	3	4	3	2	1	2	1	34.5
Barhill Road Path - Buckie														
Buckie														
This route requires waymarkers. Some raised kerbs as barriers and missing tactile paving at crossings, however this route runs on tarmac paths with good surfaces.	2	3	2	3	4	2	3	4	3	2	1	2	1	34.5

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account										
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting										
	Best Value 1 Low - 5 High X 1.5 Weighting										
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting										
	Strategic Importance 1 low - 5 High										
	Social Inclusion Potential 1 Low - 5 High										
	Mult-User Potential 1 Low - 5 High										
	Usage/Popularity 1 Low - 5 High										
	Economic/Tourism Benefits 1 Low - 5 High										
	Environmental Impact 1 Negative - 5 Positive										
	Health Benefits 1 Low - 5 High										
	Deliverability 1 Low - 5 High										
	Community Linkage 1 Low - 5 High										
	Demand/Need 1 Low - 5 High										
CPN-BK08		3	3	3	3	3	2	3	3	3	2
Mill of Buckie Path - Buckie											
Buckie											
About 50% of this route is muddy. The aggregate section near the roundabout has a lot of puddles and drainage issues. The new housing estate has drainage outlets onto the track and there are no ditches. There are also no street lights on this aggregate section. Waymarkers are required on this route.											

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High	
43	1	3	2	4	4	4	1	3	4	4	4	3	CPN-BK10
													Buckie High School Safe Routes
													Buckie
													This route runs on tarmac surfaces and has good access. Some encroaching vegetation and a leaning wire stock fence at the Highfield Road end needs attention. Some raised kerbs are barriers and dropped kerbs are missing tactile paving. The path from South Pringle Street to Duguid Street would benefit from street lighting. There is also a muddy section at Allhallows Lane. There are no waymarkers on this route, additional waymarkers can be accommodated on lamp posts.

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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[illegible]

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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[illegible]

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account														
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
	Best Value 1 Low - 5 High X 1.5 Weighting														
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
	Strategic Importance 1 low - 5 High														
	Social Inclusion Potential 1 Low - 5 High														
	Multi-User Potential 1 Low - 5 High														
	Usage/Popularity 1 Low - 5 High														
	Economic/Tourism Benefits 1 Low - 5 High														
	Environmental Impact 1 Negative - 5 Positive														
	Health Benefits 1 Low - 5 High														
	Deliverability 1 Low - 5 High														
	Community Linkage 1 Low - 5 High														
	Demand/Need 1 Low - 5 High														
	CPN-BK14	3	4	3	4	3	1	3	3	3	2	4	3	3	46
	Old Station Yard Path - Buckie														
	Buckie														
	<p>This route runs on tarmac paths with street lighting. The section up the hill has encroaching vegetation that is narrowing the path. There are old bollards on the path with missing and broken reflectors. This route requires way markers. There are two raised kerbs as barriers.</p> <p>This route has a notice about Sasha's Meadow at the southern end, grass cutting will have to be discussed with the community before anything is strimmed</p>														

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Mult-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-BK15		1	3	3	3	4	1	2	3	3	1	3
Cliff Terrace Paths - Buckie												
Buckie												
<p>Most of this route runs on public road pavements and are in good condition. However the section on grass from Linn Avenue to Linn Court is badly overgrown and a barrier to access, this section also has no street lighting.</p> <p>The aggregate track section that also runs on Linn Court has muddy sections on and the narrow aggregate path near Linn Court is mostly muddy.</p> <p>Waymarkers required in this route and several raised kerbs as barriers and dropped kerbs without tactile paving.</p>												

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account										
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting										
	Best Value 1 Low - 5 High X 1.5 Weighting										
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting										
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High	
CPN-BK16	1	3	3	3	3	1	3	3	3	3	31
Highland Yards Estate Route - Buckie											
Buckie											
A short path with a new car park area and houses. The route is not waymarked, several waymarkers required. Street lighting on the aggregate section would improve access .Aggregate path narrowed by grass at northern end.											
	1	2	2	2	2	1	2	2	2	2	21

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	4	3	4	3	3	4	3	4	3	1	1	39
Portessie Railway Path												
Buckie												
This route runs on tarmac paths. There are no waymarkers on the route, waymarkers required to navigate the route. The timber footbridge is slippery when wet and could do with new anti-slip deck boards. Give way signage required at the two road crossings and tactile paving. 70% of this route has street lighting, 2-3 additional lamp posts would improve access. Some encroaching vegetation to be cut back from lamp posts and from the Eastern side of route.												

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account													
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting													
	Best Value 1 Low - 5 High X 1.5 Weighting													
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting													
	Strategic Importance 1 low - 5 High													
	Social Inclusion Potential 1 Low - 5 High													
	Mult-User Potential 1 Low - 5 High													
	Usage/Popularity 1 Low - 5 High													
	Economic/Tourism Benefits 1 Low - 5 High													
	Environmental Impact 1 Negative - 5 Positive													
	Health Benefits 1 Low - 5 High													
	Deliverability 1 Low - 5 High													
	Community Linkage 1 Low - 5 High2													
	Demand/Need 1 Low - 5 High													
	CPN-BK19													
	Rathven Burn Link - Buckie													
	Buckie													
	This route is muddy and overgrown in places. Fencing is required at the steep edge to the water. This route will need strimmed annually to keep the route accessible. The steps at the bridge are badly overgrown and need vegetation removed. Waymarkers required at each end. This route has no street lighting, adding a light would improve access.													

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	4										
	Social Inclusion Potential 1 Low - 5 High	2										
	Mult-User Potential 1 Low - 5 High	3										
	Usage/Popularity 1 Low - 5 High	2										
	Economic/Tourism Benefits 1 Low - 5 High	2										
	Environmental Impact 1 Negative - 5 Positive	4										
	Health Benefits 1 Low - 5 High	2										
	Deliverability 1 Low - 5 High	3										
	Community Linkage 1 Low - 5 High	3										
	Demand/Need 1 Low - 5 High	1										
CPN-BK20		1	3	3	2	4	2	2	3	2	4	1
NCN Route 1 - Findochty												
Buckie												
As a cyclist this route runs on public roads and has one left turn junction. As a pedestrian there are 2 road crossings and several raised kerbs and dropped kerbs without tactile paving. Additional waymarkers required. Existing cycling waymarkers can get confusing as other routes branch off of this route.												
		1	3	3	2	4	2	2	3	2	4	1

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Mult-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-BK21	1	4	2	3	4	2	3	4	3	3	1	34
Buckie High Street												
Buckie												
This route runs on public pavements. There are some missing tactile paving at dropped kerbs and the road crossing at Cluny Square is unprotected and has raised kerbs.	1	4	2	3	4	2	3	4	3	3	1	34

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account															
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting															
Best Value 1 Low - 5 High X 1.5 Weighting															
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting															
Strategic Importance 1 low - 5 High															
Social Inclusion Potential 1 Low - 5 High															
Mult-User Potential 1 Low - 5 High															
Usage/Popularity 1 Low - 5 High															
Economic/Tourism Benefits 1 Low - 5 High															
Environmental Impact 1 Negative - 5 Positive															
Health Benefits 1 Low - 5 High															
Deliverability 1 Low - 5 High															
Community Linkage 1 Low - 5 High2															
Demand/Need 1 Low - 5 High															
	CPN-CU01	0	3	1	3	4	2	2	3	3	4	1	0	1	28.5
	NCN Route 1- Admiralty St Path - Pknocki														
	CULLEN														
	This route runs on public roads and pavements. As a cyclist the route is one tarmac street with no barriers. As a pedestrian there are 2 road crossings requiring tactile paving and one raised kerb as a barrier.														
		0	3	1	3	4	2	2	3	3	4	1	0	1	28.5

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	4	3	4	4	4	3	5	4	3	3	4	55
CPN-CU02												
NCN Route 1 - Portknockie to Cullen												
CULLEN												
This route runs on aggregate paths that are becoming very muddy in places. One third of the route at the western end has muddy sections. There is an overflowing ditch in one section adding drainage issues to the path. There is a muddy section at the far west of the route across Bridge Street in Portknockie, and from Bridge Street to the golf course. Some steep banks require fencing and grass is encroaching at the edges of the path narrowing the route.												

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings														
	Overall Account													
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	3												
	Best Value 1 Low - 5 High X 1.5 Weighting	3												
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	3												
	Strategic Importance 1 low - 5 High	4												
	Social Inclusion Potential 1 Low - 5 High	4												
	Mult-User Potential 1 Low - 5 High	4												
	Usage/Popularity 1 Low - 5 High	3												
	Economic/Tourism Benefits 1 Low - 5 High	4												
	Environmental Impact 1 Negative - 5 Positive	3												
	Health Benefits 1 Low - 5 High	4												
	Deliverability 1 Low - 5 High	4												
	Community Linkage 1 Low - 5 High2	4												
	Demand/Need 1 Low - 5 High	3												
		CPN-CU03												
	NCN Route 1 - Cullen to Lintmill													
	CULLEN													
	This route runs mostly on public roads and pavements. This route has a range of waymarkers on this route, some are for cyclists and other for walking, it can seem confusing at times. Extra waymarkers are required, it may require a review to optimise where they are placed. There are a few raised kerbs on this route. The roadside track to Lintmill is in need of maintenance as the path is narrowing and has encroaching branches in places.													

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

[illegible]

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
CPN-CU06	3	3	2	3	3	3	3	3	3	3	1	39
Cullen Coastal Path												
CULLEN												
This route runs on wide aggregate paths with good waymarking and all ability access. Some exposed steep drops need fencing. However the far east section is not all ability and has some muddy and uneven ground. Overall the majority of the route has good access.												

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	2	2	2	2	2	3	2	3	3	1	1	29
CPN-CU07												
Seaview Path - Cullen												
CULLEN												
This route will always have a limit to access due to its steep terrain. However the route runs mostly on tarmac surfaces and public roads and has street lighting and handrails on the steep section. Two fingerposts need replaced at the Logie Drive end and the steep path down to the harbour has a metal fence requiring repairs and some exposed rock/derelict building requiring further assessment for stability.												

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

Overall Account															
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting															
Best Value 1 Low - 5 High X 1.5 Weighting															
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting															
Strategic Importance 1 low - 5 High															
Social Inclusion Potential 1 Low - 5 High															
Mult-User Potential 1 Low - 5 High															
Usage/Popularity 1 Low - 5 High															
Economic/Tourism Benefits 1 Low - 5 High															
Environmental Impact 1 Negative - 5 Positive															
Health Benefits 1 Low - 5 High															
Deliverability 1 Low - 5 High															
Community Linkage 1 Low - 5 High2															
Demand/Need 1 Low - 5 High															
	CPN-DA01	2	3	2	3	3	4	4	4	3	4	2	2	1	40.5
	Dava Way - Mannachie Section														
	Dava Way														
	This route has a few muddy sections and encroaching grass narrowing the aggregate path on the section South of Mannachie Avenue. There is a steep bank requiring fencing at a bridge in the Southern Woodland section and some additional waymarkers required along the path. A fingerpost and mapboard at Mannachie Avenue have rot and are in poor condition. The route at Mannachie Avenue continues North to Forres High Street.														

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

		Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High
	CPN-DA03	38.5	1	2	2	4	2	4	3	4	3	2	3	2	3
	Dava Way - Drumine Section														
	Dava Way														
	Sections of track are becoming muddy and some barriers required at bridges and steep banks. Fencing repairs required to keep sheep off the track. At one end of this route near to CPN-DA02 there is an aggregate area that is being used as a car park, it is busy and allows easy access but could be developed with signage for both vehicles and cyclists walkers as vehicles pass walkers/on the path.														

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Multi-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-DA04	2	2	3	2	3	4	3	4	2	4	2	37.5
Dava Way - Longley Section												
Dava Way												
The route has some muddy sections of track that need addressed before they get any worse, they are not barriers to access but will not get better. There are also a number of bridges that require barriers due to the height of the exposed drop as well as some steep banks. A section of fence where cattle have been getting onto the path also need repairs.												

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CPN-DA05	2	2	3	2	3	4	2	3	2	4	2	3	1	37
Dava Way - Dunphail to Dava Section														
Dava Way														
Top of route has a diversion for cyclists and horses onto the busy A940. A mapboard and signage is present before entering and exiting Moray /Highland boundary. Sections of path require drainage and ditches dug. Barriers at steep banks and bridges required for safety with some very high drops exposed at bridges. Vegetation and pruning required along whole path. There is a lack of parking at the Dava end and information about where to park.														

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting													
Best Value 1 Low - 5 High X 1.5 Weighting													
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting													
Strategic Importance 1 low - 5 High													
Social Inclusion Potential 1 Low - 5 High													
Mult-User Potential 1 Low - 5 High													
Usage/Popularity 1 Low - 5 High													
Economic/Tourism Benefits 1 Low - 5 High													
Environmental Impact 1 Negative - 5 Positive													
Health Benefits 1 Low - 5 High													
Deliverability 1 Low - 5 High													
Community Linkage 1 Low - 5 High2													
Demand/Need 1 Low - 5 High													

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Multi-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High2											
	Demand/Need 1 Low - 5 High											
	CPN-EG02	1	0	3	2	2	3	3	4	2	2	2
	Torrieston Walks All Abilities trail											
	ELGIN											
This all ability path has high accessibility. A couple of dead trees near the path need further assessment. There is 1 bench and 1 picnic table with slight movement and the boardwalk could do with maintenance. A couple of muddy areas and encroaching vegetation but overall a very good path.												
		1	0	3	2	2	3	3	4	2	2	2

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Overall Account									
Accessibility / Development Potential	1 Low - 5 High	1.5 Weighting							
Best Value	1 Low - 5 High	X 1.5 Weighting							
Overall Path Condition	5 Poor - 1 Excellent	X 2 Weighting							
Strategic Importance	1 low - 5 High		3						
Social Inclusion Potential	1 Low - 5 High		3						
Muilt-User Potential	1 Low - 5 High		4						
Usage/Popularity	1 Low - 5 High		3						
Econimic/Tourism Benefits	1 Low - 5 High		3						
Environmental Impact	1 Negative - 5 Positive		3						
Health Benefits	1 Low - 5 High		3						
Deliverability	1 Low - 5 High		3						
Community Linkage	1 Low - 5 High	2	4						
Demand/Need	1 Low - 5 High		2						
CPN-EG03			40						
Lossie to Elgin Cycle Way									
ELGIN									
<p>This route runs on tarmac surfaces and is well used. Missing Give Way signage and tactile paving at road crossings would improve safety and access. Some patches of vegetation requiring to be maintained. Some new road crossings will be added after construction is complete at Findrassie. Existing waymarkers are mostly in one direction with one facing the wrong direction, additional waymarkers required. Footbridge at Findrassie has broken handrail. The path beyond Findrassie to Lossiemouth is aging and the tarmac section past the barrier bend beyond Findrassie has some lumpy sections and drainage issues. A water pipe on the larger footbridge needs taken off the walkway. Recent roadside side let ditches will drain water onto path, this is allowing wet areas to appear. An old fence runs along most of this path which is does not affect the path but is in poor condition.</p>									

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High
CPN-EG04	46	4	2	3	2	3	2	4	4	3	3	4	3	3
Quarrel Wood Paths - Elgin														
ELGIN														
The hilly terrain on this route will always limit access, however some sections of the path are uneven with raised roots and overgrown. The route requires waymarkers to navigate the core path route, there are many paths. Vegetation control and drainage needs addressed on many sections of the core path along with some very muddy sections. Several trees were reported to FLS for clearing.														

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

		Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High
			4	3	3	2	3	2	3	2	3	3	2	3	3
	CPN-EG05														
	Fairway Path - Elgin														
	ELGIN														
	Half of this route runs on a tarmac vehicle track the other is on a woodland path. This path requires waymarkers. Parts of this route are overgrown and muddy when wet and there are some uneven root sections. Maintenance is required on damaged barbed wire fences and golf course warning signs required. Resurfacing and cutting back vegetation would improve access.														

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting Best Value 1 Low - 5 High X 1.5 Weighting Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	3											
	Social Inclusion Potential 1 Low - 5 High	2											
	Muilt-User Potential 1 Low - 5 High	3											
	Usage/Popularity 1 Low - 5 High	3											
	Economic/Tourism Benefits 1 Low - 5 High	3											
	Environmental Impact 1 Negative - 5 Positive	3											
	Health Benefits 1 Low - 5 High	3											
	Deliverability 1 Low - 5 High	3											
	Community Linkage 1 Low - 5 High2	3											
	Demand/Need 1 Low - 5 High	3											
	CPN-EG06	3	3	3	3	3	3	3	3	3	4	3	4
	Old Railway Path - Elgin												
	ELGIN												
	Half of this route is very muddy when wet and a barrier to access. The other half still has muddy sections but is not as wet. Encroaching grass and broom needs maintained and a few dead branches need removed. Waymarkers required. Resurfacing and drainage would improve access.												

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CPN-EG08	3	3	4	3	3	3	4	3	3	2	4	3	4	49.5
Spynie Wood Paths - Elgin														
ELGIN														
This route is quite flat but half of it has a lot of muddy sections and encroaching vegetation. Waymarkers are required as it is quite easy to join one of the many side paths. This path could be all ability however some really muddy sections are barriers. Several trees on this section have been reported to FLS to assess further.														

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting													
Best Value 1 Low - 5 High X 1.5 Weighting													
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting													
Strategic Importance 1 low - 5 High													
Social Inclusion Potential 1 Low - 5 High													
Mult-User Potential 1 Low - 5 High													
Usage/Popularity 1 Low - 5 High													
Economic/Tourism Benefits 1 Low - 5 High													
Environmental Impact 1 Negative - 5 Positive													
Health Benefits 1 Low - 5 High													
Deliverability 1 Low - 5 High													
Community Linkage 1 Low - 5 High2													
Demand/Need 1 Low - 5 High													
CPN-EG11	2	4	2	4	4	1	3	3	4	2	1	1	34
Lang Walk - Elgin													
ELGIN													
A good access route with 1 steep hill that may cause a barrier. This route runs on tarmac surfaces and has tactile paving at all road crossings. Waymarkers required to navigate the route. 1 bollard is missing a Give Way sign, some encroaching vegetation near the top of the route near CPN-EG09 and a short section has no street lighting however this section runs up to the woodland area beyond the route.													

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Mult-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-EG12	1	4	3	3	4	1	3	4	3	3	1	34
Duffus Road Path - Elgin												
ELGIN												
This short route runs on public pavements. Fingerposts/waymarkers required at each end and a Give Way signage bollard at the junction to Hamilton Drive.												
	1	4	3	3	4	1	3	4	3	3	1	34

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting										
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Mult-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
	CPN-EG13	1	4	3	3	3	1	3	3	3	3	36
	Bishopmill School Path/LadiesWalk -Elgin											
	ELGIN											
This route runs two thirds on tarmac paths, the other third is an aggregate path. The route has two hills that will limit access. The lowest tarmac path by the River Lossie is good quality with a number of dead trees requiring further assessment. This lower section is missing street lighting that would improve access. The middle aggregate section is overgrown in places, requires drainage and is missing a fence barrier to a steep slope. The existing fence barrier needs repairs and is quite low. The top tarmac section has good access with a steep hill that will limit access. There are several dead trees on this route requiring inspection.												

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Multi-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High2											
	Demand/Need 1 Low - 5 High											
	CPN-EG14	2	3	1	3	2	2	3	1	3	2	29
	Dr Gray's Link - Elgin											
	ELGIN											
This routes access is limited by the steep terrain and has a set of historic steps in the middle that limits access as well as modern metal steps. There is a closed bridge over the River Lossie that blocks access, however there is another bridge 5 minutes along CPN-EG16 path. The section of path that runs South to Dr Grays hospital has good access. Adding street lighting to the section of path at Mary Well would improve access on a busy school route. Waymarkers and tactile paving at dropped kerb areas required.												

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CPN-EG17	0	4	1	3	4	3	4	4	3	4	1	0	1	33.5
Boroughbriggs Cycle Link - Elgin														
ELGIN														
This route runs on public roads and pavements. Waymarkers requires to navigate streets. Some gravel is encroaching onto to the cycle path on Haugh Road and a narrow section in North Street is due to construction works and commercial bins. Tactile paving at dropped kerbs would improve access.														

Moray Core Paths Action Plan 2023-2024															
Appendix 2: Core Path Selection Criteria Scorings															
	Overall Account														
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
	Best Value 1 Low - 5 High X 1.5 Weighting														
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
	Strategic Importance 1 low - 5 High														
	Social Inclusion Potential 1 Low - 5 High														
	Mult-User Potential 1 Low - 5 High														
	Usage/Popularity 1 Low - 5 High														
	Economic/Tourism Benefits 1 Low - 5 High														
	Environmental Impact 1 Negative - 5 Positive														
	Health Benefits 1 Low - 5 High														
	Deliverability 1 Low - 5 High														
	Community Linkage 1 Low - 5 High2														
	Demand/Need 1 Low - 5 High														
CPN-EG18	0	4	1	3	2	4	4	4	4	3	3	1	0	1	31.5
Elgin Town Centre Pedestrian Precincts															
ELGIN															
Waymarkers required to navigate streets. Barriers in Fife Arms Close due to bins narrowing path, also bins narrowing the cycle path up to South Street.															
	0	4	1	3	2	4	4	4	4	3	3	1	0	1	31.5

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
CPN-EG19	3	3	4	4	4	2	3	1	3	0	1	30.5
Thunderton Place - Elgin												
ELGIN												
This route requires some waymarking to navigate the streets. Existing fingerpost needs waymarking fingers checked for direction. Dropped kerbs at the road crossing at Batchen Street is missing tactile paving.	2	2	4	4	4	2	2	1	2	0	1	20.5

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Social Inclusion Potential 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Mult-User Potential 1 Low - 5 High	4	4	4	4	4	4	4	4	4	4	4
	Usage/Popularity 1 Low - 5 High	4	4	4	4	4	4	4	4	4	4	4
	Economic/Tourism Benefits 1 Low - 5 High	4	4	4	4	4	4	4	4	4	4	4
	Environmental Impact 1 Negative - 5 Positive	2	2	2	2	2	2	2	2	2	2	2
	Health Benefits 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Deliverability 1 Low - 5 High	1	1	1	1	1	1	1	1	1	1	1
	Community Linkage 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Demand/Need 1 Low - 5 High	0	0	0	0	0	0	0	0	0	0	0
CPN-EG20		0	3	1	3	2	4	4	4	4	3	30.5
Elgin High Street												
ELGIN												
This route runs on public pavements. Waymarkers required at each end and the large metal fingerpost in the middle of the path needs finger directions checked.												
		0	3	1	3	2	4	4	4	4	3	30.5

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account															
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting															
Best Value 1 Low - 5 High X 1.5 Weighting															
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting															
Strategic Importance 1 low - 5 High															
Social Inclusion Potential 1 Low - 5 High															
Mult-User Potential 1 Low - 5 High															
Usage/Popularity 1 Low - 5 High															
Economic/Tourism Benefits 1 Low - 5 High															
Environmental Impact 1 Negative - 5 Positive															
Health Benefits 1 Low - 5 High															
Deliverability 1 Low - 5 High															
Community Linkage 1 Low - 5 High2															
Demand/Need 1 Low - 5 High															
CPN-EG22	0	3	1	3	2	4	4	4	4	3	3	1	0	1	30.5
High Street to Cooper Park Link - Elgin															
ELGIN															
A short route on tarmac pavements and roads. Waymarkers required to navigate the route. Street lighting from the Cooper Park to the A96 bridge would improve access. Missing tactile paving at dropped kerbs and a raised kerb near the High Street. The alleyway before the High Street is unpleasant in the wet, it has overflowing roof gutters that create a lot of falling water when raining and bollards needs attention, one is a trip hazard.															

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings														
	Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High
	CPN-EG23	1	3	1	2	3	4	4	3	3	3	1	3	1
	Cooper Park Paths - Elgin													
	ELGIN													
	These paths runs on tarmac surfaces and have good accessibility for multi-use. Adding lighting to all the paths would improve access, the northern section and the central path have no lighting. There are some dead branches in poplar trees above the path in the north section as well as some large puddles across the tarmac requiring attention. Waymarkers would improve navigating around the park.													

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	2	3	3	4	3	2	3	2	3	1	1	31
CPN-EG24												
Cathedral and Brewery Bridge Link -Elgin												
ELGIN												
This short route runs on tarmac pavements and surfaces. There are two raised kerbs as barriers and some dropped kerbs missing tactile paving. Some additional waymarkers required. One fingerpost has a waymarker facing the wrong direction and street lighting near the bridges would improve access.	2	2	2	4	2	2	2	2	2	1	1	24

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account												
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High
CPN-EG25	2	4	2	3	3	2	3	3	3	2	4	2	41
Deanshaugh Path - Elgin													
ELGIN													
<p>This route is very scenic and is well used, wildlife such as otters are present here.</p> <p>This route mostly runs on aggregate and tarmac paths. There are some muddy/large puddles on the aggregate path on the north section. In the Northern section, before the bend on the river, the path has encroaching vegetation and muddy sections that will limit access. There is a steep river bank that requires a barrier fence neat this area and there are some broken sections on the existing fence leading down to Kingsmill Court. This path leading to Kingsmill Court may also require grass cutting in the summer. Waymarkers are required on this route, especially around the Kingsmill Court area leading onto the cycle path.</p>													

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	2	3	4	4	4	2	3	1	3	0	1	31.5
CPN-EG26												
NCN Route 1 - Deanshaugh - Elgin												
ELGIN												
This route crosses Lesmurdie Road at one end. As a cyclist this crossing can be difficult due to the busy road. As a pedestrian, crossing at the junction is not easy due to raised kerbs. A safer crossing for all is 40m East via an island crossing with dropped kerbs. The remainder of this route requires waymarking and vegetation cut back on the hill to the Cooper Park. A steep hill there may require a hand rail for pedestrians.												

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CPN-EG27	0	3	1	2	3	1	4	4	2	2	2	0	1	27.5
Linksfield Path - Elgin														
ELGIN														
A short route that requires waymarkers and has some encroaching vegetation. Access for pedestrians has a raised kerb as a barrier. Some faded Give Way road markings need renewing and a missing Give Way sign is required														
	0	3	1	2	3	1	4	4	2	2	2	0	1	27.5

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	3	3	4	4	2	3	3	1	4	0	1	32.5
Bishopmill Path - Elgin												
ELGIN												
<p>This route runs on tarmac and public road pavements and roads. Waymarkers required to navigate routes and some drainage on the riverside section where water has been making the edges of the path muddy. The riverside section has bollards that require reflectors and additional bollards to stop vehicles using the path. Some branches need cut back from lamp posts on the riverside section and a hedge is encroaching the path here. Whole path has street lighting.</p>												

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CPN-EG30	0	4	1	3	3	1	2	4	2	3	1	0	1	26.5
Spynie Cycle Link - Elgin														
ELGIN														
This route runs on tarmac surfaces, public road pavements and roads. One short section requires street lighting. Additional waymarkers are required to navigate the streets, waymarking has been done in one direction making it less easy to navigate in the opposite direction. Adding tactile paving at dropped kerbs and Give Way signage at road crossing would improve access and safety and make this consistent with newer cycle paths in Elgin. Some sections have encroaching vegetation in need of maintenance. A new section of pavement at the junction before CPN-EG03 may result in cyclist missing out the last section of path.														

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CPN-EG31	3	3	3	3	3	2	3	3	3	2	4	2	4	45
Outer Edge Path - Elgin														
ELGIN														
Most of this path is muddy when wet. The route is has encroaching grass and branches a d has no waymarkers. The route appears well used as the path is worn and encroaching grass has been flattened. Resurfacing, cutting back vegetation and adding waymarkers would improve access and quality.														

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	5	5	5								
	Best Value 1 Low - 5 High X 1.5 Weighting	5	5	5								
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	5										
	Strategic Importance 1 low - 5 High	4										
	Social Inclusion Potential 1 Low - 5 High	3										
	Mult-User Potential 1 Low - 5 High	5										
	Usage/Popularity 1 Low - 5 High	4										
	Economic/Tourism Benefits 1 Low - 5 High	2										
	Environmental Impact 1 Negative - 5 Positive	2										
	Health Benefits 1 Low - 5 High	3										
	Deliverability 1 Low - 5 High	2										
	Community Linkage 1 Low - 5 High2	4										
	Demand/Need 1 Low - 5 High	5										
	CPN-EG33	5	4	2	3	2	2	4	5	3	4	59
	Spynie Path - Elgin											
	ELGIN											
	This short woodland path is muddy, overgrown and difficult to navigate. There are a number of dead trees and branches at the side of the path that needs further assessment and there are no waymarkers on the route. The route appears to be well used, however bikes have been making makeshift tracks that pose a safety risk. The route being difficult to follow will need further checking closer to Roseisle Drive to determine exactly where the path is supposed to go.											

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	3	3	3	3	1	3	3	1	4	0	29	
CPN-EG34	1	1	1	1	3	3	3	1	4	0	29	
Bilbohall Farm Link - Elgin												
ELGIN												
A short path with street lights that requires waymarkers at each end and some tactile paving at a road crossing with encroaching grass.	1	1	1	1	3	3	3	1	4	0	29	

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account										
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting										
	Best Value 1 Low - 5 High X 1.5 Weighting										
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting										
	Strategic Importance 1 low - 5 High										
	Social Inclusion Potential 1 Low - 5 High										
	Mult-User Potential 1 Low - 5 High										
	Usage/Popularity 1 Low - 5 High										
	Economic/Tourism Benefits 1 Low - 5 High										
	Environmental Impact 1 Negative - 5 Positive										
	Health Benefits 1 Low - 5 High										
	Deliverability 1 Low - 5 High										
	Community Linkage 1 Low - 5 High2										
	Demand/Need 1 Low - 5 High										
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Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Overall Account										
Accessibility / Development Potential	1 Low - 5 High	X 1.5 Weighting	Best Value	1 Low - 5 High	X 1.5 Weighting	Overall Path Condition	5 Poor - 1 Excellent	X 2 Weighting		
Strategic Importance	1 low - 5 High		3			3				
Social Inclusion Potential	1 Low - 5 High		3			3				
Mult-User Potential	1 Low - 5 High		4			4				
Usage/Popularity	1 Low - 5 High		3			3				
Economic/Tourism Benefits	1 Low - 5 High		1			1				
Environmental Impact	1 Negative - 5 Positive		3			3				
Health Benefits	1 Low - 5 High		3			3				
Deliverability	1 Low - 5 High		2			2				
Community Linkage	1 Low - 5 High	2	3			3				
Demand/Need	1 Low - 5 High	2	2			2				
CPN-EG37										
The Wards Paths - Elgin										
ELGIN										
<p>This busy route has good access, however maintenance is required to maintain the level of access. The quality of the path and furniture could be improved. Muddy sections and encroaching vegetation are an issue. Broken waymarkers and information/warning boards need attention and new waymarkers/fingerposts required to link to other paths. The boardwalk is now surrounded by water and a barrier would improve safety. There are some trees requiring attention and further assessment.</p>										

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Muilt-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
CPN-EG38	2	3	4	3	1	4	3	1	3	0	1	27.5
Wards Back Path - Elgin												
ELGIN												
A straight path with good tarmac and street lighting. Missing tactile paving at one end and some minor encroaching branches.	2	3	4	3	1	4	3	1	3	0	1	27.5

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

		Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High	
	CPN-EG39	3	3	3	5	3	3	4	3	2	3	3	3	3	3	
	Tyock Path - Elgin															
	ELGIN															
	This route runs on mostly tarmac pavements and roads. However about half of this path runs on an overgrown aggregate path with no street lighting. Waymarkers are required for this route. The road crossing at Edgar road is missing dropped kerbs and tactile paving and is difficult to cross when the road is busy. The path beside B and Q has vegetation encroaching on the path and lamp posts. The path near Bailies Drive has encroaching vegetation and muddy sections.															

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Appendix 2: Core Path Selection Criteria Scorings

Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High	
33	1	1	3	3	4	2	3	3	1	4	1	1	CPN-EG41
													Springfield Link - Elgin
													ELGIN
													<div>This route runs on tarmac paths, half of which has street lighting, adding more street lighting would improve access when dark. There are missing Give Way bollards/signage at some road crossings, the road crossing at Edgar Road can be difficult when the road is busy. On the Glen Moray Drive path section there is a short area where a large puddle forms and encroaching grass/earth that is narrowing the path around The Mews road area. The Southern section that runs beside Sandy Road is missing Give Way signage at road crossings and additional waymarkers to navigate the streets.</div>

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
CPN-EG42	1	4	1	4	4	1	4	4	1	4	1	34
Greenwards/Elgin High School Safe Route												
ELGIN												
This route runs on good tarmac paths with street lighting. Additional waymarkers are required to navigate the streets. There are some path junctions requiring advisory Give Way signage for cyclists. There are some short sections of encroaching vegetation from neighbouring gardens.												

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Multi-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-EG43	2	3	2	3	3	2	3	2	3	2	3	40
Golf Course Path - Elgin												
ELGIN												
This route mostly runs on grass and earth paths that get muddy when wet. The pavement section at the East has good access, however the earth/grass section has no constructed path limiting access when wet, an aggregate path on the earth/grass section would improve this. The boundary fence to the golf course is in poor condition and golf course warning signs required. Waymarkers are required to navigate this route.												

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	3	3	3	2	1	4	3	1	3	0	1	26.5
Glass Green Path - Elgin												
ELGIN												
This route runs on wide tarmac paths and is highly accessible. There are some sections where branches need cut back and additional waymarkers required where other route connect. Tactile paving at road crossing would increase access. Give way signage required at three road crossings where cyclists will cross. The road crossing at the A941 is a busy road and would benefit from a protected pedestrian crossing, however being at a round about this may not be possible.												

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings														
	Overall Account													
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting													
	Best Value 1 Low - 5 High X 1.5 Weighting													
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting													
	Strategic Importance 1 low - 5 High													
	Social Inclusion Potential 1 Low - 5 High													
	Multi-User Potential 1 Low - 5 High													
	Usage/Popularity 1 Low - 5 High													
	Economic/Tourism Benefits 1 Low - 5 High													
	Environmental Impact 1 Negative - 5 Positive													
	Health Benefits 1 Low - 5 High													
	Deliverability 1 Low - 5 High													
	Community Linkage 1 Low - 5 High													
	Demand/Need 1 Low - 5 High													
CPN-EG45	0	4	1	3	4	1	3	4	3	4	2	0	1	32.5
Thornhill Cycle Path - Elgin														
ELGIN														
This route runs on wide public road pavements. A fingerpost is pointing in the wrong direction and additional waymarkers required at joining routes. Give way signage required for cyclists at road junctions and tactile paving is missing on some dropped kerbs.														
	0	4	1	3	4	1	3	4	3	4	2	0	1	32.5

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account										
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	1	1								
	Best Value 1 Low - 5 High X 1.5 Weighting	1									
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	2									
	Strategic Importance 1 low - 5 High	2									
	Social Inclusion Potential 1 Low - 5 High	3									
	Mult-User Potential 1 Low - 5 High	3									
	Usage/Popularity 1 Low - 5 High	3									
	Economic/Tourism Benefits 1 Low - 5 High	1									
	Environmental Impact 1 Negative - 5 Positive	3									
	Health Benefits 1 Low - 5 High	3									
	Deliverability 1 Low - 5 High	1									
	Community Linkage 1 Low - 5 High2	3									
	Demand/Need 1 Low - 5 High	2									
CPN-EG47		2	3	1	3	3	1	3	3	3	31
New Elgin Primary Safe Routes											
ELGIN											
<p>This route runs on tarmac surfaces with street lighting. Waymarkers are required to navigate the streets. There are bollards requiring reflectors at School Brae and a raised kerb as a barrier at Robertson Drive/Rashcrook Walk area. Also in this area additional street lighting on the path between the houses would lighten a dark area. The large metal gate at New Elgin Road can close and jam tight, as this gate is always open the gate is no longer required. The tall stone wall bordering the cemetery requires further assessment due to worn stonework/missing stones. The path at School Walk leading to Thornhill Road has encroaching vegetation and a worn "SLOW" pavement marking sign where the pavement goes from wide to narrow. Neighbouring private fences in this area require repairs before they affect the path.</p>											

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	3	3	4	3	1	3	3	1	4	0	CPN-EG48	
											Ashgrove Path - Elgin	
											ELGIN	
This route runs on tarmac paths with street lighting. The Northern street section near Ashgrove Road to the cycle path has some raised kerbs as barriers and two short, muddy grass sections that are missing a constructed path. The tarmac cycle path is good, there is a 10m section where a large puddle forms near the railway bridge. A waymarker is required near the Southern end at Reiket Lane.												

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Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CPN-EG49	0	3	1	3	4	1	3	4	3	3	1	0	1	28.5
Pinefield Playing Field Path - Elgin														
ELGIN														
Good quality cycle path with parking, signage required to make this clearer.	0	3	1	3	4	1	3	4	3	3	1	0	1	28.5

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Mult-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
	CPN-EG50	0	3	1	3	3	1	2	3	3	1	23.5
	Waulkmill Grove Path - Elgin											
	ELGIN											
	Waymarkers required on this route. The path runs on wide tarmac paths that all have street lighting. There are 2 bollards at one end of the street that leave a narrow gap and the road crossing is missing tactile paving.											
		0	2	1	2	2	1	2	2	2	1	22.5

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account														
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
	Best Value 1 Low - 5 High X 1.5 Weighting														
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
	Strategic Importance 1 low - 5 High														
	Social Inclusion Potential 1 Low - 5 High														
	Mult-User Potential 1 Low - 5 High														
	Usage/Popularity 1 Low - 5 High														
	Economic/Tourism Benefits 1 Low - 5 High														
	Environmental Impact 1 Negative - 5 Positive														
	Health Benefits 1 Low - 5 High														
	Deliverability 1 Low - 5 High														
	Community Linkage 1 Low - 5 High2														
	Demand/Need 1 Low - 5 High														
	CPN-EG51	0	2	1	2	4	1	2	3	2	1	2	0	1	23.5
	Urquhart Road Route - Lhanbryde														
	ELGIN														
	This route runs on public roads and pavements. The pavement sections in Urquhart have some raised kerbs, narrow sections and encroaching vegetation as barriers. Fingerposts/waymarkers are required at both ends of the route as well as at the junction of CP-EG52. There is a broken wooden waymarker on the route. 2 areas with large puddles on the public road require drainage.														

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Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Econimic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
49	4	4	4	4	3	3	3	3	2	3	3	4	4	4

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CPN-EG54	0	2	1	2	4	1	2	3	2	1	2	0	1	23.5
Darkland Road Route - Lhanbryde														
ELGIN														
This route runs on public roads. A fingerpost at one end is required and a private electric fence that borders the road needs warning signs. The fingerpost at the Crooked Woods entrance needs vegetation cut back as does the short section of path there.														
	0	2	1	2	4	1	2	3	2	1	2	0	1	23.5

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting													
Best Value 1 Low - 5 High X 1.5 Weighting													
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting													
Strategic Importance 1 low - 5 High													
Social Inclusion Potential 1 Low - 5 High													
Mult-User Potential 1 Low - 5 High													
Usage/Popularity 1 Low - 5 High													
Economic/Tourism Benefits 1 Low - 5 High													
Environmental Impact 1 Negative - 5 Positive													
Health Benefits 1 Low - 5 High													
Deliverability 1 Low - 5 High													
Community Linkage 1 Low - 5 High													
Demand/Need 1 Low - 5 High													

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CPN-EG57	3	4	2	3	4	1	3	3	3	2	3	2	1	38.5
Lhanbryde Safe Route														
ELGIN														
This route mostly runs on public pavements so access is high. Waymarking is required on this route, especially around the housing areas where multiple paths exist. There are several raised kerbs as barriers at road crossings and the joining of this route to CP-EG58 may require a short path through the grass near Woodview Crescent. The short earth path near Woodview Crescent is muddy and overgrown. Adding street lights to two earth and grass paths in this area would improve access. There is a metal barrier fence with a narrow turning circle at Garmouth Road.														

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

Overall Account									
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting									
Best Value 1 Low - 5 High X 1.5 Weighting									
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting									
Strategic Importance 1 low - 5 High									
Social Inclusion Potential 1 Low - 5 High									
Multi-User Potential 1 Low - 5 High									
Usage/Popularity 1 Low - 5 High									
Economic/Tourism Benefits 1 Low - 5 High									
Environmental Impact 1 Negative - 5 Positive									
Health Benefits 1 Low - 5 High									
Deliverability 1 Low - 5 High									
Community Linkage 1 Low - 5 High2									
Demand/Need 1 Low - 5 High									
CPN-EG59									
Maggot Cycle Path - Elgin									
ELGIN									
Waymarkers required on this path. There are two dead trees near to the path requiring further assessment. Access to the route at Doocot lane is restricted due to the narrow positioning of two bollards.									

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Mult-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-EG60		1	3	1	3	3	2	3	4	3	2	1
Southfield Path - Elgin												
ELGIN												
This route runs on wide, tarmac paths with street lighting. Waymarkers and a fingerpost are required to navigate this route, currently there are no waymarkers. There are some dead trees requiring further assessment in the Southern section and an additional waste bin around the building would reduce litter here.												

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
CPN-FB01	1	0	1	24.5								
Cadgers Road - Garmouth												
GARMOUTH												
This route runs on public roads. There are a couple of sections where large puddles form on the road that require drainage. Some additional waymarker required around new houses and pruning around the fingerpost at one end of the path.	1	0	1	24.5								

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Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CPN-FB02	0	3	1	3	4	3	2	2	3	3	1	0	1	27.5
NCN Route 1 - Innes Road														
GARMOUTH														
This route runs on public roads. A fingerpost is required for CP-FB04	0	3	1	3	4	3	2	2	3	3	1	0	1	27.5

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	3	2	2	2	2	2	2	2	2	2	2
	Social Inclusion Potential 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Mult-User Potential 1 Low - 5 High	2	2	2	2	2	2	2	2	2	2	2
	Usage/Popularity 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Economic/Tourism Benefits 1 Low - 5 High	2	2	2	2	2	2	2	2	2	2	2
	Environmental Impact 1 Negative - 5 Positive	3	3	3	3	3	3	3	3	3	3	3
	Health Benefits 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Deliverability 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Community Linkage 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Demand/Need 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
CPN-FB03		3	3	3	3	3	2	3	2	3	2	4
Browlands Path - Garmouth												
GARMOUTH												
This path is overgrown, muddy and requires drainage. There is a section of path next to the field has no fence with the crop planted right up to path this year, farm machinery will operate very close to path. Old steps on this path need replaced and regular maintenance of vegetation.												

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

		Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High
			5	3	4	2	3	2	3	1	3	3	3	3	3
	CPN-FB04														
	Innes Lane Path - Garmouth														
	GARMOUTH														
	<p>Most of this route runs on a narrow, overgrown, muddy earth path that is a barrier. This section requires drainage, resurfacing and regular maintenance to keep the vegetation back.</p> <p>This route has a short section on vehicle aggregate tracks that are full of pot holes in places.</p> <p>This route requires finger posts at each end. The section that joins CP-FB02 has the fingerpost required for CP-FB04 listed on CP-FB02 route.</p>														

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	2	2	2	2	2	4	2	2	3	0	CPN-FB05	
Station Road Route - Garmouth												
GARMOUTH												
<p>This route runs on public roads and pavements. Waymarkers are required to follow the path. Using the public road as a cyclist is good, however following the pavement sections as a pedestrian has some issues around the junction from South Road onto Station Road - pavement section has encroaching vegetation and a raised kerb - the junction is too dangerous to walk across as the route currently goes. A raised kerb further down Station Road is also a barrier. Waymarkers required.</p>												

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CPN-FB07	2	3	3	3	3	4	4	4	3	4	3	2	1	43.5
NCN Route 1 - Spey Viaduct East														
GARMOUTH														
This route needs vegetation cut back at several areas. Vehicles parking on the path and around the road crossing area is a problem.														
	2	3	3	3	3	4	4	4	3	4	3	2	1	43.5

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Appendix 2: Core Path Selection Criteria Scorings

Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Muilt-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High	
37	1	2	4	3	4	4	3	3	3	1	4	1	CPN-FB08
													Mosstodloch to Fochabers Cycle Route
													FOCHABERS
													This route runs on tarmac and public pavements. Some sections have encroaching vegetation that is obscuring lamp posts and reducing the path width. There are a few dead trees around the Fochabers roundabout that need further assessment. A number of Give Way signage is required at road crossings and existing waymarkers/warning need re-orientated to the correct direction.
27	4	3	4	3	4	4	3	3	3	4	4	4	

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Appendix 2: Core Path Selection Criteria Scorings

		Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High
		40	1	3	3	2	3	2	3	3	3	3	3	3	3
	CPN-FB09														
	Gordon Baxter Way - Mosstodloch														
	FOCHABERS														
	Two thirds of this path is muddy and has encroaching vegetation, some sections are barriers to access. The northern section on aggregate track is good. Additional waymarkers required to navigate around other routes and existing fingerposts and waymarkers are not in good condition. The woodland areas at the Southern end of the route and near to Baxters have several dead trees in need of further assessment.														

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings												
	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Mult-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-FB10	3	2	3	3	3	3	3	3	3	2	2	42.5
Essil Road and The Glebe - Mosstodloch												
FOCHABERS												
This route mostly runs on public roads and aggregate tracks. About a third of the route runs on muddy aggregate tracks that get very muddy during wet weather.												
	3	2	3	3	3	3	3	3	3	2	2	42.5

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High
	48	4	4	4	1	3	2	3	2	3	3	4	3	4
CPN-FB12														
Stynie Path - Mosstodloch														
FOCHABERS														
Most of this route is muddy and has encroaching vegetation. Despite this it is well used but less so during wet weather. Fingerpost required at one end and a narrow gate is a barrier at the other.	48	4	4	4	1	2	2	2	2	2	2	4	2	4

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Appendix 2: Core Path Selection Criteria Scorings

		Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High
			1	3	4	1	4	4	4	3	4	3	3	4	47
	CPN-FB13														
	Webster Way - Mosstodloch														
	FOCHABERS														
	A reasonably level forest path. Highly accessible by road and pavements. Car park needs maintenance to improve access. Forest path is starting to low points where puddles form, could do with maintenance. Whole site needs maintenance to control vegetation. Suitable for cyclists. A popular path with walkers.														47

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Mult-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-FB14	1	2	2	2	4	2	2	3	2	1	1	26
Home Farm Track - Fochabers												
FOCHABERS												
This route has one fingerpost and requires more waymarkers to navigate the various routes. The route runs on tarmac roads, pavements and aggregates, all of which are in acceptable condition.	1	2	2	2	4	2	2	2	2	1	1	26

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting									
	CPN-FB15	3	2	3	2	3	3	2	3	2	3	36.5
	Den Track - Fochabers											
	FOCHABERS											
	Two thirds of this track is on good vehicle aggregate. The remaining third at the northern end has a lot of muddy sections, some bad enough to be barriers. Forestry harvesting is mainly causing this and vehicles from housing. The northern section also has encroaching vegetation with two fallen trees blocking access on the track. There are no waymarkers on the route, adding these would improve access as the forest section and farm area has many side tracks.											

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
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<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	1										
	Social Inclusion Potential 1 Low - 5 High	2										
	Mult-User Potential 1 Low - 5 High	3										
	Usage/Popularity 1 Low - 5 High	3										
	Economic/Tourism Benefits 1 Low - 5 High	2										
	Environmental Impact 1 Negative - 5 Positive	4										
	Health Benefits 1 Low - 5 High	2										
	Deliverability 1 Low - 5 High	1										
	Community Linkage 1 Low - 5 High	3										
	Demand/Need 1 Low - 5 High	0										
CPN-FB20		0	3	1	2	4	2	3	3	2	1	24.5
George Street Route - Fochabers												
FOCHABERS												
This short path runs on public pavements and roads. It has street lighting on the whole route. There are raised kerbs as barriers and a broken waymarker post at one end (this was logged on CPN-SW02). Waymarker is required at the other end of the route. A derelict building in the middle of the route needs further inspection to assess its safety as does an old wall.												

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account										
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting									
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting										
	Strategic Importance 1 low - 5 High										
	Social Inclusion Potential 1 Low - 5 High										
	Mult-User Potential 1 Low - 5 High										
	Usage/Popularity 1 Low - 5 High										
	Economic/Tourism Benefits 1 Low - 5 High										
	Environmental Impact 1 Negative - 5 Positive										
	Health Benefits 1 Low - 5 High										
	Deliverability 1 Low - 5 High										
	Community Linkage 1 Low - 5 High2										
	Demand/Need 1 Low - 5 High										
CPN-FB21	4	3	3	3	3	3	3	2	3	2	5
The Intak Paths - Fochabers											
FOCHABERS											
<p>The northern section on public roads is good and requires additional waymarking and pruning. The southern section on the aggregate tracks and paths has a lot of muddy and overgrown sections.</p> <p>Part of the path in the southern section runs too close to the river and needs re-routed. The Intak interpretation board area is overgrown and hidden unless you know it's there. The area near the southern steps has some windblown trees that need attention, Crown Estate Scotland notified. The route has many damaged trees that require further assessment. The steps at the southern end need replaced.</p>											

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Overall Account									
Accessibility / Development Potential	1 Low - 5 High	X 1.5 Weighting	Best Value	1 Low - 5 High	X 1.5 Weighting	Overall Path Condition	5 Poor - 1 Excellent	X 2 Weighting	
Strategic Importance	1 low - 5 High		1						
Social Inclusion Potential	1 Low - 5 High		3						
Mult-User Potential	1 Low - 5 High		3						
Usage/Popularity	1 Low - 5 High		2						
Economic/Tourism Benefits	1 Low - 5 High		3						
Environmental Impact	1 Negative - 5 Positive		3						
Health Benefits	1 Low - 5 High		3						
Deliverability	1 Low - 5 High		3						
Community Linkage	1 Low - 5 High	2	3						
Demand/Need	1 Low - 5 High		3						
CPN-FB24									
Bogmoor Link - Dallachy									
FOCHABERS									
Waymarkers required for this route. This route has some muddy sections on the vehicle track and requires some barriers on the bridge.									
37									

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

Overall Account										
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting										
Best Value 1 Low - 5 High X 1.5 Weighting										
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting										
Strategic Importance 1 low - 5 High										
Social Inclusion Potential 1 Low - 5 High										
Mult-User Potential 1 Low - 5 High										
Usage/Popularity 1 Low - 5 High										
Economic/Tourism Benefits 1 Low - 5 High										
Environmental Impact 1 Negative - 5 Positive										
Health Benefits 1 Low - 5 High										
Deliverability 1 Low - 5 High										
Community Linkage 1 Low - 5 High2										
Demand/Need 1 Low - 5 High										
CPN-FR01										
Cloddymoss Culbin Track - Dyke										
FORRES										
<p>This route runs on aggregate vehicle tracks. There are several muddy sections being churned up by forestry trucks. The route could do with better waymarking, current waymarkers have only numbers on posts without arrows making navigating a challenge. There are some additional waymarkers required to navigate the paths, and some fingerposts would improve access. The car park area is quite hidden and could do with better signage on approach.</p>										

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High
	33	1	1	2	2	3	4	4	4	3	3	1	1	1
CPN-FR03														
Hill 99 Trail - Culbin														
FORRES														
<p>This route runs on aggregate tracks. The route could do with better waymarking, current waymarkers have only numbers on posts and a colour band, without arrows on junction waymarkers navigating can be a challenge at times. There is a lot of furniture and waymarkers on this route, a few waymarkers need maintenance. An additional mapboard around the route would help with navigating. There is a section leading to the car park where the route has been divided into an aggregate path and vehicle track, separated by a few small stones. These stones do not run the entire length of the path, the stones are small and carry the risk of being tripped on or hit by a bicycle.</p>														

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CPN-FR04														
Loanie Road - Dyke														
FORRES														
This route is mostly muddy and overgrown. The route appears to be well used by horse riders and this is churning up the unsurfaced path. The West woodland section gets very muddy and is a barrier to access in places, it also has encroaching gorse and broom. The path between the fields is muddy but still passable, grass here will need strimmed or will it make the path overgrown in summer. The path goes under a large electric pylon, there is a risk of horse riders hitting their head on the exposed metal beams, hi vis strips or a warning sign required. Nearby there are anchor cables with barbed wire on them for a utility pole over the path that pose the same risk to horse riders and requires protective covers.														

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CPN-FR05	3	2	3	2	3	3	2	3	2	3	5	3	5	48
High Wood Track - Dyke														
FORRES														
Most of this route has narrow, muddy paths that are overgrown with gorse. A fallen tree is also a barrier to access. Some waymarkers cannot be seen for gorse and may need to be moved.	3	2	3	2	3	3	2	3	2	3	5	3	5	48

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[illegible]

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

[illegible]

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

[illegible]

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings													
	Overall Account												
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	1											
	Best Value 1 Low - 5 High X 1.5 Weighting	3											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	4											
	Strategic Importance 1 low - 5 High	2											
	Social Inclusion Potential 1 Low - 5 High	2											
	Mult-User Potential 1 Low - 5 High	2											
	Usage/Popularity 1 Low - 5 High	3											
	Economic/Tourism Benefits 1 Low - 5 High	3											
	Environmental Impact 1 Negative - 5 Positive	3											
	Health Benefits 1 Low - 5 High	2											
	Deliverability 1 Low - 5 High	3											
	Community Linkage 1 Low - 5 High2	2											
Demand/Need 1 Low - 5 High	3												
CPN-FR10													
Greshop to Mundole Path - Forres													
FORRES													
This route has a lot of encroaching vegetation. The southern section from the start to the A96 bridge needs vegetation cut back and some muddy sections addressed. Two fingerposts need replaced and some additional waymarker posts to navigate the various paths. There are two short steep sections in this area that also require steps or a handrail. The A96 bridge has a low beam at one side requiring a warning sign. Going north from the A96 bridge there is a large fallen tree across the path that needs cleared and encroaching grass/weeds that may require an annual strim to keep under control. Past the retail unit the path narrows and becomes close to a steep bank that requires a barrier. There is giant hogweed stems in this area that may need to be treated if still active and warning signs. The junction area onto the pavement section and where CPN-FR11 path meets needs better defined. At the moment it is easy to miss as it has uneven ground and encroaching grass, adding a 5m aggregate path here and levelling the ground would improve access. The narrow pavement section to the wide pavement has some encroaching gorse requiring to be cut back.													

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Multi-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High2											
	Demand/Need 1 Low - 5 High											
	CPN-FR11	1	2	1	2	4	2	2	2	2	2	25
	A96 Pavement - Forres											
	FORRES											
<p>This route runs on public road pavements. Waymarkers are required at each end where other paths join, these can be added to new and existing fingerposts.</p> <p>There are two dropped kerbs missing tactile paving with encroaching grass/earth. The pavement access is good however the width of the pavement could be wider if earth at the inside edge is scraped back a little, at times the path feels a bit close to the busy road. Some encroaching branches need pruned back and a short section of fencing to a steep bank required. The crossing of the entrance/exit of the retail unit could be defined better as it feels like you are very exposed walking on the road edge.</p>												

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting													
Best Value 1 Low - 5 High X 1.5 Weighting													
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting													
Strategic Importance 1 low - 5 High													
Social Inclusion Potential 1 Low - 5 High													
Mult-User Potential 1 Low - 5 High													
Usage/Popularity 1 Low - 5 High													
Economic/Tourism Benefits 1 Low - 5 High													
Environmental Impact 1 Negative - 5 Positive													
Health Benefits 1 Low - 5 High													
Deliverability 1 Low - 5 High													
Community Linkage 1 Low - 5 High													
Demand/Need 1 Low - 5 High													
	</												

Moray Core Paths Action Plan 2023-2024															
Appendix 2: Core Path Selection Criteria Scorings															
	Overall Account														
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
	Best Value 1 Low - 5 High X 1.5 Weighting														
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
	Strategic Importance 1 low - 5 High														
	Social Inclusion Potential 1 Low - 5 High														
	Multi-User Potential 1 Low - 5 High														
	Usage/Popularity 1 Low - 5 High														
	Economic/Tourism Benefits 1 Low - 5 High														
	Environmental Impact 1 Negative - 5 Positive														
	Health Benefits 1 Low - 5 High														
	Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High															
Demand/Need 1 Low - 5 High															
CPN-FR13	0	4	1	2	4	3	2	4	2	3	1	0	1	28.5	
NCN Route 1 - Forres to Kinloss															
FORRES															
This route runs on public roads. The road crossing at Findhorn roads needs Give Way signage and an additional waymarker is required mid-route at a junction where a small blue plastic waymarker is present. There is one short area in the West where the road surface is poor with puddles.															
	0	4	1	2	4	3	2	4	2	3	1	0	1	28.5	

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

[illegible]

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

Overall Account												
Accessibility / Development Potential	1 Low - 5 High	X 1.5 Weighting										
Best Value			1 Low - 5 High	X 1.5 Weighting								
Overall Path Condition	5 Poor - 1 Excellent	X 2 Weighting										
Strategic Importance	1 low - 5 High		2									
Social Inclusion Potential	1 Low - 5 High		3									
Muilt-User Potential	1 Low - 5 High		2									
Usage/Popularity	1 Low - 5 High		3									
Economic/Tourism Benefits	1 Low - 5 High		3									
Environmental Impact	1 Negative - 5 Positive		3									
Health Benefits	1 Low - 5 High		3									
Deliverability	1 Low - 5 High		4									
Community Linkage	1 Low - 5 High	2	3									
Demand/Need	1 Low - 5 High		3									
CPN-FR17												
Lochyhill to Leancoil Path - Forres												
FORRES												
<p>The section that runs parallel to Birkenhillock Road behind the houses is narrow, overgrown, muddy and a barrier to access. There are muddy sections and encroaching vegetation alongside the golf course that also need addressing. The long path through the woodland to the B9010 road has a lot of encroaching gorse and muddy sections, there are also some dead trees requiring further assessment. The narrow earth path alongside the B9010 is a barrier and requires widening and resurfacing, with large trees at the roadside this might involve cutting a new path back from the road edge. The rest of path that runs alongside the B9010 going West has some low areas that have large puddles when wet and some encroaching vegetation. Additional waymarkers are required along the whole path to navigate side paths and follow the route.</p>												

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

Overall Account												
Accessibility / Development Potential	1 Low - 5 High	X 1.5 Weighting		1	40							
Best Value						1 Low - 5 High	X 1.5 Weighting					
Overall Path Condition	5 Poor - 1 Excellent	X 2 Weighting		3								
Strategic Importance	1 low - 5 High		3									
Social Inclusion Potential	1 Low - 5 High		2									
Muilt-User Potential	1 Low - 5 High		3									
Usage/Popularity	1 Low - 5 High		3									
Economic/Tourism Benefits	1 Low - 5 High		3									
Environmental Impact	1 Negative - 5 Positive		3									
Health Benefits	1 Low - 5 High		2									
Deliverability	1 Low - 5 High		3									
Community Linkage	1 Low - 5 High	2	3									
Demand/Need	1 Low - 5 High		3									
CPN-FR20						3						
Chapleton Track - Forres												
FORRES												
<p>Two thirds of this path has good access on vehicle tracks and aggregate tracks, the other third (East section) has encroaching vegetation, is muddy and difficult to follow. The bridge on the West side vehicle track requires fencing as a barrier to steep drops. The aggregate path in the middle of this route has some muddy areas to be addressed and some encroaching patches of gorse. The East section area has some broken waymarkers that need replaced and additional waymarkers required to navigate the various paths. There is encroaching vegetation - grass/bracken that may require seasonal cutting and muddy sections that need addressed. The timber footbridge in this area needs maintenance, trees need cut back, grass/moss/mud needs cleared off the bridge and several timber decks have rot with one partially broken.</p>												

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings												
	Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High
CPN-FR21	2	2	3	2	3	3	2	3	2	3	2	3
Woodside Path - Forres												
FORRES												
Overall a good woodland walk that requires some waymarking and annual maintenance. This route runs on woodland aggregate paths. Additional waymarkers are required, current waymarkers are one sided and other neighbouring routes can be confusing. There are some muddy areas to address on the route and seasonal cutting of vegetation required, bracken may narrow some sections of paths.												

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

	Overall Account	43.5			
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	3			
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting		4			
Strategic Importance 1 low - 5 High		2			
Social Inclusion Potential 1 Low - 5 High		2			
Muilt-User Potential 1 Low - 5 High		2			
Usage/Popularity 1 Low - 5 High		3			
Economic/Tourism Benefits 1 Low - 5 High		1			
Environmental Impact 1 Negative - 5 Positive		3			
Health Benefits 1 Low - 5 High		2			
Deliverability 1 Low - 5 High		3			
Community Linkage 1 Low - 5 High ²		4			
Demand/Need 1 Low - 5 High		3			
	CPN-FR22				
	Mannachie Paths - Forbes				
	FORRES				
About half of this route at Mannachie Rise is shared with the Dava Way route CP-DA01. The Mannchie Rise area has a raised kerb as a barrier and dropped kerbs without tactile paving. Waymarkers on this section are for the Dava Way and there is some encroaching vegetation from neighbouring gardens. The woodland section starting at Loch View needs waymarkers to navigate the route. This woodland section to the vehicle track is badly overgrown and muddy in places. The vehicle track to Mannachie Road is mostly muddy and also waymarkers required on this section.					

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High	
35	1	2	1	4	4	3	2	3	3	2	4	2	CPN-FR23
													Thornhill Park Paths - Forres
													FORRES
													These routes runs on tarmac paths with street lighting. There are two raised kerbs at Mannachie Road as barriers and dropped kerbs on the route are missing tactile paving. Give Way signage is required at cycle path junctions, it is not clear what paths on this route are for cycling. There is encroaching grass at the edges of the tarmac paths that is narrowing the path slightly. Bollards may be required to prevent unauthorised vehicles accessing the paths, there has been vehicles on the grass but this may be for maintenance. There are no waymarkers present, waymarkers/fingerposts are required to navigate the route.

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	2	2	2	2	2	2	2	2	2	2	2
	Social Inclusion Potential 1 Low - 5 High	2	2	2	2	2	2	2	2	2	2	2
	Mult-User Potential 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Usage/Popularity 1 Low - 5 High	2	2	2	2	2	2	2	2	2	2	2
	Economic/Tourism Benefits 1 Low - 5 High	2	2	2	2	2	2	2	2	2	2	2
	Environmental Impact 1 Negative - 5 Positive	4	4	4	4	4	4	4	4	4	4	4
	Health Benefits 1 Low - 5 High	2	2	2	2	2	2	2	2	2	2	2
	Deliverability 1 Low - 5 High	2	2	2	2	2	2	2	2	2	2	2
	Community Linkage 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Demand/Need 1 Low - 5 High	0	0	0	0	0	0	0	0	0	0	0
CPN-FR24		0	3	2	2	4	2	2	3	2	2	27.5
Rafford Road Route - Rafford												
FORRES												
A bit of drainage/surfacing in the forest section and fingerpost at end of route. Current fingerposts could do with maintenance. Short route mostly on public road.												
		0	3	2	2	4	2	2	3	2	2	27.5

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CPN-FR25	0	4	1	3	3	4	4	4	3	4	2	0	1	35.5
Forres to Findhorn Cycle Route (North)														
Findhorn														
This route runs mostly on tarmac surfaces. There are some raised kerbs as barriers on the one way street section. On the one way street at the west end of this route, it is not clear if bikes can cycle against vehicles on this road or use the pavement, additional signage required. Some encroaching vegetation on the cycle path section, this may require a strim in the summer to maintain grass, some gorse to also cut back. The main road drains into the cycle path at many points, this will make these cycle path sections prone to being wet. Some additional safety signage required a road crossings including Give Way and cyclists dismount.														

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	2	2	4	3	3	3	3	2	3	1	1	31
CPN-FR26												
Beach Road - Findhorn												
Findhorn												
<p>This route mostly runs on tarmac and aggregate public roads. The northern section of aggregate is quite badly potholed and will need resurfacing. There has been recent resurfacing of the aggregate track in the middle section of the route.</p> <p>The southern section has an overgrown dropped kerb and a raised kerb as a barrier on the aggregate pavement area. An encroaching hedge narrows the tarmac pavement area.</p> <p>A fingerpost in the north section needs the lichen removed before it obscures the text further.</p>												

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings														
	Overall Account													
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	1												
	Best Value 1 Low - 5 High X 1.5 Weighting	1												
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	3												
	Strategic Importance 1 low - 5 High	2												
	Social Inclusion Potential 1 Low - 5 High	3												
	Mult-User Potential 1 Low - 5 High	3												
	Usage/Popularity 1 Low - 5 High	4												
	Economic/Tourism Benefits 1 Low - 5 High	3												
	Environmental Impact 1 Negative - 5 Positive	2												
	Health Benefits 1 Low - 5 High	3												
	Deliverability 1 Low - 5 High	2												
	Community Linkage 1 Low - 5 High2	3												
	Demand/Need 1 Low - 5 High	1												
CPN-FR27														
Foundation Path - Findhorn														
Findhorn														
This route has no waymarkers and is difficult to find, especially from the Findhorn Road side. There is a broken fingerpost in the dune area, however waymarkers are required to navigate the woodlands. There are many narrow sections of path, some have muddy sections and encroaching vegetation. There are a couple of trees to cut back from the woodland area.														

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
CPN-FR28	1	3	1	3	4	1	3	3	3	3	2	1
Ramflat Road Path - Forres												
FORRES												
This route runs on public road tarmac pavements and roads. The road crossings at Pilmuir Road and West Road have raised kerbs and missing tactile paving at dropped kerbs. The exact crossing points at these roads are not well defined. Waymarkers are required to navigate this route.												

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting													
Best Value 1 Low - 5 High X 1.5 Weighting													
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting													
Strategic Importance 1 low - 5 High													
Social Inclusion Potential 1 Low - 5 High													
Mult-User Potential 1 Low - 5 High													
Usage/Popularity 1 Low - 5 High													
Economic/Tourism Benefits 1 Low - 5 High													
Environmental Impact 1 Negative - 5 Positive													
Health Benefits 1 Low - 5 High													
Deliverability 1 Low - 5 High													
Community Linkage 1 Low - 5 High2													
Demand/Need 1 Low - 5 High													

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Multi-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
	CPN-FR31	1	4	1	3	3	2	3	3	3	2	32
	Mosset Burn Corridor Path - Forres											
	FORRES											
	From the North the path from the A96 to Gordon Street is muddy and has no street lighting. The footbridge at Invererne Road has a step that limits access. There is muddy grass/earth near Plasmon Lane leading up to the school. Along the route there are raised kerbs as barriers and dropped kerbs without tactile paving. Waymarkers are required on this route to navigate the streets, some existing waymarkers for other routes can cause confusion.											

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CPN-FR33	0	4	1	4	4	1	4	4	4	2	1	0	1	31.5
Roysvale Path - Forres														
FORRES														
This route runs on tarmac surfaces. There are no waymarkers on this route, several required to navigate the streets. There are a number of dropped kerbs requiring tactile paving and some encroaching vegetation to maintain.														
	0	4	1	4	4	1	4	4	4	2	1	0	1	31.5

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account															
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting															
Best Value 1 Low - 5 High X 1.5 Weighting															
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting															
Strategic Importance 1 low - 5 High															
Social Inclusion Potential 1 Low - 5 High															
Mult-User Potential 1 Low - 5 High															
Usage/Popularity 1 Low - 5 High															
Economic/Tourism Benefits 1 Low - 5 High															
Environmental Impact 1 Negative - 5 Positive															
Health Benefits 1 Low - 5 High															
Deliverability 1 Low - 5 High															
Community Linkage 1 Low - 5 High2															
Demand/Need 1 Low - 5 High															
	CPN-FR34	2	3	2	3	3	1	3	1	2	1	4	2	1	33.5
	Breakback Path - Forres														
	FORRES														
	Access on this route will always be limited due to the steep terrain, however half this route has good access, the other half needs attention. However the path at Nelson Road to St. Leonards Court is badly overgrown with a neighbouring hedge that blocks access. There are also some steep slope that require handrails, possibly steps. There is encroaching vegetation along most of this path and muddy sections. Additional waymarkers required to navigate the path, some existing waymarkers on lamp posts are only for one direction making following the route confusing. The section on Nelson Road has some raised kerbs and missing tactile paving.														

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	1	3	4	3	2	3	4	1	4	1	31	
CPN-FR35												
Sanquhar Loch Circular Path - Forres												
FORRES												
This route runs on mostly wide aggregate. There are some additional waymarkers required to navigate around a few side paths. Along the waterside section there are some steep exposed drops that could do with a barrier. The footbridge has 2 steep ramps that need better anti-slip on the decks. The West section going uphill has steep exposed banks and again a fence/barrier is required, there is some encroaching grass on this section as well. There are a few muddy sections but overall the route is good. Lifesaving rings are required around the route.												

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting									
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	CPN-FR38	1	4	1	3	3	2	3	3	3	3	35
	Grant Park Path - Forres											
	FORRES											
	This route runs on wide and narrow aggregate paths. There are a few muddy sections on the route. 3 fingerposts required where other paths meet and an additional waymarker to navigate the paths. This route has no street lighting, adding lighting would improve access during dark hours/winter season. An old broken lamp post base near Saint Leonards Road end requires covered/removed, there looks to have been lighting on this route in the past.											

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

		Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High
	CPN-FR39	2	2	2	3	2	2	1	3	3	3	2	2	2	
	Bronte Path - Forres														
	FORRES														
The hilly terrain will always limit access on this route. Additional waymarkers are required around the car park area of the route. The steps near to the car park end require anti-slip on the timber edges and leaves and branches cleared. One set of steps has a wobbly handrail fence. The muddy sections on this route is mostly leaf material and earth sitting on aggregate, scraping this leaf material back and topping up aggregate will improve these sections. There are a couple of sections up the hill at the Eastern side that are very muddy and need addressing. At the hill section towards the East there are some dead trees requiring further assessment.															

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	2	2	2	2	2	2	2	2	2	2	2
	Social Inclusion Potential 1 Low - 5 High	2	2	2	2	2	2	2	2	2	2	2
	Mult-User Potential 1 Low - 5 High	2	2	2	2	2	2	2	2	2	2	2
	Usage/Popularity 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Economic/Tourism Benefits 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Environmental Impact 1 Negative - 5 Positive	3	3	3	3	3	3	3	3	3	3	3
	Health Benefits 1 Low - 5 High	2	2	2	2	2	2	2	2	2	2	2
	Deliverability 1 Low - 5 High	1	1	1	1	1	1	1	1	1	1	1
	Community Linkage 1 Low - 5 High	2	2	2	2	2	2	2	2	2	2	2
	Demand/Need 1 Low - 5 High	1	1	1	1	1	1	1	1	1	1	1
CPN-FR40		1	2	1	2	3	3	3	3	2	2	2
Grant Park Central Path - Forres												
FORRES												
This route has some steep hills that will limit access. Half of the route runs on tarmac, the other half runs on wide aggregate. There is a section of aggregate that is muddy when wet to the west of the route. A large cross drain near the playing fields needs clearing out and waymarkers are required to navigate the route. There is no street lighting on this route.												

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Multi-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
				</										

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting									
			Strategic Importance 1 low - 5 High									
			Social Inclusion Potential 1 Low - 5 High									
			Mult-User Potential 1 Low - 5 High									
			Usage/Popularity 1 Low - 5 High									
			Economic/Tourism Benefits 1 Low - 5 High									
			Environmental Impact 1 Negative - 5 Positive									
			Health Benefits 1 Low - 5 High									
			Deliverability 1 Low - 5 High									
			Community Linkage 1 Low - 5 High2									
			Demand/Need 1 Low - 5 High									
	CPN-FR42	1	3	2	2	4	3	3	3	2	3	3
	Forres Town Centre Link											
	FORRES											
<p>This route runs on tarmac surfaces with street lighting and is a well-used route.</p> <p>The Western section at Caroline Street has the most issues with overgrown pavement sections and a raised kerb that limits access and encroaching moss. There is also a section of fallen heras fencing here encroaching the road and a derelict building requiring fencing/signage. There are missing tactile paving at several dropped kerbs along the route and a dropped kerb blocked by parked cars at Caroline Street/North road. There is an old wall at Milnes Wynd with poor stonework requiring further assessment and the tunnel at Milnes Wynd/High Street is missing lighting. There are two low bollards between Urquhart Street and the High Street that could have better visibility.</p> <p>Waymarkers are required along the route to navigate streets.</p>												

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings												
	Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High
CPN-FR43	2	3	5	4	2	2	2	2	2	3	2	3
Pressley Path - Logie												
FORRES												
This short path is a useful connection to the Dava Way that needs upgrading and maintenance. Removing the squeeze chain gate and steps at the Dava Way end and building a new path here would increase access. Adding waymarkers and drainage would also be required. Vegetation also needs cut back. Path is well hidden by vegetation and lack of signage.												

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	4	3	3	3	4	3	3	1	3	1	38.5	
The Isla Way - Tininver Dufftown												
Isla Way												
This path has steps, narrow corridors and muddy grassy tracks that limit access to this route. The steep hill near the road will always limit access due to the terrain. More waymarkers will help navigate the street section. As this is the start/end of the Isla Way it feels like there should be a mapboard at the start/end to celebrate this as it currently has nothing.												

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Multi-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-IW02	3	3	3	3	2	4	4	2	3	4	4	49.5
The Isla Way - Tom Na Muidh Dufftown												
Isla Way												
This route needs some updating to make the path more accessible. The path through the forest section is uneven with old steps and missing waymarkers. There is also a large number dead and damaged path side trees that need further attention/assessment. The closed section of the path also looks like it would need a lot of trees removed to get opened. The path is used a lot and would benefit from aggregate paths either side of the forest to avoid them becoming muddy.												

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
	CPN-IW03	2	3	1	2	4	4	3	4	2	4	3	1	38
	The Isla Way Balvenie Public Road Dufftown													
	Isla Way													
	This path mostly runs on public road pavements. The section on the bridge at the A941 Station Road and onto Castle Street limits access as there is no pavement on busy roads. The cycle route on the pavement section could also benefit from signage to manage crossing junctions and roads.													

Moray Core Paths Action Plan 2023-2024														
Appendix 2: Core Path Selection Criteria Scorings														
	Overall Account	44.5												
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	4												
	Best Value 1 Low - 5 High X 1.5 Weighting	3												
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	3												
	Strategic Importance 1 low - 5 High	4												
	Social Inclusion Potential 1 Low - 5 High	2												
	Mult-User Potential 1 Low - 5 High	3												
	Usage/Popularity 1 Low - 5 High	3												
	Economic/Tourism Benefits 1 Low - 5 High	4												
	Environmental Impact 1 Negative - 5 Positive	3												
Health Benefits 1 Low - 5 High	2													
Deliverability 1 Low - 5 High	3													
Community Linkage 1 Low - 5 High	2													
Demand/Need 1 Low - 5 High	2													
	CPN-IW04	44.5												
	The Isla Way - Dufftown Station Path													
	Isla Way													
	This short route cuts through the Dufftown Railway area and is a busy area. Clearer waymarkers and updating the path between the car park and the station would make this route more accessible. Raised kerbs, encroaching vegetation and muddy paths make this short path feel neglected.	44.5												

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account										
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting										
	Best Value 1 Low - 5 High X 1.5 Weighting										
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting										
	Strategic Importance 1 low - 5 High										
	Social Inclusion Potential 1 Low - 5 High										
	Mult-User Potential 1 Low - 5 High										
	Usage/Popularity 1 Low - 5 High										
	Economic/Tourism Benefits 1 Low - 5 High										
	Environmental Impact 1 Negative - 5 Positive										
	Health Benefits 1 Low - 5 High										
	Deliverability 1 Low - 5 High										
	Community Linkage 1 Low - 5 High										
	Demand/Need 1 Low - 5 High										
CPN-IW05		3	3	3	3	3	4	4	4	2	4
The Isla Way - Convalmore Link Dufftown											
Isla Way											
This section of path is popular and has the potential to be all ability with some upgrades. The car park ramp area requires work to upgrade the disabled access and resurfacing the path route would fix the muddy areas and level the terrain. Path would require some drainage and tree work. Bridges require some timber maintenance as does the map board and picnic table area.											

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

		Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High
		49	5	3	4	4	2	2	3	4	3	2	3	3	3
	The Isla Way - Jubilee Path Dufftown														
	Isla Way														
	Half of this path down past the distillery is good. The other half across the bridge up to the public road requires upgrading. The footbridge is getting old and requires maintenance/inspection. Drainage and surfacing would help the track up to the public road.	40	5	2	4	4	2	2	2	4	2	2	2	2	2

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Muilt-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	4	2	3	2	4	4	2	2	2	1	1	31
The Isla Way - Tulloch Road Dufftown												
Isla Way												
This route is on public roads. The hilly terrain will always limit access, however there are no barriers on this quiet road. Replacing the fingerpost at the junction and adding a couple of waymarkers will also improve this route.	4	2	2	2	4	4	2	2	2	1	1	21

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account													
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting													
	Best Value 1 Low - 5 High X 1.5 Weighting													
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting													
	Strategic Importance 1 low - 5 High													
	Social Inclusion Potential 1 Low - 5 High													
	Mult-User Potential 1 Low - 5 High													
	Usage/Popularity 1 Low - 5 High													
	Economic/Tourism Benefits 1 Low - 5 High													
	Environmental Impact 1 Negative - 5 Positive													
	Health Benefits 1 Low - 5 High													
	Deliverability 1 Low - 5 High													
	Community Linkage 1 Low - 5 High2													
	Demand/Need 1 Low - 5 High													
CPN-IW08	2	2	3	2	3	4	2	2	2	4	3	2	2	38
The Isla Way Kininvie Wood Road Drummuir														
Isla Way														
This route will always have access limited by the steep terrain. Upgrading the forest track would address the muddy areas. There are a number of dead path side trees to be addressed/assessed. Access around the forest gate and cutting back vegetation and replacing a fingerpost/adding waymarkers would improve this path.														

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Multi-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High2											
	Demand/Need 1 Low - 5 High											
CPN-IW10	4	3	3	3	3	4	3	4	3	4	4	54
The Isla Way - Drummuir Link												
Isla Way												
<p>Most of this path is graded as all ability however a lot of this route has encroaching vegetation, narrowing the path. The low section of path that runs alongside the River Isla is uneven in places and is being eroded when the river is high and requires a raised path and drainage. Fences along this section of path also need addressing as the railway line runs quite close. There is currently a diversion as a new vehicle bridge is currently being constructed. Once complete there should be appropriate fences to the steep river bank. The diversion goes along a narrow path and footbridge. Path needs regular maintenance to maintain all ability access.</p>												

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	1										
	Best Value 1 Low - 5 High X 1.5 Weighting	2										
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	3										
	Strategic Importance 1 low - 5 High	2										
	Social Inclusion Potential 1 Low - 5 High	2										
	Mult-User Potential 1 Low - 5 High	3										
	Usage/Popularity 1 Low - 5 High	2										
	Economic/Tourism Benefits 1 Low - 5 High	2										
	Environmental Impact 1 Negative - 5 Positive	3										
	Health Benefits 1 Low - 5 High	2										
	Deliverability 1 Low - 5 High	2										
	Community Linkage 1 Low - 5 High2	2										
	Demand/Need 1 Low - 5 High	2										
CPN-KT02		2	2	2	2	3	2	2	3	2	2	32.5
Garrowood Path - Grange												
KEITH												
Tarmac section of path is good. The aggregate vehicle track is in need of drainage and re-surfacing which currently limits access, used by farm vehicles all year round. Sorting this would increase access. Small bridge requires barriers near Farmtown, waymarkers required on route.												
Fingerpost as missing feature at the junction to CCP26 TarryBlake Path included on CCP26 audit.												
Suitable for cyclists												

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Mult-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
	CPN-KT03	2	2	3	2	3	3	2	3	2	3	37
	Balloch Wood Path - Keith											
	KEITH											
<p>The vehicle aggregate tracks through Balloch Wood are good quality. Issues need addressing once the path heads down towards the railway track leading to CPN-KT02. Entry into Balloch wood at this end needs improved at the narrow gate and vegetation needs cut back. The tarmac road at the railway bridge area is also in need of some maintenance. A waymarker is required or a new fingerpost at the junction where the route briefly passes into Aberdeenshire land at the East section of this path - there is a waymarker post and fingerpost in this area but none point in the direction</p>												

Moray Core Paths Action Plan 2023-2024														
Appendix 2: Core Path Selection Criteria Scorings														
	Overall Account													
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	4												
	Best Value 1 Low - 5 High X 1.5 Weighting	4												
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	4												
	Strategic Importance 1 low - 5 High	3												
	Social Inclusion Potential 1 Low - 5 High	3												
	Muilt-User Potential 1 Low - 5 High	3												
	Usage/Popularity 1 Low - 5 High	3												
	Econimic/Tourism Benefits 1 Low - 5 High	3												
	Environmental Impact 1 Negative - 5 Positive	4												
	Health Benefits 1 Low - 5 High	3												
	Deliverability 1 Low - 5 High	3												
	Community Linkage 1 Low - 5 High2	2												
	Demand/Need 1 Low - 5 High	3												
	CPN-KT04													
Auchoynanie Path - Keith														
KEITH														
This route runs on tarmac and aggregate roads, access is limited by hilly terrain, however the route is popular with cyclists and walkers. About one quarter of this route, the Northern off-road section is muddy, overgrown and most of the path is a barrier to access. During summer months the path will disappear under vegetation (grass, willow herb, gorse) and water drains down from the nearby road onto the path. Branches need pruned and the area may need checked for giant hogweed, a lot of native hogweed is present. There are ditches and culverts on this off-road section requiring clearing/replacement and the path may have aggregate under the earth. There is access for a mini-digger from the East of this off-road section. The fingerpost leading onto this off-road path section needs replaced. The Eastern end of the off-road route next to the public road has an issue with fly tipping and recent fencing and monitoring is present, this may require a barrier at the East end of the off road-path. The rest of the route is mostly tarmac with a short aggregate vehicle track. The tarmac road is narrow with HGV vehicles for Scottish Water and farms using the road. Narrow verges with steep banks are an issue when pulling in to let vehicles by.														
Fingerpost Missing Feature at junction of CPN-KT04 AND CPN-KT03 added to CPN-KT03 Balloch Wood Path audit. Suitable for cyclists.														

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account										
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting										
	Best Value 1 Low - 5 High X 1.5 Weighting										
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting										
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High	
	2	3	2	3	3	3	3	3	3	3	49.5
CPN-KT05											
Dunnyduff Woodland Paths - Keith											
KEITH											
<p>This route has the benefit of a car park giving easy access. The hilly terrain will always limit access, however the route has some very exposed steep banks that limit access around the waterfall area. There are a number of trees along the route that need attention. Pruning and waymarking required along whole route, especially at path crossroads. The small metal bridge may require maintenance due to its condition. There are a number of muddy areas that require attention.</p> <p>During this audit a 400m section of path was closed.</p>											

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings														
	Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Muilt-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Econimic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High
	42	1	3	3	3	4	3	3	3	2	3	3	3	3
CPN-KT06														
Den Path - Keith														
KEITH														
This route has many exposed steep banks requiring barriers. Tree maintenance/assessment required as there are many dead and large trees along the path. Fingerposts and waymarkers required to navigate side paths. There are some uneven areas with roots and muddy sections on the path, some revetments required where edges of the path are eroding away.														

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	2	3	2	2	1	4	2	2	4	2	1	30.5
Town Centre Link - Keith												
KEITH												
This route is all on public road surfaces, however it does have a steep section near to Old Town that may limit access. Waymarkers are required to navigate streets and there are several raised kerbs.	2	2	2	2	1	4	2	2	4	2	1	30.5

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Mult-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-KT09	1	3	1	2	4	1	3	4	2	1	1	27
Drum Road Path - Keith												
KEITH												
This route is all on public road or pavement surface. Waymarkers at both ends needed and a lowered kerb on the pavement would improve access.	1	3	1	2	4	1	3	4	2	1	1	27

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account																										
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting																										
	Best Value 1 Low - 5 High X 1.5 Weighting																										
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting																										
	Strategic Importance 1 low - 5 High																										
	Social Inclusion Potential 1 Low - 5 High																										
	Mult-User Potential 1 Low - 5 High																										
	Usage/Popularity 1 Low - 5 High																										
	Economic/Tourism Benefits 1 Low - 5 High																										
	Environmental Impact 1 Negative - 5 Positive																										
	Health Benefits 1 Low - 5 High																										
	Deliverability 1 Low - 5 High																										
	Community Linkage 1 Low - 5 High2																										
	Demand/Need 1 Low - 5 High																										
	37	4	4	2	4	1	2	2	2	1	2	3	2	2	3	2	3	2	CPN-KT10								
																			Lony Park Paths - Keith								
																			KEITH								
																			This route is very muddy when wet and this will limit access. There is a long grass section that is muddy when wet, this leads onto a very muddy vehicle aggregate track. In the middle of route where the grass path joins the vehicle aggregate path is an untidy old gate and timbers across the path with a narrow side path to go around, this is an access barrier and may require a new vehicle gate with pedestrian gate. There are no waymarkers on the route, two finger posts and a waymarker required.								

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	1	4	3	3	1	3	4	3	2	2	1	36.5
Horse Market Lea Path - Keith												
KEITH												
This route is short and runs on tarmac paths and public road pavements. Additional waymarkers required and some maintenance on the tarmac path near the park to remove moss/mud.	1	4	3	3	1	3	4	3	2	2	1	36.5

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Mult-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-KT12	1	2	1	2	4	1	2	3	2	1	1	24
Denwell Road - Keith												
KEITH												
This route runs on narrow public roads and pavements. All have good surfaces.												
This route needs more waymarkers.	1	2	1	2	4	1	2	3	2	1	1	24

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account													
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting													
	Best Value 1 Low - 5 High X 1.5 Weighting													
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting													
	Strategic Importance 1 low - 5 High													
	Social Inclusion Potential 1 Low - 5 High													
	Mult-User Potential 1 Low - 5 High													
	Usage/Popularity 1 Low - 5 High													
	Economic/Tourism Benefits 1 Low - 5 High													
	Environmental Impact 1 Negative - 5 Positive													
	Health Benefits 1 Low - 5 High													
	Deliverability 1 Low - 5 High													
	Community Linkage 1 Low - 5 High2													
	Demand/Need 1 Low - 5 High													
CPN-KT13	3	3	3	3	3	2	3	3	2	1	4	3	4	44.5
Braehead Right of Way - Keith														
KEITH														
This path is mostly flat tracks and public roads. However the narrow, muddy section between the fields is a barrier for access. Maintenance is also required on the small footbridge at the bottom of this field section.														
	2	2	2	2	2	2	2	2	2	1	4	2	4	44.5

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings													
	Overall Account												
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting												
	Best Value 1 Low - 5 High X 1.5 Weighting												
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting												
	Strategic Importance 1 low - 5 High												
	Social Inclusion Potential 1 Low - 5 High												
	Mult-User Potential 1 Low - 5 High												
	Usage/Popularity 1 Low - 5 High												
	Economic/Tourism Benefits 1 Low - 5 High												
	Environmental Impact 1 Negative - 5 Positive												
	Health Benefits 1 Low - 5 High												
	Deliverability 1 Low - 5 High												
	Community Linkage 1 Low - 5 High												
	Demand/Need 1 Low - 5 High												
	CPN-KT14	1	3	1	2	4	1	2	3	2	1	2	27
	Seafield Park Road/Land Street - Keith												
	KEITH												
	This route runs on public roads and pavements. There are a number of raised kerbs restricting access and additional waymarkers required to navigate the streets.	1	3	1	2	4	1	2	3	2	1	2	27

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting													
Best Value 1 Low - 5 High X 1.5 Weighting													
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting													
Strategic Importance 1 low - 5 High													
Social Inclusion Potential 1 Low - 5 High													
Mult-User Potential 1 Low - 5 High													
Usage/Popularity 1 Low - 5 High													
Economic/Tourism Benefits 1 Low - 5 High													
Environmental Impact 1 Negative - 5 Positive													
Health Benefits 1 Low - 5 High													
Deliverability 1 Low - 5 High													
Community Linkage 1 Low - 5 High2													
Demand/Need 1 Low - 5 High													
CPN-KT15	1	3	2	3	3	1	3	3	3	1	2	1	30
Cuthil Park Paths - Keith													
KEITH													
This route runs through a small park. Waymarkers are required and drainage/resurfacing on a muddy aggregate section of path.	1	3	2	3	3	1	3	3	3	1	2	1	30

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
CPN-KT16	3	3	3	3	1	3	3	2	3	1	1	33
Cuthil Seafield Link - Keith												
KEITH												
Half this route runs on tarmac and the rest is on vehicle tracks. This route needs some waymarkers between the park and the vehicle track end. The vehicle track has some muddy sections that are ok to pass but will get worse over time.	2	2	2	2	1	2	2	2	2	1	1	22

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account														
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
	Best Value 1 Low - 5 High X 1.5 Weighting														
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
	Strategic Importance 1 low - 5 High														
	Social Inclusion Potential 1 Low - 5 High														
	Mult-User Potential 1 Low - 5 High														
	Usage/Popularity 1 Low - 5 High														
	Economic/Tourism Benefits 1 Low - 5 High														
	Environmental Impact 1 Negative - 5 Positive														
	Health Benefits 1 Low - 5 High														
	Deliverability 1 Low - 5 High														
	Community Linkage 1 Low - 5 High2														
	Demand/Need 1 Low - 5 High														
CPN-KT17	1	3	2	3	3	2	3	3	3	3	2	4	1	1	36
Brandy Brae Path - Keith															
KEITH															
This path has a long section of earth/grass that will get muddy in the wet. Waymarkers required to navigate multiple side paths and maintenance on fingerposts required. The field with horses needs maintenance on the fence and along the whole path there are steep banks in need of barriers.															
	1	3	2	3	3	2	3	3	3	3	2	4	1	1	36

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Appendix 2: Core Path Selection Criteria Scorings

Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting													
Best Value 1 Low - 5 High X 1.5 Weighting													
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting													
Strategic Importance 1 low - 5 High													
Social Inclusion Potential 1 Low - 5 High													
Mult-User Potential 1 Low - 5 High													
Usage/Popularity 1 Low - 5 High													
Economic/Tourism Benefits 1 Low - 5 High													
Environmental Impact 1 Negative - 5 Positive													
Health Benefits 1 Low - 5 High													
Deliverability 1 Low - 5 High													
Community Linkage 1 Low - 5 High2													
Demand/Need 1 Low - 5 High													

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CPN-KT19	2	3	3	3	2	2	3	2	3	1	3	2	4	39
Cottage Wood Path - Keith														
KEITH														
This route has a good path through the forest section but has some issues. The steps at the forest before the road are a barrier and the muddy section of path running beside the golf course and houses needs addressing. Tree maintenance and waymarker maintenance required along the whole path.														

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CPN-KT20	2	3	3	3	2	1	3	2	3	1	3	2	1	33.5
Fife Park Path - Keith														
KEITH														
This route requires waymarkers, especially around the playing field area where there is not a defined path. There are some barriers on the pavement sections such at the fence across the path and bollards. The grass section will limit access especially when wet weather.														

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Multi-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-KT21	2	3	2	2	3	2	3	3	2	2	3	36
Toll House and Braehead Road - Keith												
KEITH												
Most of this route runs on public roads. However the section that runs on vehicle tracks over the River Isla requires maintenance. The bridge over the River Isla is a barrier with steps either side, it is also in need of maintenance. Without steps and some track maintenance this route would be possible to be cycled. Safety signage on the public road section to alert vehicles to pedestrians would improve this route.												

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	2	2	3	3	2	3	2	3	2	3	5	48.5
CPN-KT22												
Maisley Link - Keith												
KEITH												
<p>This path is overgrown and muddy. Its condition is a barrier, but is a useful link.</p> <p>There is signs of aggregate under the earth/mud and there are ditches either side. Regular cutting of vegetation is required on this route, strimming twice a year would allow better access - vegetation is also affecting the opening of gates. Fences at both sides of the route have barbed wire on the path side and sections of fence are broken. There are some deep ditch sections close to the path that require barriers.</p>												

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

		Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High	
	CPN-KT23	2	3	2	3	2	2	2	2	3	3	2	3	3	2	
	Drummuir Station Path-Drummuir															
	Drummuir															
	This route has a steep hill in the forest that will always limit access. The bridge next to the railway station needs some maintenance and barriers are required on the track down to the railway station, the public roadside fences are also in need of repairs. Waymarkers required in the forest section as well as some tree maintenance. Parking is available, the only barrier is the steep hill section in and out of the forest.															

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

		Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High
	CPN-KT24	2	2	2	2	1	2	2	2	2	3	2	2	2	2
	Westerton Path - Drummuir														
	Drummuir														
	This route has some hilly terrain that will limit access, however the stepping stones at the ford is a barrier that will limit the use of this section. Updating and reviewing waymarkers would also improve this route, especially when joining from other paths.														

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

		Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Muilt-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High
	CPN-LM02	2	2	3	4	2	2	3	2	2	3	2	3	2	2
	Inverugie to Duffus Road Track - Duffus														
	LOSSIEMOUTH														
	This route runs on aggregate tracks. More than half of this route is on very pot holed and muddy tracks that will be a barrier to access. There are no waymarkers on this route, 2 fingerposts and waymarkers required. The route is mostly flat and offers a quiet walk, more accessible in dry weather.														

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings													
	Overall Account												
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting												
	Best Value 1 Low - 5 High X 1.5 Weighting												
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting												
	Strategic Importance 1 low - 5 High												
	Social Inclusion Potential 1 Low - 5 High												
	Multi-User Potential 1 Low - 5 High												
	Usage/Popularity 1 Low - 5 High												
	Economic/Tourism Benefits 1 Low - 5 High												
	Environmental Impact 1 Negative - 5 Positive												
	Health Benefits 1 Low - 5 High												
	Deliverability 1 Low - 5 High												
	Community Linkage 1 Low - 5 High												
	Demand/Need 1 Low - 5 High												
	CPN-LM03	1	4	1	2	3	3	3	4	2	3	2	1
	Hopeman to Duffus Cycle Link												
	LOSSIEMOUTH												
	This route runs on tarmac and public roads and pavements. Some additional advisory Give Way signs required at road crossings and waymarkers required in Duffus to navigate the streets. One "fence across the path" barrier is damaged near Hopeman, this barrier is a plastic barrier instead of all metal. Some raised kerbs as barriers for pedestrians in Duffus and minor encroaching vegetation at a couple of points.												

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Multi-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-LM04	0	3	2	2	3	1	3	3	2	1	1	25
Duffus Hall Path												
LOSSIEMOUTH												
A short tarmac path with one road crossing. Waymarkers required at each end and tactile paving at the road crossing.	0	3	2	2	3	1	3	3	2	1	1	25

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Mult-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-LM06	1	2	1	2	3	2	3	3	1	2	1	25
Duffus Green Roadie												
LOSSIEMOUTH												
This route runs on a straight aggregate track. There are a few muddy sections and some encroaching vegetation but overall the track is good.	1	2	1	2	3	2	3	3	1	2	1	25

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High	
29.5	1	2	3	1	2	3	2	1	2	3	2	1	CPN-LM07
													Plewlands Coastal Link - Covesea
													LOSSIEMOUTH
													This route has some muddy sections and encroaching vegetation on the south section of the B9040. This section may get badly overgrown in Summer unless cut. The gate area near the B9040 has a problem with cars parking in the narrow passing place and also vehicles driving up the track towards the coast. The track in the north section leading to the coastal path is very muddy when wet and requires drainage ditches and culverts to avoid the track becoming a ditch itself. Waymarkers required on this route.

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

		Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High
		38	4	2	3	2	2	3	3	2	3	2	2	2	2
	CPN-LM08														
	Covesea Path - Lossiemouth														
	LOSSIEMOUTH														
	Half of this route runs on aggregate track that is badly worn in places leaving pot holes filled with water. The short section of aggregate path requires the existing ditches to be cleared as well as a blocked culvert to be fixed. Vegetation is bad on the aggregate path section and will require cut to avoid the path becoming overgrown.														

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

		Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Muilt-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High
	CPN-LM10	3	3	3	3	2	3	2	3	3	3	3	3	3	3
	Clarkly Hill Path - Burghead														
	LOSSIEMOUTH														
	Around 30% of this route is overgrown with gorse and is a barrier to access. The field track to the East has a lot of muddy sections and encroaching vegetation in the summer. The tarmac section is good. There are two redundant pedestrian gates near the field tracks. There are side paths for other routes nearby, additional waymarkers required.														

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

		Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High
	CPN-LM11	2	3	2	3	2	2	2	2	2	3	3	3	3	2
	Clarkly Hill Cummingston Link														
	LOSSIEMOUTH														
	This route requires additional waymarkers. The north section at the park is muddy and overgrown. The southern section on the field track is very muddy and looks to get overgrown with grass in the summer. The south end of this route at the top of the hill has a rope across the path used by the pig farm, this may be temporary but restricts access. A gate is required here and warning signs as this area is heavily used by the pig farm moving livestock.														

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
	CPN-LM12	3	3	3	3	4	3	3	3	3	2	3	4	46.5
	Clarkly Hill Coastal Link - Cummingston													
	LOSSIEMOUTH													
	Half this route runs on public roads. The other northern half is muddy and overgrown with grass and gorse. Some fencing required on the stone bridge at the northern section and a new waymarker.													
		2	2	2	2	4	2	2	2	2	2	2	2	4

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Appendix 2: Core Path Selection Criteria Scorings

Overall Account									
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting									
Best Value 1 Low - 5 High X 1.5 Weighting									
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting									
Strategic Importance 1 low - 5 High									
Social Inclusion Potential 1 Low - 5 High									
Mult-User Potential 1 Low - 5 High									
Usage/Popularity 1 Low - 5 High									
Economic/Tourism Benefits 1 Low - 5 High									
Environmental Impact 1 Negative - 5 Positive									
Health Benefits 1 Low - 5 High									
Deliverability 1 Low - 5 High									
Community Linkage 1 Low - 5 High2									
Demand/Need 1 Low - 5 High									
CPN-LM13									
Drummuir Street - Hopeman									
LOSSIEMOUTH									
This path runs mostly on tarmac public pavements. Some raised kerbs as barriers and a muddy section on the aggregate path.									

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	3	3	3	3	3	4	3	2	3	1	33	
CPN-LM14												
Harbour Street - Hopeman												
LOSSIEMOUTH												
Waymarkers required on this route. There are some raised kerbs as barriers and dropped kerbs missing tactile paving. A short section at the road bridge requires pedestrians to use the road.	3	3	3	3	3	4	3	2	3	1	33	

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Mult-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-LM15	1	2	2	2	3	2	2	3	2	2	1	26
Hopeman Inverugie Path												
LOSSIEMOUTH												
This route runs mostly on aggregate vehicle tracks in good condition. A way marker and fingerpost at the junction of CPN-LM18 and CPB-LM02 is required and some pruning on the existing fingerpost. There is a minor muddy section on the aggregate track.												

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account										
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting										
	Best Value 1 Low - 5 High X 1.5 Weighting										
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting										
	Strategic Importance 1 low - 5 High										
	Social Inclusion Potential 1 Low - 5 High										
	Mult-User Potential 1 Low - 5 High										
	Usage/Popularity 1 Low - 5 High										
	Economic/Tourism Benefits 1 Low - 5 High										
	Environmental Impact 1 Negative - 5 Positive										
	Health Benefits 1 Low - 5 High										
	Deliverability 1 Low - 5 High										
	Community Linkage 1 Low - 5 High										
	Demand/Need 1 Low - 5 High										
CPN-LM17		2	3	3	3	3	3	3	3	3	41.5
Hopeman East Path											
LOSSIEMOUTH											
40% of this route runs on public roads/pavements and tarmac. The 60% north earth section to the beach has some very muddy areas and has encroaching vegetation in places. The south public road section to the road junction has no pavement for the last 45m requiring individuals to continue on the public road or walk on the grass, a new path here would allow road free travel from Duffus to Hopeman beach.											

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
	CPN-LM19	2	3	2	3	3	4	3	4	3	4	2	1	39.5
	Lossie to Elgin Cycle Route													
	LOSSIEMOUTH													
	This route requires additional waymarkers. The route from the car park and grass section at Muirton road needs development to bring the route into the same quality level as the rest of the route. Give Way Advisory bollards and tactile paving is missing from road crossings (10 crossings) and there are a couple sections of low tarmac that holds water and create wet areas. Recent drainage side-let ditches at the roadside drain off near to the cycle path and maybe causing additional water on the path													

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Mult-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
	CPN-LM21	1	3	2	2	4	1	2	3	2	1	26
	Drainie Way - Lossiemouth											
	LOSSIEMOUTH											
	Waymarkers required on this route. Tactile paving at dropped kerbs and replacing raised kerbs would improve access. However path runs on public tarmac pavements and roads with some encroaching vegetation from private gardens requiring cut back.	1	2	2	2	4	1	2	2	2	1	26

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High
	34.5	1	2	1	2	3	4	3	1	4	3	2	4	2
CPN-LM22														
Hythehill/Lossie High School Safe Routes														
LOSSIEMOUTH														
<p>This route requires waymarkers to navigate the streets. Advisory Give Way signage and tactile paving at road crossings where bikes cross would improve safety and access. There are some narrow sections in between wide pavements.</p> <p>Steps near the school are a barrier but has a path that goes round this. A dead tree near the school requires removal/further assessment.</p>														

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CPN-LM25	1	3	2	3	4	0	2	3	3	1	1	2	1	28.5
Ramsay Lane Link - Lossiemouth														
LOSSIEMOUTH														
This route runs mostly on public road pavements. This route has some raised kerbs and a steep slope as barriers. Way markers required to navigate the streets.														
	1	3	2	3	4	0	2	3	3	1	1	2	1	28.5

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	3	2	2	3	2	3	3	3	2	3	2
	Social Inclusion Potential 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Mult-User Potential 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Usage/Popularity 1 Low - 5 High	2	2	2	2	2	2	2	2	2	2	2
	Economic/Tourism Benefits 1 Low - 5 High	0	0	0	0	0	0	0	0	0	0	0
	Environmental Impact 1 Negative - 5 Positive	4	4	4	4	4	4	4	4	4	4	4
	Health Benefits 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Deliverability 1 Low - 5 High	2	2	2	2	2	2	2	2	2	2	2
	Community Linkage 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Demand/Need 1 Low - 5 High	2	2	2	2	2	2	2	2	2	2	2
CPN-LM26		2	3	2	3	4	0	2	3	3	2	3
Football Ground Path - Lossiemouth												
LOSSIEMOUTH												
A short winding route through streets with barriers. This route has a few raised kerbs as barriers. The road crossing across Elgin Road can be too busy to cross easily. The steps at the junction to CP-LM27 are a barrier, however there is space for a ramp here. Waymarkers required to navigate around the numerous streets.												

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	2	3	4	3	1	3	3	3	2	3	3	43.5
CPN-LM27												
Old Railway Path to Cemetery - Lossiemouth												
LOSSIEMOUTH												
This route has good access on the tarmac sections. The aggregate path is getting overgrown and has some muddy sections. The steps and ramp area at Inchbroom Road is a barrier being narrow and steep. Half of this route to the cemetery is also unlit however this section is less populated. This route is busy with cyclists and pedestrians.												

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Appendix 2: Core Path Selection Criteria Scorings

Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting													
Best Value 1 Low - 5 High X 1.5 Weighting													
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting													
Strategic Importance 1 low - 5 High													
Social Inclusion Potential 1 Low - 5 High													
Mult-User Potential 1 Low - 5 High													
Usage/Popularity 1 Low - 5 High													
Economic/Tourism Benefits 1 Low - 5 High													
Environmental Impact 1 Negative - 5 Positive													
Health Benefits 1 Low - 5 High													
Deliverability 1 Low - 5 High													
Community Linkage 1 Low - 5 High2													
Demand/Need 1 Low - 5 High													

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Appendix 2: Core Path Selection Criteria Scorings

Overall Account															
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting															
Best Value 1 Low - 5 High X 1.5 Weighting															
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting															
Strategic Importance 1 low - 5 High															
Social Inclusion Potential 1 Low - 5 High															
Mult-User Potential 1 Low - 5 High															
Usage/Popularity 1 Low - 5 High															
Economic/Tourism Benefits 1 Low - 5 High															
Environmental Impact 1 Negative - 5 Positive															
Health Benefits 1 Low - 5 High															
Deliverability 1 Low - 5 High															
Community Linkage 1 Low - 5 High2															
Demand/Need 1 Low - 5 High															
CPN-MCT01															
M.Coast Trail - Findhorn Beach Link															
Moray Coast Trail															
This route needs some additional waymarkers to navigate the dune section. There is a broken fingerpost near the apartment block. There are a lot of new "no cycling" signs on the Southern section and a mapboard that is in poor condition, however this could be community owned. There is a raised kerb before coming onto the water front in the southern section and also some wet patches on the aggregate path there. The concrete path on the waterfront has a short steep section that ideally should have a barrier.															

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High		
	4	2	4	3	4	3	2	2	2	1	34	
CPN-MCT03												
M.Coast Trail - Roseisle Section												
Moray Coast Trail												
Additional waymarkers required on this route to navigate the various paths. Several short existing waymarkers need replaced. There are several soft sand sections that make it difficult for bikes/mobility scooters. There are a couple of sections where encroaching gorse needs cut back and a bridge requiring barriers. A long path mainly running on aggregate vehicle tracks.												

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting									
	CPN-MCT04	1	3	2	3	2	4	2	1	3	3	34.5
	M.Coast Trail - Burghead											
	Moray Coast Trail											
<p>Although 70% of this route runs on aggregate and tarmac surfaces, the section that runs around the fort area has uneven ground and steep exposed sections of path that limits access. The aggregate track that runs on the northern section has some large pot holes where puddles will form. The tarmac area by the harbour is good, just missing some tactile paving in places. There is a lack of waymarkers with MCT on them around the fort area, this section is difficult to find and follow. The section through the caravan park also needs a waymarker.</p> <p>The fingerpost near Station Road points the MCT route down Brander Street which is confusing. The fingerpost near the caravan site points towards the wrong track. Overall the waymarking is confusing due to a lack of MCT waymarkers and other brown waymarking posts and fingerposts.</p>												

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High		
	4	3	4	4	4	3	4	2	4	1	2	41.5
CPN-MCT05												
M.Coast Trail -Old Coastal R'way Hopeman												
Moray Coast Trail												
<p>This route runs on tarmac and aggregate surfaces. Some encroaching vegetation on the path sections, this can be controlled with annual cutting/trimming back.</p> <p>A timber fence at Burghead needs some maintenance on wobbly and broken sections. There are some muddy sections at the Burghead end.</p> <p>There is a very large community dog fouling sign at the East end of this route, along with 2 other notices nearby. In the middle of this route some side rock faces have had recent stones detach, this may require further assessment</p>												

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
CPN-MCT06	2	2	3	3	3	3	3	2	3	1	33.5	
M.Coast Trail - Hopeman Caravan Park												
Moray Coast Trail												
This route runs on tarmac and aggregate paths. Waymarkers required to navigate the route. Some encroaching vegetation and a muddy section on the aggregate track in the South section	2	2	3	3	3	3	3	2	3	1	33.5	

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account												
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	4												
Best Value 1 Low - 5 High X 1.5 Weighting	3												
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	4												
Strategic Importance 1 low - 5 High	4												
Social Inclusion Potential 1 Low - 5 High	2												
Muilt-User Potential 1 Low - 5 High	2												
Usage/Popularity 1 Low - 5 High	3												
Economic/Tourism Benefits 1 Low - 5 High	4												
Environmental Impact 1 Negative - 5 Positive	3												
Health Benefits 1 Low - 5 High	2												
Deliverability 1 Low - 5 High	4												
Community Linkage 1 Low - 5 High2	2												
Demand/Need 1 Low - 5 High	3												
						</							

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	1														
Best Value 1 Low - 5 High X 1.5 Weighting	2														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	3														
Strategic Importance 1 low - 5 High	4														
Social Inclusion Potential 1 Low - 5 High	2														
Muilt-User Potential 1 Low - 5 High	2														
Usage/Popularity 1 Low - 5 High	3														
Economic/Tourism Benefits 1 Low - 5 High	4														
Environmental Impact 1 Negative - 5 Positive	3														
Health Benefits 1 Low - 5 High	3														
Deliverability 1 Low - 5 High	2														
Community Linkage 1 Low - 5 High2	3														
Demand/Need 1 Low - 5 High	2														
CPN-MCT10															
M.Coast Trail - Lossiemouth															
Moray Coast Trail															
Although this route runs on wide tarmac and public pavements there are still barriers on this route. This route links both popular beaches in Lossiemouth, the east beach section high has access. Waymarkers are required along the route and existing waymarkers need adjusted. Steps are a barrier near to the pavilion and tactile paving required on pavement sections and street lighting around the Marina near the museum. The earth path route closer to West Beach is quite uneven and muddy and restricts access - improving this section would allow the two beaches to be easily accessed.															

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting										
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Mult-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High2											
	Demand/Need 1 Low - 5 High											
CPN-MCT11	1	2	3	2	2	4	2	2	2	4	2	32.5
M.Coast Trail - Lossiemouth Kingston												
Moray Coast Trail												
<p>The terrain and length of path on this route will always limit access. A flat route across sandy beach and a winding route through shingle and sand dunes. A tall waymarker is required where the beach at Lossiemouth ends and the shingle dunes path begins. Existing waymarker posts and fingerposts need replacing and additional waymarking required at the Kingston end. At the military firing range warning signs required in this area. The two firing range watch towers at the Kingston area are in poor condition and buildings and signage around this area need attention. Many concrete shelters near the path are in poor condition. This route has a lot of litter and marine waste piled and left at the side of the path that needs removed. The track at Kingston to the firing range has some large wet areas. Restricting vehicles on this track would reduce wear and tear.</p>												

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	4	2	3	4	3	2	3	4	2	4	46	
CPN-MCT12												
M.Coast Trail - Kingston to Garmouth												
Moray Coast Trail												
<p>This route runs through Garmouth on narrow roads and pavements, a couple of raised kerbs and narrow pavements here as barriers. A third of this path runs on a narrow track above Garmouth, this is a barrier with narrow muddy tracks with steep sections and exposed steep banks. Waymarkers required on this route.</p> <p>The low lying section before coming onto CP-MCT11 looks to flood often, is muddy and has an old concrete bridge requiring further assessment/inspection.</p>												

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account														
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
	Best Value 1 Low - 5 High X 1.5 Weighting														
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
	Strategic Importance 1 low - 5 High														
	Social Inclusion Potential 1 Low - 5 High														
	Mult-User Potential 1 Low - 5 High														
	Usage/Popularity 1 Low - 5 High														
	Economic/Tourism Benefits 1 Low - 5 High														
	Environmental Impact 1 Negative - 5 Positive														
	Health Benefits 1 Low - 5 High														
	Deliverability 1 Low - 5 High														
	Community Linkage 1 Low - 5 High2														
	Demand/Need 1 Low - 5 High														
CPN-MCT13	1	3	2	3	4	4	4	4	4	2	4	1	2	1	37.5
M.Coast Trail - Spey Viaduct Link															
Moray Coast Trail															
This route is mostly all tarmac and flat. Some repairs to a bollard and signage required. Will need regular pruning. The viaduct bridge needs trees pruned back at one end and some path panels that have movement fixed down. There are some steep banks requiring barriers and some fences around the other bridges are poor with movement in posts. Tree roots are making sections of the tarmac path uneven.															

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting													
Best Value 1 Low - 5 High X 1.5 Weighting													
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting													
Strategic Importance 1 low - 5 High													
Social Inclusion Potential 1 Low - 5 High													
Mult-User Potential 1 Low - 5 High													
Usage/Popularity 1 Low - 5 High													
Economic/Tourism Benefits 1 Low - 5 High													
Environmental Impact 1 Negative - 5 Positive													
Health Benefits 1 Low - 5 High													
Deliverability 1 Low - 5 High													
Community Linkage 1 Low - 5 High													
Demand/Need 1 Low - 5 High													
	CPN-MCT14	1	3	3	3	3	4	3	4	3	3	1	40
	M.Coast Trail - Portgordon Old Railway												
	Moray Coast Trail												
	There are some steep drops requiring barriers at the Buckpool bridge end. A ditch on the Buckpool to Portgordon section is required to manage muddy sections. The Portgordon section has a lot of narrow, muddy sections. Missing drainage and partially blocked ditches are creating muddy sections as well as vehicle access.												
	Encroaching grass is narrowing the path, so much so, the path is now classed as narrow rather than originally being wide. The road crossing area requires more safety signage and a wet area is making the path and steps in this area very wet and muddy. Towards the Portgordon end there are some dead trees requiring further assessment.												
	Restricting vehicle access to this path would limit damage to the surface.												

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	4	3	3	3	4	4	3	2	3	1	1	37
CPN-MCT15												
M.Coast Trail - Portessie Bay												
Moray Coast Trail												
This route runs mostly on tarmac surfaces and public roads. The East section at Strathleen requires more waymarkers as it is confusing whether the route goes on the grass or the road. Along the road side sections to Ianstown there are some narrowing pavements. Some raised kerbs as barriers around the harbour area and additional waymarkers require in and around Buckpool end.												

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High		
	4	2	1	3	4	2	2	3	3	1	34	
CPN-MCT16												
M.Coast Trail - Strathlene to Findochty												
Moray Coast Trail												
<p>This path has some rocky and narrow sections that will always limit access.</p> <p>Some encroaching gorse is narrowing the East section and there are some muddy sections near the golf course. There are a couple of sections near the golf course that may require barriers due to being next to steep drops. Warning signs advising of rocky areas advised before approaching Strathlene. Some muddy sections on the aggregate path to Strathlene need ditches and culverts cleared. Additional waymarkers would navigate around the streets and side paths on the route.</p>												

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	1	36.5										
Best Value 1 Low - 5 High X 1.5 Weighting	2											
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	2											
Strategic Importance 1 low - 5 High	4											
Social Inclusion Potential 1 Low - 5 High	2											
Muilt-User Potential 1 Low - 5 High	3											
Usage/Popularity 1 Low - 5 High	3											
Economic/Tourism Benefits 1 Low - 5 High	4											
Environmental Impact 1 Negative - 5 Positive	4											
Health Benefits 1 Low - 5 High	2											
Deliverability 1 Low - 5 High	2											
Community Linkage 1 Low - 5 High2	3											
Demand/Need 1 Low - 5 High	1											

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

		Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High
	CPN-MCT18	3	3	3	3	4	2	4	3	4	3	3	3	3	3
	M.Coast Trail - Findochty to Portknockie														
	Moray Coast Trail														
	This route runs on aggregate path. There are many muddy sections on the path with one bad enough to be a barrier. The path is ageing and grass is narrowing the aggregate, some sections are less than 50cm wide. Despite the muddy sections this path is busy, however during wet weather the quality of the route worsens.														

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Multi-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-MCT19	1	3	2	2	4	4	2	3	2	4	1	32
M.Coast Trail - Portknockie												
Moray Coast Trail												
This route runs on public tarmac roads with good access. A waymarker is required to avoid going down to the harbour. There is a poor road crossing at the Western end that has a blind corner.	1	3	2	2	4	4	2	3	2	4	1	32

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High		
	3	2	1	3	4	3	2	2	3	2	35.5	
CPN-MCT20												
M.Coast Trail - Cullen Bay												
Speyside												
<p>This route has some steep sections that will always limit access. The beach does not have ramp access but one could be created at the end of the concrete walkway.</p> <p>The rocky section at the western end of Cullen beach is a barrier and the steps leading to Portknockie needs a handrail. The path going around the cliff edge towards Portknockie is very close to steep cliffs and needs fencing. There are some muddy and uneven sections between the beach and Portknockie The path at Portknockie has recently been resurfaced and has improved access. Most of the waymarkers need replaced and additional ones required. Signage required warning path at the beach/rocks only passable at low tide.</p>												

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
	CPN-SP02													
	Glenfiddich Way - Dufftown													
	Speyside													
	This route has a lot of exposed steep banks that require attention, this may require barriers. Resurfacing and drainage required along this route as well as waymarkers. A fairly flat route would be great for cycling as well as having car parks close to each end with the potential for disabled access. This route could be all ability.2landslip areas and bridge undercutting would involve expensive engineering works to completely resolve.													

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Social Inclusion Potential 1 Low - 5 High	2	2	2	2	2	2	2	2	2	2	2
	Mult-User Potential 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Usage/Popularity 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Economic/Tourism Benefits 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Environmental Impact 1 Negative - 5 Positive	3	3	3	3	3	3	3	3	3	3	3
	Health Benefits 1 Low - 5 High	2	2	2	2	2	2	2	2	2	2	2
	Deliverability 1 Low - 5 High	2	2	2	2	2	2	2	2	2	2	2
	Community Linkage 1 Low - 5 High	2	2	2	2	2	2	2	2	2	2	2
	Demand/Need 1 Low - 5 High	2	2	2	2	2	2	2	2	2	2	2
CPN-SP04		2	2	2	2	3	3	3	3	3	3	35.5
Glenrinnes Way-Dufftown												
Speyside												
This path has a good aggregate path that is grassing over and becoming muddy. Route requires maintenance on path by scraping off grass and addressing drainage along roadside sections. At times the path is narrow and close to the main road. Waymarkers required.												

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account										
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting										
	Best Value 1 Low - 5 High X 1.5 Weighting										
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting										
	Strategic Importance 1 low - 5 High										
	Social Inclusion Potential 1 Low - 5 High										
	Mult-User Potential 1 Low - 5 High										
	Usage/Popularity 1 Low - 5 High										
	Economic/Tourism Benefits 1 Low - 5 High										
	Environmental Impact 1 Negative - 5 Positive										
	Health Benefits 1 Low - 5 High										
	Deliverability 1 Low - 5 High										
	Community Linkage 1 Low - 5 High										
	Demand/Need 1 Low - 5 High										
CPN-SP05	1	2	1	2	4	2	2	3	2	2	26
Burn Brae - Dufftown											
Speyside											
This route runs on public roads and has a good level of access already. Adding waymarkers would better highlight the route.	1	2	1	2	4	2	2	3	2	2	26

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account										
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting										
	Best Value 1 Low - 5 High X 1.5 Weighting										
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting										
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High	
	2	3	3	3	3	2	3	4	3	3	48.5
CPN-SP08											
Maister's Well Path - Dufftown											
Speyside											
During auditing the top end of this route had some digging works at the end of Cowie Avenue that was limiting access to the path. The forest walk paths need some work to improve access. The path is muddy, not level and overgrown in places. There are also a number of trees requiring further assessment. Barriers are required on steep banks and repairs to existing fences required. During auditing a fallen tree had smashed the shelter on this route. Waymarkers are required on this route, especially on the forest section.											

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account												
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	1												
Best Value 1 Low - 5 High X 1.5 Weighting	3												
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	4												
Strategic Importance 1 low - 5 High	1												
Social Inclusion Potential 1 Low - 5 High	2												
Muilt-User Potential 1 Low - 5 High	2												
Usage/Popularity 1 Low - 5 High	2												
Economic/Tourism Benefits 1 Low - 5 High	2												
Environmental Impact 1 Negative - 5 Positive	3												
Health Benefits 1 Low - 5 High	2												
Deliverability 1 Low - 5 High	3												
Community Linkage 1 Low - 5 High2	3												
Demand/Need 1 Low - 5 High	3												
						</							

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

		Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High	
	CPN-SP11	3	3	3	4	1	2	2	3	3	2	3	3	3	3	45
	Meg's Wood Path - Dufftown															
	Speyside															
	<p>This well used route needs improvement and maintenance. The route from Church Street up to Megs wood is muddy, narrow in places and has broken waymarkers, leaning fences also need attention. In Megs wood there is a warren of paths that is difficult to navigate, waymarkers required. The whole of Megs wood path network could do with tree inspections as there are many fallen and dead trees around paths. The concrete shelter in Megs Wood is in need of further inspection, it does not look particularly inviting.</p>															

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Appendix 2: Core Path Selection Criteria Scorings

	Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High
	45	5	3	4	1	2	1	3	3	3	3	3	3	3
CPN-SP13	45	5	3	4	1	2	1	3	3	3	3	3	3	3
Roths Castle Paths														
Speyside														
This path is not very accessible due to uneven ground, encroaching vegetation and lack of drainage. The short side path going to the tarmac road below the castle is too overgrown to use. Tree maintenance is required on this path with many dead and damaged trees near the path. Waymarkers are also required as additional paths have been created off this route.														

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Muilt-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High	
CPN-SP14	1	2	1	2	3	3	2	4	2	2	4	1	31.5
High Street Link - Rothes													
Speyside													
This route runs on public road pavements. Road crossing across Rothes High Street can be difficult if there is a lot of traffic. Nearby pedestrian crossing is available. The whole route needs waymarkers and mapboard could do with a new map to show all the routes in Rothes. Waymarkers would need to be planned and combined with other joining routes, CP-SP01, CP-SP13, CP-SP16, CP-SP15, CP-SP12.													

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	2	1	3	4	2	3	3	2	1	1	0
	Social Inclusion Potential 1 Low - 5 High											
	Mult-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-SP16	0	3	1	3	4	2	3	3	2	1	1	0
Green Street - Rothes												
Speyside												
This route is all on public roads and pavements. Waymarkers required.	0	3	1	3	4	2	3	3	2	1	1	0

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account										
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High
	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High									
CPN-SP18	3	4	2	3	3	3	3	3	3	3	41.5
Old Railway Path - Rothes											
Speyside											
This route runs mostly on vehicle tracks. There are a number of muddy sections that could do with resurfacing. The vehicle track and aggregate section next to the car park would also benefit from street lighting. 2 raised kerbs are barriers and some waymarkers required. Vehicles appear to be exiting from the aggregate track onto the public road where access for this is not provided, a bollard may be required for safety. Access on the vehicles tracks may be blocked when vehicles are using it.											

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

Overall Account									
Accessibility / Development Potential	1 Low - 5 High	X 1.5 Weighting							
Best Value	1 Low - 5 High	X 1.5 Weighting							
Overall Path Condition	5 Poor - 1 Excellent	X 2 Weighting							
Strategic Importance	1 low - 5 High								
Social Inclusion Potential	1 Low - 5 High								
Mult-User Potential	1 Low - 5 High								
Usage/Popularity	1 Low - 5 High								
Economic/Tourism Benefits	1 Low - 5 High								
Environmental Impact	1 Negative - 5 Positive								
Health Benefits	1 Low - 5 High								
Deliverability	1 Low - 5 High								
Community Linkage	1 Low - 5 High	2							
Demand/Need	1 Low - 5 High	2							
			CPN-SP20	2	3	2	2	3	3
Lower Mannocho Path - Knockando									
Speyside									
Path is limited by its hilly terrain. However the section from the houses and school to the B9102 road could be greatly improved for access.				2	3	2	2	3	3

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account										
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High
	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High									
CPN-SP21	3	2	4	1	2	2	3	3	3	2	4
Short Forest Circular Path - Archiestown											
Speyside											
Half of this path is in poor condition due to encroaching vegetation and poor surfaces. The forest sections of path need maintenance and access issues with old bridges, gates could be addressed to improve access. Half of the forest/moorland sections will be inaccessible without maintenance in 5 years' time, mainly due to encroaching vegetation.											

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High		
	3	2	3	3	3	3	2	3	2	2	39.5	
CPN-SP22												
Elchies Track - Aberlour												
Speyside												
Route access will always be limited by its hilly terrain. Adding/repairing waymarkers, assessing dead trees and addressing drainage on muddy sections would increase accessibility. Convenient path for access to Archiestown area and campsite outside Archiestown.												

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Mult-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-SP23	3	3	3	2	3	3	3	2	2	2	3	44
Glenallachie Path - Aberlour												
Speyside												
The section of this route that runs off road is mostly muddy and overgrown. About half of this route runs on public roads with steep sections. The steep terrain will always limit access however maintenance on the off road section will improve access.	2	2	2	2	2	2	2	2	2	2	5	44

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	2	2	2	2	2	2	2	2	2	2	2
	Social Inclusion Potential 1 Low - 5 High	2	2	2	2	2	2	2	2	2	2	2
	Mult-User Potential 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Usage/Popularity 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Economic/Tourism Benefits 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Environmental Impact 1 Negative - 5 Positive	4	4	4	4	4	4	4	4	4	4	4
	Health Benefits 1 Low - 5 High	2	2	2	2	2	2	2	2	2	2	2
	Deliverability 1 Low - 5 High	1	1	1	1	1	1	1	1	1	1	1
	Community Linkage 1 Low - 5 High	3	3	3	3	3	3	3	3	3	3	3
	Demand/Need 1 Low - 5 High	0	0	0	0	0	0	0	0	0	0	0
CPN-SP24		0	3	1	2	4	3	3	3	3	2	26.5
Birkenbush Road - Glenallachie												
Speyside												
A short path that runs on public roads. The road bridge needs some antislip as the timber surface is very slippery when wet.		0	3	1	2	4	3	3	3	2	2	26.5

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account												
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting												
Best Value 1 Low - 5 High X 1.5 Weighting												
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting												
Strategic Importance 1 low - 5 High												
Social Inclusion Potential 1 Low - 5 High												
Mult-User Potential 1 Low - 5 High												
Usage/Popularity 1 Low - 5 High												
Economic/Tourism Benefits 1 Low - 5 High												
Environmental Impact 1 Negative - 5 Positive												
Health Benefits 1 Low - 5 High												
Deliverability 1 Low - 5 High												
Community Linkage 1 Low - 5 High2												
Demand/Need 1 Low - 5 High												
CPN-SP25	4	3	4	3	2	4	4	2	3	2	5	
Linn Path - Aberlour												
Speyside												
This path is very popular but needs a lot of work to address its issues. There are very muddy sections and very uneven sections. The worst uneven section runs up past the waterfall and down the other side southwards. There are 3 sets of steps requiring to be rebuilt as well as some very uneven surfaces. Kissing gates also create barriers on this route as well as a lack of waymarkers. Some dead and damaged trees need further assessment/maintenance. Widening paths and addressing eroding banks also needs addressed.												

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Mult-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-SP27	1	3	2	2	4	3	3	3	2	2	1	30
Queens Road Town Link - Aberlour												
Speyside												
This route runs on public road pavements. There are several raised kerbs as barriers and tactile paving at road crossing would improve access. Waymarkers also required on route.	1	3	2	2	4	3	3	3	2	2	1	30

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

		Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High
	CPN-SP28	36	1	1	2	3	2	3	4	4	4	2	1	3	3
	Victoria Bridge - Aberlour														
	Speyside														
A short path over the Victoria Bridge. The bridge has a set of steps at one side that limits access. Replacing steps with a ramp would allow bicycles and buggies access. Cars also park at the steps side that can limit access. The bridge is showing some corrosion and requires and a full inspection to assess the condition of the overall bridge. Anchor cables are also unprotected. A fingerpost exists on the Speyside Way near the start of this path includes a finger for this path, however an addition waymarker next to the bridge would avoid people missing the fingerpost.															

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account															
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting															
Best Value 1 Low - 5 High X 1.5 Weighting															
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting															
Strategic Importance 1 low - 5 High															
Social Inclusion Potential 1 Low - 5 High															
Mult-User Potential 1 Low - 5 High															
Usage/Popularity 1 Low - 5 High															
Economic/Tourism Benefits 1 Low - 5 High															
Environmental Impact 1 Negative - 5 Positive															
Health Benefits 1 Low - 5 High															
Deliverability 1 Low - 5 High															
Community Linkage 1 Low - 5 High2															
Demand/Need 1 Low - 5 High															
	CPN-SP29	1	1	3	1	2	3	2	2	1	3	4	1	2	31.5
	Suie to Bridgehaugh Path - Cabrach														
	Speyside														
	A great scenic route that feels neglected in places. This route has several fords that limits access. Whole route needs track maintenance in places, many side let ditches are blocked. Several steep banks along route require barriers for safety. Sections of path are quite untidy - timber and metal lying at the side of track. Route in September up to Glenfiddich lodge area has hundreds of pheasants on track. Derelict buildings need warning signs and boarding up.														

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

Overall Account															
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting															
Best Value 1 Low - 5 High X 1.5 Weighting															
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting															
Strategic Importance 1 low - 5 High															
Social Inclusion Potential 1 Low - 5 High															
Mult-User Potential 1 Low - 5 High															
Usage/Popularity 1 Low - 5 High															
Economic/Tourism Benefits 1 Low - 5 High															
Environmental Impact 1 Negative - 5 Positive															
Health Benefits 1 Low - 5 High															
Deliverability 1 Low - 5 High															
Community Linkage 1 Low - 5 High2															
Demand/Need 1 Low - 5 High															
	CPN-SP30	1	1	2	1	2	3	2	2	1	3	4	1	2	30.5
	The Steplar - Cabrach														
	Speyside														
	Access will always be limited by the hilly terrain and remote location. There are a lot of muddy/wet sections due to many side let ditches and cross drains are blocked. The ford at Black Water crossing and at the Glenlivet end are barriers - however there is a footbridge nearby to the Glenlivet end crossing. Two short sections of path around the wind turbine areas seem a bit inefficient as they put people onto muddy tracks when the good Wind Farm tracks run alongside. Dangerous buildings require signage at both ends, Moray Council ranger notified 14/10/22. All vehicle tracks require maintenance to prevent washing out and to maintain drainage. There is a layby about 200m from the end of the route at the A941 road that often has cars parked.														

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CPN-SP31	2	1	3	1	2	3	2	2	1	1	4	2	5	36.5
Drumin Circular Walk - Glenlivet														
Speyside														
A short, beautiful walk in need of updating and maintenance. 4 gates could potentially be removed if no longer required. Steps at start of route could be improved or removed and ramped. Whole path needs pruning, drainage and path work. When wet this path becomes muddy. Path can flood when river high.														

<p>Moray Core Paths Action Plan 2023-2024</p> <p>Appendix 2: Core Path Selection Criteria Scorings</p>
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		Overall Account	
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting		4	33
Best Value 1 Low - 5 High X 1.5 Weighting		2	
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting		3	
Strategic Importance 1 low - 5 High		1	
Social Inclusion Potential 1 Low - 5 High		1	
Mult-User Potential 1 Low - 5 High		2	
Usage/Popularity 1 Low - 5 High		2	
Economic/Tourism Benefits 1 Low - 5 High		3	
Environmental Impact 1 Negative - 5 Positive		2	
Health Benefits 1 Low - 5 High		1	
Deliverability 1 Low - 5 High		2	
Community Linkage 1 Low - 5 High2		2	
Demand/Need 1 Low - 5 High		2	
	CPN-SP32		
	Bochel Circuit - Tomnavoulin		
	Spey River Access		
	Path access will always be limited by the terrain. However updating and maintenance required. The narrow riverside path next to the distillery is a barrier as well as the narrow bridge. Quick fixes such as replacing the stile with a gate, adjust gates to open and waymarking would improve the route. Beyond the vehicle bridge at the end of the route is a cattle grid with no alternative access gate.		

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

		Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High	Demand/Need 1 Low - 5 High
	CPN-SRA01	2	1	2	3	1	1	1	1	1	1	1	1	1	2
	Spey River Access - Spey Bay (Tugnet)														
	Spey River Access														
	Not a defined path to route and no way markers. Steep bank from car park leads on to short shingle/sand worn path then onto overgrown shingle bank littered with washed up logs and branches. Shifting shingle limits any path construction on most of path.														

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting													
Best Value 1 Low - 5 High X 1.5 Weighting													
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting													
Strategic Importance 1 low - 5 High													
Social Inclusion Potential 1 Low - 5 High													
Mult-User Potential 1 Low - 5 High													
Usage/Popularity 1 Low - 5 High													
Economic/Tourism Benefits 1 Low - 5 High													
Environmental Impact 1 Negative - 5 Positive													
Health Benefits 1 Low - 5 High													
Deliverability 1 Low - 5 High													
Community Linkage 1 Low - 5 High2													
Demand/Need 1 Low - 5 High													
										</			

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

Overall Account															
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting															
Best Value 1 Low - 5 High X 1.5 Weighting															
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting															
Strategic Importance 1 low - 5 High															
Social Inclusion Potential 1 Low - 5 High															
Mult-User Potential 1 Low - 5 High															
Usage/Popularity 1 Low - 5 High															
Economic/Tourism Benefits 1 Low - 5 High															
Environmental Impact 1 Negative - 5 Positive															
Health Benefits 1 Low - 5 High															
Deliverability 1 Low - 5 High															
Community Linkage 1 Low - 5 High2															
Demand/Need 1 Low - 5 High															
CPN-SRA03	2	1	3	1	2	2	2	2	2	1	1	5	2	1	31.5
Spey River Access - Boat o'Brig															
Spey River Access															
Route has better access potential due to the small parking area. However the muddy paths and narrow sloping riverside paths would need resurfacing. The Japanese knotweed around the route needs controlling. A bench/picnic table would be a benefit on this area.															

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account										
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting										
	Best Value 1 Low - 5 High X 1.5 Weighting										
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting										
	Strategic Importance 1 low - 5 High										
	Social Inclusion Potential 1 Low - 5 High										
	Multi-User Potential 1 Low - 5 High										
	Usage/Popularity 1 Low - 5 High										
	Economic/Tourism Benefits 1 Low - 5 High										
	Environmental Impact 1 Negative - 5 Positive										
	Health Benefits 1 Low - 5 High										
	Deliverability 1 Low - 5 High										
	Community Linkage 1 Low - 5 High										
	Demand/Need 1 Low - 5 High										
	CPN-SRA04	3	3	4	2	3	4	3	3	2	3
Spey River Access - Craigellachie West											
Spey River Access											
Very busy area with good 3 car parking areas. With disabled access potential in the parking areas, path is let down by lack of suitable, consistent path material/design to allow all ability access to the Speyside Way and Telford bridge. Multiple paths lead down to the River Spey from Telford bridge car park which is confusing.											

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Multi-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-SRA05	1	2	1	2	2	2	3	1	2	1	2	25.5
Spey River Access - Craigellachie East												
Spey River Access												
A popular path with public and fishing, steps and uneven ground. Restricted access due to the steep bank.	1	2	1	2	2	2	3	1	2	1	2	25.5

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account														
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting														
Best Value 1 Low - 5 High X 1.5 Weighting														
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting														
Strategic Importance 1 low - 5 High														
Social Inclusion Potential 1 Low - 5 High														
Mult-User Potential 1 Low - 5 High														
Usage/Popularity 1 Low - 5 High														
Economic/Tourism Benefits 1 Low - 5 High														
Environmental Impact 1 Negative - 5 Positive														
Health Benefits 1 Low - 5 High														
Deliverability 1 Low - 5 High														
Community Linkage 1 Low - 5 High2														
Demand/Need 1 Low - 5 High														
CPN-SRA06	1	3	1	2	2	3	3	2	2	2	3	1	2	31.5
Spey River Access - Aberlour Bank														
Spey River Access														
Uneven ground limits access.	1	3	1	2	2	3	3	2	2	2	3	1	2	31.5

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Multi-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-SRA07	2	1	2	2	2	3	3	1	2	2	3	2
Spey River Access - Carron												
Spey River Access												
This route needs waymarkers, it is not the easiest to find. Steep banks may require steps and some steep exposed banks need barriers. Very scenic path limited access by narrow, muddy, bumpy sections. Some tree assessment required with some very large dead trees. Access is limited by the lack of parking in this area.												

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

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Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

Overall Account													
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting													
Best Value 1 Low - 5 High X 1.5 Weighting													
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting													
Strategic Importance 1 low - 5 High													
Social Inclusion Potential 1 Low - 5 High													
Mult-User Potential 1 Low - 5 High													
Usage/Popularity 1 Low - 5 High													
Economic/Tourism Benefits 1 Low - 5 High													
Environmental Impact 1 Negative - 5 Positive													
Health Benefits 1 Low - 5 High													
Deliverability 1 Low - 5 High													
Community Linkage 1 Low - 5 High2													
Demand/Need 1 Low - 5 High													
						</							

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account															
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting															
Best Value 1 Low - 5 High X 1.5 Weighting															
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting															
Strategic Importance 1 low - 5 High															
Social Inclusion Potential 1 Low - 5 High															
Mult-User Potential 1 Low - 5 High															
Usage/Popularity 1 Low - 5 High															
Economic/Tourism Benefits 1 Low - 5 High															
Environmental Impact 1 Negative - 5 Positive															
Health Benefits 1 Low - 5 High															
Deliverability 1 Low - 5 High															
Community Linkage 1 Low - 5 High2															
Demand/Need 1 Low - 5 High															
	CPN-SRA10	2	2	2	2	3	3	2	2	2	3	5	2	2	39
	Spey River Access - Cragganmore														
	Spey River Access														
	A short fishing path that is accessed via a road with distillery traffic HGV's. The steep bank will always limit access however adding new steps would reduce the risk of slipping on the uneven, grassy terrain.														
		2	2	2	2	2	2	2	2	2	2	5	2	2	20

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

Overall Account															
Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting															
Best Value 1 Low - 5 High X 1.5 Weighting															
Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting															
Strategic Importance 1 low - 5 High															
Social Inclusion Potential 1 Low - 5 High															
Mult-User Potential 1 Low - 5 High															
Usage/Popularity 1 Low - 5 High															
Economic/Tourism Benefits 1 Low - 5 High															
Environmental Impact 1 Negative - 5 Positive															
Health Benefits 1 Low - 5 High															
Deliverability 1 Low - 5 High															
Community Linkage 1 Low - 5 High2															
Demand/Need 1 Low - 5 High															
	CPN-SRA11	1	1	1	2	3	3	3	3	2	3	1	0	1	25.5
	Spey River Access - Ballindalloch														
	Spey River Access														
	This route requires signage at the road access point. Vehicle track requires some strimming of bracken and drainage on a muddy corner, both are minor and do not restrict access.	1	1	1	2	3	3	3	3	2	3	1	0	1	25.5

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High											
	Social Inclusion Potential 1 Low - 5 High											
	Multi-User Potential 1 Low - 5 High											
	Usage/Popularity 1 Low - 5 High											
	Economic/Tourism Benefits 1 Low - 5 High											
	Environmental Impact 1 Negative - 5 Positive											
	Health Benefits 1 Low - 5 High											
	Deliverability 1 Low - 5 High											
	Community Linkage 1 Low - 5 High											
	Demand/Need 1 Low - 5 High											
CPN-SRA12	1	1	3	2	2	2	2	2	1	2	2	26.5
Spey River Access - Delnapot (Bridge)												
Speyside Way												
Access to this route is limited due to the steep bank. The steps here are a barrier. The rest of the route runs on a vehicle track. A fingerpost is required at the top of the steps and a constructed path at the bottom of the steps.												
	1	1	2	2	2	2	2	2	1	2	2	26.5

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

		Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High
	CPN-SW01	3	3	3	3	4	2	3	3	4	3	3	3	3	3
	Sp.Way - Buckpool to Spey Bay														
	Speyside Way														
A variety of landscapes on this route, very popular with cyclists despite barriers. The forest section at Spey Bay needs attention to improve access. Old railway section at Portgordon end has issues around access on the road and from parking in this area. Portgordon to Buckpool is mostly flatter terrain with confusing waymarker issues at the Buckpool section.															

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

[illegible]

Moray Core Paths Action Plan 2023-2024

Appendix 2: Core Path Selection Criteria Scorings

	Overall Account	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Strategic Importance 1 low - 5 High	Social Inclusion Potential 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Economic/Tourism Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Health Benefits 1 Low - 5 High	Deliverability 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Demand/Need 1 Low - 5 High
	38.5	1	2	3	4	2	3	3	4	3	2	3	2	2
CPN-SW03														
Sp.Way - Fochabers to Craigellachie														
Speyside Way														
Most of this route runs on public roads and vehicle aggregate tracks and are good quality and have a good level of access. The section of woodland paths between Ben Aigen and Boat O Brig has a lot of muddy sections and trees that need attention. The steps at Boat o Brig are in need of repair and road crossing could do with a roadside path.														

Moray Core Paths Action Plan 2023-2024 Appendix 2: Core Path Selection Criteria Scorings

[illegible]

Moray Core Paths Action Plan 2023-2024
Appendix 2: Core Path Selection Criteria Scorings

	Overall Account											
	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting											
	Best Value 1 Low - 5 High X 1.5 Weighting											
	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting											
	Strategic Importance 1 low - 5 High	4										
	Social Inclusion Potential 1 Low - 5 High	2										
	Mult-User Potential 1 Low - 5 High	2										
	Usage/Popularity 1 Low - 5 High	2										
	Economic/Tourism Benefits 1 Low - 5 High	4										
	Environmental Impact 1 Negative - 5 Positive	3										
	Health Benefits 1 Low - 5 High	2										
	Deliverability 1 Low - 5 High	3										
	Community Linkage 1 Low - 5 High	3										
	Demand/Need 1 Low - 5 High	2										
CPN-SW05		2	3	3	2	3	4	2	2	2	4	47
Sp.Way - Tomintoul Spur												
Speyside Way												
Access on the route is limited by the steep geography. Maintenance required on route. Roadside sections on the A95 and B9008 are less enjoyable, the section between B9008 and Ballindalloch petrol station is too close the road and unpleasant to walk on. Drainage on Deskie hill would improve route. Maintenance on the new fenced area and roadside path on the Glenlivet side is required. Remove all old furniture.												

Appendix 3 - Core Path Selection Prioritisation

Row Labels	Area / Town	site_code	TOTAL SCORE
Spynie Path - Elgin	ELGIN	CPN-EG33	59.0
NCN Route 1 - Portknockie to Cullen	CULLEN	CPN-CU02	55.0
Linn Path - Aberlour	Speyside	CPN-SP25	54.5
The Isla Way - Drummur Link	Isla Way	CPN-IW10	54.0
Rathven Burn Path - Buckie	Buckie	CPN-BK17	53.0
CCP03 – Fairyhills Wood Path	ALTYRE	CCP03	52.5
NCN Route 1 - Cullen to Lintmill	CULLEN	CPN-CU03	52.0
The Intak Paths - Fochabers	FOCHABERS	CPN-FB21	51.0
Tyock Path - Elgin	ELGIN	CPN-EG39	50.5
The Gownie Path - Aberlour to Dufftown	Speyside	CPN-SP03	50.5
Findhorn River Path - Forres	FORRES	CPN-FR09	50.5
Spey River Access - KnockandoTamdhu	Spey River Access	CPN-SRA08	50.5
The Planting Path - Fochabers FB16	FOCHABERS	CPN-FB16	50.5
CCP04 – Loch of Blairs Circular Path	ALTYRE	CCP04	50.0
Auchoynergie Path - Keith	KEITH	CPN-KT04	50.0
CCP61 – Seafield Terrace Link Path	KEITH	CCP61	50.0
Fairfield Avenue Path - Elgin	ELGIN	CPN-EG35	50.0
Dunnyduff Woodland Paths - Keith	KEITH	CPN-KT05	49.5
Laird's Way - Buckie	Buckie	CPN-BK03	49.5
Rathven Burn Link - Buckie	Buckie	CPN-BK19	49.5
The Isla Way - Tom Na Muidh Dufftown	Isla Way	CPN-IW02	49.5
CCP27 – St Aethans Path	BURGHEAD	CCP27	49.5
Clarkly Hill Path - Burghead	LOSSIEMOUTH	CPN-LM10	49.5
Spynie Wood Paths - Elgin	ELGIN	CPN-EG08	49.5
Auchantae Road - Buckie	Buckie	CPN-BK02	49.5
NCN Route 1 - Broom of Moy to Forres	FORRES	CPN-FR07	49.5
CCP23 – Califer Hill Path - Rafford	RAFFORD	CCP23	49.5
Muiryhall Blackburn Route - Lhanbryde	ELGIN	CPN-EG52	49.0
Lochyhill to Leancoil Path - Forres	FORRES	CPN-FR17	49.0
NCN Route 1 - Brumley Brae	ELGIN	CPN-EG10	49.0
CCP47 – Kingston Road Path	GARMOUTH	CCP47	49.0
The Isla Way - Jubilee Path Dufftown	Isla Way	CPN-IW06	49.0
M.Coast Trail - Findochty to Portknockie	Moray Coast Trail	CPN-MCT18	48.5
Dounie Path - Rothies	Speyside	CPN-SP12	48.5
Buckie Burn Corridor Path - Buckie	Buckie	CPN-BK09	48.5
Maister's Well Path - Dufftown	Speyside	CPN-SP08	48.5
CCP02 - Burnie Path	DYKE	CCP02	48.5
Browlands Path - Garmouth	GARMOUTH	CPN-FB03	48.5
Maisley Link - Keith	KEITH	CPN-KT22	48.5
Playing Field Path - Lhanbryde	ELGIN	CPN-EG58	48.5
High Wood Track - Dyke	FORRES	CPN-FR05	48.0
Stynie Path - Mosstodloch	FOCHABERS	CPN-FB12	48.0
CCP30 – Dallas Wood Paths	DALLAS	CCP30	48.0
CCP51 – Slackend Path	PORTGORDON	CCP51	48.0
College of Roseisle Path - Roseisle	LOSSIEMOUTH	CPN-LM01	48.0
M.Coast Trail - Clashach to Covesea	Moray Coast Trail	CPN-MCT08	47.5
Fairy Knowe Path - Aberlour	Speyside	CPN-SP26	47.5

Appendix 3 - Core Path Selection Prioritisation

Old Railway Path - Elgin	ELGIN	CPN-EG06	47.5
Sp.Way - Buckpool to Spey Bay	Speyside Way	CPN-SW01	47.5
Webster Way - Mosstodloch	FOCHABERS	CPN-FB13	47.0
CCP46 – Millbuie Paths	FOGWATT	CCP46	47.0
Sp.Way - Tomintoul Spur	Speyside Way	CPN-SW05	47.0
Green Roadies Path - Keith	KEITH	CPN-KT07	46.5
Short Forest Circular Path - Archiestown	Speyside	CPN-SP21	46.5
Clarkly Hill Coastal Link - Cummingston	LOSSIEMOUTH	CPN-LM12	46.5
Duffus Road to Brumley Brae Link - Elgin	ELGIN	CPN-EG09	46.5
Slorachs Loop - Fochabers	FOCHABERS	CPN-FB17	46.5
Greshop Path - Forres	FORRES	CPN-FR08	46.5
Stynie Wood Path - Mosstodloch	FOCHABERS	CPN-FB11	46.5
Clovenside Path - Forres	FORRES	CPN-FR18	46.5
Glenfiddich Way - Dufftown	Speyside	CPN-SP02	46.0
Crooked Wood Paths - Lhanbryde	ELGIN	CPN-EG55	46.0
Old Station Yard Path - Buckie	Buckie	CPN-BK14	46.0
Innes Lane Path - Garmouth	GARMOUTH	CPN-FB04	46.0
M.Coast Trail - Kingston to Garmouth	Moray Coast Trail	CPN-MCT12	46.0
Quarrel Wood Paths - Elgin	ELGIN	CPN-EG04	46.0
Loanie Road - Dyke	FORRES	CPN-FR04	46.0
Old Mills Path - Elgin	ELGIN	CPN-EG16	45.5
CCP53 – Reservoir Path	PORTKNOCKIE	CCP53	45.5
The Walkies - Forres	FORRES	CPN-FR14	45.5
The Isla Way - Convalmore Link Dufftown	Isla Way	CPN-IW05	45.0
Gordon's Cross Path - Dufftown	Speyside	CPN-SP07	45.0
Gollachy Burn Path - Buckie	Buckie	CPN-BK01	45.0
Crannoch Circular Path - Cullen	CULLEN	CPN-CU05	45.0
Giant's Chair Path - Dufftown	Speyside	CPN-SP06	45.0
Rothies Castle Paths	Speyside	CPN-SP13	45.0
Outer Edge Path - Elgin	ELGIN	CPN-EG31	45.0
Meg's Wood Path - Dufftown	Speyside	CPN-SP11	45.0
The Isla Way - Dufftown Station Path	Isla Way	CPN-IW04	44.5
CCP29 – Miltonduff Wood Paths	MILTONDUFF	CCP29	44.5
Forres Academy Safe Routes	FORRES	CPN-FR32	44.5
Braehead Right of Way - Keith	KEITH	CPN-KT13	44.5
CCP60 – Maisley Road	KEITH	CCP60	44.5
Sp.Way - Spey Bay to Fochabers	Speyside Way	CPN-SW02	44.0
CCP58 – Moss of Rothiemay Path	ROTHIEMAY	CCP58	44.0
Glenallachie Path - Aberlour	Speyside	CPN-SP23	44.0
Pickylaw Path - Hopeman	LOSSIEMOUTH	CPN-LM18	44.0
High School Path - Lossiemouth	LOSSIEMOUTH	CPN-LM24	44.0
Old Railway Path to Cemetery - Lossiemouth	LOSSIEMOUTH	CPN-LM27	43.5
Morrison Path - Elgin	ELGIN	CPN-EG15	43.5
Mannachie Paths - Forres	FORRES	CPN-FR22	43.5
Fishwives Road - Newmill to Drybridge	Isla Way	CPN-KT01	43.5
NCN Route 1 - Spey Viaduct East	GARMOUTH	CPN-FB07	43.5
CCP07 – New Forres Link	FORRES	CCP07	43.5
CCP67 – Wood of Aberlour Path	ABERLOUR	CCP67	43.0

Appendix 3 - Core Path Selection Prioritisation

CCP39 – Institution Path	ELGIN	CCP39	43.0
The Isla Way - Loch Park Link Drummuir	Isla Way	CPN-IW09	43.0
Forres Enterprise Park CycleTrack	FORRES	CPN-FR16	43.0
Pressley Path - Logie	FORRES	CPN-FR43	43.0
The Isla Way - Cachenhead Path Drummuir	Isla Way	CPN-IW11	43.0
Buckie High School Safe Routes	Buckie	CPN-BK10	43.0
CCP33 – Ladyhill Path	ELGIN	CCP33	42.5
Essil Road and The Glebe - Mosstodloch	FOCHABERS	CPN-FB10	42.5
Fairway Path - Elgin	ELGIN	CPN-EG05	42.5
Kintessack to Broom of Moy Right of Way	FORRES	CPN-FR06	42.5
CCP56 – Littlehill Circular Path	NEWMILL	CCP56	42.5
Den Path - Keith	KEITH	CPN-KT06	42.0
NCN Route 1 - Buckpool to Findochty	Buckie	CPN-BK04	41.5
Birkenhill Wood Paths - Elgin	ELGIN	CPN-EG07	41.5
NCN Route 1 - Spey Viaduct West	GARMOUTH	CPN-FB06	41.5
CCP08 – Pilmuir West Flood Path	FORRES	CCP08	41.5
Old Railway Path - Rothes	Speyside	CPN-SP18	41.5
Hopeman East Path	LOSSIEMOUTH	CPN-LM17	41.5
CCP37 – Lesmurdie Link Path	ELGIN	CCP37	41.5
M.Coast Trail -Old Coastal R'way Hopeman	Moray Coast Trail	CPN-MCT05	41.5
CCP64 – Dallachy Link Path	DALLACHY	CCP64	41.5
Deanshaugh Path - Elgin	ELGIN	CPN-EG25	41.0
CCP52 – Clochan Right of Way	CLOCHAN	CCP52	41.0
Muiry Wood Paths - Forres	FORRES	CPN-FR19	41.0
Hardhillock Path - Elgin	ELGIN	CPN-EG36	41.0
CCP22 – Granary Loop Track - Rafford	RAFFORD	CCP22	40.5
Dava Way - Mannachie Section	Dava Way	CPN-DA01	40.5
Gordon Baxter Way - Mosstodloch	FOCHABERS	CPN-FB09	40.0
Spey River Access - Craigellachie West	Spey River Access	CPN-SRA04	40.0
Golf Course Path - Elgin	ELGIN	CPN-EG43	40.0
Lossie to Elgin Cycle Way	ELGIN	CPN-EG03	40.0
Mill of Buckie Path - Buckie	Buckie	CPN-BK08	40.0
M.Coast Trail - Hopeman Bay	Moray Coast Trail	CPN-MCT07	40.0
Chapleton Track - Forres	FORRES	CPN-FR20	40.0
M.Coast Trail - Portgordon Old Railway	Moray Coast Trail	CPN-MCT14	40.0
Moray Golf Course path - Lossiemouth	LOSSIEMOUTH	CPN-LM20	39.5
Elchies Track - Aberlour	Speyside	CPN-SP22	39.5
Lossie to Elgin Cycle Route	LOSSIEMOUTH	CPN-LM19	39.5
CCP63 – Rothes Old Railway Path	ROTHES	CCP63	39.5
M.Coast Trail - Findhorn Beach Link	Moray Coast Trail	CPN-MCT01	39.5
Portessie Railway Path	Buckie	CPN-BK18	39.0
Greshop to Mundole Path - Forres	FORRES	CPN-FR10	39.0
Cliff Terrace Paths - Buckie	Buckie	CPN-BK15	39.0
Spey River Access - Cragganmore	Spey River Access	CPN-SRA10	39.0
Cottage Wood Path - Keith	KEITH	CPN-KT19	39.0
Cluny Path - Forres	FORRES	CPN-FR37	39.0
Cullen Coastal Path	CULLEN	CPN-CU06	39.0
Millbank Primary Sch Safe Routes -Buckie	Buckie	CPN-BK11	39.0

Appendix 3 - Core Path Selection Prioritisation

The Isla Way - Tininver Dufftown	Isla Way	CPN-IW01	38.5
Sp.Way - Fochabers to Craigellachie	Speyside Way	CPN-SW03	38.5
Duffus to Coast Route	LOSSIEMOUTH	CPN-LM05	38.5
M.Coast Trail - Lossiemouth	Moray Coast Trail	CPN-MCT10	38.5
Dava Way - Drumine Section	Dava Way	CPN-DA03	38.5
Inverugie to Duffus Road Track - Duffus	LOSSIEMOUTH	CPN-LM02	38.5
Lhanbryde Safe Route	ELGIN	CPN-EG57	38.5
Tytler Street Path - Forres	FORRES	CPN-FR30	38.5
Cluny Path - Buckie	Buckie	CPN-BK13	38.0
The Isla Way Balvenie Public Road Duffto	Isla Way	CPN-IW03	38.0
The Isla Way Kininvie Wood Road Drummuir	Isla Way	CPN-IW08	38.0
M.Coast Trail - Findhorn Dunes	Moray Coast Trail	CPN-MCT02	38.0
Covesea Path - Lossiemouth	LOSSIEMOUTH	CPN-LM08	38.0
Kirkhillhead Path - Lhanbryde	ELGIN	CPN-EG56	37.5
Seaview Road path - Buckie	Buckie	CPN-BK05	37.5
M.Coast Trail - Spey Viaduct Link	Moray Coast Trail	CPN-MCT13	37.5
CCP70 – Balloch Moss Path	CABRACH	CCP70	37.5
Dava Way - Romach Section	Dava Way	CPN-DA02	37.5
Dava Way - Longley Section	Dava Way	CPN-DA04	37.5
CCP11 – Pilmuir Cycle Path	FORRES	CCP11	37.0
Steeple Brae Path - Dufftown	Speyside	CPN-SP10	37.0
Mosstodloch to Fochabers Cycle Route	FOCHABERS	CPN-FB08	37.0
Dava Way - Dunphail to Dava Section	Dava Way	CPN-DA05	37.0
CCP15 – Mosset Flood Track	FORRES	CCP15	37.0
CCP65 – Knockando School Path	KNOCKANDO	CCP65	37.0
Loch Na Bo Woodland Path - Lhanbryde	ELGIN	CPN-EG53	37.0
Balloch Wood Path - Keith	KEITH	CPN-KT03	37.0
Bogmoor Link - Dallachy	FOCHABERS	CPN-FB24	37.0
M.Coast Trail - Portessie Bay	Moray Coast Trail	CPN-MCT15	37.0
Lower Mannoch Path - Knockando	Speyside	CPN-SP20	37.0
Lony Park Paths - Keith	KEITH	CPN-KT10	37.0
Drumin Circular Walk - Glenlivet	Speyside	CPN-SP31	36.5
Horse Market Lea Path - Keith	KEITH	CPN-KT11	36.5
Cemetery Path - Buckie	Buckie	CPN-BK06	36.5
M.Coast Trail - Findochty	Moray Coast Trail	CPN-MCT17	36.5
Den Track - Fochabers	FOCHABERS	CPN-FB15	36.5
CCP49 – Leitch's Wood Link Path	FOCHABERS	CCP49	36.5
Keith Old Cemetery Path	KEITH	CPN-KT18	36.5
CCP38 – Mayne Road Link	ELGIN	CCP38	36.5
Forres Town Centre Link	FORRES	CPN-FR42	36.5
M.Coast Trail - Silver Sands Lossiemouth	Moray Coast Trail	CPN-MCT09	36.5
Victoria Bridge - Aberlour	Speyside	CPN-SP28	36.0
Thornhill Residential Path - Forres	FORRES	CPN-FR29	36.0
The Wards Paths - Elgin	ELGIN	CPN-EG37	36.0
Bishopmill School Path/LadiesWalk -Elgin	ELGIN	CPN-EG13	36.0
Toll House and Braehead Road - Keith	KEITH	CPN-KT21	36.0
CCP59 – Meikle Balloch Hill Paths	KEITH	CCP59	36.0
CCP36 – Elgin/Lhanbryde Cycle Path	ELGIN/LHANBRYDE	CCP36	36.0

Appendix 3 - Core Path Selection Prioritisation

Brandy Brae Path - Keith	KEITH	CPN-KT17	36.0
Sp.Way - Craigellachie to Cragganmore	Speyside Way	CPN-SW04	36.0
CCP72 – The Roch Ford	CABRACH	CCP72	35.5
Forres to Findhorn Cycle Route (North)	Findhorn	CPN-FR25	35.5
CCP21 – Woodside Track - Rafford	RAFFORD	CCP21	35.5
Glenrinnnes Way-Dufftown	Speyside	CPN-SP04	35.5
Burghead Woodland Route	LOSSIEMOUTH	CPN-LM09	35.5
M.Coast Trail - Cullen Bay	Speyside	CPN-MCT20	35.5
Grant Park Path - Forres	FORRES	CPN-FR38	35.0
Thornhill Park Paths - Forres	FORRES	CPN-FR23	35.0
Foundation Path - Findhorn	Findhorn	CPN-FR27	35.0
Drummuir Station Path-Drummuir	Drummuir	CPN-KT23	34.5
CCP05 – Lochyhill Path	FORRES	CCP05	34.5
Barhill Road Path - Buckie	Buckie	CPN-BK07	34.5
Hythehill/Lossie High School Safe Routes	LOSSIEMOUTH	CPN-LM22	34.5
Clarkly Hill Cummingston Link	LOSSIEMOUTH	CPN-LM11	34.5
CCP25 - Blervie Wood Path - Rafford	RAFFORD	CCP25	34.5
M.Coast Trail - Burghead	Moray Coast Trail	CPN-MCT04	34.5
Forres to Findhorn Cycle Route (South)	FORRES	CPN-FR15	34.5
CCP09 – Pilmuir Link Path	FORRES	CCP09	34.5
CCP41 – New Elgin Link	ELGIN	CCP41	34.5
CCP17 – Greshop to Station Link	FORRES	CCP17	34.5
Football Ground Path - Lossiemouth	LOSSIEMOUTH	CPN-LM26	34.5
M.Coast Trail - Roseisle Section	Moray Coast Trail	CPN-MCT03	34.0
M.Coast Trail - Strathlene to Findochty	Moray Coast Trail	CPN-MCT16	34.0
CCP73 – Ben Rinnes Hill Path	GLENRINNES	CCP73	34.0
Drummuir Street - Hopeman	LOSSIEMOUTH	CPN-LM13	34.0
Duffus Road Path - Elgin	ELGIN	CPN-EG12	34.0
Lang Walk - Elgin	ELGIN	CPN-EG11	34.0
CCP66 – Woolfies Brae	ABERLOUR	CCP66	34.0
Greenwards/Elgin High School Safe Route	ELGIN	CPN-EG42	34.0
Linkwood Path - Elgin	ELGIN	CPN-EG46	34.0
Buckie High Street	Buckie	CPN-BK21	34.0
Breakback Path - Forres	FORRES	CPN-FR34	33.5
M.Coast Trail - Hopeman Caravan Park	Moray Coast Trail	CPN-MCT06	33.5
Boroughbriggs Cycle Link - Elgin	ELGIN	CPN-EG17	33.5
Fife Park Path - Keith	KEITH	CPN-KT20	33.5
Dufftown Town Centre Link	Speyside	CPN-SP09	33.0
Springfield Link - Elgin	ELGIN	CPN-EG41	33.0
CCP18 – Waterford Cycle Link	FORRES	CCP18	33.0
CCP54 – Balnacoul Link Path	MOSSTODLOCH	CCP54	33.0
Bochel Circuit - Tomnavoulin	Spey River Access	CPN-SP32	33.0
Harbour Street - Hopeman	LOSSIEMOUTH	CPN-LM14	33.0
Hill 99 Trail - Culbin	FORRES	CPN-FR03	33.0
Cuthil Seafeld Link - Keith	KEITH	CPN-KT16	33.0
Hopeman to Duffus Cycle Link	LOSSIEMOUTH	CPN-LM03	33.0
St Leonard's Path - Forres	FORRES	CPN-FR36	32.5
Thornhill Cycle Path - Elgin	ELGIN	CPN-EG45	32.5

Appendix 3 - Core Path Selection Prioritisation

Greshop Route - Forres	FORRES	CPN-FR12	32.5
Bronte Path - Forres	FORRES	CPN-FR39	32.5
Spynie Canal Path - Lossiemouth	LOSSIEMOUTH	CPN-LM28	32.5
Boyd Anderson Community Path Lossiemouth	LOSSIEMOUTH	CPN-LM23	32.5
M.Coast Trail - Lossiemouth Kingston	Moray Coast Trail	CPN-MCT11	32.5
Bishopmill Path - Elgin	ELGIN	CPN-EG28	32.5
Milnes School Safe Route - Fochabers	FOCHABERS	CPN-FB19	32.5
Garrowood Path - Grange	KEITH	CPN-KT02	32.5
Nelson Point Path - Cullen	CULLEN	CPN-CU08	32.5
Spey River Access - Blacksboat Bridge	Spey River Access	CPN-SRA09	32.5
Cooper Park Paths - Elgin	ELGIN	CPN-EG23	32.0
Ashgrove Path - Elgin	ELGIN	CPN-EG48	32.0
Ramflat Road Path - Forres	FORRES	CPN-FR28	32.0
CCP10 – Pilmuir Road West	FORRES	CCP10	32.0
Mosset Burn Corridor Path - Forres	FORRES	CPN-FR31	32.0
M.Coast Trail - Portknockie	Moray Coast Trail	CPN-MCT19	32.0
Spey River Access - Carron	Spey River Access	CPN-SRA07	32.0
Elgin Town Centre Pedestrian Precincts	ELGIN	CPN-EG18	31.5
Roysvale Path - Forres	FORRES	CPN-FR33	31.5
Suie to Bridgehaugh Path - Cabrach	Speyside	CPN-SP29	31.5
CCP26 – Tarryblake Path	ROTHIEMAY	CCP26	31.5
Spey River Access - Boat o'Brig	Spey River Access	CPN-SRA03	31.5
Spey River Access - Aberlour Bank	Spey River Access	CPN-SRA06	31.5
NCN Route 1 - Deanshaugh - Elgin	ELGIN	CPN-EG26	31.5
Burn of Rothies/Mannoch Road - Rothies	Speyside	CPN-SP01	31.5
High Street Link - Rothies	Speyside	CPN-SP14	31.5
CCP62 – Maltkiln Burn Path	DUFFTOWN	CCP62	31.5
Sanquhar Loch Circular Path - Forres	FORRES	CPN-FR35	31.0
Highland Yards Estate Route - Buckie	Buckie	CPN-BK16	31.0
Cathedral and Brewery Bridge Link -Elgin	ELGIN	CPN-EG24	31.0
CCP55 – Seafeld Farm Track	CULLEN	CCP55	31.0
NCN Route 1 - Findochty	Buckie	CPN-BK20	31.0
CCP06 – Enterprise Park Circular Path	FORRES	CCP06	31.0
Maggot Cycle Path - Elgin	ELGIN	CPN-EG59	31.0
River Spey Path - Rothies	Speyside	CPN-SP17	31.0
Milnorduff School Safe Route	ELGIN	CPN-EG01	31.0
Beach Road - Findhorn	Findhorn	CPN-FR26	31.0
Woodside Path - Forres	FORRES	CPN-FR21	31.0
New Elgin Primary Safe Routes	ELGIN	CPN-EG47	31.0
CCP48 – Loch Oire A96 Cycle Path	MOSSTODLOCH	CCP48	31.0
The Isla Way - Tulloch Road Dufftown	Isla Way	CPN-IW07	31.0
The Steplar - Cabrach	Speyside	CPN-SP30	30.5
Town Centre Link - Keith	KEITH	CPN-KT08	30.5
Salmon Bothy Path - Cullen	CULLEN	CPN-CU09	30.5
Lossie Wynd - Elgin	ELGIN	CPN-EG21	30.5
CCP45 – Linkwood Road Cycle Path	ELGIN	CCP45	30.5
High Street to Cooper Park Link - Elgin	ELGIN	CPN-EG22	30.5
Elgin High Street	ELGIN	CPN-EG20	30.5

Appendix 3 - Core Path Selection Prioritisation

CCP31 – Hopeman School Brae Path	HOPEMAN	CCP31	30.5
Thunderton Place - Elgin	ELGIN	CPN-EG19	30.5
Southfield Path - Elgin	ELGIN	CPN-EG60	30.0
Station Road Route - Garmouth	GARMOUTH	CPN-FB05	30.0
CCP01 – Brodie Castle Trail	BRODIE	CCP01	30.0
CCP16 – Ferrylea Cycle Link	FORRES	CCP16	30.0
Queens Road Town Link - Aberlour	Speyside	CPN-SP27	30.0
Freuchny Stripe - Buckie	Buckie	CPN-BK12	30.0
Cuthil Park Paths - Keith	KEITH	CPN-KT15	30.0
Plewlands Coastal Link - Covesea	LOSSIEMOUTH	CPN-LM07	29.5
Lesmurdie Road Cycle Path - Elgin	ELGIN	CPN-EG29	29.5
Seaview Path - Cullen	CULLEN	CPN-CU07	29.0
Hopeman Primary School Cycle Link	LOSSIEMOUTH	CPN-LM16	29.0
CCP43 – Southfield Cycle Path	ELGIN	CCP43	29.0
Dr Gray's Link - Elgin	ELGIN	CPN-EG14	29.0
Lintmill to Crannoch Road	CULLEN	CPN-CU04	29.0
Torrieston Walks All Abilities trail	ELGIN	CPN-EG02	29.0
Bilbohall Farm Link - Elgin	ELGIN	CPN-EG34	29.0
Ramsay Lane Link - Lossiemouth	LOSSIEMOUTH	CPN-LM25	28.5
Westerton Path - Drummuir	Drummuir	CPN-KT24	28.5
Fochabers High Street	FOCHABERS	CPN-FB18	28.5
Pinefield Playing Field Path - Elgin	ELGIN	CPN-EG49	28.5
NCN Route 1 - Forres to Kinloss	FORRES	CPN-FR13	28.5
CCP34 – Hamilton Gardens Cycle Path	ELGIN	CCP34	28.5
NCN Route 1- Admiralty St Path - Pknocki	CULLEN	CPN-CU01	28.5
CCP13 – Grantown Road Cycle Path	FORRES	CCP13	28.5
Cloddymoss Culbin Track - Dyke	FORRES	CPN-FR01	28.0
Grant Park Central Path - Forres	FORRES	CPN-FR40	28.0
CCP44 – Linkwood Cycle Path	ELGIN	CCP44	27.5
Roths Primary School Safe Route	Speyside	CPN-SP15	27.5
Rafford Road Route - Rafford	FORRES	CPN-FR24	27.5
NCN Route 1 - Innes Road	GARMOUTH	CPN-FB02	27.5
CCP40 – Dovecot Cycle Path	ELGIN	CCP40	27.5
Linksfield Path - Elgin	ELGIN	CPN-EG27	27.5
Wards Back Path - Elgin	ELGIN	CPN-EG38	27.5
Drum Road Path - Keith	KEITH	CPN-KT09	27.0
Seafeld Park Road/Land Street - Keith	KEITH	CPN-KT14	27.0
Lodge Path - Forres	FORRES	CPN-FR41	27.0
CCP71 – Blackwater Track	CABRACH	CCP71	27.0
Spey River Access - Fochabers Bank	Spey River Access	CPN-SRA02	26.5
Birkenbush Road - Glenallachie	Speyside	CPN-SP24	26.5
Glass Green Path - Elgin	ELGIN	CPN-EG44	26.5
Spey River Access - Delnapot (Bridge)	Speyside Way	CPN-SRA12	26.5
Spynie Cycle Link - Elgin	ELGIN	CPN-EG30	26.5
Edgar Road Path - Elgin	ELGIN	CPN-EG40	26.5
CCP42 – Birnie Road Cycle Path	ELGIN	CCP42	26.5
Tamdhu Road - Knockando	Speyside	CPN-SP19	26.5
CCP14 – Kinloss Wetlands Path	KINLOSS	CCP14	26.5

Appendix 3 - Core Path Selection Prioritisation

Burn Brae - Dufftown	Speyside	CPN-SP05	26.0
Hopeman Inverugie Path	LOSSIEMOUTH	CPN-LM15	26.0
Drainie Way - Lossiemouth	LOSSIEMOUTH	CPN-LM21	26.0
Home Farm Track - Fochabers	FOCHABERS	CPN-FB14	26.0
CCP12 - Knockomie Link	FORRES	CCP12	25.5
CCP32 – Sunbank Cycle Path	LOSSIEMOUTH	CCP32	25.5
Spey River Access - Craigellachie East	Spey River Access	CPN-SRA05	25.5
Spey River Access - Ballindalloch	Spey River Access	CPN-SRA11	25.5
Green Street - Rothes	Speyside	CPN-SP16	25.5
CCP35 – Spynie Cycle Link	ELGIN	CCP35	25.5
Hidden History to Cloddymoss Track -Dyke	FORRES	CPN-FR02	25.0
Duffus Hall Path	LOSSIEMOUTH	CPN-LM04	25.0
A96 Pavement - Forres	FORRES	CPN-FR11	25.0
Duffus Green Roadie	LOSSIEMOUTH	CPN-LM06	25.0
Cadgers Road - Garmouth	GARMOUTH	CPN-FB01	24.5
CCP28 – Carsehill Path	ALVES	CCP28	24.5
George Street Route - Fochabers	FOCHABERS	CPN-FB20	24.5
Denwell Road - Keith	KEITH	CPN-KT12	24.0
Darkland Road Route - Lhanbryde	ELGIN	CPN-EG54	23.5
Urquhart Road Route - Lhanbryde	ELGIN	CPN-EG51	23.5
Waulkmill Grove Path - Elgin	ELGIN	CPN-EG50	23.5
CCP69 – Little Balloch Path	CABRACH	CCP69	22.5
Spey River Access - Spey Bay (Tugnet)	Spey River Access	CPN-SRA01	21.5



**REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE
SERVICES COMMITTEE ON 20 JUNE 2023**

**SUBJECT: A940 GRANTOWN ROAD, FORRES TRAFFIC REGULATION
ORDER FOR EXTENSION AND AMENDMENT OF SPEED LIMIT**

**BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND
FINANCE)**

1. REASON FOR REPORT

- 1.1 To ask the Committee to consider an objection to the proposed Traffic Regulation Order:

“Moray Council (A940 Grantown Road, Forres – Proposed 40 / 30mph Speed Limit) Order 2022”

- 1.2 This report is submitted to Committee in terms of Section III (F) (17) and (20) of the Council's Scheme of Administration relating to traffic management functions including the preparation and implementation of traffic management and the making of Order for the regulation and management of traffic.

2. RECOMMENDATION

- 2.1 It is recommended that Committee:

- (i) **considers and over-rules the outstanding objection outlined in Appendix 3 and approves the Traffic Regulation Order; and**
- (ii) **authorises the Head of Environmental and Commercial Services and the Legal Services Manager to make the undernoted Order:**

“Moray Council (A940 Grantown Road, Forres – Proposed 40 / 30mph Speed Limit) Order 2022”

3. BACKGROUND

- 3.1 The A940 Grantown Road corridor has been the major area for housing growth in Forres for the past 30 years. The majority of the development sites on this corridor have been completed. As development has progressed the 30mph speed limit on the A940 has been extended and is currently located approximately 90 metres to the south of the A940/Falconer Avenue/Whiterow Drive roundabout.

- 3.2 The final designated housing development site on the A940 corridor in the Moray Local Development Plan 2020, R1 Knockomie, is now under construction. This 112-house development is served by a new access onto the A940 Grantown Road, which was subject to a Stage 1/2 Road Safety Audit. The Road Safety Audit recommended that a 40mph speed limit be introduced on the A940 frontage of the R1 Knockomie development. This recommended speed limit is in keeping with the guidance set out in the Scottish Government document 'Setting Local Speed Limits'.
- 3.3 The roadside environment is taken into account when determining the start/end of a speed limit. Where there are higher levels of activity, associated with driveways for individual properties, footways/cycle paths adjacent to the carriageway etc, drivers will lower their speeds as they anticipate interaction with other road users. However, for roads where pedestrian routes are away from the carriageway and houses have high garden fences fronting onto the road, then drivers do not anticipate interaction with other road users and vehicle speeds increase.
- 3.4 In line with the Scheme of Delegation, with approval of the Chair, Deputy Chair and relevant Ward Members, officers within Transportation and Legal Teams undertook the statutory process for the promotion of the Road Traffic Regulation Order to introduce a new section of 40 mph speed limit and to increase a short section of the existing 30 mph speed limit to 40mph. The reason for the latter is compliance with the national guidelines, which are for a minimum required length of 400 metres.
- 3.5 The proposed speed limits are detailed in **APPENDIX 1** whereas **APPENDIX 2** provides a Plan showing the proposed extent of both the new 40mph and the revised 30 mph speed limit
- 3.6 The consultation process highlighted concern from one local resident. The objection was received during the statutory consultation period as the objector attended a meeting of the Forres Community Council where the proposed speed limit was discussed. However, officers agreed to accept the objection at that stage and entered into a dialogue with the objector to seek to address their concerns.
- 3.7 There has been extensive dialogue with the objector, both before and during the public consultation, and officers have provided full responses to the concerns raised. This report therefore brings forward that objection for consideration by Committee, in line with the process for determining Traffic Regulation Orders, whereby unresolved objections must be brought to Committee where officers recommend that the proposed Traffic Regulation Order should be confirmed.
- 3.8 A summary of the objector's concerns and officer's response are detailed in **APPENDIX 3**. Officers are recommending the objection is over ruled and the speed limits confirmed as acceptable and self-enforcing, in keeping with the guidance in the Scottish Government document Setting Local Speed Limits. A full copy of the objection has been circulated to Members of the Committee and any relevant Ward Members not on the Committee prior to the meeting.

4. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

The report encompasses the main aims of the Economic Development programme by maintaining suitable transport facilities and infrastructure as designated for their intended use. The speed limit will contribute to improving Safety on the A940 Grantown Road and to help to grow a diverse and sustainable community, which is a priority in the 10 year plan.

(b) Policy and Legal

The proposal complies with the requirements in the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedures) (Scotland) Regulations 1999.

(c) Financial implications

The total cost of promoting the Traffic Regulation Order and providing the associated road signs will be approximately £2,000 and will be met by a contribution from the developer of the R1 Knockomie site, who will also be responsible for the costs associated with the works to implement the proposed speed limit.

(d) Risk Implications

The 40mph speed limit will reduce the approach speeds into Forres from the south and will provide greater compliance with the revised 30mph restriction. If the 40mph speed limit is not introduced then the recently constructed development access at the R1 Knockomie site will not comply with visibility standards and may introduce a road safety risk.

If a 30mph speed limit is introduced along the frontage of the R1 Knockomie site then as a consequence of the lack of development and activity close to the A940, lower levels of compliance will be likely with an increased risk of accidents. It will also be more likely that there will be non-compliance within the existing 30mph speed limit on the northern section of Grantown Road.

(e) Staffing Implications

There are no staffing implications arising from this report.

(f) Property

There are no property implications arising from this report.

(g) Equalities/Socio Economic Impact

The proposal to introduce a lower speed limit on the R1 site frontage will reduce or maintain reduced vehicular speeds and will encourage greater use of the local roads by non-motor vehicle road users. The speed restrictions will have a positive impact on families with children, disabled people and the elderly.

(h) Climate Change and Biodiversity Impacts

When vehicle speeds of around 40mph are reduced to lower speeds, vehicle emissions (CO₂ and NO_x) increase. Whereas when vehicle speeds which around 50-60 mph are reduced to around 40mph, vehicle emissions reduce (Department for Transport Speed Limit Appraisal Tool: User Guidance).

The proposed changes to the speed limit on the A940 Grantown Road are to reduce the speed limit from 60 mph to 40mph along a distance of 165 metres or thereby and to increase the speed limit from 30mph to 40mph along a distance of 277 metres or thereby. These particular changes would result in vehicle speeds being around 40mph and therefore be likely to lead to a reduction in vehicle emissions along the section of road covered by the proposed speed limit changes.

(i) Consultations

The Depute Chief Executive (Economy, Environment and Finance), Head of Environmental and Commercial Services; Chief Financial Officer, Legal Services Manager, Equal Opportunities Officer, Climate Change Strategy Officer, Committee Services Officer (L Rowan) and L Morrison, Police Scotland, have been consulted and any comments taken into consideration.

The relevant Ward Members have been advised of the proposals and any comments that they have may be tabled at the meeting.

5. CONCLUSION

- 5.1 It is recommended that the Committee over-rule the outstanding objection received approve the Road Traffic Regulation Order as detailed within “Moray Council (A940 Grantown Road, Forres – Proposed 40 / 30mph Speed Limit) Order 2022” and authorises the Head of Environmental and Commercial Services and the Legal Services Manager to make the Order.**

Author of Report: Diane Anderson, Senior Engineer Transportation

Background Papers:

Ref: SPMAN-524642768-903

**The Moray Council (A940 Grantown Road, Forres – Proposed 40 / 30mph
Speed Limit) Order 2022**

SCHEDULE 1

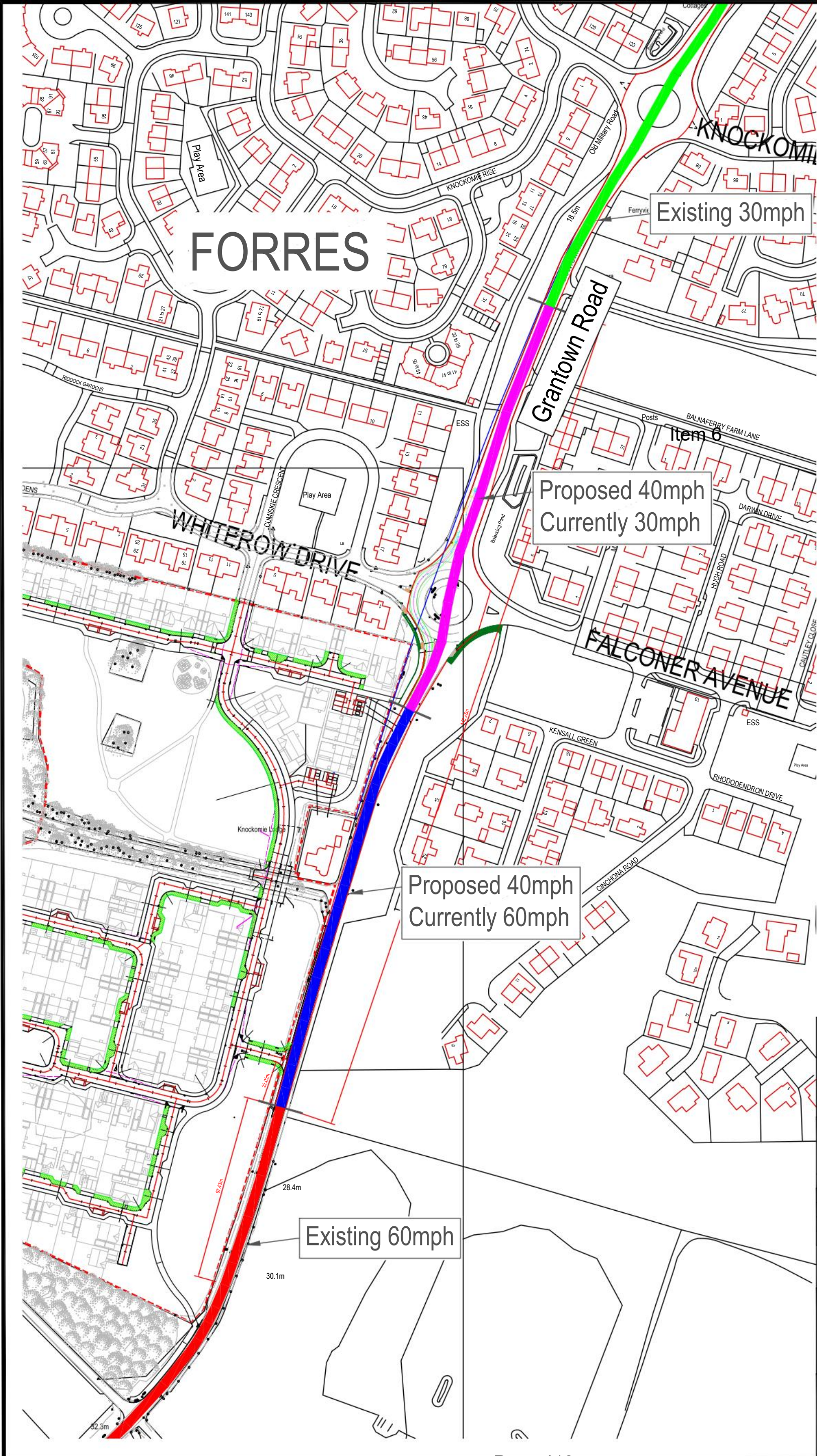
Location	<u>Description</u>	<u>Restriction</u>
A940 Forres to Grantown Road	From the point where it meets the A96(T) Forres Bypass, in a southerly direction along Market Street, St Catherine's Road and Grantown Road, to a point 230metres or thereby south of the projected south kerblin e of Balnag eith Road.	30mph
	Grantown Road from a point 230metres or thereby south of the projected south kerblin e of Balnag eith Road to a point 22m or thereby south of the projected south kerblin e of Webster Drive.	40mph

STATEMENT OF REASONS

The general effect will be to introduce a 40mph speed limit buffer for vehicles entering Forres and amend the existing 30mph speed limit in line with current Guidelines and as specified in Schedule 1.

Following the approval of the Planning Application (19/00293 APP) submitted to Moray Council to build 112 residential on Site R1 as identified in the 2020 Local Plan off Grantown Road, Forres, a number of conditions were placed upon the applicants. This included a requirement for a Stage 1/2 Road Safety Audit.

The Road Safety Audit identified a “risk of increase in severity of collision” on the A940 and recommended a 40mph speed limit to cover the development junction with the A940. This proposal is to introduce a 40mph speed limit to protect the development access and extend the 40mph limit into Forres to an appropriate location for a transition to 30mph. This amendment is in accordance with the procedure for reviewing speed limits agreed at the Economic Development and Infrastructure Services Committee on 13 October 2009 and in the interests of Road Safety.



LEGEND

- Existing 30mph
- Proposed 40mph currently 30mph
- Proposed 40mph currently 60mph
- Existing 60mph

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REV	AMENDMENTS	DATE	BY	CHECKED
DESIGNED	CA Stewart	Sept 2022		
DRAFTED	CA Stewart	Sept 2022		
CHECKED	JD Smith	Sept 2022		

SCALES: 1:2000



MORAY COUNCIL
DIRECT SERVICES - TRANSPORTATION
COUNCIL OFFICE
HIGH STREET
ELGIN IV30 1BX

DRAWING NO:
Speed Limits /A940/2021/01

MORAY COUNCIL
A940 Forres - Grantown Road
Grantown Road, Forres
TRO Proposed 40mph Speed Limit
Location Plan - Sheet 1 of 1

APPENDIX 3

A940 GRANTOWN ROAD SPEED LIMIT - SUMMARY OF OBJECTORS COMMENTS

OBJECTORS CONCERNS	TRANSPORTATION RESPONSE
<p>The proposed speed limit does not extend southwards to include the A940/U83e junction and extend some 250m to the south of the junction.</p>	<p>The siting of the proposed speed limit is in accordance with the Scottish Government Guidance 'Setting of Local Speed Limits' which takes the roadside environment in account when determining the start/end of a speed limit along with the level of the limit itself. The use of this national guidance was approved by Committee in 2009: http://www.moray.gov.uk/minutes/data/DC20091013/Item%208.pdf</p> <p>The guidance states that if a speed limit is set in isolation or is unrealistically low, it is likely to be ineffective and to lead to possible disrespect for the speed limit. As well as requiring significant and avoidable enforcement costs, this may also result in substantial numbers of drivers continuing to travel at unacceptable speeds, thus increasing the risk of accidents.</p> <p>The southern extent of the proposed 40mph speed limit has been determined based on roadside development and activity, in keeping with the guidance, and would be sited at a location where visual cues to drivers are present to encourage lower speeds. Whereas to the south of this location there is no roadside development to provide a visual cue for a driver to lower their speed.</p>
<p>The proposed speed limit includes the introduction of a 40mph speed limit. The speed limit should be 30mph.</p>	<p>The proposed speed limit has been determined in accordance with guidance. The roadside environment and level/proximity of development to the A940 corresponds with a 40mph speed limit.</p> <p>If a 30mph speed limit were to be introduced instead of the 40mph as stated in the guidance, there is an increased risk of accidents due to drivers continuing to travel at unacceptable speeds.</p> <p>The introduction of a 40mph was also recommended in the independent Stage 1/2 Road Safety Audit for the R1 Knockomie development access.</p>

OBJECTORS CONCERNS	TRANSPORTATION RESPONSE
<p>The U83e is used by pedestrians and cyclists and the visibility is 'poor'.</p>	<p>The U83e is a signed leisure route for pedestrians and cyclists. It does not provide general access to facilities such as schools, retail or healthcare. Pedestrians/cyclists are choosing to take this particular route when alternative leisure routes are available in the area.</p> <p>To the south of the junction, the A940 is a straight road and sightlines in excess of 215 metres can be provided once roadside vegetation has been cleared.</p> <p>To the north, roadside vegetation can also obstruct the view. However, there are planning conditions associated with the development accessed via the U83e Whiterow to enhance the visibility splay at the junction onto the A940. There is a condition on the new development at Knockomie to clear the roadside vegetation to provide visibility splay at the access.</p> <p>Provision of these sightlines for vehicles will also greatly enhance the sightlines for pedestrians and cyclists crossing the A940 at the U83e junction.</p> <p>The clearance of these sightlines is being pursued. However, the clearance of thick gorse and whin hedging is unable to take place until the bird-nesting season has ended.</p>
<p>The A940/U83e junction is a 'major danger/accident spot'.</p>	<p>There have been no reported accidents at this junction in the past 10 years.</p>
<p>Pedestrians currently walk along the A940 between the Falconer Avenue Roundabout and the A940/U83e junction.</p>	<p>There will be a new pedestrian/cycle route through the Knockomie development, connecting the route at the Falconer Avenue roundabout to U83e Whiterow.</p> <p>Once completed pedestrians and cyclists will have an alternative route to walking in the verge and cycling in the carriageway.</p>

OBJECTORS CONCERNS	TRANSPORTATION RESPONSE
<p>The Police will not agree to a 30mph speed limit as it will result in complaints regarding speeding.</p> <p>Traffic speed cameras and warning signs should be installed to support 30mph speed limit.</p>	<p>The determining factor for the introduction of a 40mph is the roadside environment and layout of the road, not any concern from Police Scotland with regard to enforcement. Police Scotland are a statutory consultee and are satisfied with the proposed changes to the speed limit.</p> <p>To promote a speed limit that does not take into account the roadside environment would result in non-compliance, with vehicles travelling above the signed speed limit. Police Scotland do not have the resources to be present to enforce speed limits at all times. The Scottish Safety Camera programme is a national initiative. The safety camera sites are selected using specific criteria, which must be met before they can be considered. This criterion includes recorded accidents and excessive vehicle speeds. The location of the proposed speed limit on the urban edge limited recorded accidents and observed speeds along the frontage of the site (2019 Surveys) means that this location would not meet the criteria.</p>



**REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE
SERVICES COMMITTEE ON 20 JUNE 2023**

SUBJECT: PAVEMENT PARKING PROPOSED EXEMPTION ORDER

**BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND
FINANCE)**

1. REASON FOR REPORT

- 1.1 To seek approval of the Committee to begin the consultation process for a proposed Exemption Order to introduce locations across Moray where there are to be exemptions from the enforcement of the new Pavement Parking legislation which is part of the Transport (Scotland) Act 2019:

“Moray Council (Pavement Parking Exemptions) Order 2023”

- 1.2 This report is submitted to Committee in terms of Section III (F) (17) and (20) of the Council's Scheme of Administration relating to traffic management functions including the preparation and implementation of traffic management and the making of Orders for the regulation and management of traffic.

2. RECOMMENDATION

2.1 It is recommended that Committee:-

- i) **approves the proposed Exemption Order at the locations shown in Appendix 2 to this report from Pavement Parking legislation and instruct the Head of Environmental and Commercial Services and the Legal Services Manager to begin the statutory process; and**
- ii) **instructs the Head of Environmental and Commercial Services and the Legal Services Manager to make and implement the Order if, following the consultation period, there are no outstanding objections.**

3. BACKGROUND

- 3.1 When vehicles park on the public footway, either partially or wholly, they can restrict the available width for pedestrians, leading to vulnerable road users having to step off the footway and onto the carriageway to pass the parked vehicle. This can be challenging for the ambulant disabled, pedestrians with

mobility aids such as walking frames, wheelchair users and parents/carers with young children in pushchairs/prams or walking, as there are often no dropped kerbs present. Part 6 of the Transport (Scotland) Act 2019 introduced the statutory framework for a national ban on pavement parking, double-parking and parking at dropped kerbs to make it easier to ensure that pavements and roads are safer and more accessible for all.

- 3.2 Transport Scotland have provided secondary legislation and parking standards guidance that will underpin the enforcement of these parking prohibitions from 1 December 2023. The legislation provides exceptions for certain types of vehicles if they are involved in emergencies, e.g. ambulances, and where vehicles are delivering goods and if they were not parking on the footway then they would obstruct the carriageway. The legislation also provides for the promotion of Exemption Orders for locations, which meet certain criteria.
- 3.3 The parking standards guidance sets out an assessment process and the criteria for where exemptions to the pavement parking legislation can be promoted. A copy of this guidance has been provided on the Members portal. Scottish Government have provided funding for the road assessments to be undertaken and to support the promotion and implementation of any Exemption Orders.
- 3.4 This report is to seek authority to promote Exemption Orders for locations of the public footway (pavement) where parking is considered necessary to keep the carriageway clear for emergency vehicles. There are very few locations in Moray where this is actually necessary. The majority of pavement parking observed is being undertaken based on convenience e.g. so residents can park directly outside their property.
- 3.5 This report is focused on the required assessment of potential Exemption Orders. The Council's position on enforcement will be subject of a future report when there has been further clarity from Scottish Government.

4. ASSESSMENT PROCESS

- 4.1 The Parking Standards guidance states that a footway, or the carriageway with which it is associated with, must have the following characteristics to be considered for an Exemption Order:

Either;

- a) The footway is of sufficient width to enable 1.5 metres (down to an absolute minimum of 1,2 metres over a short distance to take account of street furniture) to be available for the passage of non-vehicular traffic (including pedestrians, wheelchair users and mobility scooters) when a vehicle is parked on the footway;

Or:

- b) The carriageway associated with the footway is of sufficient restricted width or access that it would be rendered unpassable by emergency

vehicles when one or more vehicles are parked on the carriageway, but would be possible to access if vehicles were permitted to park on the footway.

- 4.2 Transportation officers and local Roads Inspectors identified locations throughout Moray where pavement parking has been observed and where, if vehicles did not park either partially or wholly on the footway, they would cause an obstruction to emergency vehicles. An email was also sent to all Community Councils seeking information as to where they have observed vehicles parking on the public footway. A list of the locations identified through this process is attached as **APPENDIX 1**.
- 4.3 The list of locations was then passed to a Transport specialist contracted to undertake the site surveys and assessments on behalf of the Council. The contractor has also prepared the drawings and schedules for the proposed Exemption Order. The consultant visited the locations on the list during the week commencing 1 May 2023. Each location was visited during the day and in the evenings to observe parking behaviours and to gather measurements and other information.
- 4.4 The assessments were then undertaken through completion of the spreadsheet tool provided within the guidance. The locations which met the criteria to be considered for an Exemption Order were then identified. The following streets were identified as having locations where an Exemption Order could be pursued (plans showing the relevant locations can be found in **APPENDIX 2**):
- Alves, Burghead Road;
 - Buckie, Sutherland Street;
 - Cullen, Seatown
 - Dufftown, Queen Street;
 - Elgin, Academy Street;
 - Elgin, Mitchell Crescent;
 - Hopeman, Thom Street;
 - Hopeman, Park Street; and
 - Farquhar Street, Hopeman
- 4.5 At some of the locations visited vehicles were parked either wholly or partially on the footway. However, there are nearby on-street locations where parking can take place on the carriageway without obstructing passing vehicles. These locations have not been included in the list of locations for the proposed Exemption Order. Furthermore, there are locations in newer housing developments where on-plot parking has been provided (garage and/or driveway) but residents are choosing instead to park either partially or wholly on the footway outside their property. Again, these locations have not been assessed, as there is off-street parking readily available.
- 4.6 An Equalities Impact Assessment (EQIA) has been undertaken in accordance with the guidance for each of the locations identified in paragraph 4.2. Copies of these EQIAs have been uploaded to the Members Portal.

- 4.7 A copy of the Schedule and Statement of Reasons for the proposed Exemption Order can be found in **APPENDIX 3** whilst the detailed plans are contained within **APPENDIX 2**.
- 4.8 Should the Committee approve the promotion of the proposed Order; the next step will be to undertake consultation. The minimum time for the consultation is 28 days, subject to the proposed order being advertised for a minimum period of 7 days prior to the start of the consultation period. If there are no objections to the proposed order, the aim is for the order to be made with the required road markings and signage in place for 1 December 2023, when enforcement is due to commence.

5. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

The report encompasses the main aims of the Economic Development programme by maintaining suitable transport facilities and infrastructure as designated for their intended use.

(b) Policy and Legal

The proposed Exemption Order is as a result of the national ban on pavement parking, double-parking and parking at dropped kerbs, which is Part 6 of the Transport (Scotland) Act 2019.

The proposal complies with the requirements in the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedures) (Scotland) Regulations 1999.

(c) Financial implications

Scottish Government have provided a grant of £42,000 for the Road Assessments, promoting the Exemption Order and the implementation of the Order through the provision of road signs and road markings. There is also Capital Signs and Road Markings budget available to support the implementation of the Order.

(d) Risk Implications

Without the introduction of exemptions at locations which meet the criteria in the road assessments, residents will be subject to enforcement and fines when parking on the public footway near their homes, where they have no other option but to do so.

There is a reputational risk to the Council if Exemptions for such locations are not pursued.

(e) Staffing Implications

There are no staffing implications arising from this report.

(f) Property

There are no property implications arising from this report.

(g) Equalities/Socio Economic Impact

Vehicles parking either partially or wholly on the public footway can present an obstruction to pedestrians and present a hazard to those with restricted mobility and/or visual impairments.

The guidance provided to support the parking assessments includes a requirement to undertake EQIAs for the locations where an Exemption Order is being promoted.

(h) Climate Change and Biodiversity Impacts

No Climate Change or biodiversity implications have been determined for the proposed Exemption Order.

(i) Consultations

The Depute Chief Executive (Economy, Environment & Finance), Head of Environmental and Commercial Services; Chief Financial Officer, Legal Services Manager, Equal Opportunities Officer, Climate Change Strategy Officer, Committee Services Officer (L Rowan) and L Morrison, Police Scotland, have been consulted and any comments taken into consideration.

All Elected Members have been advised of the proposals and any comments that they have may be tabled at the meeting.

6. CONCLUSION

6.1 It is proposed to promote an Order, which will have the effect of introducing exemptions to the Pavement Parking legislation at the locations specified in the schedule in APPENDIX 3 and the plans in APPENDIX 2.

Author of Report: Diane Anderson, Senior Engineer Transportation

Background Papers:

Ref: SPMAN-524642768-879

APPENDIX 1**PAVEMENT PARKING EXEMPTION ORDER – LOCATIONS FOR
ASSESSMENT IDENTIFIED BY OFFICERS AND COMMUNITY COUNCILS**

SOURCE	SETTLEMENT	ROAD NAME
Officers	Alves	Burghead Road
Officers	Buckie	Hay Street
Officers	Buckie	John Street
Officers	Buckie	Midmar Street
Officers	Buckie	Milton Drive
Officers	Buckie	Robert Street
Officers	Buckie	Sutherland Street
Officers	Buckie	The Yardie
Officers	Burghead	Grant Street
Officers	Burghead	King Street
Officers	Burghead	Sellar Street
Officers	Cullen	Binview Road
Officers	Cullen	Logie Avenue
Officers	Cullen	Seafield Street
Officers	Cullen	Seatown Area
Officers	Dufftown	Queen Street
Officers	Elgin	Academy Street
Officers	Elgin	Argus Place
Officers	Elgin	Batchen Street
Officers	Elgin	Blantyre Place
Officers	Elgin	Blantyre Street
Officers	Elgin	Braco Place
Officers	Elgin	Bremner Drive
Officers	Elgin	Chanonry Road
Officers	Elgin	Chanonry Road South
Officers	Elgin	Covesea Road
Officers	Elgin	Esmonde Gardens
Officers	Elgin	Glenlossie Drive
Officers	Elgin	High Street
Officers	Elgin	High Street
Officers	Elgin	King Street
Officers	Elgin	Main Street
Officers	Elgin	Mitchell Crescent
Officers	Elgin	Myreside Circle
Officers	Elgin	New Elgin Road
Officers	Elgin	South Street
Officers	Elgin	St Catherine's Place

SOURCE	SETTLEMENT	ROAD NAME
Officers	Elgin	Weaver Place
Officers	Findhorn	Main Road
Officers	Findochty	Dyce Crescent
Officers	Findochty	Harbour & Seatown area
Officers	Findochty	Morven Crescent
Officers	Findochty	The Creagan
Officers	Fochabers	Burnbank
Officers	Fochabers	Castle Street
Officers	Fochabers	Institution Road
Officers	Fochabers	Maxwell Street
Officers	Fochabers	Milnescroft Court
Officers	Fochabers	Murrayfield
Officers	Fochabers	Other streets (off High St)
Officers	Fochabers	West Street
Officers	Fochabers	Westmorland Street
Officers	Forres	Fleurs Drive
Officers	Forres	Forbeshill
Officers	Forres	High Street
Officers	Forres	Highfield
Officers	Forres	Sheildaig Road
Officers	Forres	Tolbooth Street
Officers	Hopeman	Dunbar Street
Officers	Hopeman	Farquhar Street
Officers	Hopeman	Hutcheon Street
Officers	Hopeman	New Street
Officers	Hopeman	Other streets (off Harbour Street)
Officers	Hopeman	Park Street
Officers	Hopeman	Thom Street
Officers	Lossiemouth	Baker Street
Officers	Lossiemouth	Bishops Court
Officers	Lossiemouth	Carvel Street
Officers	Lossiemouth	Coulardbank Crescent
Officers	Lossiemouth	Coulardhill
Officers	Lossiemouth	Cromarty Court
Officers	Lossiemouth	Fulmar Road
Officers	Lossiemouth	Rockall Place
Officers	Lossiemouth	St Margarets Crescent
Officers	Newmill	Isla Road
Officers	Newmill	Marks Lane
Officers	Portgordon	Gordon Street
Officers	Portknockie	Blantyre Street
Officers	Portknockie	Mid Street
Officers	Roths	Burnside Street
Officers	Roths	Land Street

SOURCE	SETTLEMENT	ROAD NAME
Officers	Tomintoul	Conglass Lane
Community	Cullen	Foreshore Road
Community	Duffus	Burnside Road
Community	Duffus	Milne Road
Community	Duffus	Gordonstoun Road
Community	Findochty	Reidhaven Crescent
Community	Findochty	Main Street
Community	Findochty	Sterlochy Street
Community	Findochty	Old Street
Community	Findochty	Siller Street
Community	Findochty	Station Street
Community	Findochty	Commercial Street
Community	Findochty	New Street
Community	Findochty	Duke Street
Community	Findochty	North Blantyre Street
Community	Findochty	Church Street
Community	Forres	Anderson Crescent
Community	Forres	North Road
Community	Portknockie	New Street
Community	Portknockie	Patrol Place
Community	Portknockie	High Street



Legend

 Proposed Pavement Parking Exemption

Moray Pavement Parking Exemptions

Burghead Road, Alves
Parking Exemption 1

Jacobs

Created by:
LeesonC

Last Updated:
05/06/2023

Scale: 1:500



Legend

 Proposed Pavement Parking Exemption



Moray Pavement Parking Exemptions

Sutherland Street, Buckie
Parking Exemption 2

Jacobs

Created by:
LeesonC

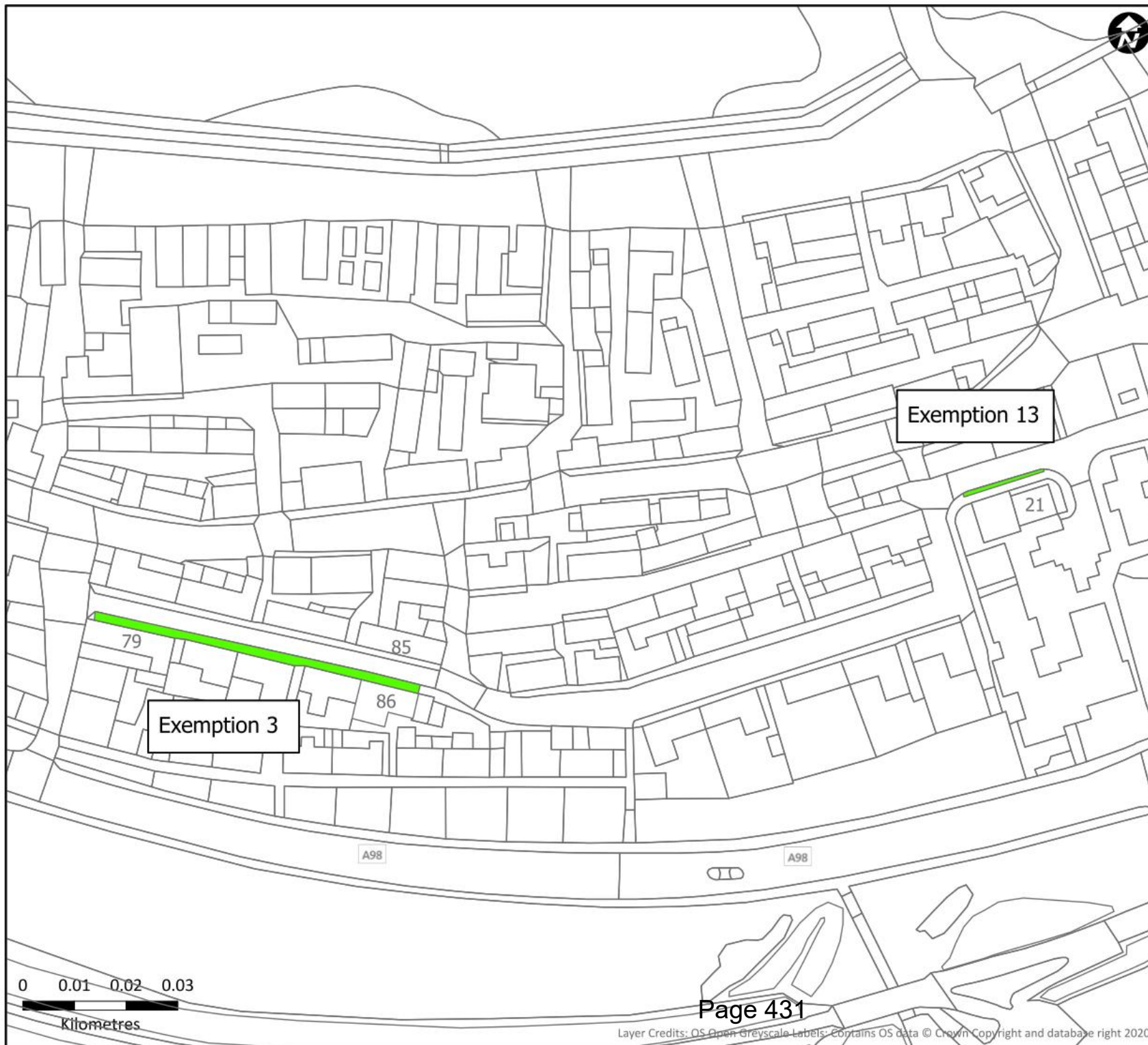
Last Updated:
05/06/2023

Scale: 1:500



Legend

 Proposed Pavement Parking Exemption



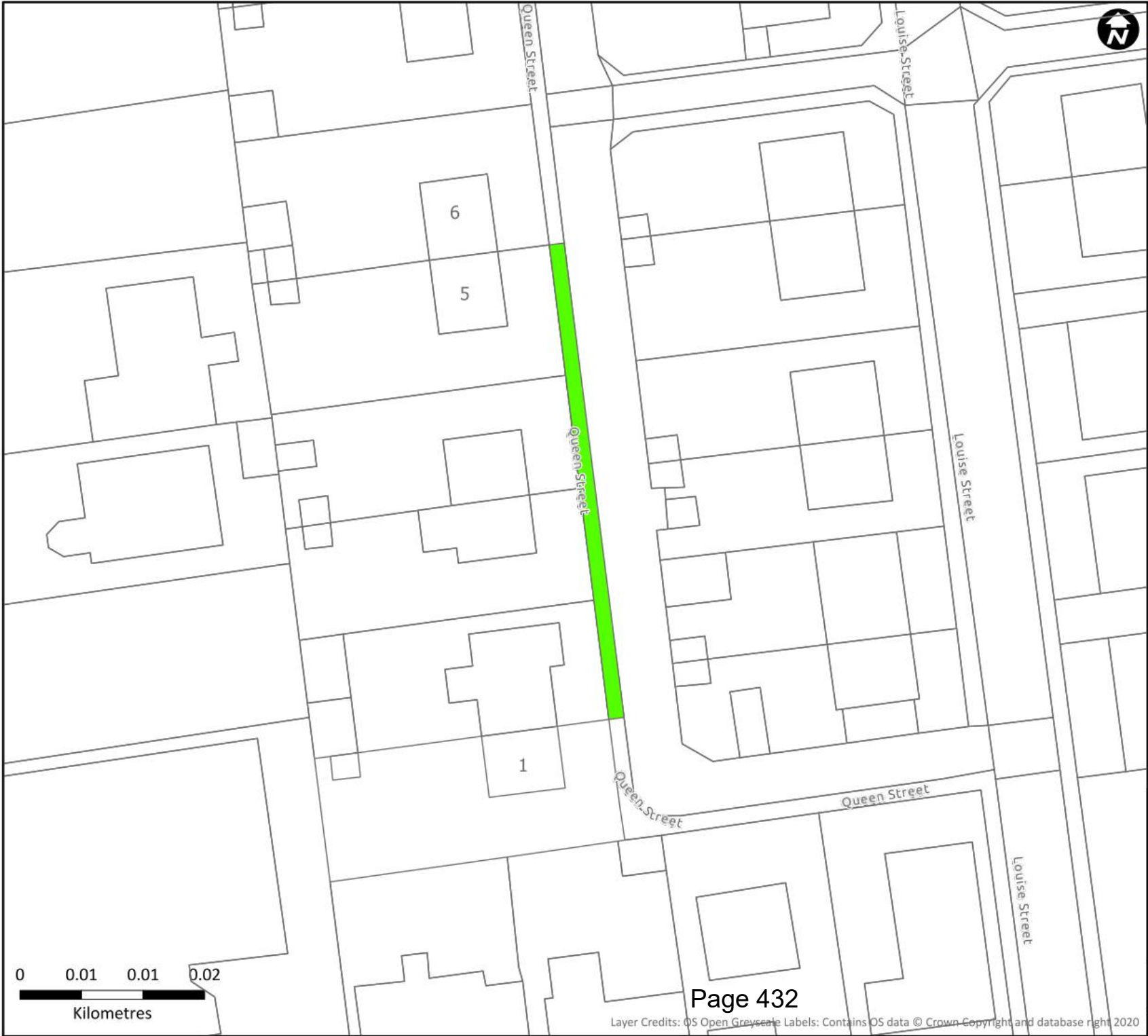
Moray Pavement Parking Exemptions
Seatown, Cullen
Parking Exemption 3
Bayview Court, Seatown, Cullen
Parking Exemption 13

Jacobs

Created by:
LeesonC

Last Updated:
05/06/2023

Scale: 1:1,000



Legend

 Proposed Pavement Parking Exemption

Moray Pavement Parking Exemptions

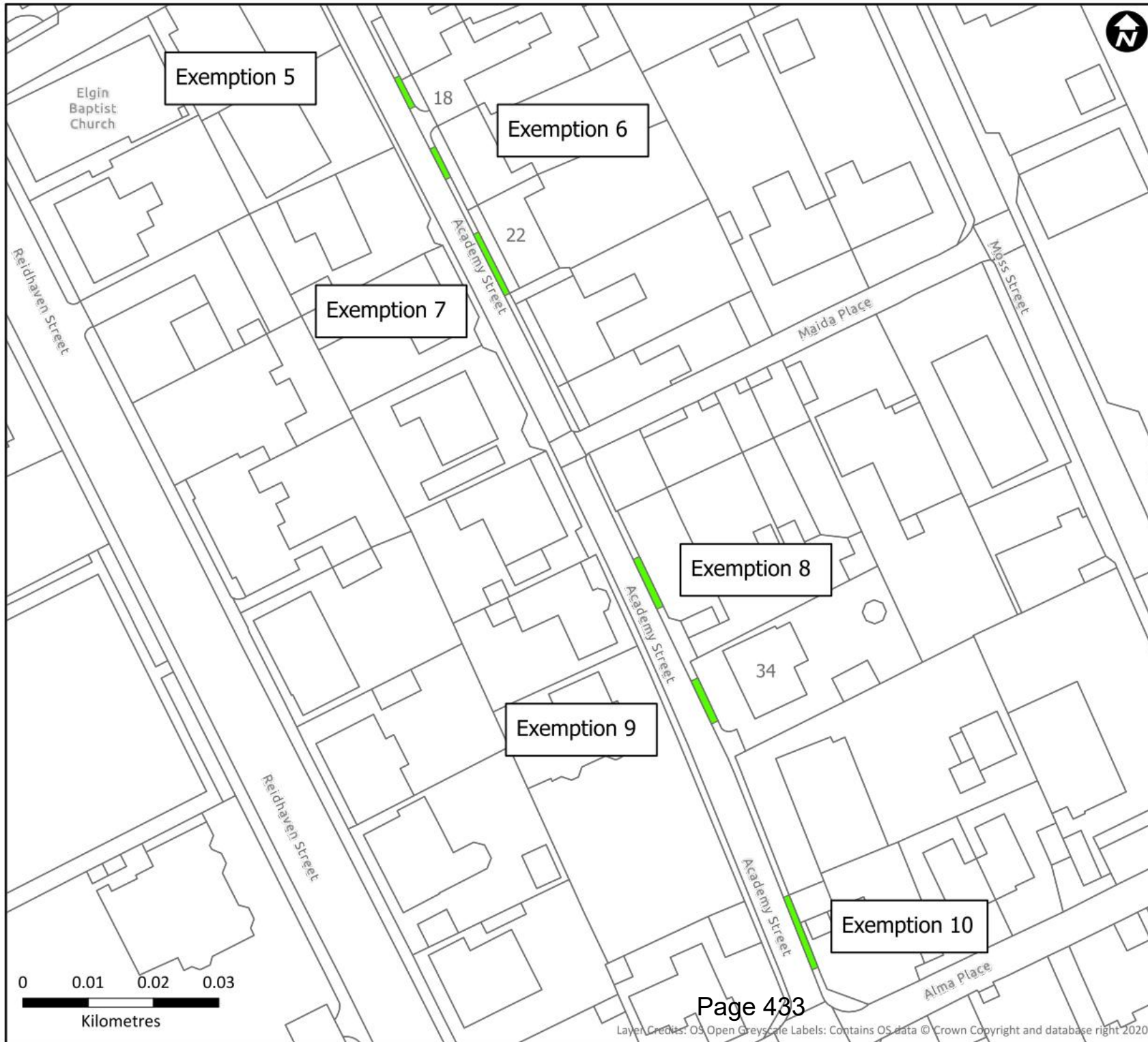
Queen Street, Dufftown
Parking Exemption 4

Jacobs

Created by:
LeesonC

Last Updated:
05/06/2023

Scale: 1:500



Legend



Proposed Pavement Parking Exemption

Moray Pavement Parking Exemptions

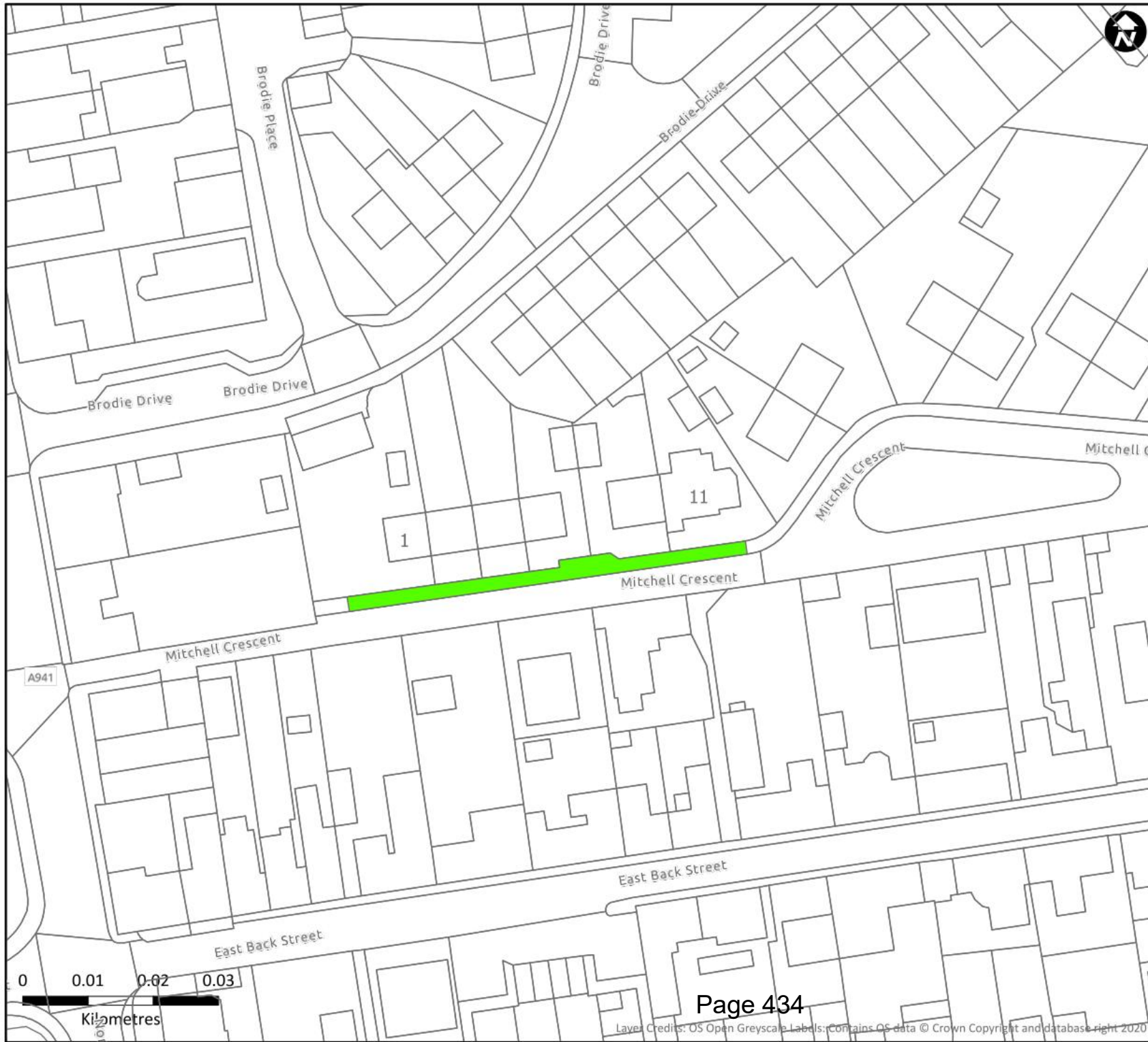
Academy Street, Elgin
Parking Exemption 5, 6, 7, 8, 9 & 10

Jacobs

Created by:
LeesonC

Last Updated:
05/06/2023

Scale: 1:750



Legend



Proposed Pavement Parking Exemption

Moray Pavement Parking Exemptions

Mitchell Crescent, Elgin
Parking Exemption 11

Jacobs

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LeesonC

Last Updated:
05/06/2023

Scale: 1:750



Legend

 Proposed Pavement Parking Exemption

Moray Pavement Parking Exemptions

Park Street, Hopeman
Parking Exemption 12

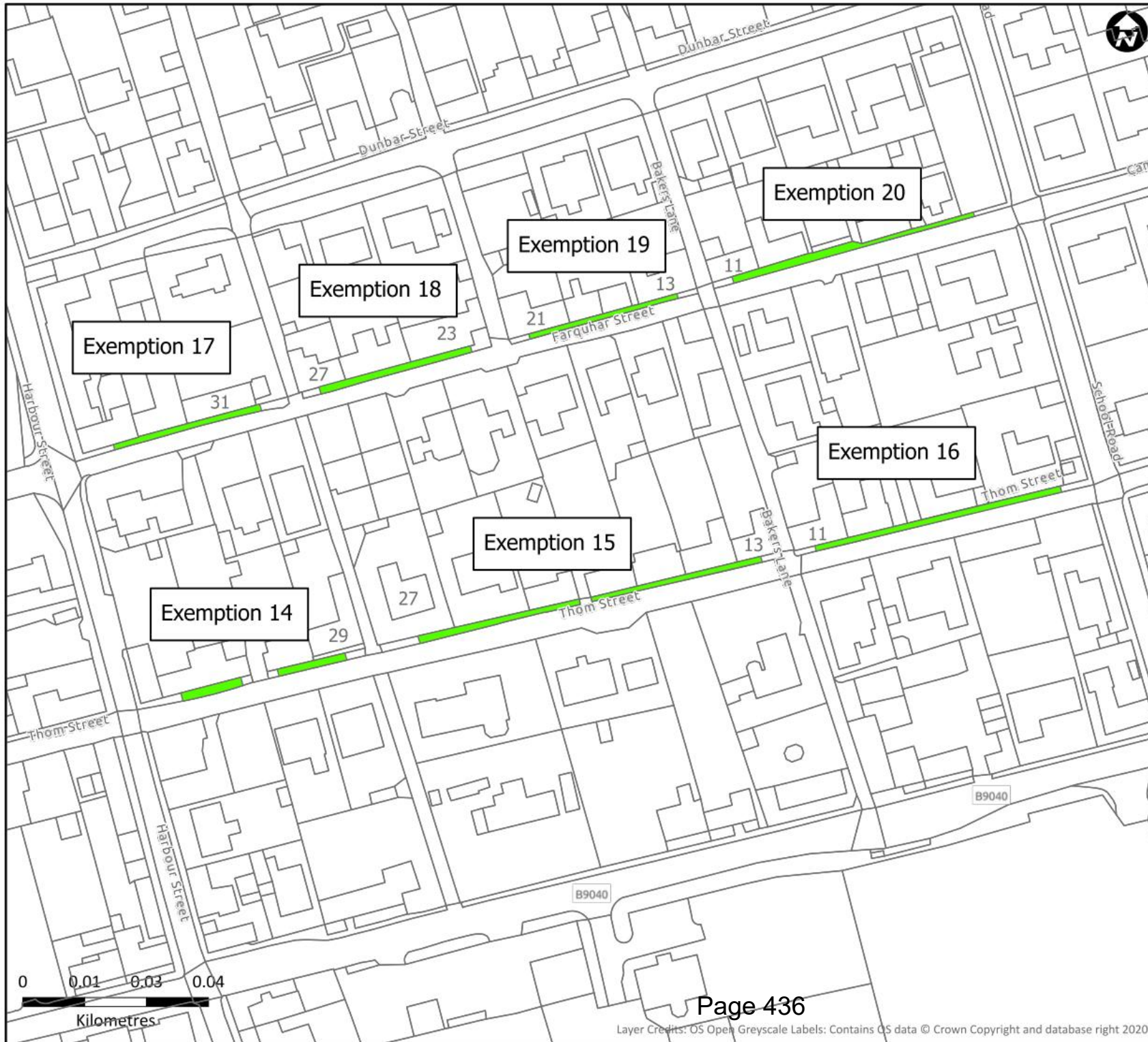
Jacobs

Created by:
LeesonC

Last Updated:
05/06/2023

Scale: 1:1,000

0 0.01 0.02 0.03
Kilometres



Legend
Proposed Pavement Parking Exemption

Moray Pavement Parking Exemptions
Thom Street, Hopeman
Parking Exemption 14, 15 & 16
Farquhar Street, Hopeman
Parking Exemption 17, 18, 19 & 20

Jacobs

Created by: LeesonC	Last Updated: 06/06/2023	Scale: 1:1,250
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APPENDIX 3**MORAY COUNCIL (PAVEMENT PARKING EXEMPTION) ORDER 2023**

Moray Council propose to make the above Order under Section 51 the Transport (Scotland) Act 2019. The general effect will be to exempt from the enforcement of Pavement Parking locations on Burghead Road, Alves (east side); Sutherland Street, Buckie (west side); Seatown, Cullen (south side), Queen Street, Dufftown (west side), Academy Street, Elgin (east side); Mitchell Crescent, Elgin (north side); Park Street, Hopeman (both sides); Thom Street, Hopeman (north side) and Farquhar Street, Hopeman (north side) as specified in the Schedule to the Order. The proposed exemptions will cover specific areas as defined on street by road markings and signage where pavement parking will be exempt from enforcement, in the interest of maintaining access for emergency and service vehicles.

STATEMENT OF REASONS

In order to improve footway and carriageway accessibility for pedestrians, particularly vulnerable road users or those with mobility impairments, the Scottish Government is addressing inconsiderate parking through improved parking legislation. The Transport (Scotland) Act 2019 prohibits pavement parking, double parking and parking at known crossing points. Section 51 of the Transport (Scotland) Act 2019 enables Roads Authorities to introduce Exemptions to enable pavement parking within specific areas defined on street by road markings and signage. The Parking Standards guidance which accompanies the Act states that a footway, or the carriageway with which it is associated with, must have the following characteristics to be considered for an Exemption Order:

Either;

- a) The footway is of sufficient width to enable 1.5 metres (down to an absolute minimum of 1.2 metres over a short distance to take account of street furniture) to be available for the passage of non-vehicular traffic (including pedestrians, wheelchair users and mobility scooters) when a vehicle is parked on the footway;

Or:

- b) The carriageway associated with the footway is of sufficient restricted width or access that it would be rendered unpassable by emergency vehicles when one or more vehicles are parked on the carriageway, but would be possible to access if vehicles were permitted to park on the footway.

A Pavement Parking Assessment has been undertaken which identifies that the locations set out in the Schedule to have one of the above characteristics.

MORAY COUNCIL

UNDER SECTION 51 OF THE TRANSPORT (SCOTLAND) ACT 2019

MORAY COUNCIL (PAVEMENT PARKING EXEMPTION) ORDER 2023

SCHEDULE

<u>No</u>	<u>Location</u>	<u>Description</u>
1	Burghead Road, Alves (East Side)	From a point 7 metres or thereby south of the extended building line of Number 9 Burghead Road southwards for a distance of 16 metres. This exemption is applicable over a footway width such that an effective width of 1.5 metres of footway is maintained from the existing back of footway.
2	Sutherland Street, Buckie (West Side)	From a point 6 metres north from the extended northern kerb line of Alexander Street northwards for a distance of 30 metres or thereby
3	Seatown, Cullen (South Side)	From a point 3 metres west or thereby of the extended building line of Number 85 Seatown westwards for a distance of 65 metres or thereby to a point 1.5 metres east of Number 79 Seatown.
4	Queen Street, Dufftown (West Side)	From the extended northern building line of Number 5 Queen Street, south for 45 metres or thereby to the extended northern building line of Number 1 Queen Street
5	Academy Street, Elgin (East side)	From 1.5 metres north of the extended northern building line of the pend at Number 18 Academy Street northwards for 5 metres or thereby.
6		From 3 metres or thereby south of the extended southern building line of the pend at Number 18 Academy Street southwards for 5 metres or thereby.
7		From the extended southern building line of Number 22 Academy Street northwards for 10 metres or thereby.

8		From a point 16 metres south of the extended southern carriageway extents of Maida Place southwards for a distance of 8 metres or thereby
9		From a point 2 metres south of the extended northern boundary line of Number 34 Academy Street southwards for a distance of 6 metres or thereby
10		From a point 8 metres north of the extended northern kerb line of Alma Place northwards for a distance of 11 metres or thereby
11	Mitchell Crescent, Elgin (North Side)	From a point 7 metres west or thereby from the extended western building line of Number 1 Mitchell Crescent, eastwards for 63 metres or thereby to a point 5 metres west of the extended eastern building line of Number 11 Mitchell Crescent.
12	Park Street, Hopeman (Both sides)	From a point 10 metres south of the extended kerb line of Duff Street, for a distance of 125 metres or thereby to a point 10 metres north of the extended kerb line of Cooper Street
13	Seatown, Cullen (South Side)	From the extended eastern building line of Number 21 Bayview Court westwards for 16 metres or thereby. This exemption is applicable over a footway width such that an effective width of 1.5 metres of footway is maintained from the existing back of footway.
14	Thom Street, Hopeman (North Side)	From a point 10 metres or thereby east of the extended kerb line of Harbour Street eastwards to a point 5 metres or thereby west of the extended eastern building line of Number 29 Thom Street.
15		From a point 5 metres or thereby east of the extended western boundary line of Number 27 Thom Street eastwards to a point 5 metres or thereby west of the extended eastern boundary line of Number 13 Thom Street.
16		From a point 5 metres or thereby east of the extended western boundary line of Number 11 Thom Street eastwards to a point 10 metres or thereby west of the extended eastern kerb line of School Road.

17	Farquhar Street, Hopeman (North Side)	From a point 10 metres or thereby east of the extended kerb line of Harbour Street eastwards to a point 7 metres or thereby west of the extended eastern boundary line of Number 31 Farquhar Street.
18		From a point 5 metres or thereby east of the extended western boundary line of Number 27 Farquhar Street eastwards to a point 5 metres or thereby west of the extended eastern boundary line of Number 23 Farquhar Street.
19		From a point 5 metres or thereby east of the extended western boundary line of Number 21 Farquhar Street eastwards to a point 5 metres or thereby west of the extended eastern boundary line of Number 13 Farquhar Street.
20		From a point 5 metres or thereby east of the extended western boundary line of Number 11 Farquhar Street eastwards to a point 10 metres or thereby west of the extended eastern kerb line of School Road.



**REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE
SERVICES COMMITTEE ON 20 JUNE 2023**

**SUBJECT: ELECTRIC VEHICLE INFRASTRUCTURE FUND STRATEGY AND
EXPANSION PLAN – PATHFINDER PROJECT UPDATE**

**BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND
FINANCE)**

1. REASON FOR REPORT

- 1.1 To seek approval of the Committee to join the Pathfinder Project for the provision and operation of publicly available electric vehicle charging infrastructure following the completion of market testing.
- 1.2 This report is submitted to Committee in terms of Section II (F) (17) of the Council's Scheme of Administration relating to traffic management.

2. RECOMMENDATION

- 2.1 **It is recommended that Committee approves the proposal to join the Pathfinder Project for the provision and operation of publicly available electric vehicle charging infrastructure.**

3. BACKGROUND

- 3.1 The Scottish Government's Programme for Government includes a commitment to phase out new petrol and diesel cars and vans across Scotland by 2032. Electric vehicles are, at this time, the main solution to providing mobility without the use of fossil fuels and are widely expected to continue to play an important role in achieving reductions in transport related emissions.
- 3.2 In February 2023 this Committee approved the Strategy and Expansion Plan for publicly available electric vehicle charging infrastructure in Moray. In Section 5.3 of that report, reference is made to the 'Pathfinder Project', which covers Highland, Aberdeenshire and Aberdeen City Councils.
- 3.3 The Pathfinder Project is a joint procurement exercise between these three authorities seeking private operators for the provision and expansion of the publicly available charging networks in their areas. During late 2022/early 2023 a Prior Information Notice (PIN) was issued seeking expressions of interest from private operators. Moray Council was included in the information

pack as a potential authority who may be interested in joining the project in the future.

- 3.4 The PIN has now been completed and information gathered from the responses from the potential operators suppliers. This information has been reviewed by Highland, Aberdeenshire and Aberdeen Councils. HiTrans have also been part of the review process as they are representing Moray and the other Councils in the HiTrans Region. Operators have been interested in Moray, due to its geographical location sited between the other local authorities in the Pathfinder Project and its position on both the A96 and A95 strategic corridors.
- 3.5 There are synergies in approaches to the future operation and expansion of the Pathfinder Project partners and Moray Council in terms of the packaging of existing and future chargers into 'Lots' which cover a range of higher and lower utilisation sites. There is also a similar approach in terms of starting with packages of existing assets, then moving on to new expansion sites and finally to on-street charging locations.
- 3.6 The Pathfinder Project has three key objectives which align with Moray Council's approach to the provision of publically available charging infrastructure:
- Community Wealth Building, Community Benefits and Economic Social Governance including training and the development of local supply chains for repairs and servicing;
 - Net Zero Journey, ensuring operations and expansion support a Just Transition; and
 - Commercial development, retaining an interest in the existing and future sites, but with a fair share of any profit coming back to the Councils, including a share of any new revenue streams other than charging in the future.
- 3.7 The Pathfinder Project Team will be drafting the tender documents during June/July of this year with a view to publishing the tenders in August/September. Evaluation of the submitted tenders is expected to take place throughout the autumn with an appointment (or appointments) by March 2024. Following a period of set-up and implementation with the successful bidder/s they will then commence to operate existing chargers, provide back of office facilities and expand the publicly available charging network as per each Council's Strategy and Expansion Plan. Subject to funding from Scottish Government and private investment, it is then expected that further procurement will take place for the expansion of the publicly available charging network, including on-street charger provision in Moray.
- 3.8 Collaborative working across local authorities is encouraged by Scottish Government and by joining the Pathfinder Project Moray will be more attractive to private investment. There are also efficiencies resulting from being part of a joint procurement exercise and utilising contract documents, which have already been developed by the Pathfinder Project.

- 3.9 In terms of the draft Electric Vehicle Strategy and Expansion Plan, Scottish Futures Trust have reviewed our submission and have indicated that they have revised their planning assumptions and updated their Feasibility Model, which has been used to develop the Business Case.
- 3.10 At this time officers are awaiting the award of further enabling grant funding from Scottish Government before the changes to the submission can be made, including the re-running of the financial modelling to incorporate the changes made by Scottish Futures Trust. The next update report to this committee the EVIF Strategy and Expansion Plan will be after the Pathfinder Project procurement process has been completed.
- 3.11 Finally, in the report Charges for Services to Corporate Committee on 31 January 2023 Item 8 paragraph 2.1 ii), delegated authority was granted for varying charges in relation to services where electricity supply was part of the fee. This authority includes the review of charges for council operated Electric Vehicle charge points. A review of these charges will be undertaken over the summer period, taking into consideration the changing costs of electricity to the Council.

4. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

The Strategy and Expansion Plan sits within the approach of the council in its Corporate Plan of looking after the world we live in, whilst supporting the priority of creating a sustainable council through seeking grant funding and commercial partners to provide and operate the publically available electric vehicle infrastructure in Moray.

(b) Policy and Legal

Scottish Government's draft vision for Scotland's Public Electric Vehicle Charging Network sets out the future approach to funding to provide, expand and operate the network. The draft Strategy and Expansion Plan and supporting Business Case have been prepared taking the draft vision into account and following the template and guidelines, and using the supporting data provided by Scottish Government and Scottish Futures Trust.

(c) Financial implications

The operation and maintenance costs of the council's existing charging infrastructure are met through revenue budgets, utilising the income from the charge posts. As the existing infrastructure gets older, maintenance costs are likely to increase.

Further expansion of the publically available charging network in Moray would be through a combination of Scottish Government grant funding and private investment. If funding was not forthcoming then expansion sites would not be taken forward.

(d) Risk Implications

Without an approved Electric Vehicle Infrastructure Strategy and Expansion Plan the Council will be unable to make applications to the Scottish Government Electric Vehicle Infrastructure Fund (EVIF), which aims to provide £60m of funding to support the expansion of the publically available charging network in Scotland.

For EV charging sites within off-street car parks and on Council land that is part of 'Common Good' there may be a requirement to gain Court Consent to enable a private operator to install and/or operate above ground infrastructure.

(e) Staffing Implications

There are no staffing implications arising from this report as the delivery of the draft Electric Vehicle Infrastructure Strategy and Expansion Plan is part of existing staff duties. However, the delivery and implementation of the strategy and expansion plan will require staff input from Procurement, Legal and Property Services. These services are all currently operating at capacity and the implementation and on-going management of the strategy may require additional resource, outsourcing or other work to be de-prioritised.

Part of the EVIF enabling grant from Scottish Government will be used to contribute towards a HiTrans officer acting as a shared resource to enable collaboration across a number of authorities in the north of Scotland and across the islands, and to represent the Council in the Pathfinder project that covers Highland, Aberdeenshire and Aberdeen City councils. Collaborative working across local authorities is encouraged as part of the Scottish Government draft vision for Scotland's Public Electric Vehicle Charging Network.

(f) Property

The location of existing Moray Council charging infrastructure is within public car parks and on Council and Common Good assets. The plans for expansion focus on locations under the control of the Council. Community Asset Transfers (CATs) may reduce the number of locations available. The inclusion of some sites within the Expansion Plan may mean that they are no longer suitable for a CAT.

(g) Equalities/Socio Economic Impact

The strategy and expansion plan has been developed following the guidance provided by Scottish Government, Scottish Futures Trust Public EV Charging Strategy and Expansion Plan Template. This guidance includes specific consideration of the provision of electric vehicle charging infrastructure on the relevant protected characteristics in Section 4.2 of the draft Strategy and Expansion Plan, as required by the SG guidance. New guidance on the design of charging infrastructure, to ensure that where practical it is fully accessible, is being developed by Scottish Government. Any new charging infrastructure will be required to follow this guidance.

PAS 1899:2022 is a new specification on accessible public charge points for electric powered vehicles. It covers the design and placement of charge points, including the location spacing and surrounding environment as well as the information, signals and indicators to be provided. www.bsigroup.com/en-GB/standards/pas-1899/

(h) Climate Change and Biodiversity Impacts

Developing a strategy and guidance for the provision of publically available electric vehicles charging infrastructure is one of the key actions in the key actions in the Council's Route Map to Net Zero, which supports the Council's Climate Change Strategy.

Providing publically available charging infrastructure supports and encourages the change from fossil fuelled vehicles to electric and hybrid vehicles through addressing issues such as 'range anxiety' and proving charging facilities for households with no off-street parking. The use of electric and hybrid vehicles reduces emissions, which supports nature recovery and the overall improvement of environments.

(i) Consultations

The Depute Chief Executive (Economy, Environment and Finance), Head of Environmental and Commercial Services, Legal Services Manager, Chief Finance Officer, Equalities Officer, Principal Climate Change Officer, Assistant Procurement Manager, Asset Manager (Commercial Buildings), Roads Maintenance Manager and Committee Services Officer (L Rowan) have been consulted and any comments taken into consideration.

5. CONCLUSION

- 5.1 It is proposed to join the Pathfinder Project with Aberdeenshire, Aberdeen and Highland Councils to seek private investment for the expansion and operation of the publically available Electric Vehicle Charging Infrastructure in Moray, optimising the procurement process and capitalising on the geographic context of Moray in relation to the A95 and A96 corridors.**

Author of Report: Diane Anderson, Senior Engineer Transportation

Background Papers: EVIF Committee Report 7 February 2023

Ref: SPMAN-524642768-911



**REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE
SERVICES COMMITTEE ON 20 JUNE 2023**

**SUBJECT: PERFORMANCE REPORT (ENVIRONMENTAL AND
COMMERCIAL SERVICES) – PERIOD TO 31 MARCH 2023**

**BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND
FINANCE)**

1. REASON FOR REPORT

- 1.1 To inform the Committee of the performance of the service for the period to 31 March 2023.
- 1.2 This report is submitted to Committee in terms of Section III (A) (4) of the Council's Scheme of Administration to monitor performance in accordance with the Council's Performance Management Framework.

2. RECOMMENDATION

2.1 It is recommended that Committee:

- (i) **scrutinises performance in the areas of Service Planning, Service Performance and other related data to the end of March 2023;**
- (ii) **notes the actions being taken to improve performance where required.**

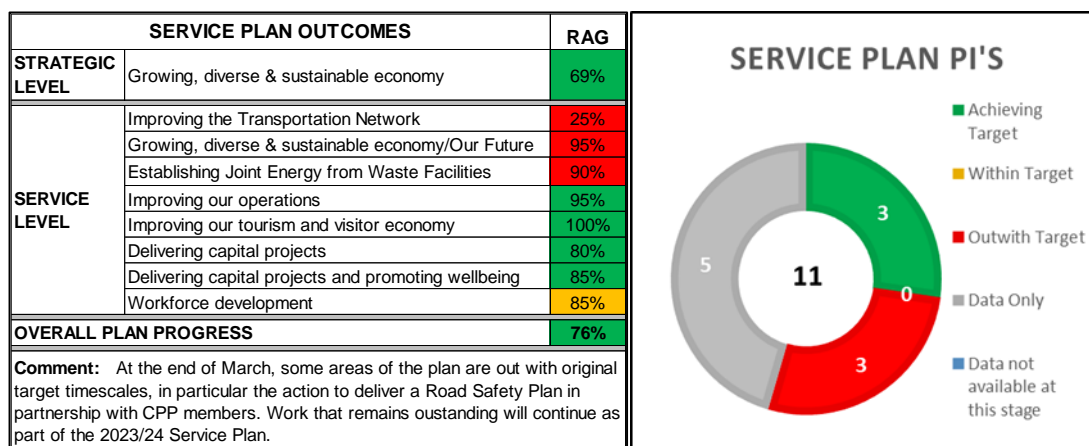
3. BACKGROUND

- 3.1 On 7 August 2019, the Moray Council approved a revised Performance Management Framework for services (para 5 of the minute refers).

4. SERVICE PLANNING

- 4.1 Each service plan sets out the strategic and service level priorities and outcomes it intends to deliver in the coming year aligning closely with financial planning, corporate and community planning partnership strategic priorities. This report provides an interim update on progress on the service plan, key outcomes and performance indicators. Committee is invited to review progress to secure assurance that is satisfactory and to provide scrutiny and further direction where performance requires attention.

- 4.2 Latest Local Government Benchmarking Framework (LGBF) Indicators covering 2021/22, initially published in February 2023, will be refreshed in June. The full suite can be viewed using the [My Local Council](#) tool. Published indicators for this service have been incorporated within the relevant section of this report depending on whether results are used to evidence progress against strategic, service plan or service performance priorities. 2022/23 LGBF data will be available early 2024.
- 4.3 The narrative included is by exception, links to Service Plan Actions and Performance Indicators can be accessed within the Background Papers section of this report.



Strategic Outcomes – successes

- 4.4 Good progress has been made to promote and develop green travel in schools and deliver additional cycle parking. In 2022/23, a total of 31 primary schools delivered Bikeability with 630 pupils completing the course. Eight schools are involved in the Park Smart Initiative with 19 taking part in the Travel Tracker programme helping to increase sustainable primary school journeys by 51% to 318,346. The Participatory Budgeting project is also well underway with steering groups created in both Buckie and Keith and consultations ongoing. (Actions ECS22-25 Section 4ai and 4aii and PIs ECSTTM01 and ECSTTM05).
- 4.5 After delays due to amended guidance and additional work, a draft strategy for Electric Vehicle Charging Infrastructure was approved at a meeting of this committee on 7 February 2023 (para 9 of the Minute refers). Next steps are included in the 2023/24 Service Plan. (Action ECS22-25 Section 4ci).

Strategic Outcomes – challenges and actions to support

- 4.6 Nothing to report.

Service Level Outcomes – successes

- 4.7 Actions to improve the school meal service have been achieved. Satisfaction with the service has increased to 65% while uptake rates either achieved or exceeded target. Both menus for Early Learning settings and Primary Schools have received bronze level Food for Life awards with 75% of all

dishes cooked from scratch using locally sourced ingredients. (Action ECS22-25 Section 5g, PIs ECSEPBCC02, 02a and 10).

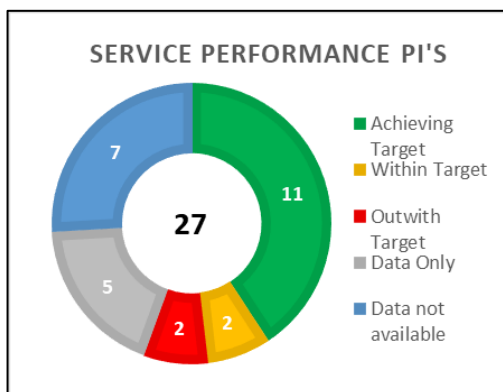
- 4.8 All planned work to increase recycling in Moray is complete with several engagement campaigns delivered by the Waste and Climate Change teams. Latest Local Government Benchmarking Framework (LGBF) data for 2021/22 reported a decline in recycled waste from 54.9% to 52.2%, however Moray remains above the national average of 42.7% and ranked in the top quartile of all local authorities. Focus on reversing this decline and achieving a 60% recycling rate will continue as part of the 2023/24 Service Plan. (Action ECS22-25 Section 5h, PI ENV6).

Service Level Outcomes – challenges and actions to support

- 4.9 Production of a Road Safety Plan will continue out with original target timescales as part of the 2023/24 Service Plan. With a vacancy in the team, work has continued where possible with analysis of data due to commence in April and a report expected late 2023. Albeit no longer a statutory requirement, having a Road Safety Plan will help lever additional Road Safety Capital Funding and respond to legislative requirement. (Action ECS22-25 Section 5a).
- 4.10 Delivery of a Buckie Harbour Masterplan is well advanced at 95% complete with lease agreements finalised with Ocean Winds in December. Revisions to the Plan, following further stakeholder engagements will be finalised in the next reporting quarter. (Action ECS22-25 Section 5b).
- 4.11 The Joint Energy from Waste project, originally expected to be operational by March 2023, is now scheduled for completion by summer 2023. Hot commissioning commenced in February with waste from Aberdeen City and Aberdeenshire Councils delivered to site. Deliveries from Moray are expected in the near future. (Action ECS22-25 Section 5c).
- 4.12 The self-assessment of Roads Maintenance is on track with both the assessment and action plan finalised. All mandatory training has been completed. The final ERDPs are to be undertaken for those absent due to leave in the period to June. (Action ECS22-25 Section 5li and 5lii, PI ERDP.ECS3).

5 SERVICE PERFORMANCE

- 5.1 In line with Performance Management Framework, operational performance is monitored quarterly by departmental management. Areas performing well and/or areas subject to a decreasing trend or where benchmarking results show performance below comparators will be reported to this Committee for member scrutiny.
- 5.2 The narrative included is by exception, links to Service Performance Indicators can be accessed within the Background Papers section of this report.



Operational Indicators – successes

- 5.3 Average occupancy of paid car parks in Elgin has continued to improve during 2022/23 with an annual above target rate of 53%. The popularity of the Pay by Phone app continues, accounting for 29.2% of all car park payments received over the last year. (PIs ECSTCP01 and Management PI ECSTCP04).
- 5.4 LGBF 2021/22 data reported the net cost of waste collection per premise was £33.84, a decrease from £35.70 in 2020/21. For the second consecutive year, Moray has the lowest collection cost, 52% less than the Scottish average of £70.09. (PI ENV1a).
- 5.5 The net cost of street cleaning per 1,000 population increased by 7% in 2021/22 to £7,970, however the ranked position improved two places to that of 3rd lowest in terms of cost, 46% less than the Scottish average. (PI ENV3a).
- 5.6 Maintenance costs per kilometre of road in Moray increased by 17% in 2021/22 to £5,164, achieving a ranking of 3rd lowest cost against all other authorities and 53% less than the Scottish average. Encouragingly road condition across all categories also improved striking a positive balance between cost and condition. (PI ENV4a-e).

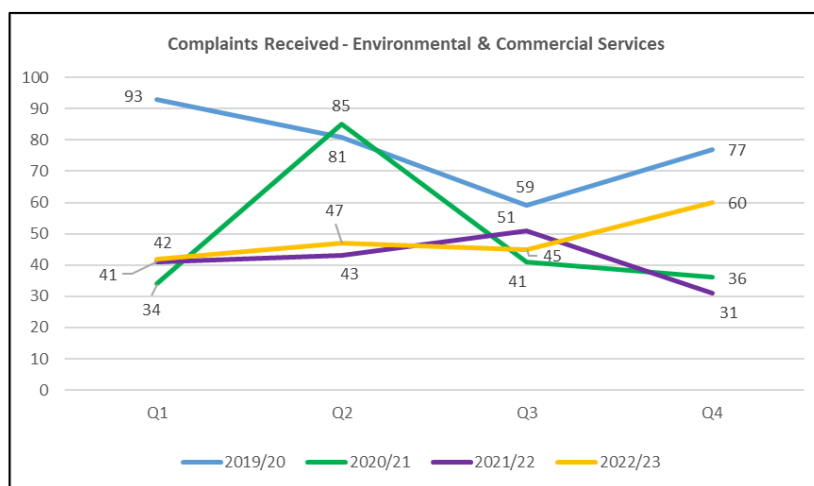
Operational Indicators – challenges and actions to support

- 5.7 The unit cost per vehicle and plant maintenance in quarter 4, increased to £254, slightly above target (£205). Resourcing issues over the busy winter months for the maintenance team resulted in additional subcontracting costs. Efforts are ongoing to fill vacant posts. (PI ECSRMF02).
- 5.8 Although there is improvement in the quarter to March 2023, the net unit cost per passenger per trip of the Dial M Service at £6.15 remains above target (£5.20). Launch of the rebranded service to 'm-connect' in early May 2023 will provide greater flexibility to create and manage journeys through the addition of a dedicated app, aiming to increase the number of passengers whether for employment, education or leisure. (PI ECSTPT01).

6 OTHER PERFORMANCE RELATED DATA

Complaints & MP/MSP Enquiries

- 6.1 In line with the Performance Management Framework, complaints are reviewed quarterly by departmental management in terms of time taken to respond, outcome and learning points. Detailed tables can be accessed within the Background Papers section of this report.
- 6.2 During the second half of 2022/23, Environmental and Commercial Services received a total of 105 complaints; an increase of 23 (28%) compared to the same period last year. Despite this, complaints continue to remain below pre-COVID levels in 2019/20 when 136 complaints were received in quarters 3 and 4.



- 6.3 In the six months to the end of March, 105 complaints were closed; 100 (95%) as Frontline, 4 (4%) as Investigative and 1 (1%) as an Escalated complaint evidencing in line with guidance, the majority of complaints are dealt with at the point closest to service delivery. 87 Frontline complaints (87%) met the 5 working day target with an average response time of 3.79 days. Three Investigative complaints (75%) achieved the 20 working days target with an average response time of 17.8 days. The Escalated complaint met target with a response time of 19 days.
- 6.4 42 closed complaints (40%) were upheld or partially upheld with 22 (52%) relating to Household Collections. Common themes included issues around working practices, missed bins due to bad weather and changes to the format of online collection calendars. To address these, crews have been reminded of best practice and Service Alert emails have been promoted to improve communication with the public. Changes to the online calendar were due to ICT issues and a return to the old format is not possible.
- 6.5 In addition to complaints, a total of 66 MP/MSP enquiries were received during quarters 3 and 4. The most common issues raised related to gritting/snow clearing and road safety/speeding concerns.

Other Performance (not included in the Service Plan)

- 6.6 Environmental and Commercial Services were finalists in a number of Best and Most Improved Performer categories at the APSE Performance Network Awards 2022 in November. Building Cleaning, Building Maintenance and Street Lighting were included as Best Performers while Building Maintenance was also a finalist under Most Improved along with Catering, Cemeteries and Roads Maintenance.

Case Studies

- 6.7 Nothing to report.

Consultation and Engagement

- 6.8 A Customer Satisfaction Survey covering Open Spaces, Cemeteries and Waste Services was undertaken with local Community Councils and Associations. A high proportion of replies stated staff in all three areas were friendly and approachable while other positive responses noted the high standard of ground maintenance in cemeteries and the reliable service provided by the Waste Team. Areas for improvement included contact information for Open Spaces and Cemeteries, provision of public toilets and street cleaning.

7 SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

Performance measurement is used to ensure the efficient and sustainable delivery of services to meet the Council's priorities in both the Corporate Plan and the LOIP.

(b) Policy and Legal

The Council has a statutory requirement to publish a range of information that will demonstrate that it is securing best value and assist in comparing performance both over time and between authorities where appropriate.

(c) Financial implications

None.

(d) Risk Implications

None.

(e) Staffing Implications

None.

(f) Property

None.

(g) Equalities/Socio Economic Impact

An Equality Impact Assessment is not needed because the report is to inform the Committee on performance.

(h) Climate Change and Biodiversity Impacts

None

(i) Consultations

Depute Chief Executive (Economy, Environment and Finance), The Head of Environmental and Commercial Services, Head of Financial Services, Service Managers, Legal Services Manager, the Equal Opportunities Officer and Lissa Rowan, Committee Services Officer have been consulted, with any comments received incorporated into this report.

8. CONCLUSIONS

- 8.1 As at March 2023, the Environmental and Commercial Services Service Plan is 76% complete. Of the 3 outcomes not meeting expected due dates, 2 are expected to complete by summer 2023. Work ongoing will continue as part of the 2023/24 Service Plan.**

Author of Report: Suzanne Wilson, Research and Information Officer
Background Papers: [Service Plan Actions](#)
[Service Plan Performance Indicators](#)
[Service Performance Indicators](#)
[Complaints Monitoring Report](#)

Ref: SPMAN-524642768-913



**REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE
SERVICES COMMITTEE ON 20 JUNE 2023**

**SUBJECT: PERFORMANCE REPORT (ECONOMIC GROWTH AND
DEVELOPMENT SERVICES) – PERIOD TO MARCH 2023**

**BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND
FINANCE)**

1. REASON FOR REPORT

- 1.1 To inform the Committee of the performance of the service for the period to 31 March 2023.
- 1.2 This report is submitted to Council in terms of Section III (A) (4) of the Council's Scheme of Administration to monitor performance of the services within the Committee's remit in accordance with the Council's performance management framework.

2. RECOMMENDATION

2.1 It is recommended that Committee:

- (i) **Scrutinises performance in the areas of Service Planning, Service Performance and other related data to the end of March 2023; and**
- (ii) **Notes the actions being taken to improve performance where required.**

3. BACKGROUND

- 3.1 On 7 August 2019, the Moray Council, approved a revised Performance Management Framework for services (para 5 of the minute refers).

4. SERVICE PLANNING

- 4.1 Each service plan sets out the planned strategic and service level priorities and outcomes it intends to deliver in the coming year aligning closely with financial planning, corporate and community planning partnership strategic priorities. This report provides an interim update on progress on the service plan, key outcomes and performance indicators. The Committee is invited to review progress to secure assurance that it is satisfactory and to provide scrutiny and further direction where performance requires attention.

- 4.2 The narrative included is by exception, links to Service Plan Actions and Performance Indicators can be accessed within the Backing Papers of this report.
- 4.3 Initial publication of 2021-22 Local Government Benchmarking Framework Indicators (LGBF) in February 2023 will be refreshed in June. The full suite can be viewed using the My Local Council tool. Published indicators for this service have been incorporated within the relevant section of this report depending on whether results are used to evidence progress against strategic, service plan or service performance priorities.

SERVICE PLAN PRIORITIES		RAG
STRATEGIC LEVEL	Partnership Apprenticeship Strategy and action plan produced	100%
SERVICE LEVEL	Recover service from the pandemic response to meet statutory requirements: Environmental Health and Trading Standards	100%
	Manage increased work-related demands across the existing service resources: Development Management and Building Standards	100%
	Recover from pandemic to enable delivery of economic recovery plan and develop strategic response to new funding opportunities and responsibility for employability	100%
	Report annually on Economic Recovery Plan	95%
	Manage workloads across the service to progress major work with the LDP 2025 and new legislative requirements	80%
	Workforce development / succession planning	50%
OVERALL PLAN PROGRESS		89%

SERVICE PLAN PI'S

19

- Above Target
- Within Target
- Below Target
- Data Only
- Data not available

Strategic Outcomes - successes

- 4.4 Nothing to report.

Strategic Outcomes – challenges and actions to support

- 4.5 Nothing to report

Service Level Outcomes – successes

- 4.6 Environmental Health resources have been significantly impacted throughout the pandemic response. As the service recovers, a reset of inspection and other work programmes has completed ensuring that current resources are

sufficient to meet regulatory requirements. (**ACTION:** EGD23-5.1a-b
INDICATOR: ENVDV087)

- 4.7 Actions contributing to developing a strategic response to funding opportunities have completed as planned. The Scottish Government Regeneration Capital Grant Fund supports locally developed, place-based regeneration projects that involve local communities, helping to tackle inequalities and deliver inclusive growth; an application for Lossiemouth 2-3 Group was approved and secured £270k, marking the first success for Moray with this fund. (**ACTION:** EGD23-5.3a)
- 4.8 Supporting the Routemap to Net Zero, a Hydrogen Strategy for Moray was approved by this Committee on 6 September 2022 (para 10 of the Minute refers). A successful funding bid from the Just Transition Fund has allowed feasibility studies on potential projects resulting from the Strategy to progress. In addition, research has been commissioned to investigate opportunities for carbon sequestration of council land holdings and expand and manage land holdings to maximise these, findings to be reported upon completion. (**ACTIONS:** EGD23-5.4b(ii), 5.4b(iv))

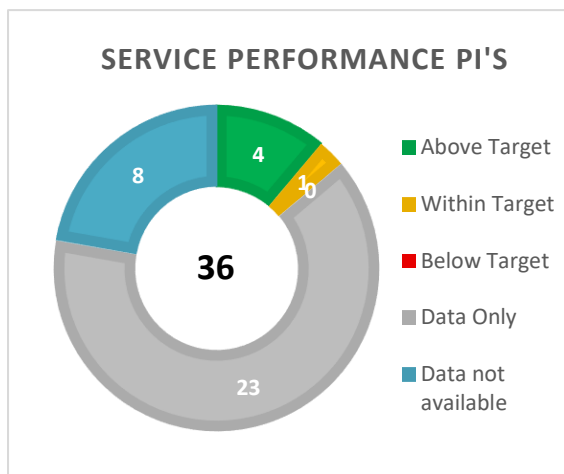
Service Level Outcomes – challenges and actions to support

- 4.9 Following the re-opening of the Business Gateway office, there has been an increase in the number of walk-in enquiries, however in the year ended March 2023, the number of new start-ups, at 107 remains below the target of 130, partly due in the latter half of the year to having just one Business Adviser in post. This has recently been resolved with the redeployment of the Community Wealth Building Officer to the post in June 2023. Latest benchmarking results for 2021/22 report 12.65 business gateway start-ups per 10,000 population, below the national average and ranked 26th against all Scottish local authorities, a position that is unlikely to improve given this year's performance. (**ACTION:** EGD23-5.3b **INDICATORS:** ENVDV266, SECON05)
- 4.10 The annual Local Development Plan delivery report on progress against actions and milestones is in preparation and submission to this Committee is anticipated by December 2023. (**ACTION:** EGD23-5.4a)
- 4.11 The Joint Energy from Waste project, originally expected to be operational by March 2023, is now scheduled for completion by summer 2023. Hot commissioning commenced in February with waste from Aberdeen City and Aberdeenshire Councils delivered to site. Deliveries from Moray are expected in the near future. (**ACTION:** EGD23-5.4b(iii))
- 4.12 The Improvement Service have confirmed that the rationale for measuring the investment in Economic Development and Tourism per 1,000 population is that a council's continued investment in direct economic development activities achieves significant outcomes, where a ranking of 1 represents the highest investment level per 1,000 population. In Moray investment per 1,000 population totalled £53,540, albeit an improvement on the previous year, this remains significantly below the national average of £119,486 per 1,000 population. It is expected that Moray's expenditure will increase in future

years as delivery of the Moray Growth Deal accelerates. (**INDICATOR:** SECON06)

5. **SERVICE PERFORMANCE**

- 5.1 In line with the Performance Management Framework, operational performance is reviewed quarterly by departmental management. Areas performing well and/or areas subject to a decreasing trend or where benchmarking results show performance significantly below comparators will be reported to this committee for member scrutiny.
- 5.2 The narrative included in this report is by exception, links to Service Performance Indicators can be accessed within the Background Papers of this report.



Operational Indicators - successes

- 5.3 The percentage of building warrants and amendments issued within timescales continues to be exceed target year on year. (**INDICATORS:** ENVDV-BS-KPO1(B), ENVDV-BS-KPO1(C))

Operational Indicators - challenges and actions to support

- 5.4 A total of 88 (5.87%) unemployed people were assisted into work from Council operated / funded Employability Programmes, below the national average of 19.57% but an improvement on the previous year's result of 54 unemployed people (2.7%) due in part to a reduction in the unemployment count model based denominator by around a quarter. A suite of employability services are being delivered through the Local Employability Partnership Plan using Scottish Government and UK Shared Prosperity Funding (**INDICATOR:** SECON01)
- 5.5 Access to good digital infrastructure is a key driver of economic competitiveness and productivity. 85.6% of residential and non-residential properties in Moray receive superfast broadband, below the national average of 94.1%. This is consistent with the majority of rural local authorities due to the higher costs of infrastructure provision. The Scottish Government's R100 scheme, focussed upon providing full fibre connectivity, should ensure this

percentage increases in the years ahead as the network is rolled out.
(INDICATOR: SEON08)

6. OTHER PERFORMANCE RELATED DATA

Complaints & MP/MSP Enquiries

- 6.1 In line with the Performance Management Framework, complaints are reviewed quarterly by departmental management in terms of time taken to respond, outcome and learning points. Links to complaints tables can be accessed within the Backing Papers of this report.
- 6.2 A total of 7 complaints were closed in the half year to March 2023 of which 2 (28.6%) were frontline stage and 5 (71.4%) were investigative stage. None were upheld or partially upheld. As a comparison, in the same period last year, 14 complaints were closed.
- 6.3 A total of 21 MP/MSP enquiries were received during the second half of 2022/23 out of 225 in total (9.3 %) and 20 of these were resolved.

Other Performance (not included within Service Plan)

- 6.5 Nothing to report.

Case Studies

- 6.6 The service has to remain dynamic to address issues as they arise, such actions are often not in Service Plans or the Corporate Plan but require a response and action to remove barriers to economic growth. An example of this can be seen in the work being carried out by the short life working group on child care established by Moray Economic Partnership and being led by the Council's Strategic Planning and Development service. Although the service has no direct role in child care provision the leadership being provided to the short life working group to enable solutions to be developed has been essential to address an issue of market failure with multiple factors influencing provision.

Consultation and Engagement

- 6.7 Nothing to report

7. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

Performance measurement is used to ensure the efficient and sustainable delivery of services to meet the Council's priorities in both the Corporate Plan and the LOIP.

(b) Policy and Legal

The Council has a statutory requirement to publish a range of information that will demonstrate that it is securing best value and assist

in comparing performance both over time and between authorities where appropriate.

(c) Financial implications

None.

(d) Risk Implications

None.

(e) Staffing Implications

Succession planning remains an area that solutions need to be developed for, particularly in relation to professions where there is a national shortage such as Environmental Health and this matter will be brought to Committee for consideration in due course.

(f) Property

None.

(g) Equalities/Socio Economic Impact

An Equality Impact Assessment is not required as this report is to inform the Committee on performance.

(h) Consultations

The Head of Economic Growth & Development Services, Depute Chief Executive (Economy, Environment & Finance) and Service Managers, have been consulted with any comments received incorporated into this report.

8. CONCLUSION

8.1 As at 31 March 2023 the plan overall is 83% complete with planned work in three priority work areas having been delivered.

Author of Report: Christopher Dewhurst, Research & Information Officer
Background Papers: [Service Plan Actions](#)
[Service Plan Performance Indicators](#)
[Service Performance Indicators](#)
[Service Complaints](#)

Ref: [SPMAN-813460984-383](#)



**REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE
SERVICES COMMITTEE ON 20 JUNE 2023**

**SUBJECT: MORAY COMMUNITY WEALTH BUILDING STRATEGY AND
ACTION PLAN**

**BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND
FINANCE)**

1. REASON FOR REPORT

- 1.1 To present to committee for approval the draft Moray Community Wealth Building Strategy (CWB) as set out in **APPENDIX 1** ahead of public and stakeholder consultation. The final strategy and action plan will be reported back to this committee at its meeting on 5 September 2023, following the consultation.
- 1.2 This report is submitted to Committee in terms of Section III (F) (2) of the Council's Scheme of Administration relating to the exercise of functions that promote economic development.

2. RECOMMENDATION

2.1 It is recommended that the Committee:-

- (i) **approves the draft Moray Community Wealth Building Strategy and Action Plan as set out in Appendix 1; and**
- (ii) **agrees that the final strategy be reported back to this committee at its meeting on 5 September 2023, following the consideration of issues received via a 6 week public consultation period.**

3. BACKGROUND

- 3.1 The CWB approach aims to retain wealth within the local economy, through restricting extractive practices and placing increased control and benefits in the hands of local people. CWB is constructed around five pillars:
 - **Spending** - Using public spend to deliver community benefit, fair work and build local supply chains.

- **Workforce** - Ensuring the workforce are in well paid jobs that benefit from an effective voice, security and flexibility.
- **Inclusive Ownership** - Stimulating the development and growth of locally owned enterprises that generate community wealth.
- **Land and Property** - Ensuring that communities maximise benefit and generate wealth from local land and property.
- **Finance** - Ensuring that the flows of wealth generated within the local economy works for the wellbeing of communities and businesses.

- 3.2 The Scottish Government has embedded CWB within its approach to economic development within both the **National Strategy for Economic Transformation (NSET) and National Planning Framework 4 (NPF4)**. The Scottish Government's vision for Scotland is to create a Wellbeing Economy based around an economic model that prioritises the collective wellbeing of current and future generations.¹
- 3.3 Demonstrating its commitment to the CWB approach, the Scottish Government has published a CWB consultation paper to capture the views of national and local stakeholders ahead of bringing forward a **CWB Bill**. The consultation, which closed on 9 May 2023, sought to capture views of the extent to which a CWB duty should be imposed upon public bodies and specific comments on each of the CWB pillars. A corporate Officer Response has been submitted to this consultation on behalf on the Council. The Officer Response has been uploaded to CMIS as an additional meeting document.
- 3.4 Locally, Moray Economic Partnership (MEP) have committed to the CWB approach within the **Moray Economic Strategy 2022-2031**, setting a strategic outcome on "maximising the environmental, social and economic benefits of the transition to net zero and Community Wealth building."

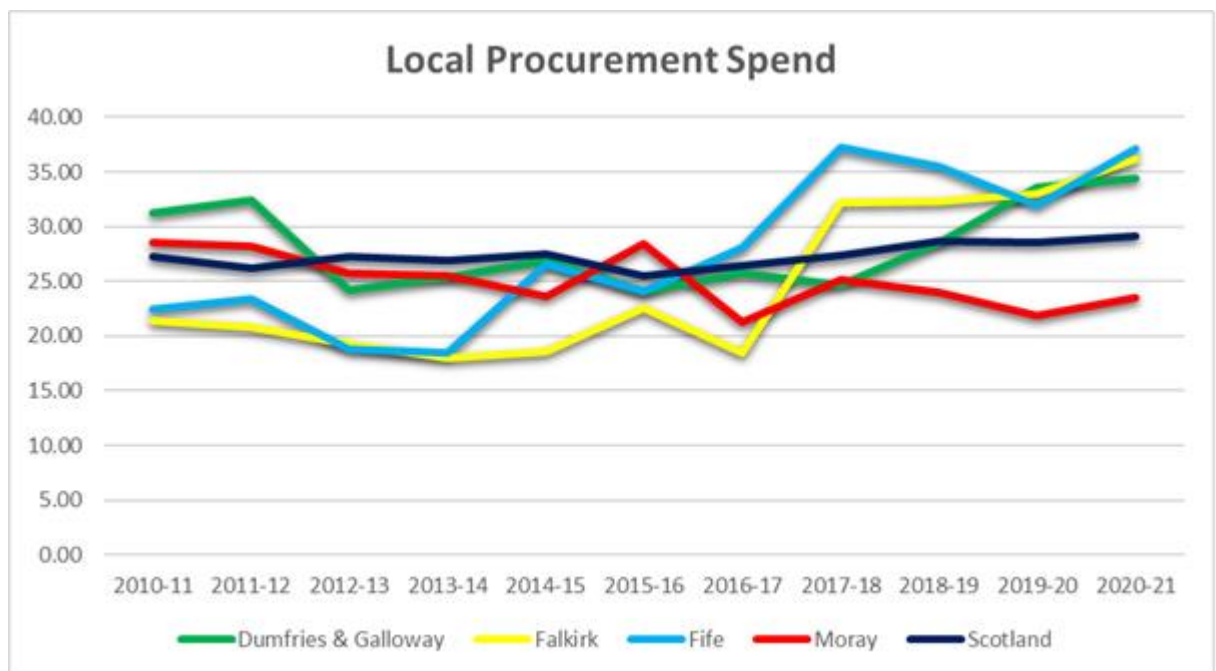
4. **APPROACH IN OTHER LOCAL AUTHORITIES**

- 4.1 In May 2020, North Ayrshire Council became the first Council in Scotland to adopt CWB with the aim of creating a fairer local economy that will tackle poverty and inequality and embed a new economic model focused on wellbeing and inclusion. Some key outputs of the strategy have been:
- 33% reduction in the percentage of people earning less than the real living wage
 - Approval of a two Solar Photovoltaic farm at former landfill sites
 - A new 'Quick Quote' procurement process within the council to provide opportunities for local businesses to win work with the council.
- 4.2 The Scottish Government has since supported the development of five CWB pilot areas, in Clackmannanshire, Fife, Glasgow City Region, South of Scotland and the Western Isles.

¹ [Scottish Government, Creating a Wellbeing Economy](#)

5. MORAY COMMUNITY WEALTH BUILDING STRATEGY

- 5.1 At its meeting on the 28 October 2020 Moray Council approved provision of funding to recruit a CWB Officer to lead on the development and implementation of a CWB Strategy as part of the Economic Recovery Plan (Paragraph 16 of the minute refers).
- 5.2 To support the development and implementation of the Strategy a Moray Anchor Network (MAN) has been formed, as approved by this Committee on the 19 October 2021 (paragraph 12 of minute refers). The MAN consists of representatives from the public, private and third sector including Moray Council, NHS Grampian, Health and Social Care Moray, UHI Moray, Highlands and Islands Enterprise (HIE), Cairngorm National Park Authority, Crown Estate Scotland, tsiMORAY, Ekopia Resource Exchange, Moray Chamber of Commerce, and Scottish Fire and Rescue Service. However, the Scottish Fire and Rescue Service, RAF Lossiemouth and 39 Engineer Regiment Kinloss have stated that while they are keen offer support for the CWB approach, they are unable to commit to the actions within the strategy as they are subject to a decision making process outwith Moray.
- 5.3 To support development of the strategy, a series of workshops were held in partnership with the Centre for Local Economic Strategies (CLES), with representatives of the Third Sector, Public Sector and Private Sector.
- 5.4 The initial focus for CWB was to target an increase in local public spend. To demonstrate the potential for growing spend with Moray, the chart below provides a comparison between the Council and three other rural authorities which have seen the largest growth in local spend over the past ten years. As the graph demonstrates, local spend across Scotland as a whole has been trending upwards from around 26% in 2011 to over 29% in 2021. Over this same period, Moray Council's local spend has trended downwards from above 28% at the start of the last decade to just under 22% in 2020. However, the potential to improve the position in Moray is showcased by the success of Fife Council, Dumfries and Galloway Council, and Falkirk Council. All three had a local spend percentage lower than Moray's in the early years of the chart below, but now find themselves significantly above Moray, with local procurement spend ranging between 34% and 37% of their total.



- 5.5 Activity aimed at increasing the proportion of local procurement spend within Moray has already progressed, with procurement representatives from Moray Council, HIE, UHI Moray, and NHS Grampian joining a rejuvenated Supplier Development Forum. This group aims to identify future public contract opportunities and promote these to local suppliers, alongside provision of support to prepare for and tender for public contract opportunities.
- 5.6 The Moray CWB Strategy and Action Plan presented in **APPENDIX 1** provides a vision to “create a fair and equal society where our communities have a greater stake in Moray’s economy”. The strategy is based around the five pillars of Community Wealth Building to enable greater retention of wealth within the region. The aims of the strategy behind these pillars are as follows:
- **Spending** – Embed a local first approach to procurement within Moray where more wealth is retained locally, benefitting our local workforce and reducing our carbon footprint.
 - **Workforce** – Through investing in our current and future workforce, we want to remove barriers to employment by providing learning and skills development opportunities, increase access to career pathways and ensure our workforce are paid a fair wage.
 - **Inclusive ownership** - Support small businesses, community organisations, social enterprises, and co-operatives to have a greater stake in the economy, with increased ownership and control of assets, to retain and circulate wealth within our communities.
 - **Land & property** - We will work with key departments within Moray Council and our anchor partners to ensure communities maximise benefit and generate wealth from local land and property.
 - **Finance** - Capitalize on opportunities for public and community investment in local development proposals.

6. DELIVERY AND MONITORING OF THE STRATEGY

- 6.1 The newly created MAN will report into the CPP through MEP and progress on the strategy will be reported annually to this committee and the CPB. Delivery of the Strategy will be monitored by officers within the Economic Growth & Regeneration section.
- 6.2 CWB is embedded within NPF4 through Policy 25. The CWB Strategy will serve as the driver for delivering on this policy within future development proposals in Moray, including energy infrastructure. This will include maximising the delivery of community benefits, encouraging the use of local supply chains, and supporting job creation, new business start-ups, and community ownership.
- 6.3 The Key Performance Indicators for the strategy which will be monitored to evidence the effectiveness of the strategy are outlined below, with a full baseline for each presented within **APPENDIX 2**:
- Percentage of Anchor procurement spend with Moray based businesses
 - Percentage of Anchor procurement spend with the third sector
 - Proportion of people earning less than the Living Wage
 - Median earnings in pounds for employees living in Moray
 - Gender pay gap
 - Number of Foundation, Modern and Graduate Apprenticeships
 - Number of Community Asset transfer requests approved & completed
 - Percentage of contracts commenced during the year which have a community benefit

7. PUBLIC CONSULTATION

- 7.1 Following its approval, the draft strategy and action plan will be subject to a 6 week public and stakeholder consultation. The draft strategy will be made available for comment via the Council's website and will be shared with key internal and external stakeholders, with comments invited by 7 August 2023. Responses received and any amendments proposed will be incorporated within the final strategy, which will be reported back to committee at its meeting on 5 September 2023.

8. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

The Strategy and Action Plan aim to support the corporate plan priority of promoting economic development and growth, as well as delivering on the LOIP priority of a growing and sustainable economy.

(b) Policy and Legal

The draft CWB Strategy and Action Plan links to objectives embedded within National policies of NSET, Fair Work, NPF4 and the future implementation of the CWB Bill as set out in the strategy document.

The Council considers support for economic development issues on their merits, against the objective to facilitate sustainable economic growth and the desired outcomes of the LOIP and Corporate Plan.

(c) Financial implications

There are no financial new or additional implications arising directly from this report of the approval of the draft strategy.

(d) Risk Implications

CWB requires an alternative perspective on risk that balances financial cost with socioeconomic and environmental impact. Moray has an opportunity to be a step ahead of many other authorities in adopting this approach.

With the Scottish Government in the process of preparing a CWB Bill, the likelihood is that other local authorities will adopt CWB practices to strengthen their local markets and grow their business bases. It is key that Moray businesses are provided with the same opportunity to ensure the economy does not find its economic position weakened with increased leakage of local spend, as suppliers from outwith the area are upskilled in tendering for public contracts and supply chain participation. However, the strategy and actions take a proportionate approach to delivering upon this in light of current resource availability and ahead of national legislation being adopted.

(e) Staffing Implications

There is no longer a dedicated CWB Officer post. However, coordination and monitoring of the strategy will be led via existing staff resource within Economic Growth & Regeneration. Delivery of the actions will require the support and commitment of officers across a range of internal services, including Procurement, Strategic Planning & Development and Education, Resources & Communities, including contract managers. As well as the support of key external partners.

(f) Property

A key element of CWB is to work with key departments within Moray Council and Anchor partners to ensure communities maximise benefit and generate wealth from local land and property. The implementation of the CWB Strategy and Action Plan will look to:

- Facilitate use of public assets to support the needs of the community by maximising the use of outdoor space for community benefit and promoting the availability of vacant, underused public assets.
- Assist local communities to take ownership of vacant or underused public assets by continuing to support communities through the Community Asset Transfer (CAT) process.

- Embed community benefit requirements into local planning policy by implementing CWB planning guidance for all upcoming major developments including wind farms and maximise local impact of Developer Obligations to support skills development opportunities and provide community infrastructure, linked to NPF4 Policy.

(g) Equalities/Socio Economic Impact

The proposed actions aim to promote equality and growth in the local economy through the development and implementation of a CWB approach. The vision of the draft CWB Strategy is to “create a fair and equal society where our communities have a greater stake in Moray’s economy”.

(h) Climate Change and Biodiversity Impacts

There are no biodiversity issues arising directly from this report. However, actions aimed at addressing the climate crisis share many synergies with the CWB approach. It is highly likely that increasing local spend through Progressive Procurement will have a positive impact the Council’s carbon output, through reduced transport and logistics emissions. Furthermore, activities which address the drive towards Socially Just Use of Land and Property will support both the social justice and environmental justice agendas.

(i) Consultations

The Moray Community Wealth Building Strategy and Action Plan has been subject to the consultation of CMT/SMT with comments received incorporated within the draft strategy presented to committee.

The Depute Chief Executive (Economy, Environment and Finance), all Heads of Service, the Legal Services Manager, the Strategic Planning and Development Manager, the Economic Growth and Regeneration Manager, the Communities Service Manager, the Principal Climate Change Officer, the Equal Opportunities Officer and Lissa Rowan (Committee Services Officer) have been consulted on this report with their comments incorporated.

9. CONCLUSION

9.1 Development of the Moray Community Wealth Building Strategy has been a key component of the Economic Recovery Plan for Moray, while also supporting the strategic objectives of the Moray Economic Strategy.

9.2 CWB provides an opportunity to take a strategic approach to addressing some of the long standing economic challenges which Moray faces. Including the lack availability of a sufficient working age population, the low wage economy, and gender pay inequalities. The committee is presented with this strategy and the opportunity to embed a new socioeconomic approach within the ways of working across the Council – and the community planning partners – to support delivery of an economy that works for all.

Author of Report: Shannon Creswell, Community Wealth Building Officer

Background Papers:

Ref: [SPMAN-813460984-352](#)
[SPMAN-813460984-353](#)
[SPMAN-813460984-355](#)



moray
council

Moray Community Wealth Building Strategy 2023 DRAFT



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1. Foreword from chair

Community Wealth Building (CWB) is a pioneering approach to economic development that looks to build an economy that focuses on the wellbeing of local people, communities and businesses. The success of the CWB approach has already been demonstrated in multiple local authorities across Scotland and the UK, most notably North Ayrshire and Preston. With the Scottish Government having committed to CWB by embedding it within policies such as the National Planning Framework 4 (NPF4) and the National Strategy for Economic Transformation (NSET), we must grab the opportunity it offers in developing a wellbeing economy in Moray.

The impacts of COVID-19 and the cost of living crisis are causing prominent stress on our businesses, public services and communities. Now is the time to rethink our current economic approaches towards one which puts an emphasis on the retention of wealth and skills within our local communities.

Working together, our network of Anchor partners will use their collective power to deliver positive economic and social outcomes for our local communities. The five pillars which underpin this strategy are; Spending, Workforce, Inclusive Ownership, Land & Property and Finance. The aims, objectives and actions identified under each pillar have been informed by engagement with key partners and in consultation with the community to ensure this is an approach that is catered towards Moray.

In this strategy we have tried to showcase existing projects in Moray that are driving forward Community Wealth Building as well as celebrating case studies from other local authorities and groups from across the UK.

To ensure the successful implementation of this strategy, the delivery of the action plan will be reported to the Anchor Network, Moray Economic Partnership and the Economic Development & Infrastructure Committee at Moray Council on an annual basis and monitored regularly by officers within Moray Council.

It gives me great pleasure to be Chair of the Moray Anchor Network and support the implementation of the Moray Community Wealth Building Strategy.



Councillor James Allan.

2. Introduction

2.1 What is Community Wealth Building?

Community Wealth Building (CWB) is a place based approach that looks to alter local economic thinking by focusing on retaining and recirculating wealth within local communities. Since its emergence, CWB has been a significant and growing movement with a number of councils across the UK embedding this economic approach to build an inclusive economy that delivers increased opportunity for local people.

CWB is based around five core principles that are designed to enable and unleash the potential of the local economy. A visual representation of these pillars is highlighted below.



2.2 Anchor Institutions

Anchor Institutions such as local authorities, health and social care bodies, further and higher education bodies and enterprise agencies are central to the success of CWB. Anchor Institutions, are typically large established organisations, rooted in local communities, which can improve local economic and social wellbeing through their procurement, jobs and use of land and assets. Not only is the public sector key to the success of CWB, but the private, third sector and community organisations all play a vital role in the implementation of CWB policies.

A Moray Anchor Network has been established, consisting of cross sector partners, including Moray Council, NHS Grampian, Health and Social Care Moray, UHI Moray, Highlands and Islands Enterprise, Cairngorm National Park Authority, Crown Estate Scotland, tsiMORAY, Ekopia Resource Exchange, Moray Chamber of Commerce, and Scottish Fire and Rescue Service.

The Moray Community Wealth Building Strategy has been developed by engaging with partners through the Moray Anchor Network and Community Planning process.

3. Policy Rationale

3.1 Scottish Government

The Scottish Government has adopted the CWB approach to economic development as a key practical means by which they can achieve their wellbeing economy objectives outlined in the National Strategy for Economic Transformation (NSET).¹

The Scottish Government has brought forward a CWB Bill for consultation in early 2023.² The bill will be targeted towards delivering inclusive growth, through promoting fair work, tackling inequality, and creating sustainable communities that foster wellbeing. This legislation will attempt to address blockages identified in the implementation of CWB and support further embedding of this approach, building on the good practice already underway.

National Planning Framework 4

CWB is identified as a central policy for developing productive places within National Planning Framework 4 (NPF4), with the approach seen as key in supporting delivery of national outcomes around fair work, business, economy, poverty, and communities. Building community wealth should be founded on an assessment of local assets in partnership with communities. The CWB policy within NPF4 promotes economic development that focuses on community and place benefits to support local employment and supply chains. It also endorses community ownership of local assets. This strategy will serve as the driver for building community wealth through development proposals, encouraging increased investment in local communities; promoting use of local supply chains and, supporting the creation of local jobs to help Moray attract and retain the best talent.



¹ <https://www.gov.scot/policies/cities-regions/community-wealth-building/>

² <https://edas.org.uk/2022/06/15/scotland-the-brace-community-wealth-building-makes-national-progress/>

Fair Work

The Scottish Government has the ambition of becoming a Fair Work Nation by 2025. In December 2022, Scottish Government released an action plan to promote fair and inclusive workplaces across Scotland. This action plan recognises that Fair Work is central to delivery of the workforce pillar in CWB, and will be referred upon in the implementation of the Moray CWB Strategy.

The aims behind this action plan include; ensuring workers have effective voice channels, increasing the number of people earning the Real Living Wage and number of Living Wage accredited employers, implement anti-racist employment strategy and reduce the gender pay gap.

3.2 Moray

Community Wealth Building is an approach that will influence the priorities of various Moray strategies including the Local Outcome Improvement Plan, Corporate Plan, Moray Economic Strategy, Social Enterprise Strategy, Apprenticeship Strategy, Local Development Plan and Climate Change Strategy. These strategies will be referenced throughout the Community Wealth Aims section of this document.

4. Moray Profile

Moray benefits from a wealth of natural assets, low crime rates and healthy communities. However, there are pockets of inequality, deprivation and poverty within Moray's communities. In order to deliver a CWB strategy that works for Moray, it is important to evaluate the main underlying strengths and challenges in Moray. The following statistics are largely for 2021 / 22:



Childcare

Inadequate provision of pre-school and wraparound childcare in Moray.



Female Entrepreneurship

Female Self Employment rate of 8.6%, one of the highest rates in Scotland.



Gender Pay Gap

Gender pay gap of 22.1% higher than the Scottish average of 11.1%.



Social Economy

Thriving third sector with 147 Social Enterprises.



Low Wage Economy

Average weekly full time wage of £598.80 – which is the fifth lowest in Scotland and is 6% lower than Scottish average and 8% lower than the local average. (Aberdeen, Aberdeenshire, Moray and Highlands).



Moray Growth Deal

£100m deal that is delivering Pioneering projects that can embed Community Wealth Building in their delivery.



Underemployment

Underemployment rate of 9.3% exceeding the Scottish average of 8.5%.



Just Transition

£500 million ten-year commitment that will support projects in the North East and Moray which contribute towards the region's transition to net zero.



Skills Availability

Economically active skilled young people are in lower proportions than Scottish average.



Economic Activity

Economic activity rate of 79.1%, higher than the Scottish average of 77.2%.



Ageing population

By 2039 the working age population in Scotland is projected to increase by 1% but in Moray it is projected to fall by 3%.



Visitor Economy

The Visitor economy generated £96.17m in economic impact and supported 1,840 FTE's during 2021.

5. Community Wealth Building Vision

This strategy sets out a ten year plan to support existing activities and create new policies that ensure wealth stays within the hands of our local communities. An action plan to deliver this strategy is located in the appendix of this document.

The vision of

**“creating a fair and equal society
where our communities have a
greater stake in Moray’s economy”**

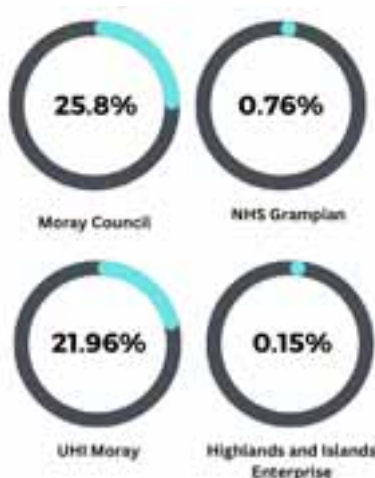
will provide a focus on priorities around People, Place and Planet. The Wellbeing economy principles will underpin the strategy for CWB with a focus on creating an economy that is inclusive, fair and kind to our environment.

5.1 Spending

AIM

Embed a local first approach to procurement within Moray where more wealth is retained locally, benefitting our local workforce and reducing our carbon footprint.

Spend with Moray Based Suppliers 21/22



Moray Council Statistics



Procurement Analysis

With a substantial annual spend figure of over £415 million³, Anchor bodies in Moray have a powerful influence on the growth of the local economy. Current 21/22 local spend statistics for Moray Council, HIE, NHS Grampian, and UHI Moray are highlighted in the infographic above. From the previous year, Moray Council has increased its spend in excess of 2%. The value of local spend from HIE and NHS Grampian has remained broadly consistent from the previous year. Spend data for UHI Moray was not provided for 2020/21, so a comparison is not possible. The aspiration for Moray is to grow local procurement spend annually, across all public anchors who have a presence in the area. An aspiration for Moray Council is to grow local spend from the five year rolling average of 23.96% to 27% within five years and then to 30% over the ten year period the strategy. This ambition should be feasible for Moray Council, based on previous performance and the success of other comparable Councils in achieving similar levels of growth in recent years. This will be measured over this longer period of time to account for the development work needed in the local supply chain. Procurement methods and the drive for savings in Public Sector organisations has resulted in lower levels of local spend for certain commodities, however there are also examples such as Moray Council's Fresh Meat Catering contract that followed a CWB approach supporting local producers and suppliers and delivering best value. Continuing financial constraints across the public sector will continue to drive the need for savings, but this must be balanced with the benefits that a CWB approach brings.

Noting the importance of adopting a CWB approach to aid economic recovery from COVID, Moray Council approved the development of a CWB strategy for Moray. It was agreed that the initial CWB focus in Moray would be in reducing leakage from the local economy through public procurement spend. Provision of 1-2-1 consultancy support was included as part of this recovery package, to assist local small businesses in the preparation of tender bids.

Further activity aimed at increasing the proportion of local procurement spend has also seen a local Supplier Development Forum reinvigorated, consisting of procurement officers from Moray Council, Highlands and Islands Enterprise, and NHS Grampian alongside other key stakeholders. This group has met to explore how best to raise awareness of local procurement opportunities and coordinate support available to access these.

Service Models

The public sector has a variety of service models which include outsourcing, shared service, collaborative and cooperative models of delivery. The reasons for one type of delivery over another can be many and varied depending on political ideology or simply the scale of service provision and geography of delivery, all decisions are taken to ultimately provide best value at the time. While design of service models should not be thought about in isolation, a CWB approach should consider the wellbeing economy, fair work and retaining local wealth.

³ For year 21/22

As highlighted by Centre for Local Economic Strategies (CLES), “Insourcing can deliver real benefits through better governance, better service integration, more sustainable operations, and ultimately higher quality service provision for end users.”⁴ This is backed up by a report conducted by ASPE which notes that “Services have been insourced as part of a local authority drive for quality service provision and value for money”⁵ the same report also noted the local economic impacts of insourcing in developing stronger local supply chains and local employment. There will always be occasions where outsourcing or shared services make sense e.g. Moray Council has shared services with Aberdeen and Aberdeenshire for Archaeology Services and mortuary services which would not be viable if delivered locally, however when making such decisions CWB should be at the heart of the approach to safeguard community wellbeing.

Commitment from local anchors is needed to assess the level of spend with consultants for services such as legal advice, economic analysis, design, and project management to assess whether these services may be suitable for insourcing or shared service where appropriate and feasible to do so and may give rise to more shared services across the public sector in Moray being delivered from Moray.

Objectives

1. Expand delivery of community benefit by embedding across all public procurements
2. Grow the percentage of procurement spend with Moray based suppliers from each anchor partner
3. Increase Anchor spend with community led and third sector businesses.
4. Support delivery of Fair Work First through anchor spend
5. Ensure CWB approach informs decisions on service models
6. Embed CWB approach in strategic activity of Anchor Partners

Moray Strategy linkages

- Moray Economic Strategy
- Moray Council Corporate Plan
- Moray Procurement Strategy
- HIE Procurement Strategy
- HIE Strategy 2019-2022
- UHI Procurement Strategy
- Crown Estate 2021- 23 Climate Change Action Plan
- Crown Estate Scotland Procurement Strategy 2020 - 2023
- Moray Council Routemap Net Zero
- Moray Council Woodland & Forestry Strategy
- Local Development Plan

⁴ <https://cles.org.uk/what-is-community-wealth-building/the-principles-of-community-wealth-building/plural-ownership-of-the-economy/insourcing/>

⁵ Insourcing: A guide bringing local authority services back in house

Case Studies

Supplier Development Forum

Reformed in September 2021, the Supplier Development Forum aims to provide coordinated support for local enterprises to access public sector procurement opportunities – resulting in increased procurement spend within Moray from local anchor institutions. The Forum brings together officers working in Procurement, Economic Development, Business Development, and Community Development across the four local public anchor institutions; Moray Council, Highlands and Islands Enterprise, UHI Moray and NHS Grampian with support from Business Gateway and tsimORAY. This group will actively identify opportunities for local procurement and provide support to stimulate the local market to access these.

Supplier Development Forum Strategy will be developed in 2023, and will target four key improvement areas;

- To reduce any influences that create barriers to Moray Suppliers
- To help local businesses to grow and increase trading ability
- To increase the amount of local businesses with e-Commerce capability
- To improve local supply chain potential

Preston

Since implementing a CWB approach in 2013 that focused on progressive procurement, social value, democratising the economy and implementing the Preston real living wage, spending behaviour within public bodies has been transformed; and, new tools for a fairer economy have been developed.

The public impact of the community wealth building efforts in Preston was significant, in 2016, three years after the initiative started, public service spending in the local community had gone up by GBP74 million in Preston and by GBP200 million in the wider Lancashire area⁶

Wigan's Ethical Homecare Framework ⁷

In 2020, Wigan launched their vision for CWB to create a fairer local economy that works for all the people of the borough. Wigan's area of focus included The Wigan Pound, good jobs, housing, green jobs and working with businesses.

One of the key CWB focused projects was the Wigan Ethical Homecare Framework, which wanted to deliver a transformational and ethical model of home based care that was delivered by local people who benefitted from fair employment practices. The system prior to this was delivered by providers who were disconnected from local communities with a poorly compensated workforce.

To ensure the framework was successful and collaborative, the council worked with the providers to co-create a model that was affordable and sustainable as well as being mindful of profit for local enterprises.

Overall, the Wigan's Ethical Homecare Framework has driven up employment standards, reformed the economy of the care sector in the Borough and supported the development of more than 100 social enterprises.

⁶ The Preston Model of Community Wealth Building in the UK, Centre for Public Impact

⁷ Ethical Home Care case study

5.2 Workforce

AIM

Through investing in our current and future workforce, we want to remove barriers to employment by providing learning and skills development opportunities, increase access to career pathways and ensure our workforce are paid a fair wage.

Key Statistics



Lowest paid female workforce in Scotland

Low Wage Economy

Despite high employment rates, Moray suffers from a low wage economy with our average full time wage being £598.80, falling 6% below the Scottish average.⁸ The makeup of our economy is a main contributing factor to this low wage rate. Moray has a high level of manufacturing employment which accounts for 17.1% of jobs in the area compared to just 7.1% in Scotland. In particular, manufacture of food products and beverages alone account for 10% of jobs in Moray.⁹

Skill Shortage

By 2039, the working age population in Scotland is projected to increase by 1% but in Moray it is projected to fall by 3%. With economically active young people being in lower proportions in Moray than the Scottish average means that access to skilled and available workforce is restricted. This skill shortage is a huge struggle for employers as it hinders growth and sustainability.

Underemployment

Whilst we have a low unemployment rate of 3.4%¹⁰, our rate of underemployment of 9.3% is high compared to the Scottish average of 8.5%¹¹. Underemployment is defined as a person aged 16 and over who is in employment and would like to work longer hours in their existing job, work an additional job, or find a different job with more hours.

⁸ NOMIS

⁹ Moray Economic Strategy

¹⁰ NOMIS

¹¹ SLAED Indicators Framework Report 2021-22

Work needs to be done to upskill our current workforce, in order for them to maximise their potential and achieve the job and working hours they desire. Bodies such as DYW Moray and the Moray Pathways partnership are already delivering multiple programmes to upskill local people facing employment barriers.

Gender Pay Gap

The gender pay gap remains a significant issue in Moray, with 2021 statistics highlighting the rate being at 22.7% which is higher than the Scottish average of 10%. Statistics also highlighted that women who live in Moray are the lowest paid in Scotland, earning £477.50 per week while men earn £648.30 per week. Many women are also out of work, or in low-paid and part time forms of work. The reasons for this are numerous – from caring responsibilities to childcare availability. However, taking a community wealth building approach to gender justice will require an integrated approach and innovative thinking.

Childcare

A survey conducted with Moray parents in 2022 through the Parent Employability Project, received 507 responses and showed that 87% of the parents surveyed were not satisfied with their childcare solution. Due to the lack of available and affordable childcare in Moray, women are disproportionately making sacrifices in their careers to meet caring responsibilities, resulting in financial insecurity, instability and a significant skills shortage for Moray employers.

In a report published in 2022, the Institute for Fiscal Studies (IFS) estimated that if female employees worked as much in full time roles as their male counterparts, the gender pay gap would reduce by a third. Addressing the gender pay gap matters for fairness between genders. But as many families depend on a woman's income, lower wages for female workers places them and their children at greater disadvantage and puts them at increased risk of poverty.

Local anchors and larger employers could adopt a CWB approach to assist in mitigating the childcare issue by developing parent friendly employment policies and shift patterns, direct provision of child care or assistance with child places, engaging with the childcare sector to provide support that will benefit the employee and the employer in terms of retention and recruitment. Similarly, it is essential that private and third sector nursery settings remain viable in terms of premises, staffing, training and development opportunities associated with the fair work principles and land and property of CWB.

Workforce Objectives

1. Increase the number of people in Moray benefitting from Fair Work practices.
2. Help to minimise the systemic barriers to people working such as childcare, transport and digital connectivity.
3. Maximise opportunities for providing skills development and training opportunities for the local workforce including through local development.

Strategy Linkages

- Moray Pathways Delivery Plan
- Local Outcomes Improvement Plan
- Moray Economic Strategy
- Moray Council Corporate Strategy
- Moray Council Climate Change Strategy
- Moray Council Early Years Strategy
- Moray Local Development Plan 2020
- HIE Strategy 2019-2022
- Skills Development Scotland Strategic plan 2022-27
- NHS Grampian workforce plan 2022-27

Case Studies

Moray Pathways

Moray Pathways is the local employability partnership in Moray. Through Moray Pathways, a programme of employability activities have been launched, through collaboration with local partners, in support of the Economic Recovery Plan.

The Moray Pathways Employability and Training Hub at the Inkwel in Elgin opened in June 2021 through collaboration between Moray Council, Department for Work and Pensions (DWP), Skills Development Scotland (SDS) and Elgin Youth Development Group (EYDG). The following outputs were delivered during the first year of the project:

- 500 individuals were engaged and supported by Moray Pathways Network partner organisations
- 124 people progressed into employment opportunities
- 218 training sessions delivered
- 36 partner organisations from the Moray Pathways network delivered support and training provision within the hub
- 51 digital support sessions took place in the hub on a 1:1 basis

North Ayrshire

In May 2020, North Ayrshire became the first council in Scotland to adopt CWB with the aim of creating a fairer local economy. In the strategy it sets out how the council will work in partnership with local communities, businesses and wider regional anchor institutions to create a fairer local economy that will tackle poverty and inequality and embed a new economic model focused on wellbeing and inclusion.¹² North Ayrshire has made significant impacts on the local workforce as a result of implementing CWB measures. Some key outputs of the strategy are:

- Became a Living Wage employer five months earlier than planned.
- Reduction of 33% on the percentage of people earning less than living wage
- Delivery of one of the largest Kickstart programmes in Scotland to support economic recovery and tackle youth unemployment;
- Development of a £500,000 Green Jobs Fund with support from North Ayrshire Ventures Trust (NAVT) to deliver a green economic recovery.

Sleepy Hollow Wraparound Childcare ¹³

Sleepy Hollow Group (SHG) is Northern Ireland's leading and largest childcare provision. Addressing the need by the Department of Education that schools provide the school estate for wraparound and holiday care, SHG works with various schools across NI to provide this wraparound care.

Following a social economy model, SHG operational model is that they pay a rental income to each school, based on the number of children attending and in return the schools re-invest the money back into the school estate. To support families in need, SHG subsidise some childcare placements confidentially as referred by each school.

¹² North Ayrshire, Scotlands First Community Wealth Building Council, Scottish Hub for Regeneration and Development

¹³ Sleepy Hollow Wraparound School Aged Childcare

5.3 Inclusive ownership

AIM

Support small businesses, community organisations, social enterprises, and co-operatives to have a greater stake in the economy, with increased ownership and control of assets, to retain and circulate wealth within our communities



Moray has smaller businesses and slower rates of business growth than the national average. Data sourced from ONS, BEIS and IPO has ranked Moray 372/374 out of all UK local authorities for business dynamism due to low R&D rates and low business density.

Micro enterprises with less than 10 employees form 88% of all Moray businesses. Despite a dip in business start-ups during the pandemic, Business Gateway have seen this trend reversed with 123 new businesses supported in 2021/22, up from 91 the previous year.

The 3 year business survival rate from 2018 to 2021 is 65.5%, which is an increase from 58.7% from the previous year.¹⁴ This highlights the post pandemic business recovery where businesses were unable to handle the debt burden from the bounce back loans and the reduction in town centre footfall.

In Moray, there are 147 social enterprises with particular hotspots in Forres and Findhorn. HIE and tsiMORAY have led the development of a new Social Enterprise for Moray Strategy. This strategy aims to support and grow the Social Economy in Moray, helping to maximise the environmental, social and economic benefits of the transition to net zero and CWB.

¹⁴ SLAED Indicators Framework 2021/22

SCVO Third Sector Statistics¹⁵

	17/18	20/21	Change
Registered charities	464	547	+17%
Income	25,076,164	39,160,272	+56%
Expenditure	21,323,631	29,656,118	+39%
Paid Staff	660	1000	+34%
Trustees	2,716	2804	+3%

As highlighted in the table above the Third Sector has grown in scale and output within Moray over the past 5 years, resulting in a 56% increase in the level of income generated by local charities. This has also seen the birth of over 80 new registered charities in Moray. The sector now employs an additional 340 people, compared with 5 years ago, increasing the importance of Moray's social economy is sustaining the local labour market.

However, as also demonstrated by the data, the number of volunteer trustees supporting the third sector has remained broadly static over this time period. This reflects reported challenges within charitable organisations at attracting and retaining volunteers. In many instances, this has resulted in fewer volunteer trustees being appointed to the board of charities, placing increased risk upon the long term viability of organisations as existing volunteers are stretched and become burned out.

There is a need for public anchors to recognise the value of the third sector in providing essential social care and support services within the local community. This could include encouraging or incentivising an increase in volunteer activity among public sector employees. For example, provision of a specified number of volunteer hours or days on an annual basis, for employees to undertaking volunteer services. This would not only help recognise the value of the local third sector, but help sustain its current scale and levels of growth.

Inclusive Ownership Objectives

1. Develop existing business support programmes to support the growth of inclusive forms of business ownership.
2. Ensure major projects delivered by Moray Anchor Network Partners adopt a community wealth building approach
3. Maximise leverage of external funding sources to support community led and public sector projects.
4. Increase capacity amongst third sector organisations.

¹⁵ SCVO State of the Sector 2022

Moray Strategy linkages

- Moray Economic strateg
- Moray Local Development Plan 2020
- Moray Council Corporate Plan
- Moray Council Climate Change Strategy
- Moray Council Woodland & Forestry Strategy
- Moray Social Enterprise Strategy
- HIE Operating Strategy
- Cairngorms National Park Local Development Plan 2020
- Crown Estate Scotland Corporate plan 2020-23
- Moray Council Routemap Net Zero
- HIE Strategy 2019-2022
- TSI Moray Outcomes framework
- Local Development Plan

Case Studies

Moray Business Enterprise Hub

The Business Enterprise Hub, a Moray Growth Deal project, is designed to promote inclusive economic development in Moray (and the wider region), primarily by supporting the scale-up of existing small and micro-businesses from all sectors present in the region, as well as providing support to start-ups, university spin-outs and inward investors.

The Hub will offer hot-desking facilities and pre-incubation space for new and growing businesses, as well as access to meeting rooms, studios, digital equipment and space for research and development.

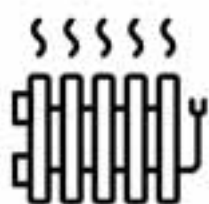
There will be a co-ordinated offer of education, training and research support which will be agile and responsive to the needs of local businesses, and focussed on increasing resilience and growth.

5.4 Land and property

AIM

We will work with key departments within Moray Council and our anchor partners to ensure communities maximise benefit and generate wealth from local land and property.

Key Statistics



1/3
households are
in fuel poverty
SCOTLAND - 24%



11%
TOWN CENTRE VACANCY
RATE
SCOTLAND - 12%

57.4%
COUNCIL HOUSING
EFFICIENCY RATE
SCOTLAND - 86.1%



Fuel Poverty

There is a significant issue of fuel poverty in Moray influenced by low wages and inefficient housing. A household is considered to be in fuel poverty if total fuel costs are more than 10% of the household's adjusted net income (after housing costs). The most recent Scottish House Condition Survey (SHCS) in 2019, which is used by the Scottish Government to measure progress on fuel poverty, estimates Moray had a fuel poverty rate of 32% compared to the Scottish average of 24%.

19% of Moray households compared to the average in Scotland of 12% are also estimated to suffer with extreme fuel poverty (where households would have to spend 20% or more of adjusted net income to pay for fuel costs). Inefficient housing is contributing to the fuel poverty rate with 2020-21 figures highlighting that only 57.4% of council housing stock is energy efficient – the lowest rate of all Councils in Scotland. Addressing this issue, the Moray Local Heat and Energy Efficiency Strategy (LHEES) will look to implement actions to address the heat efficiency of Moray Council stock.

The 2019-24 Moray Local Housing Strategy highlights that there is a continual acute shortage of affordable housing, driven mainly by Moray's low average earnings. This is despite significant numbers of new build properties for social rent delivered through the Strategic Housing Investment Plan. The Moray Growth Deal Housing Mix Delivery project aims to address some of these challenges by looking to support delivery of up to 300 affordable homes and a number of private dwellings.

Community Asset Transfer

As noted in the Community Asset Transfer (CAT) Annual Report, Moray Council has long recognised the important role that the transfer of property can play in empowering communities and strengthening their resilience. The Council's Community Support Unit provides support to community groups at all stages of the CAT process. Where appropriate, the Council will use the transfer of assets to give more control to communities, helping to inspire them to find local solutions to community needs and become more sustainable in the long term. Since 2017, 17 CAT's have been approved, with 11 of those having been completed.

Land and Property Objectives

1. Facilitate use of public assets to support the needs of the community.
2. Assist local communities to take ownership of vacant or underused public assets.
3. Embed community benefit requirements into local planning policy.

Strategy Linkages:

- Moray Council Corporate Plan
- Moray Council Climate Change Strategy
- Moray Council Local Housing Strategy 2019 – 2024
- Moray Council Learning Estate Strategy
- Moray Council Active Travel Strategy
- Moray Council Woodland & Forestry Strategy
- Moray Council Open Space Strategy
- Moray Council Local Housing Strategy 2019 – 2024
- Moray Town Centre Improvement Plans
- Elgin City Centre Masterplan
- Local Development Plan
- HIE Operating Strategy
- HIE Strategy 2019-2022
- TSI Moray Outcomes framework
- Crown Estate 2021- 23 Climate Change Action Plan
- Crown Estate Scotland Corporate plan 2020-23
- Cairngorms National Park Local Development Plan 2020
- Cairngorms National Park Partnership Plan 2022-27
- NHS Grampian Plan for the Future 2022-2028

Case Studies

Marine Park, Lossiemouth

Since 2011, Action Marine Park were looking to develop and reinvigorate Lossiemouth's Marine Park and bring it back to use within the community. In 2018 the CAT was completed to transfer Marine Park from Moray Councils ownership to the hands of the community. Around the same time, the group sourced funding from the Moray Leader Programme, Sport Scotland, EB Planning (Landfill) and the Robertson Trust to develop the Marine Park Pavilion, which was previously demolished in the 1990s.

The project was completed in 2020, and offers tennis courts, sports pitches and a bowling green. The pavilion will benefit and meet the needs of existing user groups, as well as providing space for indoor community events. Action Marine Park have many more plans to enhance the park, which will be easier to achieve now the Pavilion is in place.

Crown Estate Scotland and Portgordon Community Trust¹⁶

In 2021 Crown Estate Scotland signed a MOU with the Portgordon Community Trust Ltd (PCT), to transfer assets to them in line with their commitment to helping communities take a greater role in managing local assets.

This agreement will see the harbour itself – and potentially other property within the village – pass into the hands of the local community, so that local people can press ahead with their own plans for the regeneration and development of their village. In June 2021 Crown Estate Scotland took a significant step towards helping the community realise their vision for the area, with the purchase of the former Richmond Arms in Portgordon. They are in discussions to lease this building to PCT for their use as a meeting place for community members to gather and progress plans.

The MOU is the culmination of several years of work which saw PCT and the wider community carry out a Planning for Real exercise in 2017, and Crown Estate Scotland employ consultants to develop options for greater community involvement in managing the harbour.

¹⁶ Crown Estate Scotland Annual Report 2022

Tomintoul & Glenlivet Development Trust (TGDT)

Development trusts in Moray are looking to address shortfall in affordable housing in local communities. To address this issue within their community, Tomintoul & Glenlivet Development Trust (TGDT) with support from Communities Housing Trust, created a community-led housing project of 12 affordable homes.

The homes are a mix of affordable rent and discounted sale. The development also tackles fuel poverty and social isolation, as the homes are designed around a communal space, and include individual EV charging points, PV panels on each home to generate electricity, and are highly insulated.¹⁷

This project was funded by Scottish Land Fund, the Scottish Government's Rural & Islands Housing Fund, Social Investment Scotland, Highlands & Islands Enterprise, the Community And Renewable Energy Scheme (CARES) and Dorenell Windfarm Community Benefit Fund.

Islington Affordable workspaces¹⁸

Concerned with small businesses being increasingly priced out of the borough due to high property costs, Islington council have secured affordable workspace through developer obligations. In lieu of paying rent, operators charge affordable rents and deliver a range of services that benefit the local community and businesses, such as:

- Employment and skills initiatives
- Business advice and support
- Mentoring and networking
- Cluster development
- Community engagement

The impact of one of the spaces SPACE4 – a Cooperative co-working space has seen:

- 106 regular workspace users
- 932 hours of expert business advice
- 50% of workspace offered free of charge
- 207 weeks of apprenticeship training given to 45 apprenticeship seekers.
- Social value output of £843,900 in 20/21

For the programme as a whole, the workspaces have delivered over £1.24 million equivalent of social value output up until March 2022.

¹⁷ <https://www.scottishhousingnews.com/articles/community-led-affordable-homes-in-tomintoul-open-to-applications>

¹⁸ <https://www.islington.gov.uk/business/support-information-for-business/affordable-workspace>

5.5 Finance

AIM

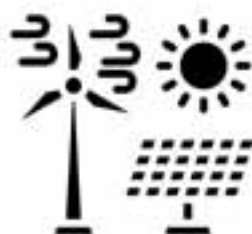
Capitalize on opportunities for public and community investment in local development proposals.

**£100m
Investment in
Moray**



**Established
Credit Union**

**Just
Transition
Funding**



Credit Union

Moray Firth Credit Union is a not for profit, democratically run financial cooperative with branches in Forres, Elgin and Buckie who offer safe, accessible savings and fair, affordable low-interest loans to their members.

In order to support the growth of the credit union increased promotional backing is needed to encourage local employers to sign up to the Credit Unions workplace savings scheme.

Moray Funders Forum

Launched in May 2021, the Moray Funders Forum was established in partnership between Adam Family Foundation, The Gordon & Ena Baxter Foundation and TsiMORAY.

With 14 grant-making funds represented, Moray Funders' Forum members have the aim of improving the impact of local grant-giving in Moray. The forum aims to ensure the right organisations gain access to resources and meet the changing needs within the Moray community. In addition to information sharing and hearing from community practitioners, members will use the forum to encourage greater investment in Moray by national funding bodies.

Moray Growth Deal

The Moray Growth Deal (MGD) will deliver transformational investment to drive economic growth across the region by investing over £100 million in eight strategic projects that will maximise Moray's future economic competitiveness. The Deal will build on the existing strengths of Moray's culture, tourism, and world-renowned manufacturing sectors, while also addressing transport and housing challenges to facilitate economic growth that's sustainable, fair and inclusive.

A Community Wealth Building approach will be embedded within the Moray Growth Deal programme. An action plan will be developed for each Moray Growth Deal project to ensure the projects maximise local benefit and retain investment in the local economy.

Just Transition Funding

Moray's economy is expected to undergo a transformation in the years ahead through the transition away from carbon intensive industries, towards renewables and the development of new sustainable careers. Over the next ten years this will be accelerated through funding from the Scottish Government's £500m Just Transition Fund. Moray is one of only three local authorities which can access this investment.

Finance objectives

1. Support investment into Moray Firth Credit Union
2. Increase the number of impactful Participatory Budgeting (PB) decisions conducted by Anchor partners.
3. Encourage public and private sector investments into Moray that support local supply chains, skills development and community projects.
4. Explore alternative forms of finance including the creation of a 'Moray Fund' to raise funding for public and community projects.

Moray Strategy Linkages

- Moray Council Corporate plan
- Moray Outcome Improvement Plan
- Moray Local Development Plan 2020
- Moray Council Climate Change Strategy
- Crown Estate 2021- 23 Climate Change Action Plan
- Cairngorms National Park Local Development Plan 2020

Case Studies

Ekopia investments¹⁹

Ekopia Social Investments Limited is a community benefit co-operative based in Findhorn. Ekopia has a vision invest in social enterprises and sustainable community development. The aim behind the fund is to support projects that have a social and economic purpose.

Ekopia has been involved in the development and support of affordable housing projects in the Findhorn area for the past ten years. They have raised and invested a total of £568,152, as of Dec 2021, supporting inspiring and dedicated organisations. Completed housing projects include:

- **Park Ecovillage Trust** – 10 affordable units built in the past ten years, with total investment standing at £371,105 as of end-December 2021.
- **Station House Cooperative** – In 2008 Station House Co-operative Ltd was formed for the purpose of purchasing the historic Station House, a seven unit property in Findhorn village. The purchase of Station House was completed in November 2008, and the work undertaken has enabled £30,000 to be available to support the provision of low cost rents at this property.
- **New Findhorn Directions Ltd** – Ekopia has provided funding for 8 affordable units to be built in 2021 for New Findhorn Directions, who are an organisation that provides accommodation, infrastructure and other site services in the Findhorn Ecovillage.

Other investments made by Ekopia have included; Moray Art Centre; Phoenix Community Store and Café and Drumduan School.

West Berkshire Council Climate Change Bond

Launched in July 2020 West Berkshire Council Climate Change Bond is the first Community Municipal Investment in the UK. This Climate Bond will help deliver on the West Berkshire Environmental Strategy. Since its launch, a £520k Solar PV project, habitat restoration and afforestation for flood alleviation projects, active travel infrastructure improvements, and street lighting upgrades have all been started.²⁰

The bond has allowed local people to invest in the council's climate ambitions whilst gaining a return on their investment. Current statistics highlight that 23% of the total invested amounts came from district residents. On average, each local resident invested more than twice as much money as a non-resident.

¹⁹ Ekopia 2022 AGM report

²⁰ West Berkshire: Climate Change Bond

6. Delivery

The successful delivery of the CWB strategy in Moray will be reliant upon the commitment of local anchor partners. The newly created Moray Anchor Network will report into Community Planning through Moray Economic Partnership and progress on the strategy will be reported annually to Moray Council and the Community Planning Partnership with additional updates or reports when needed.

To ensure this strategy and action plan is successful, support is needed from corporate and community planning level to embed a culture where community benefits are seen as significant considerations across all anchor activities.

Annual reporting will ensure accountability and identify areas for improvement. The Strategy and Action Plan will be continuously monitored by the officers within the Economic Growth & Regeneration section of Moray Council with support from Strategic Planning & Development section who will provide a strategic overview, assisting with the coordination of the Moray Anchor Network and reporting annually to Economic Development & Infrastructure Committee and Moray Economic Partnership. The Key Performance Indicators for this strategy which will be reviewed to evidence the effectiveness of the actions are highlighted below;

- Percentage of Anchor procurement spend with Moray based businesses.
- Percentage of Anchor procurement spend with the third sector.
- Proportion of people earning less than the Living Wage.
- Median earnings in pounds for employees living in Moray.
- Gender pay gap.
- Number of Foundation, Modern and Graduate Apprenticeships.
- Number of Community Asset transfer requests approved & completed.
- Percentage of contracts commenced during the year which have a community benefit.

Whilst these are a quantifiable measure of the CWB priorities, we will know we are successful when we see our communities thriving and our local businesses booming.

7. Communication

Recognising that CWB is still a new term for the population of Moray, a communication plan and promotional campaign will be embedded within the Moray Economic Partnership (MEP) Communications plan across all five pillars of CWB, highlighting the need for and impact of the approach and how it will be tailored specifically to Moray. This will include meaningful engagement with all MEP and CPP stakeholders and Moray Growth Deal project managers, to ensure alignment of delivery. The communications activities will be delivered using existing resource across the partnership.

Within the Communications plan, we will identify and celebrate pre-existing activities aligned to CWB in Moray, such as Forres Area Community Trust, Moray Reach Out, Outfit Moray and Moray Firth Credit Union. These communications will be used to highlight the added value in terms of local market development, increased employment opportunities, and improved community capacity.

Appendix - Moray CWB Action Plan

CWB Objectives	Actions	Lead	Key Partners
Spending			
Expand delivery of community benefit by embedding across all public procurements	Establishment and launch of Community Identified Benefits List within Moray Council.	Moray Council Community Support Unit (CSU), Economic Growth & Regeneration (EG&R), MC Procurement	tsiMORAY
	Work with anchor partners to ensure community benefits are included in future procurement activities above £50K.	CSU	tsiMORAY, HIE, NHS Grampian, UHI Moray, MC Procurement , EG&R
Grow the percentage of procurement spend with Moray based suppliers from each anchor partner	Establish working group with neighbouring public agencies in Highland, Aberdeenshire and Aberdeen to identify best practice and shared learnings to grow regional spend.	EG&R	Procurement Teams
	Refresh the Supplier Development Forum strategy to analyse the barriers to local enterprises bidding for local contracts and identify best methods grow local spend.	EG&R	HIE, NHS Grampian, UHI Moray, MC Procurement , CSU, tsiMORAY
	Introduce a CWB training programme for procurement officers and contract managers.	EG&R	HIE, NHS Grampian, UHI Moray, MC Procurement team
	Establishment of a Business Database to increase awareness amongst Anchors of the local business base.	EG&R	Moray Chamber, FSB. Business Gateway

CWB Objectives	Actions	Lead	Key Partners
Spending			
	Work with all project managers to embed a local spend action plan within major projects or contracts.	EG&R	UHI Moray, HIE, DHI, Moray Council
	Maximise local supplier access to dedicated training sessions through Supplier Development Programme to upskill local suppliers on how to tender.	EG&R	Business Gateway
	Provide support to local business to get business tender ready.	EG&R	Business Gateway
Increase Anchor spend with community led and third sector businesses.	Annual procurement workshop with Moray Social Enterprise Network with attendance from procurement representatives.	tsiMORAY & EG&R	MC Procurement
	Encourage social enterprises to avail from procurement support offered by dedicated support bodies.	tsiMORAY	
Support delivery of Fair Work First through anchor spend	Work with contracts managers and procurement teams to embed scoring of Fair Work Criteria within Anchor procurements.	EG&R	MC Procurement Team, HIE, UHI Moray, NHS Grampian.
Embed CWB approach in strategic activity of Anchor Partners	Annual report collating number of strategic policies or decisions influenced by CWB approach.	Moray Anchor Network	Moray Anchor Network

CWB Objectives	Actions	Lead	Key Partners
Workforce			
Increase the number of people in Moray benefitting from Fair Work practices.	Create a Moray Fair Work accreditation scheme for employers in Moray to stimulate flexible and favourable working practices, modern apprenticeships, staff training, and payment of the real living wage. This will be a simple register of local business and branding around fair work, avoids accreditation fees helps with business database.	EG&R	Chamber, FSB, HIE, Developing Young Workforce (DYW)
	Create a support scheme for Businesses and organisations in Moray to adopt Fair Work practices and approaches.	HIE	DYW, EG&R
	Undertake an in-depth review of the causes of the Gender Pay Gap and create an action plan to address to the underlying issues.	MEP	HIE, UHI Moray, Chamber, tsiMORAY. (Short life working group)
Help to minimise the systemic barriers to people working such as childcare, transport and digital connectivity.	Identify new models of childcare for Moray to address shortfalls in wrap around care.	MEP	Scottish Government Moray Council HIE Moray UHI Care Commission
	Take a CWB approach to providing use of public assets.	EG&R	HIE, Chamber, tsiMORAY, EC&O
	Support Development of M.Connect service and other community travel projects to ensure all communities are able to access transport when required.	Environmental & Commercial Services	tsiMoray, EG&R

CWB Objectives	Actions	Lead	Key Partners
Workforce			
	Review current digital infrastructure and rollout of R100 programme to identify gaps in provision. Then develop campaign and action plan to raise awareness among households and businesses of Scottish Broadband Voucher Scheme and other opportunities for improving connectivity.	SP&D	
Maximise opportunities for providing skills development and training opportunities for the local workforce including through local development.	Embed the requirement for skills development and training programmes within developer obligations and community benefit statements, linked to delivery of NPF4 Policy 25. Supplementary planning guidance will be developed to support this.	Moray Local Employability Partnership, SP&D	EG&R
	Increase the provision of professional development courses and skills academies to upskill the local workforce.	UHI Moray	EG&R, HIE,
	Provide training and skills required to support Moray's shift towards Net Zero.	UHI Moray	SP&D, EG&R, HIE.

CWB Objectives	Actions	Lead	Key Partners
Inclusive Ownership			
Develop existing business support programmes to support the growth of inclusive forms of business ownership.	Support promotion and awareness raising of Just Transition Fund to local business community and third sector	tsiMORAY	EG&R, Chamber, FSB.
	Deliver business support programmes for high growth sectors that will make a significant impact on local economic growth (e.g. green economy, space, manufacturing, tourism etc)	HIE	EG&R, Chamber, EG&R
	Raise awareness of employee ownership and co-operative business models.	Cooperative Development Scotland, EG&R, Chamber	
	Support increased promotion of the Moray Loves Local Campaign	EG&R	
Ensure major projects delivered by Moray Anchor Network Partners adopt a community wealth building approach	Support Moray Anchor Network project managers with embedding a CWB approach within the business plans for major capital and infrastructure projects.	EGR, SP&D	
Maximise leverage of external funding sources to support community led and public sector projects.	Provide increased promotion of external funding opportunities through existing Anchor communication channels.	MC Corporate Comms, EG&R, SP&D	ALL
	Assist with developing and submitting funding applications on behalf of community organisations where the local authority is designated as lead applicant, where appropriate and resources allow.	EG&R	HIE, tsiMORAY

CWB Objectives	Actions	Lead	Key Partners
Inclusive Ownership			
Increase capacity amongst third sector organisations.	Support and promote Corporate Social Responsibility, pro-bono and volunteering schemes to increase capacity of third sector	tsiMORAY	CSU
	Encourage Anchor partners to offer an annual volunteering allowance for employees to expand volunteering capacity in support of the third sector.	ALL	ALL
Land and Property			
Facilitate use of public assets to support the needs of the community.	Maximise the use of outdoor space for community benefit such as green spaces, woodlands, community food growing, biodiversity activities, play areas, renewable energy etc	SP&D	tsiMORAY, CSU
	Promote the availability of vacant, underused public assets.	EG&R	Elgin BID, Chamber, FSB, SP&D
Assist local communities to take ownership of vacant or underused public assets.	Reduce any identified barriers and support communities to have the adequate knowledge and skills to complete the CAT process.	CSU	tsiMORAY
	Promotional campaign to celebrate the success of CAT's in Moray to raise awareness and stimulate further interest.	CSU	tsiMORAY

CWB Objectives	Actions	Lead	Key Partners
Land and Property			
Embed community benefit requirements into local planning policy.	Implement CWB planning guidance for all upcoming major developments including wind farms.	SP&D	
	Maximise local impact of Developer Obligations to support skills development opportunities and provide community infrastructure, linked to NPF4 Policy.	SP&D	
Finance			
Support investment into Moray Firth Credit Union.	Support the engagement with large employers including anchor partners in the region to encourage the uptake of the Credit Union Workplace Savings scheme.	EG&R	HIE, Chamber. tsiMORAY
	Raise awareness of small business loans that can be offered through the Moray Firth Credit Union.	EG&R	Chamber, Business Gateway
Increase the number of impactful Participatory Budgeting (PB) decisions conducted by Anchor partners.	Deliver against the Scottish Government target of ensuring at least 1% of all funding decisions are conducted by PB.	Moray Council	CSU, EG&R
	Increase the number of local funding programmes awarded by PB, for example Just Transition.	tsiMORAY	CSU
Encourage public and private sector investments into Moray that support local supply chains, skills development and community projects.	Develop CWB supplementary planning guidance that will ensure future developments in Moray deliver on supporting local jobs and the local community.	SP&D	
	Deliver targeted investment programmes providing employment land and housing in rural / deprived areas through delivery of the Local Development Plan and NPF4 Policy.	SP&D	

CWB Objectives	Actions	Lead	Key Partners
Finance			
Explore alternative forms of finance including the creation of a 'Moray Fund' to raise funding for public and community projects.	Support the growth of Community Benefit Societies in Moray.	tsiMORAY	EG&R
	Explore and research the use of Community Municipal Investment funding for renewable energy projects	SP&D	EG&R
	Explore the feasibility of public sector investment into existing renewable energy schemes.	SP&D	

Community Wealth Building Key Performance Indicators

Percentage of Anchor procurement spend with Moray based businesses			
	2019/20	2020/21	2021/22
Moray Council	21.96%	23.56%	25.80%
NHS Grampian	0.61%	1.03%	0.76%
HIE	0.93%	0.22%	0.15%
UHI Moray	Not available	Not available	21.96%

Percentage of Anchor procurement spend with the third sector			
	2019/20	2020/21	2021/22
Moray Council	TBC	TBC	TBC
NHS Grampian	TBC	TBC	TBC
HIE	TBC	TBC	TBC
UHI Moray	TBC	TBC	TBC

Proportion of people earning less than the Living Wage			
	19/20	20/21	21/22
Moray	24.0%	21.5%	19.4%
Scottish Average	16.9%	15.2%	14.4%

Median earnings in pounds for employees living in Moray.		
Year	Moray	Scotland
2022	£598.80	£640.30
2021	£565.50	£619.90
2020	£550.60	£595.00
2019	£561.60	£578.30
2018	£527.20	£562.70

Gender pay gap			
	2019	2020	2021
Median gender pay gap in Moray	21.9%	19.3%	22.6%
Median gender pay gap in Scotland	14.7%	11.6%	11.5%

Number of apprenticeships in all sectors in Moray			
	2019/20	2020/21	2021/22
Foundation Apprenticeships	40	38	Not available
Modern Apprenticeships	399	341	366
Graduate Apprenticeships	11	12	Not available

Number of Community Asset transfer requests approved & completed			
	2019/20	2020/21	2021/22
Moray Council	TBC	TBC	TBC
NHS Grampian	TBC	TBC	TBC
HIE	TBC	TBC	TBC
UHI Moray	TBC	TBC	TBC
Crown Estate Scotland	TBC	TBC	TBC

Percentage of contracts commenced during the year which have a community benefit			
	2018/19 Target	(2019/20)	(2020/21)
Percentage of commenced contracts within the year that have a community benefit (category 7)	20%	5.83%	11.36%
Percentage of collaborative contracts commenced in the year that have a community benefit (category 7)	20%	4.58%	6.06%



**REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE
SERVICES COMMITTEE ON 20 JUNE 2023**

SUBJECT: EXTERNAL GRANT FUNDING UPDATES

**BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND
FINANCE)**

1. REASON FOR REPORT

- 1.1 To inform the Council of external funding updates including the Crown Estate Coastal Community Fund, Business Loan Scotland and Heritage & Place Programme and the opening of the Regeneration Capital Grant Fund Round 11 with a deadline of 21st June 2023 for Stage I applications.
- 1.2 This report is submitted to Council in terms of Section III A (2) of the Scheme of Administration relating to long-term financial plans.

2. RECOMMENDATION

2.1 It is recommended that the Committee:

- (i) **approve the Crown Estate Coastal Community Fund 2023/2024 allocation towards electrical upgrades at Buckie Harbour and Coast to Country project, as outlined in paragraph 3.1;**
- (ii) **give delegated authority to the Head of Economic and Development Services to allocate funds returned from the Business Loan Scheme in 2023 to initiatives that encourage local spend and boost the local economy;**
- (iii) **note that the Heritage & Place Programme applications for the Development Phase to deliver Forres Town Centre Improvement Plan were successful;**
- (iv) **consider the opportunity to submit a multi-year project proposal for Elgin Town Hall (Growth Deal Cultural Quarter) to the Regeneration Capital Grant Fund 2024/25, in addition to the requests by Dufftown & District Community Association, Portgordon Community Trust, Tomintoul & Glenlivet Development Trust, The Cabrach Trust and Forres Area**

Community Trust to act as lead applicant, with no financial implications for the Council for all applications except the Cultural Quarter application, and if agreed;

- (v) **approve the submission of Stage I applications as set out in (iv) above, and if successful, submission of Stage II applications.**

3. BACKGROUND

3.1 **Crown Estate Coastal Community Fund (CCF)** – Phase 3 of the Staycation Ready project as reported to Council on 12 May 2021 (paragraph 18.4 of the minute refers) included an allocation of £20,000 from the 2020/21 CCCF towards work at Findhorn which was subsequently completed and claimed for by Findhorn Village Conservation Company. However an oversight in the later report to Council on 28 September 2022 (paragraph 24 of the minute refers) assumed the full £138,192 allocation for 2020/21 was available as match funding towards Phase 4 of the Staycation Ready project. It is therefore proposed to use £20,000 from the 2023/24 CCF allocation of £116,000 to cover this shortfall. It is proposed that the remaining £86,000 is used for electrical upgrades at Buckie Harbour.

3.2 **Business Loan Scotland (BLS)** – BLS was formed in March 2017, with 27 Scottish Local Authorities becoming Full Members of the Company and 5 Local Authorities becoming Associate Members. Each Full Member made a match funding contribution to the initial finances of the Company and can now request the return of their investment. For Moray Council forecast return including match funding and interest if all 4 loans were repaid in full was £202,718. However £10.3k was top sliced from each Member Authority to create a ring fenced amount within BLS for any future liabilities i.e. pension deficit leaving a balance of £192,418. Further reductions totalling £17.7k (outlined below) have reduced the balance to £174,718.

- Loan A was repaid in full
- Loan B was written off in 2021 with a loss of £14.6k of income and with £1.2k used towards legal fees for recovery
- Loan C was repaid early and benefitted from a reduction in interest charges of £1.9k
- Loan D is still active and since the business ceased trading the loan was rescheduled for full repayment by March 2028. This loan will accrue a return of £17,387 on completion, assuming repayments are kept up. Cash at bank is currently £11,637 and once this loan is repaid in full, this will accrue around £29k.

3.3 In March 2022, £100,000 was returned to Moray Council and used to provide much need capital start-up grants for new businesses as part of the Economic Recovery Plan. An additional £45,000 has been returned in March 2023 following BLS Board Approval and approval is requested to use this funding to provide much needed support to small and medium enterprises in Moray by developing initiatives that encourage local spend and boost the local economy.

As per the BLS Articles of Association, returned funds must be in keeping with the Company's objects and comply with the purpose for which the resources are being withdrawn i.e. to support local business activity and could therefore not be transferred to council reserves or to benefit reserves indirectly by replacing existing budget for the core function of the economic development team. The Moray Gift Card will run until September 2023 and continuation funding for administration costs is required otherwise the scheme will end at this point. From launch in August 2021 to date, it has brought £98,000 into local businesses with 232 across Moray now registered to accept the card. It is therefore proposed to allocate £26,000 to continue administration of the scheme into 2023-2024 and 2024-2025 and to use the balance to develop further promotional incentives over the next 2 years to target visitors, working in partnership with Elgin BID, Business Gateway, Moray Chamber of Commerce and Visit Moray Speyside. The temporary Development Officer post will end in September however the promotional work will be absorbed within the Economic Growth & Regeneration Team.

- 3.4 **Heritage and Place Programme (H&PP)** – Following agreement at a meeting of this Committee on 15 November 2022 (paragraph 17 of the minute refers), Development Phase applications to support delivery of the Forres Town Centre Improvement Plan were submitted to the National Lottery Heritage Fund and Historic Environment Scotland. These applications have been successful in securing £33,000 from each funder and, combined with £20,000 from the UK Shared Prosperity Fund, will fund a temporary Grade 8 Development Officer to prepare the Delivery Phase applications to the same bodies, in consultation with the community and partner organisations over a period of 12 months, and commission the specified supporting documents including: Evaluation Strategy, Skills Audit & Traditional Skills Training Plan, Updated Conservation Area Appraisal (including costs, building valuations, materials audit, management & maintenance strategy) and Activities Plan. A Partnership Agreement will be drawn up and a more detailed report will be presented to Committee in April/May 2024 to request approval to submit applications for the Delivery Phase, based on the findings of the Development Phase. The Delivery Phase 2024-2029 (if application submission is approved and successful), will result in a £3.3m 5 year investment programme and will help to deliver the Forres Town Centre Improvement Plan in terms of key building repairs, public realm improvements, shop front scheme and heritage interpretation.

- 3.5 **Regeneration Capital Grant Fund 2024/2025 (RCGF)** - Invitation for Round 11, Stage I outline proposals has been announced with a submission deadline of 21 June 2023. It is considered that the aspect of the Cultural Quarter project for redevelopment of Elgin Town Hall will bring maximum benefit for Moray as a whole. It is an excellent fit for the fund and submission to this round as a multi-year project will ensure that the Growth Deal delivery timescale is met. However since only Local Authorities can apply to this fund, five Community Associations in Moray have requested for the Council to be the lead applicant on their behalf and work has also been ongoing in developing their proposals. RCGF is delivered annually in partnership with COSLA, supporting locally developed place-based regeneration projects that involve local communities, helping to tackle inequality and support inclusive growth in disadvantaged and fragile communities across Scotland. The fund is primarily aimed at providing

new and/or improved infrastructure to improve the economic, social, and physical environment of communities and is open to all 32 Scottish Local Authorities.

- 3.6 There is no restriction on the number of applications that may be submitted by each Local Authority but, given the limited size of the overall fund, applicants are requested to be realistic with the number of applications and combined value of grant requests being made. Also where project proposals are being submitted by lead bodies on behalf of partners, these project proposals must be considered and supported by lead bodies prior to final submission. Lead applicants are expected to review all applications closely, consider how the projects will meet RCGF criteria, and in particular, can deliver the outcomes and draw grant as profiled within the required timeframes. A key consideration will be whether the project is ready to be delivered in financial year 2024/2025. Projects starting after 31 December 2024, but prior to 31 March 2025 will be scrutinised carefully and a clear case must be provided in order to justify the project's viability. It is therefore crucial that the full business case for Elgin Town Hall is submitted with the Stage II application, if invited. Project proposals should be prioritised accordingly where more than one application is being submitted.
- 3.7 RCGF applications follow a two-stage, competitive process. The independent RCGF Investment Panel makes recommendations to Ministers and COSLA on those projects to be funded from each round. Closing deadline for Stage I applications is 21 June 2023 by 5pm and if successful Stage II applications have to be submitted in October 2023 with outcomes known in January 2024.
- 3.8 Applicants may apply for 100% funding of the total eligible project costs. However, any match funding leverage will be considered as part of the RCGF Investment Panel's assessment of applications, in terms of either contribution to a wider programme or within the project itself.
- 3.9 A total of £25m is available in financial year 2024/25 which if spread equally across 32 local authorities equates to approximately £781k per region. It is proposed that the Elgin Town Hall project requests £500k in 2024/25 to facilitate the start of the refurbishment and expansion project and a further £1.5-£2m in 2025/26. In addition, the combined value of grant requests being made for the five Moray community projects in 2024/25 is £4,759,455 which is testament to the enterprising community spirit. However, in line with the guidance provided, it is unfortunately considered to be unrealistic to request this level of contribution in one financial year. Council officers have therefore reviewed the proposals closely, in consultation with Highlands & Islands Enterprise (HIE). It is considered that all proposals meet the RCGF criteria, can deliver the outcomes and draw grant to deliver in financial year 2024/25. As a result, all project proposals have been prioritised according to whether or not they have previously been unsuccessful in their RCGF submission, together with consideration of the grant amount requested and match funding secured given the limited amount of funding available. This approach is considered to be fair in that it will provide opportunity for newly developed projects to be considered first, without excluding those that have been previously submitted.

Approval is therefore required to submit all six proposals in line with the priority allocated to each project in **APPENDIX I**.

3.10 Detail on the Elgin Town Hall project and each of the proposals from the community organisations is provided as follows:

Cultural Quarter Elgin Town Hall	APPENDIX II
Dufftown & District Community Association	APPENDIX III
Portgordon Community Trust	APPENDIX IV
Tomintoul & Glenlivet Development Trust	APPENDIX V
The Cabrach Trust	APPENDIX VI
Forres Area Community Trust	APPENDIX VII

4. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

All of the projects and funding opportunities will contribute to achieving the corporate plan priority to promote economic development and growth, also with the LOIP priority of a growing and sustainable economy.

(b) Policy and Legal

The Council considers support for economic development issues on their merits, against the objective to facilitate sustainable economic growth and the desired outcomes of the Ten Year Plan and Corporate Plan. For any partnership agreements Legal will be consulted.

(c) Financial implications

CCF - allocation for 2023/24 is £116k. £20k is to be used towards the Staycation Ready project Phase 4 (RTIF Coast to Country). £86k is to contribute toward electrical upgrades at Buckie Harbour.

BLS – return of £45k in March 2023 to be used towards extension of the Moray Gift Card Scheme in 2023/24 and 2024/25, and to develop further promotional incentives across Moray.

H&PP - £86k has been secured in May 2023 to fund the 12 month development phase for applications to deliver a £3.3m Forres Conservation & Heritage Scheme which will support delivery of the Forres Town Centre Improvement Plan.

RCGF – Cultural Quarter Elgin Town Hall project has £12,773,056 secured via the Moray Growth Deal towards a total project cost of £15,884,100. It is proposed that the overall request to RCGF for the multi-year project is £2-£2.5m. £500k in 2024/25 and £1.5-£2m in £2025/25. Match funding of £1,111,044 / £611,044 will be sought from National Lottery Heritage Fund and other suitable heritage funders

As only Local Authorities can apply to RCGF, requests from the Community Trusts have been made for the Council to front the applications. There are no direct financial implications for Council however there is a risk of the 3rd sector providers being unable to fulfil the funding conditions and the Council being liable to repay the grant funding. Mitigations are set out in the risk section.

The total request for RCGF funding in 2024/25 between the six proposals is £5,259,455 however it is considered unlikely that all of the outline proposals will be invited to submit applications for Stage II.

Project	Total Project Cost	RCGF request 24/25	Match Funding
CQ Elgin Town Hall	£15,884,100	£500,000	£12,773,056 confirmed Growth Deal
Forres Town Hall	£5,188,396	£1,985,782	£320,000 confirmed
Tomintoul Camp Site	£1,000,000	£500,000	£500,000 Confirmed
Cabrach Heritage Centre	£1,750,000	£1,000,000	£750,000 to be confirmed
Portgordon Community Hub	£864,813	£664,813	£200,000 to be confirmed
Dufftown Clock Tower	£831,130	£608,860	£222,269 to be confirmed
		£5,259,455	

(d) Risk Implications

For RCGF there is a risk that since the Elgin Town Hall project straddles 2 years it may be considered less of a priority however it will be too late in the project schedule to delay submission to 2025/26 and therefore considered necessary to submit for a multi-year project in 2024/25.

There is also a risk of the 3rd sector providers being unable to fulfil the funding conditions and the Council being liable to repay the grant funding. To mitigate any risks, partnership agreements will be drawn up at full application stage outlining that the Trusts will adhere to all funders grant conditions and that they are solely responsible for any liabilities associated with the funding. The agreements will also confirm that all match funding must be in place prior to any work starting and that details of suitable professional management arrangements with regular reporting, compliance with procurement and subsidy control requirements must be provided.

There is also a risk to Council as lead applicant that the 3rd sector providers will not have the capacity to deliver the capital projects. However all 5 organisations have at least one full time person in post to deliver the projects, 4 of which are account managed and funded by HIE. Professional expertise will be included within the overall project costs to ensure that construction meets the required standards.

(e) Staffing Implications

Administration and reporting on external funding is undertaken by the Economic Growth & Regeneration Team. For RCGF, the Cultural Quarter Project Manager will prepare the applications for Elgin Town Hall and subsequent claims and have responsibility for procurement, monitoring and evaluation. The community applicant organisations will also prepare their applications and claims; set up project systems for carrying out the works including for procurement, monitoring and evaluation.

Staff from the Economic Growth & Regeneration section will provide support for submitting the applications, interim and final claims to the RCGF supported by staff from Accountancy and make arrangements for claimed funds to be transferred to the organisations. If the funding applications are successful, all projects have to be completed by end of the financial year 24/25 unless previously agreed. Project delivery may extend beyond the period of funding support from RCGF but applicants will be required to provide monitoring reports throughout the delivery phase, for a period up to 12 months after physical completion.

The required support work can be accommodated within existing staffing resources, however at this stage it is difficult to forecast how many staff hours it will require as it depends on the experience & efficiency of the project management for these initiatives. It can range from the equivalents of a couple of hours to several days per month, which may impact on resources needed to be considered against other/new economic priorities and funds. If the project management provided by the organisations is effective and efficient the impact on staff will be a few hours a month.

All applicants have been made aware that they require suitably qualified and experienced project management staff and arrangements to be in place. If staffing in third party organisations falls short of these requirements, consideration of officer support for submission of Stage II applications will need to be reviewed.

(f) Property

All of the RCGF community proposals relate to community owned assets. Elgin Town Hall is a council owned asset which has been successfully managed by Registered Charity and Company Limited by Guarantee, Elgin Town Hall for the Community, since 2018. The building is currently leased on a monthly full repairing and insurance lease (peppercorn) with the future operating model being part of the Full Business Case proposals for the project. Elgin Town Hall is a Grade B

Listed modernist Town Hall designed by William Kininmonth circa 1965 and a Conservation Architect will be appointed to oversee works. Works will include exploring renewable energy options (an appraisal of solar potential had already been completed), insulation and how the improvement of separation and flow around the building could improve operational performance in terms of energy use.

(g) Equalities/Socio Economic Impact

An equality impact assessment is not required as the reason for the report is for the Council to consider being the lead applicant for the community organisations to access funds, which they could not undertake themselves.

The focus of the RCGF is on projects in areas that suffer from high levels of deprivation and disadvantage and that demonstrate clear community involvement. Being lead applicant for all 6 projects will assist the council in addressing socio-economic inequalities in accordance with the Fairer Scotland duty.

(h) Climate Change and Biodiversity Impacts

As part of the RCGF application process all proposals have to demonstrate consideration and contribution towards achieving the target of net-zero carbon emissions by 2045.

(i) Consultations

Consultations have been undertaken with the Chief Executive, the Deputy Chief Executive (Economy, Environment and Finance), the Deputy Chief Executive (Education, Communities and Organisational Development), all Heads of Service, Equalities Officer and Lindsey Robinson Committee Services Officer. Where comments have been received, these have been included within the report.

5. CONCLUSION

5.1 There is significant value in both the external funding allocations to Council and opportunities to apply for H&PP and RCGF. All of the outline proposals for RCGF have ambitious regeneration plans in the respective areas. They have been locally developed, involving the communities and on completion will create economic, social and physical regeneration outcomes.

5.2 It is therefore recommended to support the Cultural Quarter Elgin Town Hall project and the community organisations' requests for Council to work in partnership by submitting all six Stage I outline proposals in order of priority outlined in APPENDIX I, and to approve submission of Stage 2 applications if successful. Should any management or other issues arise in the interim, a further report will be submitted to this committee.

Author of Report: Kirsty Conti, Economic Growth & Regeneration Manager
and Yvonne Joss, Development Officer, Economic Growth
& Regeneration
Background Papers: Documents on file in Economic Growth & Regeneration
section
Ref: SPMAN-813460984-376

APPENDIX 1 – RCGF Projects prioritisation table

Project Lead	Project	RCGF Requested 2024/25	RCGF Requested 2025/26	Total Project Cost	Match Funding	Previous RCGF Submission	PRIORITY
Cultural Quarter	Elgin Town Hall	£500,000	£1.5-£2m	£15,884,100	£12,773,056	no	1
Dufftown & District Community Association	Dufftown Clock Tower	£608,860		£831,130	£222,270	no	2
Portgordon Community Trust	Portgordon Community Hub	£664,813		£864,813	£200,000	no	3
Tomintoul & Glenlivet Development Trust	Tomintoul Community Campsite	£500,000		£1,000,000	£500,000	2022/2023 – unsuccessful at Stage I	4
The Cabrach Trust	The Cabrach Distillery & Heritage Centre CIC	£1,000,000		£1,750,000	£750,000	2021/2022 – Phase 2 project unsuccessful at Stage II	5
Forres Area Community Trust	Forres Town Hall - An Enterprising Community Venue	£1,985,782	£1,014,218	£5,188,396	£2,188,396	2020/2021 – unsuccessful at Stage I 2022/2023 – unsuccessful at Stage II	6
		£5,259,455	£2.5-£3m	£25,518,439	£16,633,722		

Appendix II

**Moray Council / Elgin Town Hall for the Community:
Moray Cultural Quarter: Elgin Town Hall**

Overview:

The Cultural Quarter is one of eight strategic projects designed to maximise Moray's future economic competitiveness which make up the Moray Growth Deal. The Cultural Quarter will redevelop two important B-Listed buildings in the heart of Elgin to create a connected, accessible and inspirational cultural centre and leverage private sector investment for a new city centre hotel. Phase 1 of the Cultural Quarter is the refurbishment and extension of Elgin Town Hall to create an accessible regional hub for the performing arts, entertainment, creative industries, and the community. Elgin Town Hall is a B Listed building in the centre of Elgin, owned by The Moray Council and operated by Registered Charity Elgin Town Hall for the Community. Delivered between 2024 and 2026, the project will build on the current success of the Town Hall, increasing organisational sustainability and delivering significant economic, social and physical regeneration outcomes which benefit both Elgin and the wider region. The indicative cost of the redevelopment is £15,884,100. The request from RCGF is £2,500,000/£2,000,000. The project has match funding of £12,773,056 from Moray Growth Deal investment partners (Scottish Govt., UK Govt., Highlands and Islands Enterprise and Moray Council) and the remaining balance of £1,111,044 / £611,044 will be sought from the National Lottery Heritage Fund and other suitable heritage funders.

Background:

Elgin Town Hall is a council owned asset which has been successfully managed by Registered Charity and Company Limited by Guarantee, [Elgin Town Hall for the Community](#), since 2018. The project has great support from the community, with over 60,000 visits via regular weekly and monthly community bookings in the year since July 2022, and a further 23,352 visitors to large events in the main auditorium. In addition to a small team of paid staff and sessional bar staff, the Charity is supported by 46 regular volunteers.

What this project will actually deliver & regeneration outcomes

The renovation will deliver improved visibility, access and circulation in the building, improved backstage, meetings, events and screening facilities, sound/film recording facilities, and segregated performances spaces, including a new studio in addition to an enhanced auditorium. Updating the already popular Elgin Town Hall will enable the venue and Elgin to take its rightful place as the third major cultural centre in a row of important Northern capitals, all one hour apart, making activity more accessible to local residents whilst encouraging people from neighbouring cities and beyond to travel to Moray for cultural activity.

Economic – Underpinning the MGD is the strategic objective that the area is seen as particularly attractive for young people, professionals and families, providing opportunities for them to pursue challenging and rewarding careers while enjoying the benefits of an exceptional, connected and cultural environment in which to live, work and relax. The cultural and evening economy are cited by major employers such as the NHS as a big factor in attracting employees, whilst a recent survey by Highlands and Islands Enterprise found that limitations in the cultural offer and services was a major factor for young people leaving the region to pursue study and careers elsewhere. The redevelopment of Elgin Town Hall is a key opportunity for physical regeneration to support social and economic change. Improving the appearance, profile and enhancing the offer at Elgin Town Hall can change perceptions of the building and pique interest in the facilities and programme from local people as well as visitors and passers-by. In addition to this, the current layout of the building is restrictive and with some basic alterations Elgin Town Hall could become more usable, flexible and customer friendly. Alterations will increase income generating opportunities increasing the usable space and number/types of activity which the hall could

be used for, and supporting the ongoing financial sustainability and growth of the organisation.

Environmental – Elgin Town Hall is a Grade B Listed modernist Town Hall designed by William Kininmonth circa 1965. It contains ancillary spaces, lesser halls and foyer that wrap around the main hall with stage, stalls and balcony. The building's layout undermines its potential flexibility, operational and energy efficiency due to lack of acoustic and physical separation between the Main hall and surrounding ancillary spaces. A Conservation Architect will be appointed to address how these issues can be overcome whilst remaining sensitive to the listing and unique character of the building, whilst minimising environmental impact. Works will include exploring renewable energy options (an appraisal of solar potential had already been completed), insulation and how the improvement of separation and flow around the building could improve operational performance in terms of energy use.

Social – The existing Elgin Town Hall is well used as a performance venue and events include theatre, conferences, concerts, and participatory workshops and meetings. However, the current building is no longer able to accommodate the volume or range of activity required to satisfy audience demand and support ongoing sustainability of the venue. The project will build on the significant existing success of Elgin Town Hall, increasing the floor area to include the provision of a new Studio/ "black box performance and rehearsal space, along with new practice & rehearsal rooms, the potential of a film/music recording space and better visitor facilities. The upgrade will enhance the venue to attract larger touring companies therefore increasing the choice and range of cultural activity available to local people as well as opportunities for young people, professionals and students in the area to enjoy cultural activities and performances. Alongside performance events the building acts as hub for a large number of local community groups and it is envisaged the upgraded accommodation will provide enhanced facilities to support the increasing demand and to maintain financial viability.

The upgraded Elgin Town Hall will provide a high-profile visual symbol that will act as a significant catalyst for economic growth, job creation, renewed civic pride, and destination tourism, creative and commercial development for Elgin. As such, the redevelopment will lay a strong foundation for regeneration and an enhanced environment in which all MGD projects can flourish, helping to attract and retain talent whilst increasing tourism and supporting the success of new city centre homes, business incubation, and enhanced student and resident experiences.

Total Cost

£15,884,100 with £12,773,056 secured MGD match funding, a request from RCGF of an estimated £2m and match funding to be confirmed in due course.

Timeframes for securing other funding

Moray Growth Deal Full Business Case – Q4 2023-24

National Lottery Heritage Fund – Stage 1 March 2024; Stage 2 Dec 2024

Timescales and objectives

May 2023 – March 2024 Full Business Case Development

July 2023 – Dec 2024 Development work - Architectural and professional services

Oct 2024 – Dec 2024 Works contract let

Jan 2025 – July 2026 Capital Works

December 2026 - Operational

Dufftown and District Community Association – Clock Tower Proposal

Overview:

Dufftown & District Community Association was established in 1995 through the amalgamation of two groups and is the largest charity on Dufftown with 6 key sub groups that help structure and convey their works. The proposal is to renovate Dufftown clock tower into community and commercial spaces with visitor signposting and tourist information station on the ground floor and holiday accommodation on the upper levels. On completion of the capital works the project will deliver strong economic, social and physical regeneration outcomes. The indicative total cost is £831,129 with a request from RCGF of £608,860 and £222,269 (£177,000 HES indicative and £45,269 other) match funding

Background: Dufftown and District Community Association is an open membership, community owned and run development organisation in Dufftown. It was established in 1995 and holds charitable status.

DDCA purchased the clock tower from Moray Council in 2020 and consulted with community groups in Dufftown to establish priorities for the period 2021 – 2026. This consultation led to the publication of a 5-year Community Action Plan and restoration of the clock tower was identified as one of the top priorities. A further community priorities exercise carried out in November 2022 confirmed the restoration of the clock tower was again the number one priority for improving Dufftown.

What this project will actually deliver & regeneration outcomes

The restoration of the clock tower will create a long term financially sustainable and flexible facility which will serve the local community and become a destination for visitors. The ground floor will contain a visitor information centre and a shared space for community group usage and commercial use. The remaining three floors will be converted into a 1 bedroom apartment in order to attract visitors and generate income.

Economic – During the pandemic several shops closed in the town centre and Dufftown currently offers less tourist beds than similar towns per head of population. There is little on offer in terms of unique holiday accommodation in the area. Due to its central location the clock tower will work as a hub for existing community and visitor experiences, signposting to other tourist venues and increasing footfall within the town. Walking tourism is increasingly popular and Dufftown benefits both from being on the Isla Way and also having developed its own walking trails many of which start and end at the clock tower.

Environmental – The clock tower is a redundant Grade B listed building and DDCA aim to find environmentally friendly design solutions which are mindful of this during the restoration process. A conservation accredited architect has been appointed and the concept design will seek to minimise any environmental impact. Traditional and natural materials will be used where possible and renewable energy options will be explored.

Social – The project will ensure that the building with its heritage will once again sit at the core of community life, offering a space to meet and interact. The restoration of the clock tower provides an opportunity for the local community to shape their own future; increasing the sense of pride and a shared identity. Community groups will benefit from subsidised hire rates to use the ground floor area, increasing the resilience and capacity of the third sector. The project will promote co-design of local asset use, improve the sense of community identity and cohesion and improve community networks.

This project is part of wider regeneration ambitions as the clock tower restoration is one of the top priorities in the Moray Council's Dufftown Town Centre Improvement Plan 2022. Furthermore, DDCA is Dufftown's anchor organisation and is part of the Moray Speyside

Tourism Forum. DDCA have developed a close relationship with HIE who part fund their community developer and have commissioned business plan work. Partnerships are central to the success of the ground floor hub and Speyside Youth and four other local community groups have noted interest in using the proposed community space.

The proposed future use of the clock tower complements wider ambitions related to making Speyside a unique visitor destination, building on our heritage and tailoring it to increasing demand for bespoke experiences.

Total Cost

£845,000 with a request from RCGF of an estimated £608,860 and match funding to be confirmed in due course.

Timeframes for securing other funding

April - May 2023: project development funding: Architectural Heritage Fund (12/04/2023), William Grant Foundation and Dorenell Community Benefit Fund (23/05/2023).

HES - 40% restoration capital cost funding – 177k (31/10/2023)

Timescales and objectives

May 2023 - May 2024 Development work - Architectural and professional services

May 2024 - March 2025 Repair and restoration work

April 2025 – March 2026 Alterations and decoration work

Portgordon Community Trust – Community Hub Phase 2/3

Overview:

Portgordon Community Trust (PCT) is a company limited by guarantee that brings together a number of local organisations including its predecessor organisation Portgordon Harbour Group which has a remit to support village aims identified in multiple community consultations since 2017. The trust have been involved in vision for the redevelopment of the historic harbour assets and surrounding area as part of the area's major regeneration and the RCGF project, if successful will create a community hub within the area. The project has strong environmental social, economic and regeneration outcomes. The request from RCGF is for £664,813 and match funding of £200,000 is to be confirmed in due course.

Background: The objective of the Trust is to regenerate Portgordon Harbour and the surrounding area for the benefit of the local community, by creating a Community Hub and providing opportunities for individuals of all ages to learn new skills. PCT purchased the former Richmond Arms Hotel in 2022 and plan to develop a Community Hub for use by community groups, as well as other local organisations.

What this project will actually deliver & regeneration outcomes

The need for a single Community Hub has been identified through profiling the area, wide community consultation and a period of market research and can be seen in detail in a feasibility study carried out.

The overall aim of the project is to deliver the multi-purpose shared space which includes provision of accessible toilets, a flexible café space with retail area, and a self-catering apartment.

The fundamental objectives of the hub are to provide accessible services for locals, particularly isolated people who encounter difficulty due the rural nature of the area; provide multi-functional community space & meeting rooms; create and enhance enterprise and volunteering and potential job opportunities as well as promote tourism through provision of facilities and accommodation to bring new investment into the village

Economic – The multi-purpose shared space in the hub will allow the community access to resources and services which are not readily available in the village, such as healthcare, educational programs, and job training. A single storey extension will increase the seating area and cover potential of the proposed café and it is hoped a high-quality catering tenant will provide an increased lease income to the community and provide ongoing funding for the Development Post. The café will also benefit from passing tourism trade during summer months. This will help boost the local economy by supporting local businesses and entrepreneurs whilst providing volunteer and job opportunities.

Environmental – The project will not only reinvigorate the redundant Gordon Arms Hotel, bringing the building back into use and encouraging new investment into the area, but the capital works sits within the wider vision of the harbour regeneration, with the project “turning the building around” towards the harbour; improving green space within the area and protecting the natural environment.

Social – A community hub can help address the social and cultural needs of the local population. It is evident from ongoing community engagement by PCT during Covid 19 and as we continue to recover from that pandemic that many people in the area experience social isolation and having a community hub where they can meet and interact with others will help combat this. Additionally, the hub will provide access to resources and services which are not readily available in the village, such as healthcare, educational programs, and

job training. This will help improve the overall well-being of the local population and boost the local economy by supporting local businesses and entrepreneurs. Furthermore, the hub will serve as a platform for cultural events and activities, which will help preserve the unique identity of Portgordon and foster a sense of community pride. In summary, a community hub can help to create a more connected and thriving community in Portgordon.

Costs

£887,813 with a request from RCGF of an estimated £664,813 and match funding to be confirmed in due course.

It is intended to approach:

Crown Estate Scotland
The Wolfson Foundation
The National Lottery Community Fund
Garfield Weston
The Robertson Trust
William Grant Foundation

Tomintoul and Glenlivet Development Trust – Campsite Proposal

Overview: Tomintoul and Glenlivet Development Trust proposal is to create a touring style campsite just outside the village of Tomintoul. If the proposal is successful it will deliver strong environmental, economic and social regeneration outcomes. The indicative total project cost is £1,000,000 with a request from RCGF of £500,000 and match funding of £500,000 in place.

The project was submitted to Stage I for RCGF 2022/2023 but were not invited to submit an application to Stage II. The project has been scaled back and have since secured more funding

Background: Tomintoul and Glenlivet Development Trust (TGDT) is an open membership community owned and run Regeneration Company with charitable status. It was established 10 years ago and has delivered a range of capital regeneration projects and runs a number of social enterprises delivering impact across a range of sectors.

During the preparation of the Community Plan 2018 - 2022 Tomintoul and Glenlivet Development Trust surveyed members and the wider community to establish priorities. The proposal for a campsite was considered one of the top three priorities and is identified in the Community Plan as a key deliverable.

After considering a number of sites the board agreed to pursue the Lying in Field – an area of unimproved grassland just outside the village of Tomintoul which is owned by Crown Estate Scotland.

What this project will actually deliver & regeneration outcomes

Having agreed on a preferred site TGDT completed a masterplan exercise including market and economic impact analysis, draft site plans and costs and a full development and operational business plan.

There are strong environmental, economic and social rationale for developing a touring style campsite in Tomintoul and these are set out below

Economic - As an established tourism area in the Cairngorms National Park Tomintoul and Glenlivet have a good accommodation market with comprehensive range of hotels, bed and breakfasts and holiday lets. There is a noticeable lack of campsites with small offerings at Glenlivet Hall and Tomintoul Bowling Club.

Our economic impact study estimates each pitch at the proposed development will generate £100 of spend per day in the local area giving the site a significant impact on the local economy. In addition the site will help TGDT achieve the 'critical mass' required for it to scale up operations allowing it to deliver economies of scale across all its projects.

The development is expected to create 2 FTE operational roles.

Environmental - The environmental issues associated with wild camping are well documented and have been experienced on the Glenlivet Estate and within the wider Cairngorm National Park / Moray Speyside Tourism area. Waste water, rubbish and human waste are issues experienced by Crown Estate Scotland and our community as a result of wild camping and the lack of formal facilities has been identified as a major contributing factor.

The development of the Lying in Field is also expected to have a positive environmental impact on the area by improving the habitat value of the site. The CNPA response to our pre planning application enquiry identified opportunities to improve the site with wetlands, tree

planting and other landscaping which would encourage greater biodiversity in the interests of our target market visitor.

Social -The proposal to develop a campsite in Tomintoul is part of a regeneration strategy that began with an objective to make Tomintoul and Glenlivet a better place to live and work. TGDT and Tomintoul and Glenlivet Landscape Partnership have improved the visitor offer with tourism infrastructure improvements, events and community enterprise such as the Smugglers Hostel and Tomintoul Museum.

Operating as a social enterprise through our trading subsidiary the campsite will provide TGDT with an additional source of income to increase its sustainability as a community anchor organisation. Profits from the site will be returned to TGDT and support its core aim of supporting a sustainable vibrant future for our community.

Costs

Capital (estimate)	£1,000,000
Site acquisition and legal fees	£ 35,000
Design and tendering	£ 6,000
Business start-up	£ 20,000
Total	£1,761,000

Next steps

Community and stakeholder consultation	Complete
Site investigation and survey	Complete
Finalise design	Complete
Submit for planning	January 2023
Tendering capital works	June 2023
Finalise costs and funding	June – July 2023
Capital build phase	April 2024 – November 2024
Fit Out Phase	November 2024 – March 2025

Forres Area Community Trust – Town Hall Proposal

Overview:

Forres Area Community Trust (FACT), On completion of transforming the Town Hall it will provide a high quality, environmentally sustainable and fully accessible mixed use facility, capable of responding to current and future community needs with strong regeneration outcomes. It will include performance / events space, heritage, community and visitor information, hot-desking facility for social enterprises / small businesses and employment and training opportunities for young people.

The total project cost is £5,188,396 with a request from RCGF of an estimated £3 million over 2 years and match funding from the Trust to be confirmed in due course.

The project went to stage II of RCGF 2022/2023 but were unsuccessful due to lack of evidence of need and delivery of additional services and resulting sustainable regeneration outcomes

Background

Forres Area Community Trust (FACT) is a charity & registered as Company Limited by Guarantee. FACT began with the vision to make the Forres area a better place to live, work & / or visit. Since 2011, FACT has a well- established track record of identifying & responding to community needs through various initiatives including a Community Asset Transfer of the Town Hall.

What this project will actually deliver

Forres Town Hall will be a catalyst for regeneration in the Forres area and provide opportunities for all to access facilities and services that will strengthen and connect individuals, organisations and agencies, to make transformative difference in the community. The project will be a key part of the wider plans which are being developed for the Forres area to create a dynamic and vibrant heritage quarter in the area. This plan will transform the High Street and town centre from an area that is in decline into a vibrant and attractive location that will encourage people to live, work and visit, and in doing so will contribute to social cohesion and community wellbeing.

Upon completion in 2025/2026 the Town Hall will provide:

- An increase in facilities provided from 3 public spaces to 9 public spaces which will result in an increase in capacity from 340 people to 560 people in total being able to be in the building
- An accessible, sustainable facility in the town centre that will offer a performance space for theatre shows, cinema, musical performances, conferences and events
- A co-working facility for social enterprises and small businesses
- Learning and training spaces for use by all the community
- An exhibition space for heritage, arts and commerce
- Heritage, community and visitor information
- Employment and training opportunities for young people
- Provide opportunities for volunteering and community engagement to reduce social isolation and increase community cohesion

Timescales, objectives, target groups, geographical coverage, partnership, community involvement.

If the RCGF application is successful work would commence in April 2024 with anticipated completion date by no later than March 2026.

The objectives are:

- To develop a high quality, environmentally sustainable and fully accessible mixed use facility capable of responding to current and future community needs
- To act as a catalyst for further investment in Forres town centre by developing a heritage quarter
- To meet the target of net zero carbon emissions by 2045 using renewable technology to reduce their carbon footprint
- To provide inspirational and welcoming spaces for the whole community including young people, the elderly, social enterprises and organisations where new opportunities can be created and implemented the development and sharing of skills, experience and information
- To create 480m2 of social enterprise, office and event space

The project will connect local people with opportunities for volunteering, employment and skills development. This will include older people, families, those seeking employment, young people and those wishing to volunteer and build their skills. The venue will provide opportunities for a diverse range of activities and FACT will continue on building the success of community involvement and wide partnership working.

FACT regularly undertake a programme of community engagement activities focussing on building networks, understanding the needs of the community and increasing their resilience.

Economic, social and physical regeneration outcomes

On completion of the physical works the Town Hall will be transformed into a building fit for purpose. At times the building is at capacity due to the current limitations of the premises. The regeneration of the building will enable FACT to reach more individuals and groups from the area and from this increase their impact and reduce disadvantage.

The project will bring additional investment to the area preserving existing jobs, creating opportunities for new employment and increasing opportunities for young people in training and employment in the social enterprise sector. 6 FTE posts will be preserved through the time of construction with an additional 5 posts being created post construction. It is also envisaged that the project will support the creation of two apprenticeship posts within the construction industry.

By improving and diversifying what the area has to offer FACT will collaborate with others to regenerate the Town Hall and provide accessible and flexible spaces that are sustainable and avoid dereliction and the deterioration of the town centre further.

Demonstrate consideration and contribution towards achieving the target of net-zero carbon emissions by 2045.

The regeneration of the Town Hall aims to be a practical demonstration of how to reduce carbon emissions and energy consumption in older buildings. FACT have commissioned an energy efficiency survey from Zero Waste Scotland (September 2020) and this report has indicated that carbon emissions could be reduced by 53% if the recommendations were carried out.

Total cost

£5,188,396 with a request from RCGF of an estimated £3 million and match funding to be confirmed in due course

Key Project Tasks/ Milestones	Date Expected
Planning in Place	October 2020
Design Team Appointed	October 2020 by competitive tender
Building Warrant applied for	August 2022

Business Plan v 3 completed	December 2022
Secure funding from NLHF/ HES and others	November 2023
Start of the procurement process	01/02 2024 (assuming January 2024 RCGF Award)
Major contract works awarded to principle contractor	1/5/2024
Pre start meeting with architects and contractors	9/05/2024
Mobilisation and construction planning	26/5/2024
Site possession and start	5/06/2024
Construction: QS works, valuations and Interim Certificates	4 weekly through-out following advice from architects
Building Completion and handover	31/09/2025



REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 20 JUNE 2023

SUBJECT: DEPOT AND STORE REVIEW

BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT AND FINANCE)

1. REASON FOR REPORT

- 1.1 The purpose of this report is to provide an update on progress of the depot and store review and seek approval for some initial actions in relation to early rationalisation.
- 1.2 This report is submitted to Committee in terms of Section III (F) (3) of the Council's Scheme of Administration relating to industrial and commercial development.

2. RECOMMENDATION

2.1 It is recommended that Committee:-

- (i) **considers and notes the update;**
- (ii) **approves the progression of early rationalisation of the properties outlined in line with the vacant and surplus procedure; and**
- (iii) **notes that the outline business case will be reported before 31 December 2023.**

3. BACKGROUND

- 3.1 The meeting of this Committee of 6 September 2022 approved a report providing an update on work undertaken, noted that officers had identified potential opportunities to deliver early savings and noted a further update would be provided once the outline business case was developed (paragraph 12 of minute refers).
- 3.2 Officers have been working with colleagues to develop the outline business case. However, the complex interconnections with other work streams and significant competing priorities has seen progress slowed. It is, however, intended that the outline business case will be presented before the end of this calendar year.

4. PROGRESS

- 4.1 Engagement with services which use depots and stores has continued with a completed workshop which has helped focus the outline business case development. From the engagement and workshop it is clear that how the properties are used significantly affects the ability for the Council to rationalise, or otherwise, the properties.
- 4.2 Significant outcomes from the work since September include clarity of any properties which should be out of scope. The decision has been taken that the Closed Records Store (CRS) and Archives should formally be out of scope although, through the process, any opportunities to identify a long term solution for these properties will be considered. The long term future property requirement for the CRS and Archives will be progressed by Asset Management once significant progress on the Depot and Store review has been made. Further the significant interconnections between the Smarter Working Project and the EV Charging Strategy for Council vehicles must be included in the depot and stores review.
- 4.3 In relation to the Smarter Working Project, as this project seeks to maximise use of our offices, there will be opportunities for staff who are currently based in depot environments undertaking tasks which can be completed in an office environment to be relocated. The benefits for this would be ensuring staff currently in depot environments benefit from our flexible working opportunities and ensuring that staff have appropriate modern working environments. Further, there will be opportunities to reconfigure remaining sites which may have reduced office space requirement to maximise use for their primary depot/store purpose.
- 4.4 The requirement to transition to NetZero cuts across all parts of the Council. However, it is a significant factor in decision making in relation to property and vehicles. Decisions on both are medium to long term decisions due to the life cycle of vehicles and the relatively inflexible nature of buildings. The outline business case will therefore focus on retaining sites which are, or are able to be, operationally efficient, health and safety compliant, deliver the service in the correct location and can meet our NetZero objectives by either already not having a carbon producing heat source or can be adapted at appropriate cost.
- 4.5 It is clear that the transition to a non-fossil fuel vehicle fleet will be extremely challenging, not least given that currently there are limited or no options for some of our large specialist vehicles. How we transition our fleet could have a significant impact on our depot requirements when the potential range of electric vehicles, vehicle charging requirements and repair requirements are considered. The outline business case will therefore look to incorporate strategic recommendations on how the council addresses the charging of Council vehicles. During the engagement so far, it is clear that some flexible/modern/efficient working practices like staff starting work journeys from home and working out of a stocked van are being compromised when their vehicle is changed to an EV - with the current thinking being that the EV has to be charged at a Council depot. The business case will seek to set guidelines on how services can support modern ways of working with an electric vehicle.

4.6 A further significant outcome from the engagement and workshop is the direct connection between working practices and space requirements. Historically, depot and store requirements have developed on the premise that material for the task, equipment for the task and the task instruction must be collected from a single depot before the task can commence. This is now not the case. As noted above, the DLO working practices have developed to permit staff to have a fully stocked van and an electronic device thus permitting the staff member to start their working day from their house. This reduces dead mileage and permits a more flexible working environment. However, this example of using technology to improve productivity is not evident across the various services based in depots and stores. To maximise the potential outcome from this review, the outline business case will look to incorporate opportunities for business development/improvement to minimise the use of property. This will not only look at technology, but also look at equipment and material management and storage to limit the amount of unproductive depot and store space.

4.7 During the engagement process the following opportunities for rationalisation have been identified:

Property	User	Relocation	Annual saving
Unit H, Isla Bank Mills, Keith	DLO	Staff moved to Mosstodloch	£34,000 (internal rent, utilities and rates)
Dava garage	Roads	No longer used	£500 (external rent) (note this is a leased property potential for dilapidation cost which will be covered as a spend to save from the other full year savings)
Dufftown depot	Roads	Services relocated to Keith	£7,500 (utilities)
HWRC, Conglass Lane, Tomintoul	Waste	Services relocated to Roads Depot in Tomintoul	nominal
Auchinhove salt store	Roads	Replaced with new salt store in Keith	Nominal financial saving, better service delivery and demolish to reduce risk.

It is recommended that the above properties progress through the vacant surplus process with full year savings being achieved in financial year 2024/25.

5. **SUMMARY OF IMPLICATIONS**

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

This project forms part of the Improvement and Modernisation Programme of Work that supports the Council priority of a financially stable Council.

(b) Policy and Legal

None

(c) Financial Implications

The financial savings from the rationalisation of the depots noted above accumulate to £42,000 from financial year 2024/25. As the business case develops and identifies further financial savings and potential capital spend to save projects these will be reported in the appropriate manner.

(d) Risk Implications

The main risk of the review is the engagement of Services and the completion of the project. Housing and Property officers are working with Services to ensure they have buy in to the work being undertaken and remain engaged in a process that has been ongoing for some time. As identified, early quick wins demonstrate delivery which should support positive engagement.

Planning to ensure safe movements are possible at the Tomintoul Depot for both roads and public users of the HWRC are ongoing and the move will not be progressed until this is completed.

(e) Staffing Implications

The staff implications due to the moves identified by early opportunities above have been progressed by the appropriate Service in line with HR processes where applicable.

(f) Property

The property implications are as detailed in this report and will be further detailed in future reports.

(g) Equalities/Socio Economic Impact

There are no equalities or socio economic issues arising from this report. However, these will be appraised within the business case.

(h) Climate Change and Biodiversity Impacts

No climate change or biodiversity implications have been identified relating to the recommendations of this report. However, any decisions on the future of property assets will be heavily influenced by the Council's strategy.

(i) Consultations

The Head of Housing and Property Services, Chief Financial Officer, Legal Services Manager, the Head of Environmental and Commercial Services, the Equal Opportunities Officer and Lissa Rowan (Committee

Services Officer) have been consulted and their comments incorporated in this report as appropriate.

6. CONCLUSIONS

- 6.1 Engagement with appropriate services has progressed which has informed the direction of travel for the development of the outline business case.**
- 6.2 There are significant interconnections between the depot and store review and the Smarter Working project with opportunities to reduce office space within the depot and store portfolio a priority.**
- 6.3 The Council EV Charging Strategy will have a significant impact on demand for property space and to that end the strategy will be brought into the outline business case to ensure there is a strategic approach in relation to EV charging for Council vehicles utilised by depots and stores.**
- 6.4 Early opportunities have been identified and properties specified in paragraph 4.7 will be progressed through the vacant surplus process to deliver financial savings.**

Author of Report: Neil Strachan, Property Asset Manager
Background Papers: None
Ref: SPMAN-1285234812-1330



REPORT TO: ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 20 JUNE 2023

SUBJECT: INFORMATION REPORT: LIST OF PROPERTY TRANSACTIONS CONCLUDED UNDER DELEGATED POWERS

BY: DEPUTE CHIEF EXECUTIVE (ECONOMY, ENVIRONMENT & FINANCE)

1. REASON FOR REPORT

- 1.1 To inform the Committee of property transactions which have been dealt with under delegated powers.
- 1.2 This report is submitted to the Economic Development and Infrastructure Services Committee in terms of Section III F (5) of the Council's Scheme of Administration relating to industrial and commercial development.

2. BACKGROUND

- 2.1 In terms of the Council's Scheme of Delegation, the Head of Housing and Property has delegated authority to grant leases, licenses or other occupation agreements of land and buildings for 25 years or less duration where the initial rent does not exceed £35,000 per annum and sites on long term building leases of up to 125 years duration where the initial rent does not exceed £35,000 per annum.
- 2.2 In terms of the Council's Scheme of Delegation, the Head of Housing and Property has delegated authority to conduct rent reviews and fix new rents.
- 2.3 In terms of the Council's Scheme of Delegation, the Head of Housing and Property has delegated authority to grant wayleaves or servitudes over Council owned property.

3. SUMMARY OF IMPLICATIONS

- (a) **Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))**

The proposals support the aim of delivering financial stability.

(b) Policy and Legal

None.

(c) Financial Implications

The transactions detailed in **APPENDICES I and II** will generate an income to the Council.

(d) Risk Implications

None.

(e) Staffing Implications

None.

(f) Property

None.

(g) Equalities/Socio Economic Impact

None.

(h) Climate Change and Biodiversity Impacts

None.

(i) Consultations

None.

4. CONCLUSION

4.1 It is recommended that the Committee notes the 9 leases, 2 rent reviews and 2 servitudes as set out in APPENDICES I, II and III.

Author of Report: Stuart Beveridge, Asset Manager (Commercial Buildings)

Background Papers:

Ref: SPMAN-1285234812-1323

REPORT TO THE ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 20 JUNE 2023

LIST OF LEASES OF BUILDINGS AND SITES – SUBMITTED FOR NOTING

1. <u>Reference No.</u>	1. <u>Address</u>	1. <u>Building (m²)</u>	1. <u>Date of Entry</u>	<u>Rent</u>	<u>Remarks</u>
2. <u>Officer's Ints</u>	2. <u>Tenant</u>	2. <u>Site (Ha)</u>	2. <u>Review Period</u>		
1. KE/3/268	1. Unit J Isla Bank Mills, Keith	1. 777sqm	1. 16/2/23	£22,000 p.a.	Permitted Use: Workshops & storage in relation to cooperage & barrel storage.
2. ALBU	2. Oakwood Cooperage Ltd (SC596065)	2. 0.094Ha	2. 3 years		
1. LO/1/204	1. Unit 4 Coulardbank Industrial Estate, Lossiemouth	1. 70.05sqm	1. 1/4/23	£7,600 p.a.	Permitted Use: Storage of stock related to tenant's online clothing retail business.
2. TIBA	2. Scotstone Ltd (SC755827)	2. -	2. 3 years		
1. EL/1/218	1. 14 Chanonry Road North, Elgin	1. 110sqm	1. 1/4/23	£9,350 p.a. + VAT	Permitted Use: Vehicle storage & repair.
2. TIBA	2. Stewart Developments (Scotland) Ltd (SC757924)	2. 0.01Ha	2. 3 years		

1. BD/1/204	1. Unit 4 Burghead Harbour, Burghead	1. 58sqm	1. 6/4/23	£1	Permitted Use: Car valeting & associated storage. Tenant paid 3 years rent in advance by commuted payment of £12,750 exclusive of VAT.
2. ALBU	2. Stuart Roberts	2. 0.006Ha	2. 3 years		
1. CL/482/2	1. Cullen Primary School Nursery	1.	1. 26/3/23	N/A	License to use space during specified periods when not required by Council nursery.
2. SB	2. Teddy Bear Developmental Group	2.	2. 3 months and 1 week		Permitted Use: Childcare facility.
1. FR/410/1	1. Garage at rear of Forres Community Centre, Forres	1. 24.5sqm	1. 1/2/23	£1 if asked	Permitted Use: Storage of minibus.
2. SB	2. Forres Osprey Bus	2.	2. Month to month		
1. EL/1/223	1. Unit 3, 2 Chanonry Road North, Elgin	1. 25sqm	1. 4/5/23	£3,960 p.a. + VAT	Permitted Use: Office & store for the distribution & hire of baby carrying equipment.
2. TIBA	2. Sara Milligan	2. -	2. 3 years		

1. BK/4/103	1. March Road Development IE, Buckie	1. -	1. 23/3/23	£25,600 p.a.	Permitted Use: Development of warehousing & factories for food processing & storage.
2. ALBU	2. Lossie Seafoods Ltd (SC145004)	2. 1.31Ha	2. 5 years		
1. FR/4/204	1. 7 Waterford Circle, Forres	1. 70sqm	1. 11/5/23	£7,200 p.a.	Permitted Use: Workshop for the tenant's Gunsmith business.
2. IAWA	2. GS Precision Engineering Services Ltd	2. 0.01Ha	2. 3 years		

APPENDIX II**REPORT TO THE ECONOMIC DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE ON 20 JUNE 2023****LIST OF RENT REVIEWS OF BUILDINGS AND SITES - SUBMITTED FOR NOTING**

1. <u>Ref No.</u> 2. <u>Valuer's Ints.</u>	1. <u>Address</u> 2. <u>Tenant</u>	1. <u>Building (m²)</u> 2. <u>Site (Ha)</u>	1. <u>Date of Entry</u> 2. <u>Review Period Interval</u>	1. <u>Previous Rent</u> 2. <u>New Rent</u>	<u>Remarks</u>
1. FR/565/003 2. SB	1. Forres Mechanics FC, Mosset Park 2. Forres Mechanics FC	1. 2.	1. 16/9/19 2. 28/11/22 and 5 yearly thereafter	1. £5,050 p.a. 2. £6,218 p.a.	Permitted Use: Land for Football Stadium.
1. EL/1/114 2. TIBA	1. 5 Chanonry Road South, Elgin 2. Speyfruit Ltd	1. - 2. 0.14Ha	1. 20/6/07 2. 5 years	1. £6,000 p.a. + VAT 2. £7,485 p.a. + VAT	Permitted Use: Storage & distribution of fruit & vegetables.

APPENDIX III

REPORT TO THE ECONOMIC DEVELOPMENT & INFRASTRUCTURE SERVICES COMMITTEE ON 20 JUNE 2023

GRANT OF SERVITUDES AND WAYLEAVES

<u>Officer Intls</u>	<u>File Ref</u>	<u>Address</u>	<u>Description</u>	<u>Price</u>	<u>Comments</u>
CQ	BK/750/35	Garage Site No 4, James Street, Buckie, AB56 1RL	Servitude Right – Private Party	£0	Right of access to previously disposed Council garage site.
CQ	PK/675/5	4 Logie Drive, Portknockie, AB56 4NF	Servitude Right – Private Party	£0	Right of access to rear of previously disposed Council property.

