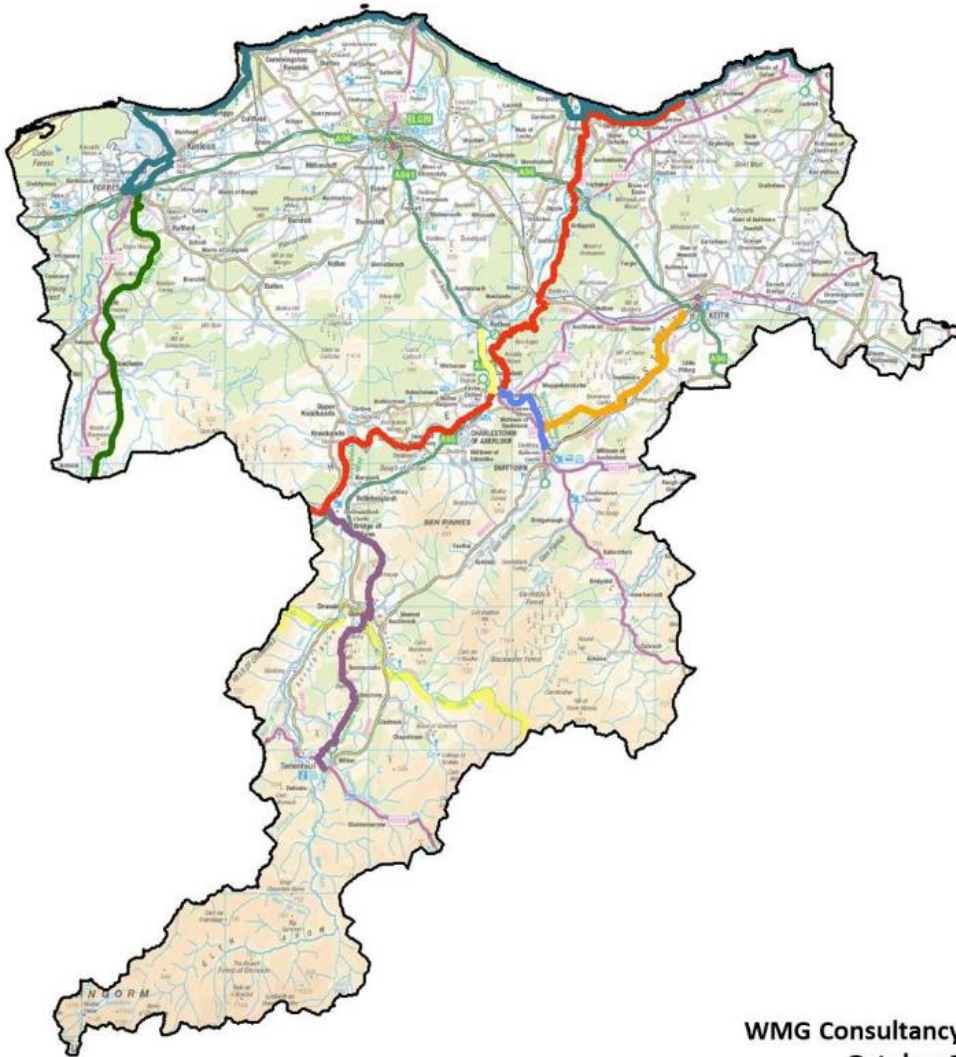


Moray Routes

Strategic Infrastructure Plan



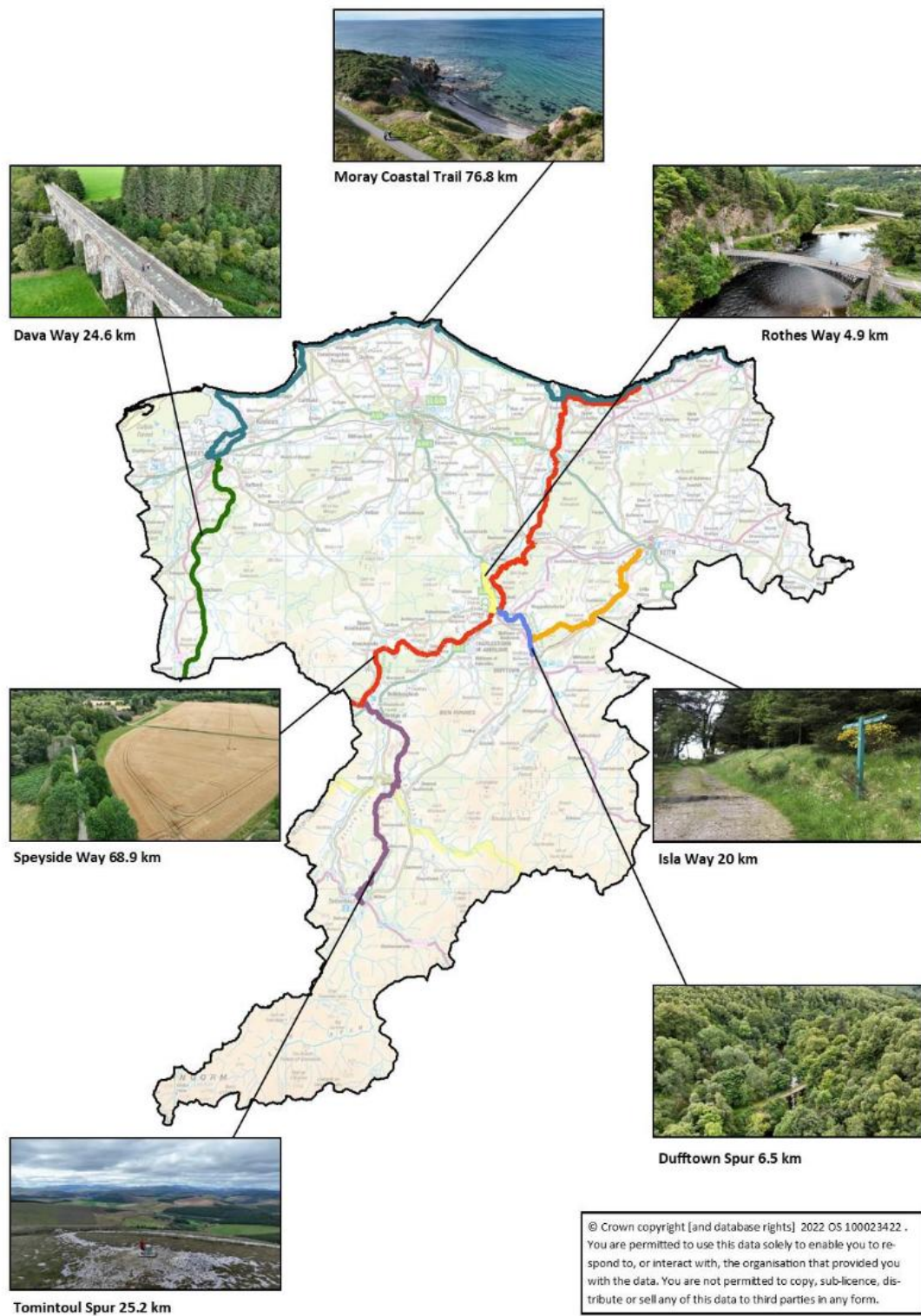
WMG Consultancy Ltd
October 2022

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Moray Routes: Bright Futures – Strategic Infrastructure Plan

Unlocking the Power of Moray Routes



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PART 1 – MAIN PLAN

1 Plan Context

This plan identifies key priorities in a package of measures for Moray Routes infrastructure over the medium term - broadly defined as being the next 2 - 5 years. Walking, wheeling, and cycling are at the top of Scotland's sustainable transport hierarchy. Moray Routes comprise the network of key enabling walking and cycling leisure routes across Moray. Equally, the descent of the River Spey through Moray is a popular canoe journey.

Well used by visitors and people on day trips, the network makes a big contribution to the Moray tourism offer and generates significant economic, well-being and environmental benefits. Investment in route infrastructure means more can be done to increase these benefits and to make the routes accessible to a wider range of users. Challenges come from increasing user numbers and demands in the context of Moray's topography, ageing underlying infrastructure and the pressures of climate change effects. Almost 30% of Moray routes are on disused railway infrastructure built over 100 years ago, including key bridges across large rivers like the Spey.

To get through the recent Covid-19 pandemic, many people came to appreciate the scenic assets and paths close to home that we depend upon for both our mental and physical health. Counters on Moray Routes show increases in path usage both by cyclists and walkers. Overseas visitors stayed away during the pandemic and, although they are making a welcome return to Moray, an outlook is needed to fully capitalise on 'staycations' and day trip users, at least for the foreseeable future. Prioritising active travel needs heightens the importance of having good local multi-use infrastructure, transport hubs and destinations with facilities in place suitable for day-to-day travel and tourism-related travel.

Moray needs a network of routes that welcomes everyone who wants to walk, cycle and wheel and that gives people ways to move through the landscape at a leisurely pace, staying longer and spending more in local economies while improving their health. Moray Council has prioritised active travel when developing and maintaining connected travel routes. However, this cannot be achieved without significant and sustained investment in local routes infrastructure.

This strategic infrastructure plan builds on this growing need. It also builds on complementary schemes like the Tomintoul and Glenlivet Landscape Partnership - Access Improvements, the Coast to Country project, the Speyside Low Carbon Hub Project, and the Lossiemouth East Beach Bridge replacement (details below). Together they have already recently invested £3.36 million in parts of the Moray Routes network.

Definitions

Active Travel: Refers to modes of travel that involve a level of activity like walking, cycling, and wheeling. During Covid, average miles walked and cycled increased to their highest recorded levels.

Infrastructure: Physical and digital infrastructure used by visitors and by Moray residents in their day-to-day activities. Defining “tourism infrastructure” is not always easy. This plan is for physical and digital infrastructure that is publicly available and typically provided by a public or third sector body as part of a nationally defined Long Distance Route network - primarily aimed at visitors.

Jobs: Employment supported by visitor spending in the community because of the routes. Part-time and seasonal jobs are included proportionally. A person can hold more than one job, so total job count is not necessarily the same as the count of employed persons.

The Moray Routes – Bright Futures Strategic Infrastructure Plan 2022: A rebranded name is proposed for this Plan. The name is intended to convey a positive outlook for the network and to deliver a memorable name for a Plan that will stand out amongst other plans and strategic documents. The term ‘Plan’ has been used in this document.

Trips: The number of times someone travels in one direction along the route. A “point to point” excursion along the route counts as one trip; an “out and back” walk or cycle counts as two trips. Route counters record trips, not users.

Users: The number of people who use the route. On average, users equal a little more than half of trips.

Visitors: Day trips - users who come from at least 50 miles away to use the route. Tourists – users who are staying overnight in accommodation in or near to Moray. The number of visitors underpins the estimates of spending and economic impact.

Visitor Spending: The amount of money visitors spend during their visit to the routes. This spending represents ‘new’ money brought into the locality by people whose motivation to visit is significantly because of route offers and choice.

2 Conclusions and Recommendations

2.1 Conclusions

The Plan describes the existing status of Moray Routes and notes route condition, challenges of historic infrastructure, and topographical/climate change-based challenges for route sections on the coast and in the hills.

However, the Plan highlights the real opportunities for Moray communities and the tourism economy in developing the physical and digital infrastructures along the routes.

These opportunities will unlock the potential to:

- (a) Strengthen previous financial investment by Moray Council and the Scottish Government and, importantly, the social investment by multiple local community-based associations and bodies along the route.
- (b) Enable businesses and communities to capitalise on positive market trends, showing people seeking out less visited destinations and enjoying outdoor and 'slow' tourism activities throughout the year that deliver value for money and wellbeing benefits.
- (c) Support projects that improve the quality of the visitor experience in Moray in places that have faced pressure on their infrastructure due to a rise in visitor numbers during the Covid pandemic.
- (d) Support projects that improve the outdoor offer to the visitor in Moray in places that currently have weak route infrastructure or have the capacity to accommodate additional visitor numbers.
- (e) Provide a focus on infrastructure that is carbon conscious and can help to reduce climate change impacts.

The Plan highlights a pipeline of projects that are expected to produce positive outcomes for Moray Council through better data management and infrastructure condition, with concomitant benefits for businesses, communities, and visitors.

The Plan includes two short pieces of video footage – an introductory video to the Moray Routes and video specific to the projects listed. These can be accessed by permission of Moray Council.

Out with the context of this Plan, further packages of support, such as development officer funding and marketing assistance made available to community-led bodies and small businesses connected to Moray Routes, would enable them to better service the network and the visitor experience.

Successful applications to RTIF Round 5 for development support following the submission of the Moray Routes Strategic Infrastructure Plan, will provide funding for detailed project development so there will be minimal resource implications for Moray Council at this stage. Projects that are selected for RTIF5 capital funding will then require additional matching support from Council funds and/ or through applying for other grants or contributions.

2.2 Recommendations

It is recommended that:

1. Moray Council uses this Plan and the detail it provides to support the submission of the projects set out in Part 2 of this report to RTIF Round 5;
2. The two Tier 1 Moray-wide projects (Smart Destination and Informed Destination) be included in the first submission to RTIF Round 5; and
3. Moray Council considers the establishment of a new restricted Moray Routes Infrastructure Fund

3 Engagement and Consultation with Key Stakeholders

3.1 Key Stakeholders and Community Groups

Key to successful delivery of a clear and agreed set of outcomes was positive buy-in at key stakeholder and community level.

Key stakeholder and community groups included:

Local Government	
Moray Council	Roads; Access; GIS; Econ Dev't; Funding
Highland Council	Access
Public Agencies	
Cairngorms National Park Authority	Access; Strategic Planning; Funding
Forestry & Land Scotland	Access; Estates
*Transport Scotland	Area Management; Funding
Local Associations and Groups	
*Moray Way Association	Priorities; Planning; Management; Funding
Speyside Way Association	Priorities; Planning; Management; Funding
*Dava Way Association	Priorities; Planning; Management; Funding
Drummuir 21	Priorities; Planning; Management; Funding
*Findhorn Village Conservation Company	Priorities; Planning, Management; Funding
*Rothes Way Association	Priorities; Planning; Management; Funding
*Visit Moray Speyside	Business Improvement District - Strategic tourism priorities
*Tomintoul & Glenlivet Development Trust	Access; Funding
Community Councils and Community Associations	
*Dufftown & District Community Association	Priorities; Planning; Management; Funding
*Portgordon Community Trust	Priorities; Planning; Management; Funding
*Glenlivet & Inveravon Community Association	Priorities; Planning; Management; Funding
Dufftown & District Community Council	Currently not established
Glenlivet Community Council	Currently not established
Landowners	
*Ballindalloch Estate	Access; Estate Management; Funding
*Crown Estate Scotland	Access; Estate Management; Funding

3.2 Engagement and Consultation

Key staff within these groups were initially identified, followed by a series of communications, meetings, and site visits. Some of the proposed projects in this plan required multiple follow up meetings and site visits to ensure the final proposals were achievable and deliverable.

12* of these partners agreed to review the near final report and were each asked to respond to a questionnaire (**Appendix 1**). Many of their comments or suggestions have been incorporated into the final report, with several examples listed below:

- “Very comprehensive document. Working together to make improvements across Moray to support residents, visitors, and businesses – well done.
- The Dufftown spur is used on a constant basis season-round, by runners, dog walkers, distillery tour walkers, cyclists, young families, and as the route with some potential risk of closure, issues should be among the first addressed.
- Although tourism is the key driver here, local physical and mental health aspects could become a joined up “prescription” policy with local GPs and other care givers.
- We recognise that the plan is focussed on capital projects eligible for RTIF. Nevertheless, an acknowledgement that any physical capital investment could be greatly enhanced by revenue funding for community organisations supporting the routes would be appreciated.
- A comprehensive and well researched plan that captures the current state of infrastructure and the required works to make Moray a more attractive active tourism area and improve active travel routes for locals and visitors alike.
- The MWA is supportive of the ground work suggested in the proposal and would be happy to be a delivery agent but would need reassurance that better collaborative working will be put in place.
- As is noted in the report, the digital infrastructure currently in place has limitations. The Moray Ways Website has a great deal of potential for development. However, as with community tourism development, capacity of the voluntary organisation running the website is limited.
- Moray Council has major constraints on its budget and there would need to be significant funding made available from the Scottish Government or other funding bodies to meet the costs involved in planning, construction, and maintenance of paths and other infrastructure aspects.
- Access to phone signals in rural areas will need to be improved to make this data network work consistently.
- Providing more accessible routes with destinations is a positive outcome for all.
- The MWA have been looking at options such as digital passports and have developed a sound walk for the Moray Way. These ideas could be developed to complement the proposed app - but there has been no discussion with MWA about this in developing the proposal.
- Overall, I find it an ambitious and exciting project which has the potential to provide a major boost to tourism across Moray and positive benefit to rural communities such as Rothies”.

4 Vision and Objectives

Making safe, high quality and connected environments for people walking and cycling requires an infrastructure plan that sets out a strategic rationale for a pipeline of projects. It helps to justify a further uplift in the amount of funding available in Moray to support walking, cycling, and wheeling by day visitors and tourists.

4.1 Moray Routes – Bright Futures Strategic Infrastructure Plan 2022 – Vision

By 2030, Moray Routes will be seen as a vibrant, distinctive, and responsible network of trails valued for their connectedness, ease of use, and warm welcome alongside the natural beauty, wildlife, exceptional coastline, landscapes, and outstanding heritage found in Moray. The trails provide a year-round sustainable network for both tourism and active travel, where adjacent businesses are growing and embed walking, cycling, and wheeling best practice in their operation. Trails are increasingly connected by low carbon transport options and are creating economic and social value for Moray citizens and supporting the area's transition to a low carbon economy.

4.2 Moray Routes – Bright Futures Strategic Infrastructure Plan 2022 – Objectives

The primary financial input sought to support the three Plan objectives is from RTIF Round 5, alongside contributions from Moray Council's capital budget plus other funding sources. This is subject to Moray Council budget settlements and committee approvals. Moray Council staff will provide oversight and expertise. Project management time and effort will be provided by voluntary associations and community companies where they have capacity.

Objective 1	To bolster investment in Moray Routes infrastructure improvements
Output	<ul style="list-style-type: none">- Physical improvements to sections with poor quality and accessibility- Improvement to digital management infrastructure and visitor experience through automated counters, Apps, QR codes etc- Complement existing investment (car parks, toilets, EV chargers etc) to further enhance user experiences
Outcome	Increased usage, greater user satisfaction with route quality, reported improved perceptions of safety and user experience.
Impact	More spend per visitor, longer stays, more diverse businesses supported, enhanced profile/motivation for Moray as a walking and cycling destination. More efficient maintenance and targeting of management resources to address 'bottlenecks' and pressured sites.

Objective 2	To enhance the Moray Routes user experience
Output	<ul style="list-style-type: none"> - Information to inform and prepare people for enjoyable but responsible and sensitive route use - Physical and digital interpretation which expresses identity, authenticity and localism of communities and places along the routes
Outcome	Information supplied to users is more relevant and helpful. Greater user satisfaction with route user experience.
Impact	Positive user generated route reviews. Users are inspired to return and recommend their experience to others

Objective 3	To strengthen shared stewardship of the Moray Routes
Output	<ul style="list-style-type: none"> - Support and strengthen volunteer associations who work on the routes - Encourage community entrepreneurship and civic pride
Outcome	Better and more sustainable route management and maintenance
Impact	More users and more new business opportunities. Businesses on or near routes report positive feedback and revenues ¹ . More local 'ownership' of routes as elements within Community Action Plans, Local Place Plans and Community Wealth portfolios

¹ Scotland's National Walking and Cycling Network 2019 Evaluation Report Section 3.2 [Scotland's National Walking and Cycling Network, 2019 Evaluation Report \(walkipedia.scot\)](#)

5 Plan Methodology

5.1 Commissioning and Analysis

The Plan was commissioned by Moray Council to support a Moray Council RTIF Round 5 2022/23 application to support priorities over the medium term (2 - 5 years). The analysis is based on desk top research, field work on site, and consultations with key stakeholders carried out from June to October 2022.

Analysis relies on four data elements:

1. existing route count data
2. past route reports, studies, and user characteristics
3. a literature review of comparable metrics for impacts associated with walkers, cyclists, and other trails
4. economic impact estimates from Moray STEAM and other tourism sector sources.

The conclusions and identified projects in the report rely on three underlying assumptions:

First, we assume that communities will capitalise on the benefits arising from the Moray Routes, mainly through user spending, with local way associations and community companies continuing to carry out supporting activities and local businesses beside the routes promoting themselves as welcoming stops for route users.

Second, we assume that the increase in outdoor recreation and active travel observed during the Covid-19 pandemic will persist. This assumption is supported by data from counters and anecdotal accounts.

Finally, we assume that the capital works highlighted in this Plan will be built and maintained to a satisfactory quality by Moray Council and other public body and third sector partners. And we assume funding from other providers will continue to be sought, with a view to establishing a long term type fund to support the network into the longer term.

5.2 Data Sources

The analysis for the Plan also relies on information and priorities expressed in past capital project plans, previous Moray Routes reports and plans and the recommendations from key current published Moray and Scotland-wide legislation and strategies including:

5.3 Moray Plans and Strategies

- Moray Council Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP)
- Moray Economic Strategy 2019-29 Towards Future Prosperity and Inclusive Growth
- Moray Growth Deal 2030
- Moray Speyside Tourism Strategy
- Moray Climate Change Strategy 2020-2030 and Route Map to Net Zero
- Moray Local Development Plan 2020
- Moray Core Paths Plan – Amended 2018

5.4 National Legislation and Strategies

- Countryside (Scotland) Act 1967
- Scotland Outlook 2030
- National Planning Framework 4
- National Strategy for Economic Development
- Place Principle²

5.5 Moray Route Reports

- Moray Way Feasibility Study 2017
- Isla Way Extension Feasibility and Costing 2015
- Rothes To Craigellachie: Multi-Use Path Feasibility Study 2019
- Coastal Erosion Study, Findhorn to Roseisle 2002
- Lossiemouth to Hopeman Cycle Route Feasibility Study 2018

5.6 Carbon Conscious

In assessing route infrastructure carbon implications, it is noted that the Scotland Climate Change Plan and Act commits the country to becoming a net zero society by 2045 and the Council have made a similar commitment for Moray.

Architecture and Design Scotland (A&DS) helped Moray Council in 2019 with their Elgin spatial plan to achieve this target in practical and creative ways³. The interconnected principles in the report outline important concepts that are relevant to Moray Routes, especially where they pass through tourism hubs where the principles are being applied.

The eight A&DS principles are: 1. A place-led approach 2. A place of small distances 3. A network of small-distance places 4. A place designed for and with local people 5. A place that reuses, repurposes, and considers whole-life costs 6. A place with whole and circular systems 7. A place that supports sharing 8. A place designed in time.

5.7 Previous Investment

The Moray Routes network has seen recent infrastructure investment including:

5.7.1 Tomintoul and Glenlivet Landscape Partnership

Access Improvements where Tomintoul and Glenlivet Development Trust were awarded National Heritage Lottery funding for a portfolio of projects including the Speyside Way Spur path improvements. The project, costing £236,000 and opened in September 2019, involved upgrading and repairing wet and muddy sections, improving path drainage and surfaces along with formalising a long-standing diversion at Tombreckachie. Pedestrian self-closing gates, and new signage have been installed.

² [Place Principle: introduction - gov.scot \(www.gov.scot\)](https://www.gov.scot/publications/place-principle/introduction/pages/introduction.aspx)

³ [The eight principles of a carbon conscious place | A&DS \(ads.org.uk\)](https://ads.org.uk/the-eight-principles-of-a-carbon-conscious-place/)

5.7.2 Coast to Country Project

Moray Council was awarded £346,065 from RTIF Round 4 in January 2022 for projects to provide new overnight motorhome facilities in Cullen, Ballindalloch, and Craigellachie. Two toilet blocks in Findhorn will be upgraded and reopened and a new toilet block will be installed in Ballindalloch.

A new car park and an upgraded foot path are to be implemented at Bow Fiddle Rock and Ben Rinnes, Ballindalloch, Hopeman and Craigellachie will all receive car park enhancements. New electric vehicle charging points will be installed at Craigellachie, Hopeman, Cullen, Bow Fiddle Rock and Ballindalloch. All projects must be completed, and final claims received, by 31 March 2023.

5.7.3 Speyside Low Carbon Hub Project

Moray Council secured £978,000 of funding from the European Regional Development Fund (ERDF) Low Carbon Travel and Transport Challenge Fund, and Transport Scotland in 2018. Phase One was 10km Craigellachie to Carron and Phase Two from Carron to Cragganmore. Improvements included upgrading the existing surface, bridge repairs, improved drainage, replacement of information panels, counters, open cycle storage and bike repair stations at key nodal points and way markers charging points for ultra-low emission vehicles. These projects are now complete.

5.7.4 Lossiemouth East Beach Bridge

Bridge replacement cost £1.8m and was funded by the Scottish Government and will be maintained by Moray Council. It reopened in May 2022 and brings back a key link in the Moray Coastal Trail. The business case submitted for Government funding revealed an annual loss of £1.5m to the local economy when the original 100-year-old bridge was declared unsafe and closed in 2019. The Lossiemouth Community Development Trust estimate that approximately 75,000 people crossed the Bridge in July 2022 with a daily average of 2,400 crossings.

5.8 Investment Outcomes

Investment of £3.36 million of public funds in route infrastructure from 2018 has delivered real outcomes. Since opening the Speyside Low Carbon Hub Project in 2019, average daily cycling and walking figures have increased rapidly. In July 2019 an average of 6 cyclists a day used the route, rising to 40 in July 2020. At Fiddich Park, Craigellachie, 67 walkers per day in 2019 became 183 in 2020. Aberlour is a significant tourism and employment centre for Moray and hosts a secondary school with the largest geographic catchment in Scotland⁴.

Since opening in June 2022, the Lossiemouth Community Development Trust estimate that approximately 75,000 people crossed the Lossiemouth East Beach Bridge in July 2022 with a daily average of 2,400 crossings.

In addition to grant support over the last five years, it should be noted that the people managing local trail associations have contributed hundreds of hours and many days of

⁴ [file58279.pdf \(moray.gov.uk\)](#)

volunteer time and effort to projects to improve the Moray Routes network infrastructure. This includes practical repair works on the ground and in committee and fundraising work.

6 Moray Routes - Opportunities and Challenges

6.1 Opportunities

Moray Routes are one of the most inspiring features of Moray and the area-wide network takes people to many of its special places and promotes visitor expenditure. Along the routes are 'Instagrammable' places like distilleries, castles, bridges, and villages beside natural elements like rivers, coastlines, moors, hills, and forests. The routes are all part of the Scottish National Walking, Cycling and Wheeling network.

What truly makes the Moray Routes special are the community of users, local people and businesses and associations that keep the spirit of the Moray Routes alive through their adventures, their hospitality, their wayside stories, and their physical labour.

Visit Scotland highlight the evidence around the fundamental need for outdoor activities – as facilitated by Moray Routes. This has been a growing tourism driver for years and was further strengthened during the pandemic. An increasing number of people are becoming more active and looking for lower cost ways of staying healthy and physically fit. Technology, closeness to nature and authentic experiences are core market drivers.

There are 17 communities along the Moray Routes recognised in the Plan. These communities are assets for everyone who uses the Moray Routes to walk, wheel, or ride. Many routes users live in these communities and for visitors they provide food and drink, overnight accommodation, transport links, attractions, history, volunteer opportunities and so much more. Additionally, routes users can participate in special events and side adventures – whether for a short time or for multiple days – and explore everything these route side communities have to offer. The routes can be a catalyst for local community and business developments, from providing route users with services like food and drink, baggage transfer and accommodation.

6.2 Challenges

Moray's topography and several major river catchments draining from Scotland's highest mountains and Moray Firth coastline means major bridges and engineered sections are vital routes network features. Sections of the network need additional investment to secure connectivity, enhance user experience and deliver a lower carbon footprint for travel and transport in Moray. Almost one third of the network follows disused railway lines, constructed over 100 years ago, or even older routes.

Many former rail structures are currently in use as valued active travel corridors across Moray - often as part of the Moray Routes network and the National Cycle Network. Moray Council, Sustrans and others have ownership of a variety of assets, some are in use, and some are not. Ensuring these and other structures remain fit for purpose requires regular structural assessment and a pipeline of work on priority structures.

Without funding to carry out capital works and to maintain these structures to an acceptable level, there is a very real risk to their future use – this applies both to those ones in use and those that may be useful in the future. Climate change is accelerating the scale and likelihood

of infrastructure damage through more frequent and intense weather events and sea level rise.

Around one fifth of the UK's population ⁵define themselves as disabled. This is expected to grow due to the rising elderly population. Hence, making sections of the Moray Routes more accessible to a wider range of users, without sacrificing core values of wildness and rurality is important.

Moray Council, working with partners, has begun to address other facility shortages and hot spots along the routes by investment in toilets, carparking, and active travel sections. Now the Council would like to further explore how improvements to path quality and accessibility and digital infrastructure like counters and Apps can be addressed.

It should be recognised that, in many cases, targeted capital works to retain the network 'status quo' will cost less than infilling or removal of assets like old rail infrastructure and will prolong their life and the benefits they bring. Securing investment will enable the Moray Routes network to meet user demands, enhance inclusion and to help Moray become a world class sustainable visitor destination.

Beyond physical and digital infrastructure, challenges occur in the social and economic infrastructure supporting the Moray Routes. Accommodation provision and public transport lack connectivity with the route network. Volunteer community bodies associated with route stewardship may lack resources such as funding and staffing to best capitalise on route opportunities.

RTIF is designed to support collaborative projects that focus on improving the visitor experience in rural parts of Scotland that are facing immediate and damaging pressures on their infrastructure or negative impacts on communities due to visitor numbers. Moray Council and other economic development agencies, funders, and partners like Visit Moray Speyside (a Tourism BID) operate a range of marketing, support, and resources to assist businesses and community groups to take advantage of the Moray Route infrastructures.

6.3 Moray Routes SWOT Analysis

Strengths	Weaknesses	Opportunities	Threats
<ul style="list-style-type: none"> ▪ Accessibility ▪ Range of trails ▪ Links to Cairngorms National Park ▪ World class whisky products/ destinations beside the trails 	<ul style="list-style-type: none"> ▪ Seasonality ▪ Lack of suitable accommodation ▪ Poor quality trail sections - limiting accessibility ▪ Lack of a clear identity 	<ul style="list-style-type: none"> ▪ Developing responsible outdoor adventure and active travel product in Moray ▪ Wider all-ability walking and cycling network attracting more users and more spending 	<ul style="list-style-type: none"> ▪ 'Red' trail sections (engineering challenges with landslips, other capital works and landowner and land manager

⁵ UK Government

<ul style="list-style-type: none"> ▪ Varied product along the trails including traditional villages, coast and country heritage and wildlife ▪ Local trail associations taking responsibility 	<ul style="list-style-type: none"> ▪ Uncontrolled crossing points on major roads ▪ Waymarking confusion for users in places ▪ Lack of customer data (modern counters) and trail condition insight ▪ Use of taxis etc to cross traffic heavy route sections 	<ul style="list-style-type: none"> ▪ Undiscovered hidden gems attracting new audiences ▪ Enhanced associations with wildlife/ nature-based tourism, food, and drink products to diversify visitor offer ▪ Able and willing local community groups/ associations with the skills to develop, manage, and maintain local assets ▪ Enhanced associations with health and well-being outcomes from walking and wheeling 	<p>resistance to best trail lines)</p> <ul style="list-style-type: none"> ▪ Lack of investment and maintenance in basic resources like toilets and cleaning ▪ Lack of distinctiveness ▪ Lack of public transport links ▪ Competitor trail destination investment elsewhere in Scotland
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7 The Moray Routes Infrastructure Audit

7.1 Summary

Routes infrastructure is physical and digital infrastructure that is publicly available and typically provided by a public or third sector body as part of a nationally defined Long Distance Route network primarily aimed at visitors. The Plan primarily addresses infrastructure on the 250 km of Moray Routes that are, mostly, recognised as being part of Scotland's 'Great Trails'⁶.

7.2 Legal Basis for Core Infrastructure

Long Distance Routes (LDRs) like the Speyside Way were established under Sections 39 and 40 of the Countryside (Scotland) Act 1967 by the Secretary of State as "approved proposals relating to a long-distance route". Section 42 covers 'variation of approved proposals' and requires a submission by the access authority to Scottish Natural Heritage (NatureScot) who should then prepare a report outlining their advice⁷ for decision by the relevant Scottish Minister.

Not all realignments of the four statutory LDRs have used the formal variation procedures as set out in the Countryside (Scotland) Act 1967 if proposals could be regarded as *de minimis*. However, Scottish Government recommends following the statutory procedures in cases where there could be resistance to the proposed changes. Access authorities may also opt to use their Core Path procedures in some cases, such as road realignment.

However, it should be noted that the routes are also part of:

1. Scotland's National Walking Cycling and Wheeling Network (NWCWN) which comprises Scotland's Great Trails, the National Cycle Network and Scottish Canals towpaths. Totalling 6,879km in length, these strategic routes are just part of the estimated 84,000km of paths and trails in Scotland and
2. The 482 km of paths that make up the Moray Core Paths Plan⁸. In turn, Core Paths are part of an even more extensive network of formal and informal paths across Moray⁹.

⁶ [Discover Scotland's finest long-distance trails, compare routes, find support services, maps and guidebooks - Scotland's Great Trails \(scotlandsgreattrails.com\)](https://www.scotlandsgreattrails.com/)

⁷ Guidance is contained in the Nature Scot Information Note: Changes to long distance routes Version 2 - 2020

⁸ [38265-core paths final 2011 \(moray.gov.uk\)](https://www.moray.gov.uk/38265-core-paths-final-2011)

⁹ A Core Path can physically be any route – a right of way, farm track, an old drove road, a minor public road or even a river. Land Reform (Scotland) Act 2003

7.3 Physical Infrastructure

MORAY ROUTES	Start and finish	Length	Status
Moray Way	Circular	160km (100 miles)	Combines Moray section of Speyside Way with Moray Coastal Trail and Dava Way
Speyside Way	Moray Section to Buckie and Spur to Tomintoul	80km (50 miles) 20km (15.5 miles)	Launched in 1981 and listed as a Great Trail Sections improved for active travel
Dava Way	Grantown to Forres	36.8km (23 miles)	Listed as a Great Trail Regular local use in parts
Moray Coastal Trail	Findhorn to Cullen	80km (50 miles)	Listed as a Great Trail Regular local use in parts
Roths Way	Craigellachie to Roths	5km (3 miles)	Partially complete but not yet commissioned
Isla Way	Keith to Dufftown	20km (13 miles)	In place and signed but some sections follow minor public roads with no roadside path
TOTAL (ex-Moray Way)		248.6 km (154.5 miles)	

Physical infrastructure includes the path or trail walking surface and associated structures like bridges, path culverts, gates, stiles, steps, fencing, bins, and road crossings. Trail side facilities such as toilets and camping areas are available for public use. Route ‘furniture’ extends to signage (for direction and orientation) and interpretive panels/map boards and free leaflets and publications. At approximately 20 locations is a network of battery-operated counters.

7.3.1 Proportion on Disused Railway Lines

Path	Total in Moray Metres	On Disused Railway Metres	%	Proportion (estimated) Owned by Moray Council
Dava Way	24,658	20,285	82.3	0%
Moray Coastal Trail	76,827	5,585	7.3	60%
Speyside Way – Moray section	68,919	20,893	30.3	100%
Dufftown Spur	6,500	6,500	100	100%
Roths Way	4,900	3,370	68.8	17%
Isla Way	20,000	0	0	100%
Whole system	201,805	56,633	28%	56%

Note

- There are some small sections which are both the Speyside Way and Moray Coastal Trail near Portgordon/Buckie areas, but they are coded as one path e.g. Speyside Way.
- Forres to Findhorn which is now coded as Moray Coastal Trail
- Speyside Way includes the Tomintoul Spur

7.3.2 Physical Infrastructure Condition

In 2018¹⁰, a condition survey of 201.4 km of Moray Routes showed that:

- 35.609 km – was in poor (red) condition (mainly due to walking surface)
- 39.474 km – was in reasonable (amber) condition
- 75.011 km – was in (green) good condition
- 12.936 km – are routes, mainly, using beaches or dunes where surfaces are dynamic

The Dava Way, approximately 38 km, was not surveyed as part of the 2017 infrastructure report but is believed to be in mostly reasonable or good condition¹¹.

7.4 Digital Infrastructure

Many users have smart phones and other devices. The digital infrastructure available to Moray Route users to get up to date information and interpretation about their trip is based around a mix of 'official' websites run by public bodies, web sites run by commercial operators and 'individual' blogs, and You tube offerings. Apps and QR codes may be deployed at some locations but there is little evidence of their presence. Moray Way Association would like to develop a Digital Passport Scheme where a phone could be used to 'check in' and possibly download useful information about local services, history, and wildlife. When 'checked in' the information could go live on MWA's website to show someone's progress and when they had walked the whole route. The walker would then automatically be sent a certificate for walking the route. There would also be opportunity for them to purchase Moray Way merchandise.

Many users book services in advance of their trip but smart phone connectivity along the route allows users to interact during their trip. Sites like Walk Highland and Trip Advisor allow user generated content and route reviews.

7.4.1 Route Digital Infrastructure

Website URL	Operator	Description
About – Speyside Way	Moray Council	This is the official website for the Speyside Way as commissioned by Moray Council and piloted during late 2021 with the Cairngorms National Park Authority and Highland Council.

¹⁰ Moray Way Feasibility Study, 2017

¹¹ Source: Dava Way Association, Moray Council, Cairngorms National Park Authority

Ordnance Survey, Harvey's, Footprint Maps and Guidebook publishers	Map and Guidebook Publishers	Digital and paper versions can be amended for the next re-print and suppliers and publishers can issue web/email updates to users as appropriate
Moray Ways - Paths and Outdoor Access in Moray	Moray Way Association	This website features a searchable collection of Moray Routes for walking, horse riding, cycling, sailing, and canoeing. It is in partnership with Moray Council and funding is provided to support the hosting costs. It is visited on average by 7000 people each month. The site has a connected closed group FB page with 1.5K members.
Home The Dava Way trail from The Cairngorms to Moray Coast	Dava Way Association	This web site carried route maps and descriptions and wider information on outdoor activities in Moray
Speyside Way - Scotland's Great Trails (scotlandsgreattrails.com)	NatureScot	This website is on a not-for-profit basis, in a partnership between NatureScot , Rucksack Readers and all the managers of Scotland's Great Trails. Income from the website will be invested in its maintenance and improvement.
Speyside Way - Walking On Scotland's Highlands and Trails of River Spey	Commercial operator	Offers route information and online route maps and direction plus route services. User comments
Speyside Way (Walkhighlands) Dava Way (Walkhighlands) Moray Coast Trail (Walkhighlands) The Isla Way: Dufftown to Keith (Walkhighlands)	Commercial operator	This established operator is locally based and provides route information and online route maps and direction plus information on route services for all the Moray Routes. Includes detailed user reviews
The Long Distance Walkers Association (ldwa.org.uk)	Membership body	Body focused on Long Distance Routes with its own database of paths and associated information
SPEYSIDE WAY LONG DISTANCE ROUTE (Aviemore) - All You Need to Know BEFORE You Go (tripadvisor.co.uk)	Trip Advisor	Provides reviews and images. Route scores 4.5/5 from 35 reviews

From the digital infrastructure, it can be concluded that the Moray Routes information on the less well-resourced individual sites tends to be outdated and mostly focused on users who are walking. The range of styles and logos on all the sites may also present a confusing picture to the user as there is no consistent style of presentation.

8 Overarching Principles for Infrastructure

8.1 Pipeline of Solutions

This Plan proposes a pipeline of solutions that should address infrastructure needs. There are two core tests that solutions should meet:

8.1.1 Compatibility with 2022/23 RTIF Criteria

Firstly, compatibility with the 2022/23 RTIF criteria that describe what impacts are expected through the allocation of RTIF support

RTIF Criteria
1 Responsible tourism and a carbon conscious approach
2 Addressing pressure points
3 Meeting strategic needs and gaps
4 Improving the visitor experience
5 Bolstering community capacity
6 Emphasis on deliverability and viability

8.1.2 Overarching Principles Identified by Moray Council

Secondly, Moray Council have identified what are seen as effectively expansions of RTIF criteria that should apply to project solutions. These principles reflect the type of physical and digital infrastructure the Council wants to support and the sustainable, societal changes it wants to encourage. They are:

i Addressing challenge through a joined-up approach

- Adopting a strategic approach to infrastructure project development and link with other investments and active travel provision
- Utilising technology and data collection to manage and anticipate demand and impacts
- Support existing networks, hubs, and public transport links

ii High-quality user experience

- Routes are sufficiently coherent, interesting, and attractive to follow and to persuade more people to walk or cycle
- Making routes more accessible for people of all ages and abilities to walk, wheel, or cycle and traffic free where possible
- Offering choice to people across the network, especially where topography may make provision less accessible
- Well maintained

iii Best path design and construction practice

- Inclusive and wide enough to accommodate all users, considering future and predicted usage levels

- Have a firm, well-drained walking/cycling surface appropriate to the location
- Signage should be an integral part of the design process
- Design and materials to minimise carbon and sensitive to the location and to the environment.
- Designed to minimise maintenance

iv Best practice for signage, way marking design and installation

- Signs should be obvious, clear and legible, and consistent throughout a route or network with traffic-free routes signed at each end and at destinations and links along the route.
- Signs should include emergency contact details, so people know who to contact in an emergency
- Signs should be Scottish Outdoor Access Code (SOAC) ¹²and Traffic Signs Regulations and General Directions 2016 (TSRGD) ¹³compliant and present the correct information to users.
- Signs and other path furniture and installations should avoid clutter and detracting from route aesthetics with damaged or redundant ones removed. This can help to emphasise the messages of remaining signs.
- Creating a route identity that is beneficial in encouraging community participation and a sense of localism for visitors. Where a route takes on an identity, signage should be considered as a platform to create a brand.
- Whilst supporting localism, avoiding too much diversity in individual route section branding that erodes a wider Moray Routes brand.
- Consider provision of distance or time to destinations on signs. The use of both distance and time on the same sign within the public highway environment is not permitted by TSRGD. Traffic free routes should adopt this approach too. For tourist routes, distance may be more appropriate, and users are less likely to be time pressured.

v Applies a carbon conscious approach

- Considering the entire life cycle of a structure by trying to repair, re-use and re-purpose materials is encouraged.
- Helping to conserve and retain embodied carbon.
- Where infrastructure is already built, retrofitting and reuse should be a priority .

¹² [The Scottish Outdoor Access Code - mygov.scot](https://www.mygov.scot/the-scottish-outdoor-access-code)

¹³ TSRGD applies to all signs positioned within the public highway. The regulations ensure that signs are consistent, legible and provide a clear message to road users. This consistency is achieved by using a standardised palette of colours, symbols, text sizing and sign shapes. In most cases, traffic-free routes will be located outside of the public highway boundary and the requirements of the TSRGD will not apply.

- How linear routes fit with low carbon public transport is an important consideration. In remote areas, with high levels of tourism and leisure use, links and signs to public transport timetables and stopping points will be beneficial.

vi Respectful of host communities

- Projects should be developed in partnership with the local community and take their views into account.
- Opportunities created for communities to benefit from the facilities created, for example through charging for use of some facilities or asset transfers.
- Cultural and authentic experience elements should be integrated into the design where possible

vii Respectful of the natural environment

- Infrastructure should be of the right scale at the right location with the right design.
- Impacts on sensitive species and habitats should be avoided

viii Making safe routes

- Routes should be safe and where the route coexists with traffic, especially where national speed limits allow travel at 60mph, there should be a barrier or verge between vehicles sufficient to make users feel like it is a safe route to be on and enable all users to move across roads safely
- Manage route surface unevenness, gradient and narrowness to minimise trips and falls
- Ensure separation between routes users and large farm animals which may involve barriers like fencing and gates
- Advise route users that the law expects them to protect themselves against obvious natural hazards like deep water, tidal areas, and cliffs. However, the law also requires reasonable assessment and that appropriate measures are taken by route managers and landowners.

ix Helping people to share, respect and enjoy the space in line with the Outdoor Access Code

- Accept that a level of user conflict on shared paths will happen as more people discover the pleasure of using routes.
- Conflict reduction by engaging with path users and promoting the concept 'Share, respect, enjoy'.
- Promote cultures and good behaviour where all users whether on foot, wheels, or horseback, respect each other's journey and neighbouring land manager and landowner needs.

x Monitoring quality and quantity

- Appropriate signs showing responsibilities for monitoring and maintenance should be in place
- Effective physical infrastructures monitoring systems – especially for bridge and other major infrastructures – should be in place
- Levels and distribution of data gathering points (counters) around the network need to be considered to best assess user numbers and distribution in time and space.
- Investment in monitoring should be proportionate to the intervention proposed.
- Data can be used to establish baseline standards and identify gaps and whole network needs

xi Data evaluation and presentation

- Evaluate what the route section is primarily for (e.g. objectives: provision of a tourism resource, increasing recreational activity, making journeys safer).
- Evaluate what route infrastructure projects might achieve? (e.g. outcomes: increased tourism activity with economic benefits to local communities and businesses, increased recreational activity, improved perceptions of safety, social benefits).
- Monitoring and evaluation costs need to be recognised and accounted for with quantitative and/or qualitative approaches costed appropriately
- Data collection, analysis and distribution should address the requirements of the infrastructure plan. For example, metrics are required to measure sustainable tourism revenues and employment generated by network infrastructure
- Present data and analysis findings in ways that are suitable for the target audience, demonstrating policy outcomes and justifying resource allocation

xii Future-proofing routes

- Recognising that post-Covid, the trend in more people walking and cycling on the routes seems likely to continue.
- Recognising that hardening of Net Zero policy and targets will lead to more of us travelling sustainably and using the routes.
- Rising cost of living and inflation pressures will mean more people looking for lower cost options for holidays and leisure involving walking and cycling
- Recognising that increases in use, plus climate change induced effects, will impose a greater burden on infrastructure and enhanced investment will be required to even retain a status quo

8.2 Existing Counter Network

There is a network of existing counters recording user activity on most of the main Moray Routes. The spreadsheet attached at **Appendix 2** represents data supplied by Moray Council Access Manager. Additional counters have been installed in the past three years by Moray Council on other active travel sections and in town centres as part of Covid recovery

measures. In this context Moray Council has experience of both counter technology and of data collection and management.

Data collection in the rural areas is generally by a Moray Council Ranger or local association representative (as is the case with the Dava Way) visiting each counter location and downloading data. Data is then recorded in a spreadsheet with later analysis. Counter malfunction occurs from time to time and equipment is aging.

9 Moray Routes Users

9.1 User Characteristics

A principal rationale for further investment in the Moray Routes network is both their current popularity and the potential to attract more users and trips. For this it is important to understand user characteristics and to ensure infrastructure enhances the visitor experience and plugs strategic gaps and weaknesses.

9.2 Walking Visitors in Scotland¹⁴

Walking visitors to Scotland are most likely to be female, however the gender gap is slightly more pronounced in the long walking market. The largest age groups of walkers are 55-64 and 45-54 for both the long (23%) and short walking (21%) markets. 25–34-year-olds make up a larger share (17%) of the long walking market than the short walking market. Millennials make up 26% of visitors who participate in long walks and 19% of visitors who participate in short walks when in Scotland.

The majority (52%) of people who participate in walking as a leisure activity when in Scotland are of social groups A or B. In 2015, hotels (28%) are the most popular form of accommodation for walkers followed by staying with friend/relative (24%) and self-catering (22%) relatively fewer are in B&Bs (7%), caravans (6%) and tents (5%). It seems likely more people may now use motor homes and Air BnB.

Those who go on short walks as part of a day visit to Scotland spend almost double (£37) of those who go on longer walks spend (£19). This is most likely due to those who participate in short walks having a higher probability of participating in another activity alongside their walk, whereas a long walk could take up the entire day

9.3 Cycling Visitors in Scotland¹⁵

On average, cycling on a road or surfaced path is over twice as popular an activity to participate in when on holiday in Scotland than mountain biking but, although those cycling on a road or surfaced path take longer trips than mountain bikers, they spend less per night.

The age and gender demographics for mountain bikers and road cyclists differ quite significantly. The mountain biking contingent who visit Scotland are more likely to be male and under the age of 45, whereas road cyclists are almost equally likely to be female as male and are predominately between 35 and 54. The social class distribution for both mountain biking and road cycling is heavily skewed towards social class AB.

For road/surfaced path cyclists, self-catering (33%) is the most popular form of accommodation followed by staying with friend/relative (18%) and hotels (17%), with relatively fewer in caravans (9%) and tents (6%).

¹⁴ Visit Scotland

¹⁵ Visit Scotland

9.4 Visitors to Moray

Sustainable tourism is one of Scotland's key growth sectors identified in the Scottish Government's Economic Strategy and is one of Moray's most important industry, generating significant economic benefits. Prior to the Covid-19 pandemic, tourism had seen several years of consistent growth so that by 2019 the sector generated over 10% of Moray's total employment and 3.8% of the total turnover of businesses.

The STEAM report for 2021 reports that tourism and visitors to Moray ¹⁶ generated:

Total tourism sector income	£96m generated for the Moray economy through visitor and tourism business expenditure
Overnight stays spend	£87m
Day visits spend	£8.7m
Employment	Tourism in Moray supported 2,173 fte jobs
Day visits	Day visits accounted for 32% of visits
Total visits and trips	480k tourism visits in 2021 generated 1.4 m visitor days and nights
2019 comparisons	804k tourism visits in 2019

Clearly these figures were affected by the Covid pandemic and may not be typical. 2021 figures were at 41% of those recorded in 2019. Parts of Moray did see a rebound in numbers during summer 2022.

The newly established Moray Speyside Business Barometer¹⁷ (108 businesses in the tourism sector) reported that for the second quarter (April to June 2022) around 44% of businesses expected increased numbers of customers during the next 12 months and 46% expected increased turnover. Most visitors are from the UK (77%) although there was a 10% increase in overseas visitors compared to Quarter 1 in 2022. Barriers to growth were attributed to supplier costs, bureaucracy and staffing availability and levels. Short term letting legislation was of particular concern to self-catering accommodation providers – an accommodation type that may be popular with visiting Moray Route users.

9.5 Walking and Cycling Visitors to Moray

Sources investigating walking and cycling tourism in a Moray context found that:

- Adventure sports, short and longer walks were amongst the 10 most popular activities undertaken as part of a day trip to Moray ¹⁸
- Between 40% and 55% of visitors walked during their visit to the North East.
- 36% of domestic visitors went walking during their seaside trips ¹⁹

¹⁶ STEAM Tourism Economic Impacts 2021

¹⁷ [Moray Speyside Business Barometer - Visit Moray Speyside](#)

¹⁸ [Grampian Factsheet 2019 \(visitscotland.org\)](#)

¹⁹ [Coastal Tourism 2021 \(visitscotland.org\)](#)

- Short walks/strolls up to 2 hours are the preferred activity with domestic tourists when in Scotland, with 48% more trips including a short walk than those trips that included longer walks.
- In 2016 Moray only had 2% of the total number of hospitality business participants in Visit Scotland's Walkers Welcome programme²⁰.
- In 2017 Moray only had 2% of the total number of hospitality business participants in Visit Scotland's Cyclists Welcome programme²¹.

Taken as long-distance, multi-day routes, Moray Routes are all described as 'challenging'²² but this mainly refers to distances involved in tackling them as a multi-day trip. People do undertake multi-day trips especially on the Speyside Way.

But as many sections are signed and accessible from public roads, including the A95 and A96 trunk roads, and have generally level paths and good surfaces, they are used as much easier short walks and active travel routes by a much larger number of visitors and Moray residents.

Significantly more people undertake shorter walks than longer ones. 20% more overnight stays were by walkers preferring shorter walks than those preferring longer walks. However, the proportional differences between spend and nights for these walking groups is not as large as might be expected.

Walkers on trips who go on longer walks when visiting, spend on average £1.40 more a night (2015 figure) and stay for 1 extra night hence their total spend is proportionately greater²³.

A review of online user generated content indicates Moray Route popularity when compared to other LDRs, with the West Highland Way taken as Scotland's most popular LDR and used as a baseline.

9.6 Route Popularity Comparisons - As of August 2022

Routes (All are listed as Great Trails)	Trip Advisor Reviews (Number posted)	Expressed as a percentage of total TA West Highland Way reviews	Walk Highland members Route User Reports	Walk Highland members who have reported route completion	Completers expressed as a percentage of the West Highland Way completers
Speyside Way	35	8	13	487	14.6
Dava Way	11	2.5	8	250	7.5
Moray Coastal Route	26	6	11	197	6
Great Glen Way	114	27	25	1153	35

²⁰ [walking-topic-paper-2017.pdf \(visitscotland.org\)](#)

²¹ [cycling-topic-paper-2017.pdf \(visitscotland.org\)](#)

²² [Challenging - Moray Ways](#)

²³ [walking-topic-paper-2017.pdf \(visitscotland.org\)](#)

West Highland Way	429	100	104	3314	100
Fife Coastal Path	114	27	14	326	9.8
Southern Upland Way	7	1.6	29	211	6.4

Note: The Walk Highland web site attracts over 25,000 daily visitors

9.7 Trip Advisor reviews from Speyside Way users included the following comments:

- *"The signposting is great and the surfaces well maintained and good for cycling."*
- *"The trail is adequately marked except for the last 300 yards into Buckie. We almost missed the start/end sign. "*
- *"Don't we all wish our communities had safe, long-distance pathways and routes like this?"*
- *"The distances advertised in books, mile markers and websites are either wrong or out of date if the route has changes."*
- *"We enjoyed the path as it had no traffic and it goes through forest, with some inclines. Paths are well maintained."*
- *"We walked from Grantown to Ballindalloch, following the Speyside Way markers. The Speyside Way web site says it is 13 miles. This is incorrect. We were carrying two separate smartphones with apps for measuring distance, and both recorded just under 16 miles."*
- *"We did skip one small section, written up as pretty rough, and no accommodation at the end of that section,"*
- *"We were able to easily find our way to Craigellachie from Inverness by way of Elgin (and the Glen Moray distillery) using the train and bus, but our tour company did not give us very much of a heads up on our onward travel options from Ballindalloch - which does not have any bus route options during the week."*

Analysis of the data on Moray Route users (in the overnight visitor category) suggests that we can reasonably assume:

- A large majority of route users are on short 'out and back' trips and are using the network for short walk while on holiday
- Fewer in number are multi-day users for whom walking is the primary reason for their visit. Those that do are domestic visitors from elsewhere in Scotland and from the rest of the UK with international visitors often being from the USA or Canada
- Route visitors are most likely to be:
 - Female
 - In the 45 to 64 age bracket
 - Of AB social class
 - Mostly staying in hotels and/or self-catering for 5 days

- Have an average spending per person in Moray of £375 – £450 per trip (2022 estimate)
- Route popularity for multi-day users is much less than the West Highland Way and Great Glen Way, certainly for domestic markets
- The routes appear to be seen as ‘soft adventure’ for users. The strong cultural focus on distilleries and villages appeals to an older segment with options for rest days and ‘hopping’ harder sections by bus or taxi readily available
- Multi-day international users are more likely to use local services – hotels, restaurants, taxis, baggage transfers, bike hire etc. International visitors often use service companies to make advance booking etc.
- Satisfaction with the route physical quality is generally high with the notable exception of the section just south of the Moray boundary
- Digital infrastructure provision for the routes is seen as dated.

9.8 Carbon Implication of Walking and Cycling

Walking and cycling are also methods of transportation and participants in these activities are contributing less to carbon emissions. Carbon reductions also have a financial, social, and environmental value. For comparison, Wilderness Scotland have calculated the carbon footprint of an eight day, seven-night guided walking trip on the West Highland Way at 129kg (16kg per day) of CO₂ per person²⁴. A seven-day, six-night guided cycling tour of the Scottish Borders is 121kg (17.3kg per day) of CO₂ per person²⁵. This includes only accommodation, food, trip activities and administration. Personal travel (which could include air travel) and equipment purchase etc is not included.

Using these figures as a baseline but depending on the accommodation and food selected and if walking/cycling, Moray Routes users would have a daily emission equivalent of 15kg – 20kg of CO₂. A visitor on a car-based touring holiday in Moray visiting mainly indoor attractions is likely to have a significantly higher daily emissions rate. This is relevant in the context of the route map to Net Zero adopted by Moray.

9.9 Moray Routes Market Trends and Drivers

A number of factors seem likely to drive the market for future users of Moray Routes:

Shorter term drivers - 1/2 years

- Re-assurance destinations are safe and open post Covid-19
- Cost of living pressures driving more people towards lower cost leisure options like walking and cycling

Medium term drivers - 3/5 years

- Growing staycations market and interest in less well-known destinations (such as Moray)

²⁴ [Carbon Labelling - Wilderness Scotland](#)

²⁵ The current global average per person per day is 14kg of CO₂ (India = 5kg, UK = 15kg, US & Canada = 38kg and Australia = 42kg). An average of 10kg per day is considered sustainable in the longer term.

- Demand for outdoor and nature-based experiences
- Climate change factors like hotter summers pushing more people 'north'
- Increase in community-based facilities like campsites, hostels and Aires in close proximity to routes
- Interest in linking food and drink experiences with walking and cycling
- Health and wellbeing
- Call for responsible tourism and Net Zero priorities
- Increasing use and application of technology

Longer term drivers - 5 plus years

- Ageing demographic with greater interest in 'soft' adventure, nature, and culture
- Low carbon options including e-bikes
- Local Place Plans increasing community involvement
- Carbon allocations favouring low emission activities

Beyond the effects of current uncertainties in the economy, most of these drivers are positive towards greater interest in and use of networks like Moray Routes from specific audience groups. This emphasises the need to improve Moray Routes infrastructure capacity and resilience to meet future demand and pressures.

10 Moray Routes Infrastructure Condition and Management

10.1 Physical Route Management

Currently, the management and promotion of Moray Routes is delivered through a range of bodies including Moray Council, Visit Moray Speyside, landowners, several locally based volunteer route associations, and community companies. Engagement with these multiple actors and priorities is an ongoing role for Moray Council.

There is further involvement from local businesses providing route services, landowners and managers providing route integration within their own operations and funders, such as renewable energy developers, providing financial resources to invest in infrastructure improvements. However, securing landowner cooperation and agreement for some route sections can have legal and financial implications and may take time to resolve.

Moray Council provides some core revenue to support most of the Moray Routes network, mainly through staffing for day-to-day maintenance like strimming vegetation and cleaning toilets and bins. Major route improvements are mainly done through capital funding for individual projects such as Tomintoul and Glenlivet Landscape Partnership Access Improvements, the Coast to Country Project, and the Speyside Low Carbon Hub Project.

Much of the work on the network is done by volunteer associations and community companies. The Dava Way Association work on one section of the route (the Dava Way) to ensure that it is well maintained and regularly improved. They organise regular monthly work parties for most of the year along the entire route²⁶. The Moray Way Association run an annual walking and outdoors festival in Moray, promote the Moray Way as a circular long-distance path and have responsibility for the Moray Ways Website.²⁷ The Rothes Way Association, is a registered charity and managed by a voluntary group of trustees and supported by a wider membership²⁸. RWA has a team of volunteers that regularly carry out maintenance work on the path.

Drummuir 21 was established as a charity in 2000 to encourage and promote the construction and restoration of a network of footpaths within the Drummuir area to encourage greater participation in the activities of walking and cycling and to advance sustainable development.

This means that there is considerable variation across the Moray Routes in terms of physical, digital, interpretive, marketing and business support infrastructure. This diversity of approaches generates strengths. Route responsibilities are shared and do not fall entirely on one body. However, there are weaknesses associated with this approach too around consistency of visitor and user experiences, capacity, revenue and capital, and resources available to voluntary community groups and clarity over route responsibilities.

User feedback identifies weaknesses in network sections outside the Moray Council boundary. Users are unaware of administrative boundaries and these route weaknesses

²⁶ [Home | The Dava Way trail from The Cairngorms to Moray Coast](#)

²⁷ [The Moray Way Association - Moray Ways](#)

²⁸ [Managing the Project | The Rothes Way](#)

impact on the overall user experience. Moray Council is working with neighbouring authorities, notably the Highland Council and the Cairngorms National Park Authority to address these shortcomings.

Moray Routes face three principal route section infrastructure challenges defined as:

1. Rails to trail sections
2. Hill path sections
3. Coastal trails

10.2 Rails to Trails Sections

Rails to trails is a common feature of Moray Routes. Railway lines closed after the 1963 Beeching Report - *The Reshaping of British Railways* have become paths. Approximately 30% of the Moray Routes network follows rail lines and 47 km of these routes and their infrastructure of bridges, culverts are owned by Moray Council.

Disused railway lines, although often over 100 years old, were generally robustly constructed and have many advantages for pedestrians and cyclists. Dictated by topography, they follow the shortest line between settlements and along gentle gradients which make them very accessible.

In the absence of a Moray-wide budget for physical maintenance activity, we have used the 2015 Maintenance Practices and Costs of Rail-Trails to give an illustration of the scale of costs associated with keeping a base standard of trail condition²⁹. Although this is a US-based publication, we consider the trail standard management issues in Moray to be very comparable.

The US figure in 2014 was \$1006 per mile. Updating to 2022 in a Moray context, we have adopted a base cost of £1000 per km for non-asphalt trails such as occur on the Moray Routes. Estimated requirements along the Moray Route sections that follow disused railway lines are estimated to include the following:

Activity	Budget Split
• Annual mowing/ strimming	12%
• Vegetation management – trimming bushes	11%
• Tree removal	5.5%
• Surface – repair rolled whin dust	10%
○ Surface clearing or organic materials – leaves moss etc	11%
○ Resurfacing	Every 10 years
• Drainage	
○ Clearing of ditches and culverts	5.5%
• Trail furniture	
○ Signage maintenance	6%

²⁹ [resourcehandler.ashx \(railstotrails.org\)](https://resourcehandler.ashx(railstotrails.org))

○ Trailhead maintenance – picnic tables ,bins, car park, benches	6%
○ Gates and bollard maintenance	5%
○ Fencing maintenance	5%
• Litter clearance	3%
○ Toilet servicing and maintenance	13%
• Bridges	
○ Inspection regimes by certified engineers	Every 3 years
• Counters	5%
• Invasive species	2%
• Vandalism and fly tipping	5%
• One off storm/flood damage	As required
TOTAL	100%

10.3 Hill Path Sections

The popularity of higher-level walking , such as offered by the Tomintoul spur, continues. In the Cairngorms National Park, 18% of visitors reported participating in high level walks with hill-walking being a reason for their visit and 3% undertaking multi-day walks. Unobtrusive yet durable path builds, and repairs will conserve the vulnerable habitats being destroyed through the path erosion and braiding caused by a combination of recreational use and weather. Beyond Auldich, for example, the Tomintoul spur tends to have small amounts of work to path surfaces spread over a long distance. Costs relate to being able to get easy access with machines and win path materials locally. Path standards are set out in the Upland Pathwork Manual 3rd edition 2015.³⁰

10.4 Coastal Trail Sections

The popularity of coastal trails has also increased in recent years and in addition to user pressures, dynamic coastline changes place pressures on routes through marine erosion. Cliff top routes can be vulnerable to collapse as cliffs are undermined and eroded. Recent major storms have also exposed the vulnerability of coastal woodland plantations to windblow. A route may be blocked, as at Dallachy Wood, forcing users to find alternatives (if there is one) until the original route is cleared.

On sections, such as between Findhorn and Roseisle, many users walk along the beach when tidal conditions permit. Rising sea levels and storm conditions can make beaches inaccessible at high tides requiring inland route options to be made available. This section does have an informal path network of optional desire lines through the forest either side of the marked trail.

However, even this is under threat. A coastal erosion study for the Findhorn to Roseisle section commissioned by the MOD in 2002³¹ concluded that an erosion rate of between 0.6m

³⁰ [Upland Pathwork Manual \(nature.scot\)](#)

³¹ [Microsoft Word - Text \(forestryandland.gov.scot\)](#)

and 2m per year was ongoing. Second World War defences along the beach give a known baseline which clearly illustrates the speed of progressive coastal retreat in this location. Erosion also squeezes users into a smaller section between the beach and the security fencing protecting the MOD estate at Kinloss. An adaptive management approach of managed retreat rather than hard engineering solutions is the preferred option in this location. Trail routes and paths will need to be accommodated within this approach. Unexploded ordnance emerging from the sand in this location is a further hazard.

10.5 Route Infrastructure Summary

Whilst some of the work on these sections is classed as on-going maintenance, over time even the most robust infrastructure ages and deterioration is accelerated by more intense rain events, storms, heat, erosion by water and vegetation growth. All have an impact on route sections and especially on features like cuttings, culverts, engineered drainage systems and bridges. This can lead to larger more ‘catastrophic’ route section failures requiring major capital investment. The forest along the shoreline plays a role in preventing dune collapse and localised inundation during storms, but this role is limited. The main protective role of the forest is to limit the windborne movement of sand by creating a physical barrier, reducing wind speeds at ground level, and creating a continuous vegetation layer.

The Moray Routes – Bright Futures Strategic Infrastructure Plan has identified vulnerable route sections, some of which are considered as strategic gaps and are put forward for capital funding support. Smarter data gathering is also put forward for capital funding support to better identify the most popular Moray Routes sections. More accessible and dependable data will enable both popularity and risk/vulnerability to be mapped together to better inform priorities.

10.6 Route Stewardship Summary

Route stewardship is in the hands of multiple partners. Moray Council carries the most responsibility and employs an access officer and ranger staff who work alongside active travel and economic development officers. Multiple volunteer associations and community groups either own or have adopted route sections and responsibilities.

Body	Status	Role
Moray Council	Local authority	Access Authority Economic growth and development Environmental and commercial services
Dava Way Association	SCIO	The Dava Way Association is the body which works on the route to ensure that it is well maintained and regularly improved.
Roths Way Association	SCIO	A community-led project which aims to provide a multi-use path linking Roths and Craigellachie,
Moray Way Association	SCIO	To promote The Moray Way, a 100-mile long circular walking route combining elements of the Speyside Way, the Moray Coastal Trail and the Dava Way.

Drummuir 21	Unincorporated association	To encourage and promote the construction and restoration of a network of footpaths within the Drummuir area, for local people and visitors and to encourage greater participation in the activities of walking and cycling To advance the education of the public regarding environmental issues and sustainable development
The Laich of Moray Active Travel Routes (LoMATR)	SCIO	To provide outdoor recreation facilities and activities for the local community and its visitors, by initially establishing a shared use path/active travel link between Hopeman and Lossiemouth.
Findhorn Village Conservation Company	Company Limited by guarantee with charitable status	To advance environmental protection or improvement including preservation, sustainable development, and conservation of the natural environment; and the maintenance, improvement, or provision of environmental amenities for the community
Crown Estate Scotland	Public corporation of the Scottish Government	To be responsible for the management of land and property in Scotland owned by the monarch in right of the Crown.
Forestry and Land Scotland	Government agency	To manage the national forest estate
Private Landowners	Private companies	To manage land and property
Moray Local Outdoor Access Forum (MLOAF)		The LOAF is an advisory body to Moray Council in their role as the Area Access Authority. The Forum sets its own remit with the emphasis on practical and achievable aims and targets.

In addition, The Moray Walking and Outdoor Festival has supported and promoted over 30 individuals, organisations, and businesses to set up walking tours. The festival has been a catalyst for several of them to run all year round events.

11 Funding Sources

11.1 Known Funding Sources

Moray Council Capital Programme has the potential to direct funding to these projects, but this requires full Council and/or relevant committee approval.

UK and Scottish Government investment in Moray:

- £100M Moray Growth Deal
- The Just Transition Fund (JTF) is a £500m, 10-year commitment that will support projects in the North East and Moray which contribute towards the region's transition to net zero.

<https://www.gov.scot/publications/just-transition-fund/>

Other funding sources:

- EDF Renewables Dornell Windfarm Community Benefit Fund
- Other renewable energy benefit funds
- National Lottery
- Sustrans
- Coastal Communities Fund
- Various Foundations and Trusts with Moray links
- Recently launched (2022) sustainable tourism fund in Moray:

<https://fairbnb.coop/2022/05/06/fairbnb-coop-reaches-scotland>

The different Way Associations across Moray have received funding and are receiving funding from a variety of sources including:

Association	Sponsors and Partners
Dava Way	The Budge Foundation Paths For All LEADER BBC Breathing Spaces AJ Engineering Finderne Development Trust Lottery Community Fund Berry Burn Community Fund Sustrans Outdoor Access Trust for Scotland
Roths Way	Forsyth Group Speyburn Distillers Ian Macleod Distillers Gordon and Edna Baxter Foundation Diageo Berry Burn Community Fund Adam Family Foundation Andy Innes Aerial Photographer
Moray Way	Walking festival ticket sales,

	Adam Family Trust Robertson Trust Tsi Moray Participatory Budgeting Ramblers Holidays Charitable Trust Tesco
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11.2 Moray Routes Infrastructure Fund

Walking, wheeling, and cycling networks are at the top of Scotland's sustainable transport hierarchy and key to the nation's tourism offer. However, like many public bodies, Moray Council faces significant pressure on its revenue budget with a host of competing priorities. The current economic climate and a likely further squeeze on the Council's settlement grant from the Scottish Government are likely to add to this pressure.

One way to ensure funding is available for Moray Routes could be through the establishment of a restricted Moray Routes Infrastructure Fund (The Fund). This could provide financial support for maintaining historic engineered infrastructure that carries Moray's share of the national network. Much of Moray's core wealth in food and drink and textiles we enjoy today benefited from this 19th century infrastructure.

The Fund could fulfil its purpose by preserving the capital of donations, funding awards and investments for distribution for maintenance and repair. As a public asset, Moray Routes are not intended to be profit-making. Accordingly, the support that The Fund could provide is critical to the success and sustainability of the Moray Routes and their ability to contribute to society.

The Fund could act as a bold response to the pressing challenge of retaining the 'status quo' of 100-year-old structures rather than to rely on 'Emergency' funding after sudden failure or collapse.

The Fund could be formed around part of the £50,000-a-year community benefit income generated by the Dornell Wind Farm site on the Glenfiddich Estate and awarded to Moray Council over a 25-year period. Where structures are part of the National Cycle Network, contributions from Sustrans could be sought. Other renewable energy applications consented for Moray could be encouraged to contribute to The Fund, as could a proportion of other developer contributions as part of Planning Gain. The Fund could also be open to private gifts and donations from route users, supporters, and foundations.

Full structural surveys of infrastructures – bridges, tunnels and earth works would be carried out to prepare a risk-based programme of works to secure a status quo condition longer term.

The main objectives would be to:

- install 'tell-tale' markers on key infrastructures and conduct a digital survey to detect change and movement in structural elements – stone and metal work – to give baseline condition assessments. These should be repeated at regular intervals.
- maintain the integrity of structures and halt the corrosion of metal work

- apply coating systems which would lessen the need for repeated applications and general maintenance.
- stabilise earth works and drainage

Key outcomes sought:

- sustainable Moray Routes network
- major gains in asset reliability, availability, safety, and life
- lower whole-life maintenance costs

PART 2 – PROJECT OUTCOMES

12 Costs and Details

12.1 Summary of Indicative Capital Costs (inclusive of VAT) for Tier 1 and Tier 2 Projects

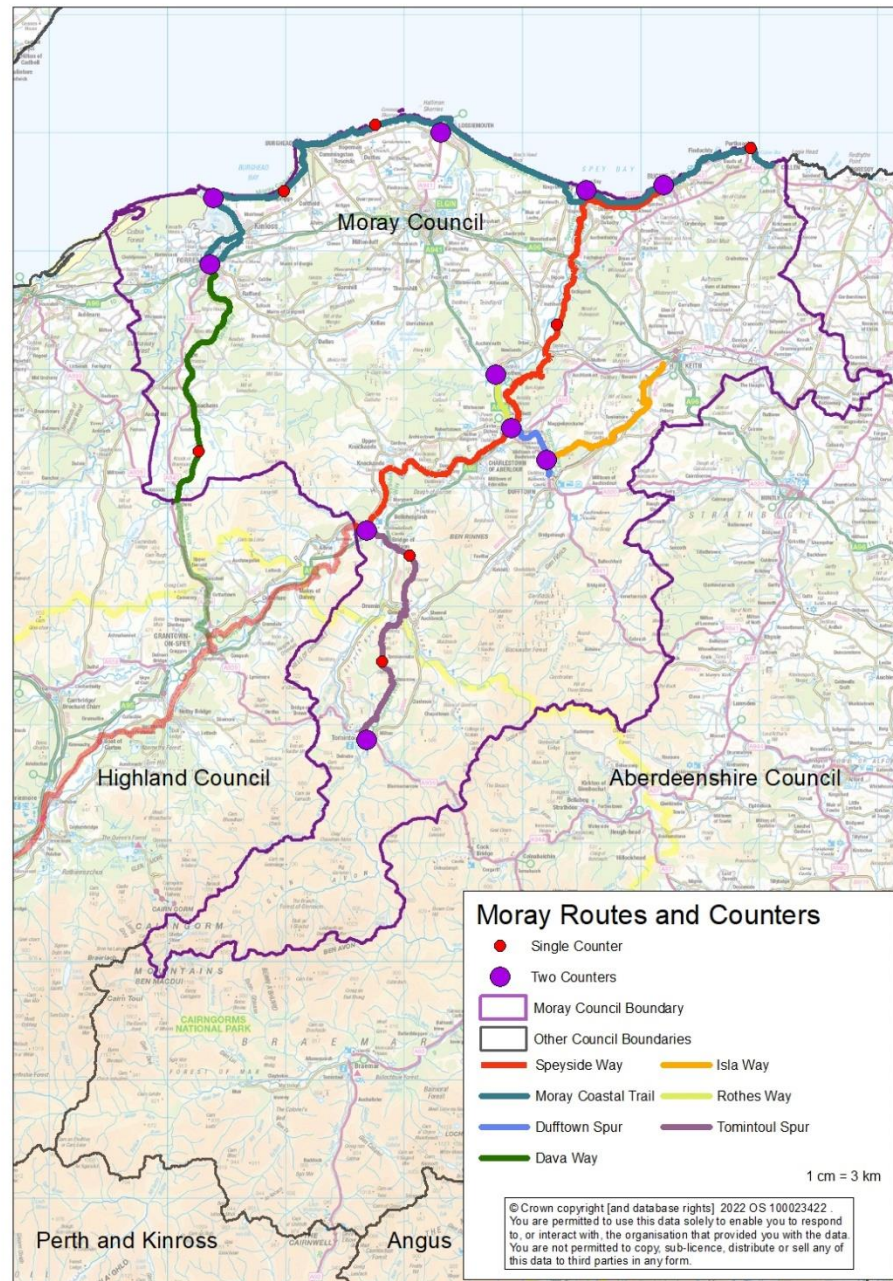
Summary: Tier 1 Projects		
Project	Indicative Capital Cost	Additional Notes
1 Smart Destination	£102,450 - £111,450	The number of LoRaWAN Gateways (base stations) has yet to be agreed with partners. Each Gateway has been costed at £600 (estimated number required: 20-30)
2 Informed Destination	£87,000	Precise locations to be discussed with local partners
Total Value Tier 1	£189,450 - £198,450	Subject to agreement on the final number of Gateways required (in the range 20-30)
Summary: Tier 2 Projects		
Project	Indicative Capital Cost	Additional Notes
3 Access for All	£73,500	
4 Venture up the Hill	£246,000	This does not include costs from Transport Scotland for delivery of informal crossing of A95 and a new safe path alongside A95 (estimated in range £125,000 - £175,000)
5 Link to the Trails	£450,000	Subject to detailed engineering reports for steel structure and bridge inspections
6 Distilleries Trail	£72,000 - £79,500	Subject to confirmed costing for Section 3 from Rothes Way Association
7 Historic Connections	£112,500	
8 Coastal Connections	£187,500	With exception of works being undertaken by Crown Estate Scotland on tree removal
Total Value Tier 2	£1,141,500 - £1,148,500	Does not include Transport Scotland costs. Also subject to detailed engineering reports for steel structure and bridge inspections.

12.2 Tier 1 Projects in Detail

Unlocking the power of Moray Routes

Project 1: Smart Destination – Sensors (Counters) and App

Project Description



Moray Routes network extends over 250km. The routes are experiencing growing pressures in some locations due to their rising popularity, but there is significant potential for much greater levels of use, as illustrated in the Plan.

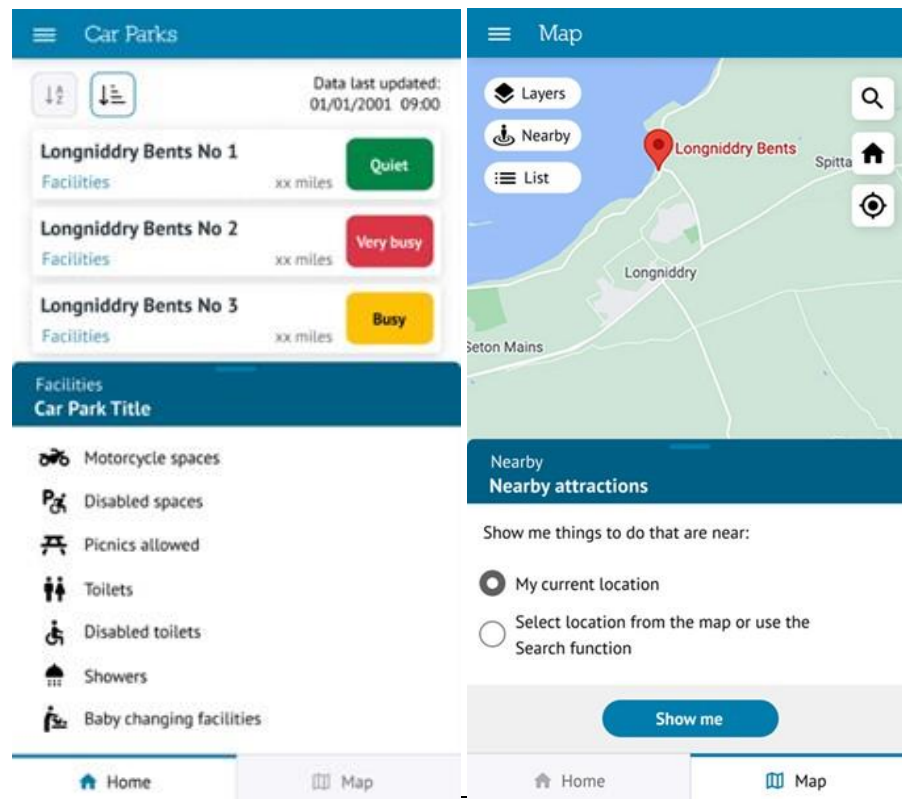
Within Project 1 Smart Destinations, two separate actions are proposed:

	<p>Action 1 – Counter/Sensor Network</p> <p>User monitoring process, including data collection, and using the data in reporting the combination of systematic visitor counts and surveys to establish the diverse picture of Moray Routes visitation.</p> <p>Visitation data may be combined with survey data on trip characteristics and multipliers and used to estimate visitor spending and economic effects. Route level data can be combined to estimate Moray level visitor spending effects. Powerfully, they highlight how route investment can contribute to the local economy.</p> <p>The use of technology to assist with managing visitors will be increasingly important to provide accurate information to:</p> <ul style="list-style-type: none"> • Help deploy resources such as Ranger staff to where they are most needed and to build evidence required to make and evaluate the effectiveness of future infrastructure investments. • Help visitors in advance of their visit and during their visit. <p>Collecting meaningful data from around the route network is essential to understand and better prioritise investments in staffing, route management, and promoting and enhancing a more enjoyable and sustainable visitor experience.</p> <p>Data can provide real-time user information and a continuous count log to facilitate the statistical analysis of user patterns. Data can also provide early indications of potential problems.</p> <p>The Smart Destination project proposes to develop the use of IoT sensors to generate real time ‘user level’ data, reporting on Moray Route use and geospatial (mapping) technology. This involves installing 27 sensors (see counter map below) to monitor route use with information directed to a dashboard facility with integration into Moray Council systems to allow staff to make timely decisions based on use patterns. The counter/sensor network will:</p> <ul style="list-style-type: none"> • Enable proactive management of capacity on Moray Routes through timely diversion and signalling by public bodies, redirecting visitors away from potential overcrowded spaces and where appropriate, enable deployment of personnel to intervene • Enable visitors to understand where routes are, how to get to them, and what other attractions and facilities exist nearby • Potentially create business opportunities for Moray’s hospitality and tourism businesses, able to capture spontaneous demand as visitors change their plans and look for alternatives places to visit or activities • Reduce negative environmental impact of overcrowding and traffic congestion • Signpost App users (locals and visitors) to public transport and cycle routes to encourage use of alternative travel modes and reduce carbon footprint • Gather a range of data so that Moray Council can see and predict where problems are likely to occur (comparing current trends with historic activity)
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- Reduce potential recurrence of Covid type pandemic effects through better management of physical distancing and site capacity

Action 2 – Visitor App

Examples of existing App advising on car parks occupancy



The App will build on the current digital infrastructure already in place to increase its usefulness. The App will support:

- More sustainable travel by use of footpaths and bike paths
- User friendly interface helping visitors to make informed decisions on more sustainable travel by use of footpaths and bike paths
- Difficulty ratings of route sections around trail surface and steepness through 3D visualisations showing contours and summits
- Points of interest along the route, including food and drink, public transport and accommodation giving practical information to visitors
- Driving revenue for local businesses along the route
- Convenient and downloadable map section files
- “Green infrastructure” mapping of areas near routes that would highlight levels of biodiversity and how to support this
- A new Digital Passport Scheme proposed by Moray Way Association

Functionality can be added to:

- Capture Crowd-Sourced information uploaded by users (auto time-stamped, location-tagged, photographed):
- Deliver local promotion to ‘push’ visitors to other parts of the route network that are less busy

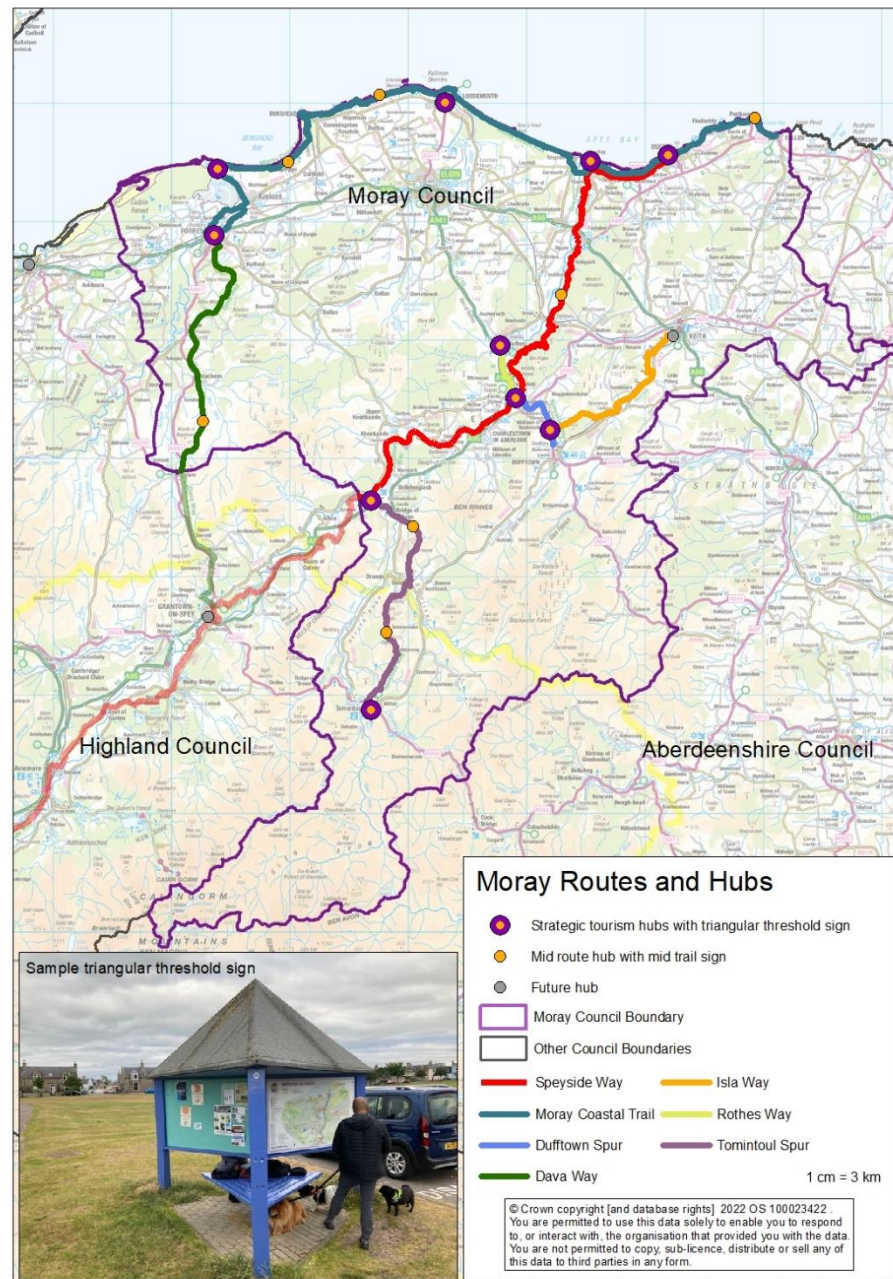
	<ul style="list-style-type: none"> • Promote citizen science / “eagles seen here today” • Seek user permission to track movement patterns on routes, linked to habitat impacts – trampling along key routes • Provide Augmented Reality Interpretation (using existing data sets) such as impact of climate change in 2050 at this point on river flow • Add messaging: Eg Local businesses open for food and drink etc. • Link to weather and tidal data for shore walking – change during the day • Advise on sensitive wildlife – capercaillie, nesting birds • Carry out immediate surveying of visitors • Support and link to a Digital Passport Scheme (which has been researched by Moray Way Association)
Strategic Fit	<p>Moray Routes Bright Futures Objectives 1, 2 and 3. RTIF Criteria. Local and national strategic direction.</p>
What Action/ Projects are Proposed	<p>Action 1 – Counter/Sensor Network</p> <p>Counters in 27 locations as shown on the map above 20 – either side of main Tourism Hubs 7 – mid trail locations to record through traffic (3 additional counters scheduled for further provisional main Hubs)</p> <p>Installation and 3 years data management – direct access network to Moray Council or Cloud portal link managed by system supplier.</p> <p>Action 2 – Visitor App</p> <p>One App to cover the Moray Council area. Downloadable from App stores.</p>
Purpose	<p>Real time data to be delivered to a dashboard central control point connected to route management partners.</p> <p>Visitor App can convey information direct to visitors, based on counter data and a wide range of choice to engage with local businesses, plus advisory messages such as wildlife sighting and high fire risk.</p> <p>In due course, App users may be able to submit photographs and details of where they see minor repairs that are needed, with an accurate geo location tag.</p>
Opportunities	<p>Moray Council has already installed a network of new counters in town centres and on active travel routes. Enhanced use of technology is seen as a core element of the Moray Growth Deal.</p> <p>The sensors and the App are connected either to the LoRaWAN (Long Range Wide Area Network) or the existing cellular network. LoRaWAN is networking protocol designed for wireless connection of battery operated ‘things’ like car park sensors (or IoT devices) to the internet in regional, national, or global networks.</p> <p>LoRaWAN is a wireless network (like WiFi or 4G) but is free to use and with some important differences:</p>

	<ul style="list-style-type: none">LoRaWAN uses very little power, so battery powered LoRaWAN devices can last years on the same battery. For example, people sensorsLoRaWAN base stations (or gateways) can provide coverage for several kilometres (more if mounted at height). WiFi has limited rangeLoRaWAN only allows *tiny* amounts of data, but from many devices - ideal for sensors that just count cars or people. Sensors can be configured to determine direction of travelCellular connections utilise batteries and roaming SIMs which allow contact to be made with any cellular network in the vicinity. These may be more suitable if there are no reliable sites for installing a LoRaWAN gateway connection.																																								
Constraints	Partnership work is required on: <ul style="list-style-type: none">Establishing and installing a counter networkCapturing and utilising data to aid managementApp development and triallingAdditional App functionsEnsuring content and software are updated																																								
Indicative Capital Costs	<p>Inclusive of all capital costs, design, and installation (counter network yet to be designed):</p> <table><tr><th>Project1 Action 1</th><th>Number</th><th>Unit Cost</th><th>Total</th></tr><tr><td>LoRaWAN Gateways (base stations)</td><td>20-30</td><td>£600</td><td>£12,000 - £18,000</td></tr><tr><td>Counter/Sensors – LoRaWAN</td><td>14</td><td>£300</td><td>£4,200</td></tr><tr><td>Counters/Sensors - Cellular</td><td>13</td><td>£1700</td><td>£22,100</td></tr><tr><td colspan="4">Project 1 Action 2</td></tr><tr><td>Initial App development</td><td></td><td></td><td>£30,000</td></tr><tr><td>Sub Total</td><td></td><td></td><td>£68,300 – £74,300</td></tr><tr><td>Contingency (25%)</td><td></td><td></td><td>£17,075 - £18,575</td></tr><tr><td>TOTAL</td><td></td><td></td><td>£85,375 - £92,875</td></tr><tr><td>TOTAL + VAT (20%)</td><td></td><td></td><td>£102,450 - £111,450</td></tr></table> <p>Example of suppliers: Connected Things Store – Connect your LoRaWAN devices to the IoT Home (wildernesssensors.com) Note discount on quality may be possible. Further discussion required with Moray Council regarding existing sensors on recently installed active travel routes and how many Gateways are required based on wider topographical issues (estimated to be 20-30 required).</p>	Project1 Action 1	Number	Unit Cost	Total	LoRaWAN Gateways (base stations)	20-30	£600	£12,000 - £18,000	Counter/Sensors – LoRaWAN	14	£300	£4,200	Counters/Sensors - Cellular	13	£1700	£22,100	Project 1 Action 2				Initial App development			£30,000	Sub Total			£68,300 – £74,300	Contingency (25%)			£17,075 - £18,575	TOTAL			£85,375 - £92,875	TOTAL + VAT (20%)			£102,450 - £111,450
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	<p>App development - £30,000 mainly allocated to initial App development, ideally using existing route builder software, and installing Moray Routes and information.</p> <p>Example: Interactive Route Builder - Whereverly</p>
Potential Delivery Agents	<ul style="list-style-type: none"> • Moray Council • Specialists in developing and delivering digital products including large-scale online services, mobile Apps, and digital tools
Potential Sources of Match Funding and Revenue Streams	<ul style="list-style-type: none"> • Moray Council match funding from capital budget (subject to approval from the relevant committee) • Income for maintenance/repair and management system/staffing requirements in the long term from Moray Council revenue budget • Moray Routes Infrastructure Fund • Just Transition Funding
Timetable for Delivery	<ul style="list-style-type: none"> • Pilot work in 2024 to test the App
Monitoring and Evaluation	<ul style="list-style-type: none"> • Route counters • App adoption • Social media posts • Visitor satisfaction levels
Additional Comments	<p>Future phases to expand use of technology for visitor management, visitor safety, asset management, education/interpretation, promotion of neighbouring facilities.</p>

Project 2: Informed Destination - Interpretive Hubs

Project Description





Moray Routes network extends over 250km. As visitors adapt to life after the Covid-19 pandemic and encounter rising living costs, new and different consumer behaviours and expectations are developing.

Localism and the unique identity of a destination are becoming more important to the visitor as they seek out value for money and value for time. Customers' expectations of a "localised" experience when discovering what's on their doorstep, is a strong feature of the Moray offer.

Authentic, localised experiences in Moray can often go hand in hand with food and drink experiences such as distilleries offering whisky or gin tastings and

	<p>personalised food pairings. These blend well with walking, cycling and even canoeing down the river Spey.</p> <p>Tourism Hubs are proposed at 10 locations (see map above): Forres; Findhorn; Lossiemouth; Spey Bay; Buckie; Craigellachie; Rothes; Dufftown; Cragganmore; Tomintoul.</p> <p>Tourism Hubs are considered key locations on the routes where people are likely to start and/or finish a section of the trail. Triangular signs and counters/sensors (see detail below) will be installed to help people understand:</p> <ul style="list-style-type: none"> • Their current location in the wider network of Moray Routes • Their current location in the local network, perhaps associated with the local way association • Information relative to the local settlement(s), for example, link to an App, and other locally important information <p>Mid Route Hubs are proposed at a further 7 locations (see map): Roseisle; Hopeman; Portknockie; near Ben Aigan; Auldich; near Clash Damph; mid Dava Way.</p> <p>These will include counters and some interpretive information. In the case of Clash Damph, these will be located at proposed viewpoint on Tomintoul Spur.</p> <p>Future Hubs are proposed at 3 locations (see map): Nairn; Grantown-on Spey; Keith Future discussions to take place on improving information and connectivity for visitors at these locations.</p>
Strategic Fit	<p>Moray Routes Bright Futures Objectives 1, 2 and 3. RTIF Criteria. Local and national strategic direction.</p>
What Action/ Projects are Proposed	<p>Triangular signs will be installed at each of the 10 Tourism Hubs (17 in total). Counters will be installed at each of the Tourism and Mid Route Hubs.</p> <p>Design is based on three A1 size panels, vertically mounted within a triangular mounting structure. A roof structure could be an option – perhaps in a pagoda style reflecting the Charles Doig design and the area’s whisky heritage?</p> <p>Panels will be of a material like Glass Reinforced Plastic or High-Pressure Polycarbonate (Rhino panels) which gives a tough and robust finish for outdoor graphics with UV stability, resistance to discolouration, surface haze and weathering.</p> <p>Proposed content on signs: We are proposing a maximum of 200 words per panel with attractive illustrations, which communicate a few clear messages and stories.</p> <p>Maps will be kept simple with information that does not date. Detail can be included on the App which people can carry with them.</p>

	<p>QR codes and Tags will be included to direct users to websites and to the App. QR codes can be readily updated.</p> <p>The design of mount is important. We wish to create a feature that stands out in a variety of environments. Commonly chosen materials are oak, pressure-treated softwood, or steel (either galvanised and powder-coated or stainless steel – fitting with the railways theme).</p> <p>Photos</p> <div></div>																
Purpose	<p>Messages associated with the Tourism Hubs will be based around:</p> <ul style="list-style-type: none">• Being part of the wider Moray Routes Network• Local route section either side of the Hub• Local and site-based interpretation – focus on respecting local people and their resources – what there is to see, do and learn. <p>Messages associated with the Mid Route Hubs will be simpler:</p> <ul style="list-style-type: none">• Being part of the wider Moray Routes Network and reassurance to ‘through’ walkers and cyclists that they are on route.																
Opportunities	<p>Both types of Hubs will also be used to carry the sensors/counters. The mid route hubs will be used to track more of the multi-day users of the network who are likely to be overnight visitors.</p>																
Constraints	<p>Discussion with existing route management bodies and community associations to enable best integrations with current signage approaches and locations. Planning consent may be required, although in some locations existing signage will be replaced or at least updated. Site selected likely to be within ownership of Moray Council or other partner bodies.</p> <p>Hubs may be vulnerable to damage, so robust construction materials and methods will be utilised.</p>																
Indicative Capital Costs	<p>Inclusive of all indicative capital costs, design, and installation:</p> <table><tr><th>Project</th><th>Number</th><th>Unit Cost</th><th>Total</th></tr><tr><td>17 Tourism Interpretive Hubs</td><td>17</td><td>£3,000</td><td>£51,000</td></tr><tr><td>7 Mid Route Interpretive Hubs</td><td>7</td><td>£1,000</td><td>£7,000</td></tr><tr><td>Sub Total</td><td></td><td></td><td>£58,000</td></tr></table>	Project	Number	Unit Cost	Total	17 Tourism Interpretive Hubs	17	£3,000	£51,000	7 Mid Route Interpretive Hubs	7	£1,000	£7,000	Sub Total			£58,000
Project	Number	Unit Cost	Total														
17 Tourism Interpretive Hubs	17	£3,000	£51,000														
7 Mid Route Interpretive Hubs	7	£1,000	£7,000														
Sub Total			£58,000														

	Contingency (25%)			£14,500
	TOTAL			£72,500
	TOTAL + VAT (20%)			£87,000
Potential Delivery Agents	<ul style="list-style-type: none">• Moray Council• Interpretive designers and installers			
Potential Sources of Match Funding and Revenue Streams	<ul style="list-style-type: none">• Moray Council match funding from capital budget (subject to approvals from the relevant committees)• Income for maintenance/repair and management system/staffing requirements in the longer term from Moray Council revenue budget and Moray Routes Infrastructure Fund• Moray Routes Infrastructure Fund• Just Transition Funding			
Timetable for Delivery	<ul style="list-style-type: none">• 2023/24			
Monitoring and Evaluation	<ul style="list-style-type: none">• Sensors and counters• Visitor surveys• Social media posts• Visitor satisfaction levels			

12.3 Tier 2 Projects in Detail

Unlocking the power of Moray Routes

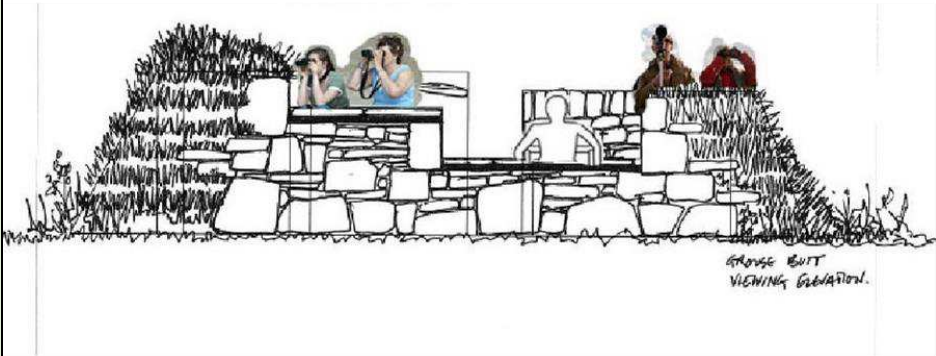

Project 3: Access for All - Findhorn


Site Description



The village of Findhorn acts as a key Tourism Hub connecting the Dava Way coming into Forres from the south on to the Moray Coastal Trail as it passes through Findhorn. The stunning coastline attracts many visitors to the area and the area benefits from a proactive community presence through the Findhorn Village Conservation Company.

	<p>There are two main car parks (West and East) with plans to refurbish the existing toilet blocks in 2022 in the West car park and on the road down to the marina. They also hope to locate a further toilet block, as indicated on the above map.</p> <p>This adds to the recently completed Aires Motorhome site which is already very popular with visitors.</p> <p>Access for All – Findhorn, will complement these developments and enhance the whole visitor experience.</p>
Strategic Fit	<p>Moray Routes: Bright Futures Objectives 1, 2 and 3.</p> <p>RTIF Criteria.</p> <p>The main report references several strategic plans, policies, and other relevant reports, namely: Moray Core Paths Plan, amended (2018); Moray Economic Strategy (2019-29); Moray Way Feasibility Study (2017); Local Development Plan (2021); Planning for Real, Findhorn (2017); Coastal Erosion Study, Findhorn to Roseisle (2002).</p>
What Action / Projects are Proposed	<p>The proposed works are shown as Projects 1-4 on the map above. Proposed project work includes:</p> <p><u>Project 1 – All Abilities Accessible Path</u></p> <ul style="list-style-type: none"> Construct all abilities, graded path (90m in length) from car park near proposed new toilet block to new all abilities viewing platform. Making use of onsite materials to shape and form the base layer <p><u>Project 2 – New Benches X4</u></p> <ul style="list-style-type: none"> Constructed in similar style to those on the existing all abilities path along the seashore in Findhorn (using existing nearby WW2 concrete structures cut to half size with wooden seating) <p><u>Project 3 – Triangular Sign</u></p> <ul style="list-style-type: none"> With QR codes (updating information on tides; path access on the beach front or inland; dolphin watch etc) New counter installed as part of FRTIF 4 funding (none currently at this location) <p><u>Project 4 – All Abilities Viewing Platform</u></p> <ul style="list-style-type: none"> Construct all abilities viewing platform with open views and seating – making use of hard wearing, robust, future proofing material built in sympathy to the marine environment Counters and Signs are included in Project 1: Smart Destination and Project 2: Informed Destination projects.
Purpose	<p>It is recognised by the local community that many people with accessibility concerns are unable to get close to the beach and experience the view with all their senses. A viewing platform will enable this and provide what is considered locally to be a missing link along the trail. It will add to what is becoming a must</p>

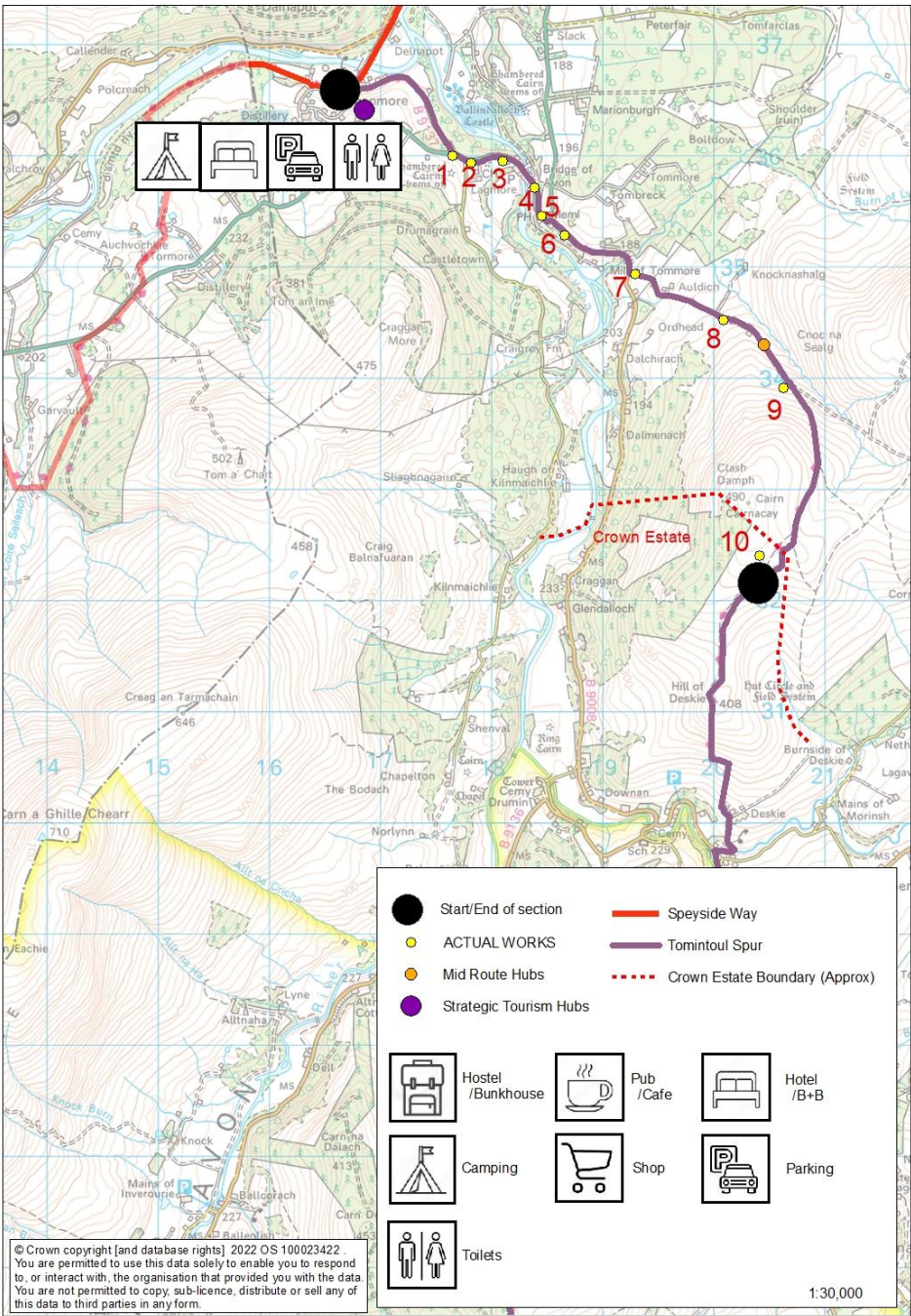
	<p>visit part of the Moray Coastal Trail for everyone, as close by there is disabled parking; a 21 space Aires camper van site; and a new toilet block with disabled facilities soon to be built.</p>
Indicative Design	<p>Viewing Platform – indicative styles below:</p>   <p>Benches – indicative style like those already in place along the accessible trail in the village (making use of historic WW2 concrete defences):</p>

	 <p>Triangular Signage – as per detail in Project 2: Informed Destination</p>																
Opportunities	<p>Land required already in community ownership.</p> <p>Findhorn Village Conservation Company have agreed in principle to ‘adopt’ any installations to secure good use of public funds in the long term.</p>																
Constraints	<p>There are no known constraints other than acquiring the necessary planning consents, which is not expected to be an issue.</p>																
Indicative Capital Costs	<p>Inclusive of indicative capital costs, project management and professional fees:</p> <table border="1"> <thead> <tr> <th>Project</th><th>Cost</th></tr> </thead> <tbody> <tr> <td>Accessible Path (90m)</td><td>£20,000</td></tr> <tr> <td>Accessible Viewing Platform</td><td>£25,000</td></tr> <tr> <td>Benches x4</td><td>£4,000</td></tr> <tr> <td>Sub Total</td><td>£49,000</td></tr> <tr> <td>Contingency at 25%</td><td>£12,250</td></tr> <tr> <td>TOTAL</td><td>£61,250</td></tr> <tr> <td>TOTAL + VAT (20%)</td><td>£73,500</td></tr> </tbody> </table>	Project	Cost	Accessible Path (90m)	£20,000	Accessible Viewing Platform	£25,000	Benches x4	£4,000	Sub Total	£49,000	Contingency at 25%	£12,250	TOTAL	£61,250	TOTAL + VAT (20%)	£73,500
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Sub Total	£49,000																
Contingency at 25%	£12,250																
TOTAL	£61,250																
TOTAL + VAT (20%)	£73,500																
Potential Delivery Agents	<p>Findhorn Village Conservation Company has agreed to project manage any procurement and installation of facilities.</p>																
Potential Sources of Match Funding and Revenue Streams	<ul style="list-style-type: none"> • Moray Council match funding from capital budget (subject to approval from the relevant committee) • Moray Routes Infrastructure Fund • Just Transition Funding • The community has a strong track record of local fund raising and acquiring funding from various sources (see additional comments section below). • The community developed an Aires Motorhome site (21 positions, Wi-Fi enabled) in 2021, which is already very popular and raising significant levels of income (see figures below): • <u>Motorhome year one 26 May to 31 December 2021</u> 																

	<p>Number of bookings: 1573 (1060 for 1 night and 513 for 2 nights)</p> <p>Number of nights: 2086</p> <p>Gross card payment income: £35,827</p> <ul style="list-style-type: none"> • <u>Motorhome year two 1 January to 5 September 2022</u> <p>Number of bookings: 1532 (1059 for 1 night and 473 for 2 nights)</p> <p>Number of nights: 2005</p> <p>Gross card payment income: £36,022 (includes future bookings)</p> <ul style="list-style-type: none"> • The community plans to introduce car park charging on the West car park. Based on figures from September to December 2021, gross car park income has the potential to deliver circa £46,500 per year. • They also have plans to introduce a coffee van at East car park in 2023, which will secure income from a private enterprise.
Timetable for Delivery	<p>The community is well positioned to develop these works as part of the next phase of works in the Findhorn area and as part of the Moray Coastal Trail. Any necessary planning permissions would be sought from Moray Council, but this is not considered to be time limiting. As such the project could be phased to start in 2023.</p>
Monitoring and Evaluation	<ul style="list-style-type: none"> • The community maintains records of visitor numbers using their car parks and accessing their facilities, for example, Aires Motorhome Park. • They recognise the lack of counters in the area, and this has been addressed as part of RTIF 4 funding and counters will be installed in 2022. This will also form part of a wider strategic bid to RTIF5 by Moray Council. • Increased visitor revenues • WalkHighlands responses
Additional Comments	<p>Strong community presence with a positive track record of delivery:</p> <p>Aires - £108k in 2022. Delivered and revenue generating</p> <p>Toilets through RTIF4 – work started in September 2022 with planning permission granted for second block</p> <p>All abilities path along Findhorn seafront - £160k successfully delivered</p> <p>Community sees potential gap with all abilities access to sea views from car park (happy to include viewpoint, access path, benches, and signage as part of their current asset register). The land required is already in community ownership.</p>

Project 4: Venture up the Hill – Tomintoul Spur


Site Description



The Tomintoul Spur is a branch of the Speyside Way heading up over the moorland from Cragganmore to the high village of Tomintoul. It covers 24km, with the first 4.5km following roadside verges, including the busy and fast A85. From the small car park at Auldich, the path climbs up over the moor offering stunning panoramic views back over the glen and down towards Glenlivet.

Strategic Fit	<p>Moray Routes Bright Futures Objectives 1, 2 and 3.</p> <p>RTIF Criteria.</p> <p>The main report also references several strategic plans, policies, and other relevant reports, namely: Moray Core Paths Plan (amended 2018); Moray Economic Strategy (2019-2022); Climate Change Strategy (2020-2030).</p>
What Action / Projects are Proposed	<p>The proposed works are shown as Projects 1-10 on the map above. Proposed project work includes:</p> <p><u>Project 1 – Informal Crossing where B9137 meets A95</u></p> <ul style="list-style-type: none"> This has been discussed in detail with Transport Scotland, who are keen to support tourism and active travel and have budgets in place to develop this. This project is currently with Transport Scotland budget holders and Amey (Transport Scotland’s new, recently appointed Operating Company in their NE Unit) for their consideration. Amey’s Draft 1 and 3 year programmes are due mid-November 2022, after which Transport Scotland will be better able to advise if this scheme has been added to their works programmes. <p><u>Projects 2,3,4 – New Safe Path alongside A95</u></p> <ul style="list-style-type: none"> Construct new path along grass verge from A95 crossing to entrance to Delnashaugh Hotel. This has been discussed in detail with Ballindalloch Estate and Transport Scotland. This section of the route is currently with Transport Scotland budget holders and Amey (Transport Scotland’s new, recently appointed Operating Company in their NE Unit) for their consideration. Amey’s Draft 1 and 3 year programmes are due mid-November 2022, after which Transport Scotland will be better able to advise if this scheme has been added to their works programmes. <p><u>Project 5 – Develop old access road behind hotel</u></p> <ul style="list-style-type: none"> Scrape 100m of old road to create safe and accessible path between A95 and Delnashaugh hotel <p><u>Project 6 – Informal Crossing of B9008</u></p> <ul style="list-style-type: none"> Create a new informal crossing point on B9008 where the path connects from the old road and links to the B9008 <p><u>Project 7 – New Safe Path</u></p> <ul style="list-style-type: none"> Create a new path on the grass verge of the B9008 from the informal crossing to the entrance of the tarmac track to Auldich car park. This has been discussed in detail with Moray Council and, should this project be awarded RTIF funding, a detailed engineering scope and costings will be prepared. <p><u>Project 8 – Restore Auldich Car Park and Interpretation</u></p> <ul style="list-style-type: none"> Use existing materials to restore the car park

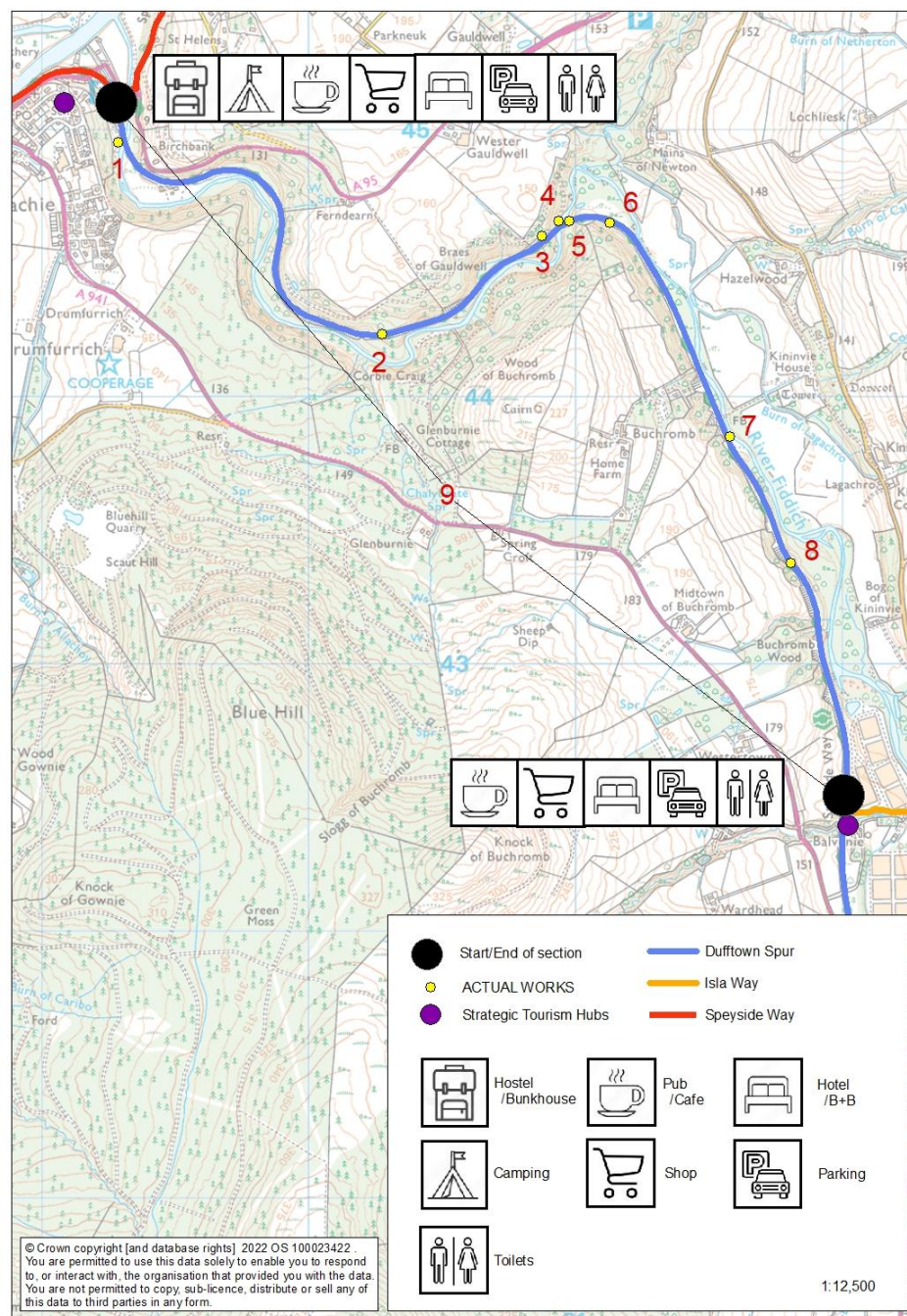
	<p><u>Project 9 – Path Works</u></p> <ul style="list-style-type: none"> • Improve path access in several locations up to proposed new viewpoint <p><u>Project 10 – New Viewpoint</u></p> <ul style="list-style-type: none"> • Construct new viewing platform. • Mid Route Hub interpretation has been included in Project 2: Informed Destination.
Purpose	<p>To enhance the overall experience of the user by transforming the first 4.5km of the route from Cragganmore to Auldich car park, thus creating a safe, accessible, and enjoyable experience.</p> <p>To provide better connectivity locally to the hotel, shop, Ballindalloch Distillery, and Lagmore Café, thus improving services for local people and for visitors to the area, many of whom may then stay an additional night with the obvious economic benefits that will bring to the area.</p> <p>To enable a wider range of users to experience a remote place as they ‘venture up the hill’ in search of the promoted viewpoint. As such it will capture the imagination of the occasional walker and families to go that bit further on their walk. People can choose to continue all the way through to Tomintoul (and the dedicated walker will do this); but the opportunity to experience remoteness in relative safety will appeal to a wide range of people.</p>
Indicative Designs	<p><u>Informal Crossing of A95</u></p> <p>Design to be prepared by Transport Scotland (Amey)</p> <p><u>Path alongside A95</u></p> <p>Design to be prepared by Transport Scotland (Amey)</p> <p><u>Path alongside B9008</u></p> <p>Design and costings will be prepared by Moray Council, should this project be awarded RTIF5 funding.</p> <p><u>Path works over the hill to new viewpoint</u></p> <p>Making use of materials recovered from ‘borrow’ pits on site to improve the overall surface of the path.</p> <p><u>Viewpoint</u></p> <p>Using materials drawn from the local area to create a simple and effective viewing platform that creates both a resting place and a shelter, whilst delivering stunning, panoramic views. Interpretation of the local area will add an additional sense of place and purpose.</p> <p>Similar in style to the image shown below:</p>

											
Opportunities	<p>The creation of such a viewpoint (located at point 10 on the map above) will encourage a wider cross section of people to ‘venture up the hill’ to experience a sense of remoteness and wildness yet not that far from the perceived comforts of the facilities down the valley. As such it will capture the imagination of the occasional walker and families to go that bit further on their walk. People can choose to continue all the way through to Tomintoul (and the dedicated walker will do this), but the opportunity to experience remoteness in relative safety will appeal to a wide range of people, many of whom may then stay an additional night with the additional economic benefits that will bring to the area. The aim is that people will want to come here for this view.</p> <p>Glenlivet and Inveravon Community Association suggested an alternative route (along the river Avon from Cragganmore to the old Bridge of Avon, then up through the trees to link with the track to Tommore and then a new path to Knocknasalg on to the track to Auldich car park). However, the clear belief held by the Estate and the basis for its support is that the route described for this project is, for several quite different reasons, the best option.</p>										
Constraints	<p>Planning permissions will be required but this is not considered to be a major constraint</p> <p>Transport Scotland – are keen to support tourism and active travel and have budgets in place to develop this. This project is currently with Transport Scotland budget holders and Amey (Transport Scotland’s new, recently appointed Operating Company in their NE Unit) for their consideration. Amey’s Draft 1 and 3 year programmes are due mid-November 2022, after which Transport Scotland will be better able to advise if this scheme has been added to their works programmes.</p>										
Indicative Capital Costs	<p>Inclusive of indicative capital costs, project management and professional fees:</p> <table border="1"> <thead> <tr> <th>Project</th><th>Cost</th></tr> </thead> <tbody> <tr> <td>Informal crossing of A95</td><td>£10,000 estimate (TBC by Transport Scotland)</td></tr> <tr> <td>New safe path alongside A95</td><td>£125,000 - £165,000 estimate (TBC by Transport Scotland)</td></tr> <tr> <td>Scrape old road path (100m)</td><td>£2,000</td></tr> <tr> <td>Informal crossing of B9008</td><td>£10,000</td></tr> </tbody> </table>	Project	Cost	Informal crossing of A95	£10,000 estimate (TBC by Transport Scotland)	New safe path alongside A95	£125,000 - £165,000 estimate (TBC by Transport Scotland)	Scrape old road path (100m)	£2,000	Informal crossing of B9008	£10,000
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Scrape old road path (100m)	£2,000										
Informal crossing of B9008	£10,000										

	New safe path alongside B9008 (1050m)	£100,000 estimate (TBC by Moray Council following engineering scope)
	Engineering scope for new path alongside B9008	£2,000
	Restore Auldich Car Park	£10,000
	Path works at various locations (1500m)	£25,000
	New viewpoint, grouse butt style plus interpretation	£15,000
	Sub Total	£164,000 (not including Transport Scotland costs)
	Contingency at 25%	£41,000
	TOTAL	£205,000
	TOTAL + VAT (20%)	£246,000
Potential Delivery Agents	<p>Amey will complete the work alongside the A95 on behalf of Transport Scotland, as Transport Scotland's contribution to this project 9 (subject to final agreement from Transport Scotland).</p> <p>Specialist contractors will be appointed by Moray Council to carry out the path work alongside the B9008; path work over the hill to the proposed viewpoint; and construction of the new viewpoint.</p>	
Potential Sources of Match Funding and Revenue Streams	<ul style="list-style-type: none"> • Moray Council match funding from capital budget (subject to approval from the relevant committee) • Moray Routes Infrastructure Fund • Just Transition Funding • Transport Scotland – £value of capital work • Ballindalloch Estate – gift of land strip alongside B9008 • Crown Estate Scotland • Tomintoul & Glenlivet Development Trust – have offered in-kind contribution of staff time to get the project established • EDF Renewables Dorenell Wind Farm Community Benefit Fund – up to a maximum of £30,000 per year can be accessed by Glenlivet & Inveravon Community Association 	
Timetable for Delivery	This project is best delivered in 2024/25 to fit with Transport Scotland's advanced works programme (should this be agreed by Transport Scotland in November 2022)	
Monitoring and Evaluation	<ul style="list-style-type: none"> • Increased footfall • Increased visitor revenues • WalkHighlands responses 	

Project 5: Link to the Trails - Dufftown Spur


Site Description



The Dufftown Spur is a flat, well used, old railway line linking the settlements of Craigellachie and Dufftown. The route contains two major river rail crossings and a number of other rail road crossings. The section of the route requiring extensive

	<p>work runs for a distance of some 3.25km from Craigellachie to the railway sidings on the outskirts of Dufftown.</p> <p>Craigellachie is positioned on the Speyside Way and has developed into an essential tourism, leisure, and active travel route. It also acts as a critical Tourism Hub for the area, providing direct access to the Rothes Way, Dufftown Spur, and the Isla Way.</p>
Strategic Fit	<p>Moray Routes: Bright Futures Objectives 1, 2 and 3.</p> <p>RTIF Criteria.</p> <p>The main report references several strategic plans, policies, and other relevant reports, namely: Moray Core Paths Plan, amended (2018); Moray Economic Strategy, (2019-29); Moray Council Active Travel Strategy (2022-27); Moray Local Development Plan (2021); Planning for Real (2015); Dufftown & District Community Action Plan (2021); Cycling Survey (2019)</p>
What Action/ Projects are Proposed	<p>The proposed works are shown as Projects 1-9 on the map above. The works occur along the length of the Dufftown Spur (7.5km connecting Craigellachie and Dufftown), recognising that the final 1.5km into Dufftown runs alongside the A941. Proposed project work includes:</p> <p><u>Project 1 – River Fiddich Bridge</u></p> <ul style="list-style-type: none"> • Cut tree growth • Mend scouring at river level • Mend any undermined damage to abutments/ piers <p><u>Projects 2,3,6 – Cuttings</u></p> <ul style="list-style-type: none"> • Remove 3 sections of overhanging trees causing damage to banks and H&S hazard to the public (700m in total, including both sides of the embankments). <p><u>Projects 4,5 – Newton Bridge</u></p> <ul style="list-style-type: none"> • Cut tree growth • Mend scouring at river level • Mend any undermined damage to abutments/ piers • Repair railings and path bridge layer • Install new safety fencing <p><u>Project 7 – Landslide 1</u></p> <ul style="list-style-type: none"> • Construct new 15-20m steel decking (min 2m width) with concrete abutments and concrete sleepers supporting underneath • Move path 1m closer to upslope side • Add secure side railings • Install secure fencing on downslope side <p><u>Project 8 – Landslide 2</u></p> <ul style="list-style-type: none"> • Clear path and upslope area with digger • Install gabion baskets to secure the upslope area (10m x 2 rows)

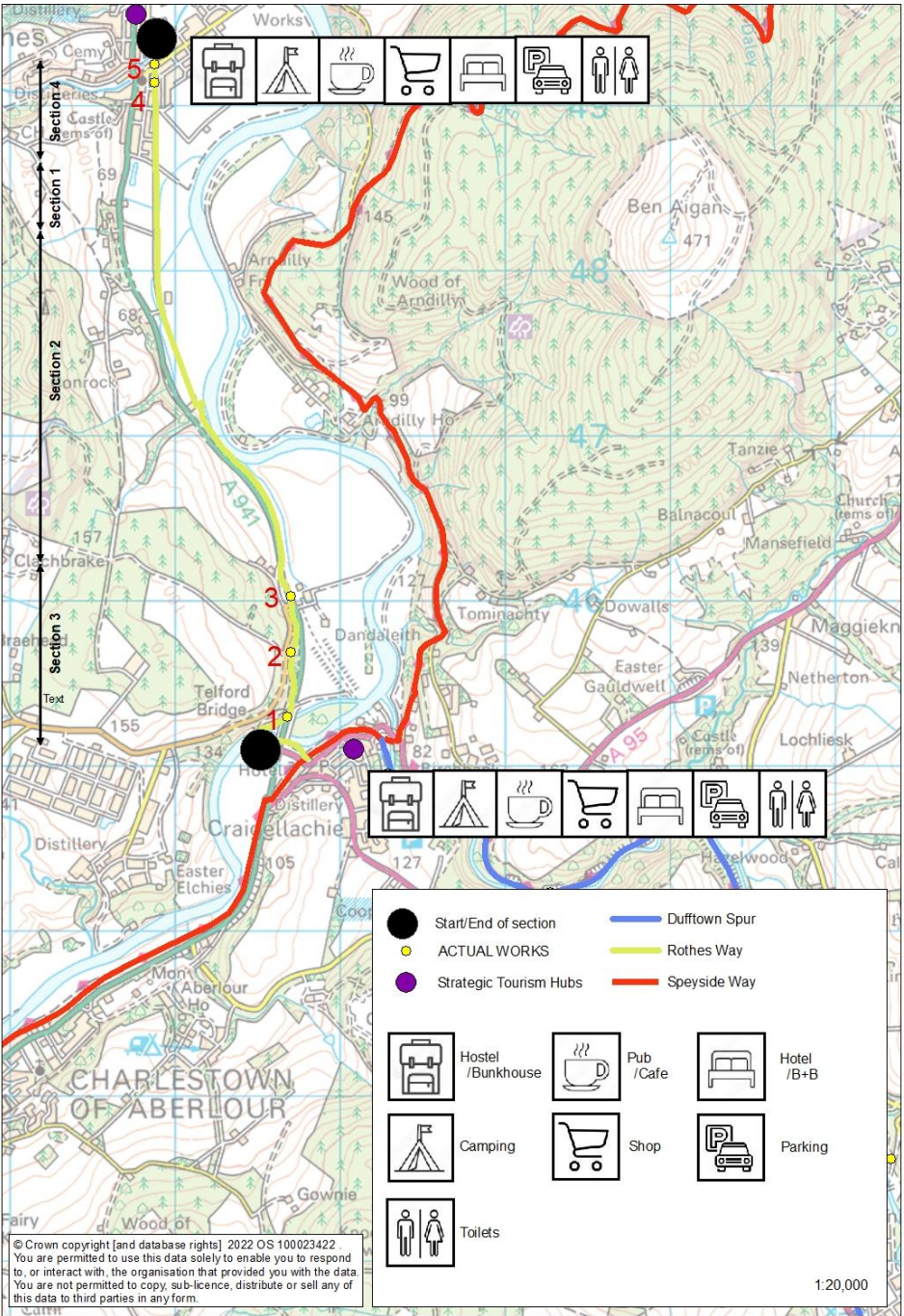
	<ul style="list-style-type: none"> • Use dumper truck to carry 40 loads of stone to the site. <p><u>Project 9 – Path Works</u></p> <ul style="list-style-type: none"> • Path scrape and fillings (3250m) • Improve drainage where required • Counters are included in Project 1: Smart Destination, and Tourism Hubs in Project 2: Informed Destination.
Purpose	<p>This section of old railway line has become an essential tourism, leisure, and active travel route connecting Craigellachie and Dufftown. Craigellachie is positioned on the Speyside Way and acts as a critical Tourism Hub for the area, providing direct access to the Rothes Way, Dufftown Spur, and the Isla Way.</p> <p>Works will secure existing land slips and provide a safe route. Maintenance of Fiddich bridge and Newton bridge, together with enhancements to existing path surfaces, will provide long-term security of public access.</p> <p>It will connect into the existing Speyside Way Low Carbon Hub, linking additional communities in Speyside via an active travel corridor.</p> <p>It will complement investment through the MGD Housing Mix project to provide new affordable homes in the area.</p>
Indicative Design	<p><u>Restorative work on both major river bridges</u></p> <p>Drone coverage, as part of this project, has indicated a significant build-up of invasive vegetation around the abutments and structure of both bridges. In our experience this has the potential to undermine key infrastructure. Our visual inspection, as part of our survey work on this project, also concluded there was an urgent need for a comprehensive inspection of both bridges and Moray Council intends to commission this at the earliest opportunity.</p> <p><u>Landslip 1</u></p> <p>Moray Council intends to commission an engineering report on the best way to resolve this. There is the potential for this type of problem to be exacerbated by climate change driven weather events.</p> <p>A ‘bridge’ design similar in style to the section of ramp (1) shown in the example below from Fort William, would probably work well.</p>

	 <p><u>Landslip 2</u> Installation of 2 rows of gabion baskets on the upslope side.</p> <p><u>Path Works</u> Scrape and reuse existing materials where possible. 25mm quarry dust top layer.</p>				
Opportunities	<p>The path is in the ownership of Moray Council and therefore does not present any known legal or ownership issues.</p> <p>The route is popular with walkers and cyclists. In 2019, prior to setting up a Community Bike Hub in 2021 in Dufftown (for e-bikes and push bikes), a local businessman carried out a cycling survey. The results showed that 66% of those surveyed wanted off road cycling for tourism, leisure, and active travel purposes with the Dufftown Spur providing such a route. Of those surveyed, some 50% were tourists.</p> <p>Ongoing monitoring of renters by the Community Bike Hub shows that 70% of the renters have come back saying they went on the Dufftown Spur and/or joined up with the Speyside Way on from Craigellachie.</p> <p>Number of bike renters over the past two years has more than doubled:</p> <table border="1" data-bbox="419 1509 839 1635"> <tr> <td>Jan – Aug 2022</td><td>79</td></tr> <tr> <td>Jan – Dec 2021</td><td>36</td></tr> </table>	Jan – Aug 2022	79	Jan – Dec 2021	36
Jan – Aug 2022	79				
Jan – Dec 2021	36				
Constraints	<p>The path has several historic railway bridges along its length, including the two largest of these (River Fiddich and Newton Bridges). The main report details the considerable financial burden this places on Moray Council and why the works proposed here should not be considered as simply routine maintenance.</p> <p>Planning permission may be required.</p>				
Indicative Capital Costs	<p>Indicative capital costs, project management and professional fees:</p> <table border="1" data-bbox="400 1977 1201 2018"> <tr> <th>Project</th><th>Cost</th></tr> </table>	Project	Cost		
Project	Cost				

	River Fiddich Bridge	£50,000
	Newton Bridge	£50,000
	Landslip 1 – steel structure	£125,000 estimate (TBC by Moray Council following commission of engineering report)
	Engineering report on steel structure – should this bid to RTF5 be successful	£2,000
	Landslip 2 – gabion baskets	£15,000
	Cuttings (£20-£25/linear m)	£17,000
	Path works (3,250m x £8/m)	£26,000
	Drainage Works	£15,000
	Sub Total	£300,000
	Contingency at 25%	£75,000
	TOTAL	£375,000
	TOTAL + VAT (20%)	£450,000
Potential Delivery Agents	<p>Planning permission likely to be required for the steel structure at landslip 1</p> <p>Specialist contractors will be required for all aspects of these works and as such the works will need to be phased, with the bridge and landslip works to be completed first.</p> <p>Ongoing site monitoring and any routine maintenance work will be delivered by Moray Council</p>	
Potential Sources of Match Funding and Revenue Streams	<ul style="list-style-type: none"> • Moray Council match funding from capital budget (subject to approval from the relevant committee) • Moray Routes Infrastructure Fund • Just Transition Funding • Dufftown & District Community Association can apply for up to £30k per year from the EDF Renewables Dorenell Wind Farm Community Benefit Fund • William Grant Foundation • Ena Baxter Foundation • Paths for All • Moray Council also have access to the Dorenell Wind Farm Fund and have been awarded £50k per year (for 25 years) for path works. • UKSPF Intervention Code (bid for match funding by Moray Council): Improvements to the natural environment and green and open space which could include community gardens, watercourses, and embankments, along with incorporating natural features into wider public spaces. Support for linking communities together and with employment opportunities with a focus on decarbonisation. 	
Timetable for Delivery	Propose that this project be delivered in 2024/25 to give time for tendering of the various works and planning consents where required.	
Monitoring and Evaluation	<ul style="list-style-type: none"> • Project 1: Smart Destination and Project 2: Informed Destination will seek funding to develop Tourism Hubs and install counters in key strategic 	

	<p>locations. These will be essential in capturing essential statistical information in a consistent, accurate and meaningful way.</p> <ul style="list-style-type: none"> • There is at present no counter on the Dufftown Spur. Statistics are captured for bike hires (see section above entitled 'Opportunities') plus an abundance of anecdotal evidence of consistent use by locals and tourists. • Increased footfall • Increased visitor revenues • WalkHighlands responses
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Project 6: Distilleries Trail – Rothes Way

<p>Site Description</p>	 <p>The map illustrates the proposed multi-use route (Rothes Way) connecting Rothes and Craigellachie. The route is shown in yellow, following the line of the Morayshire railway. It passes through the established Speyside Way (red line) and crosses the iconic Telford bridge enroute. The map includes various landmarks such as Ben Aigarn, Wood of Arndilly, and the Telford Bridge. A legend identifies symbols for Start/End of section, ACTUAL WORKS, Strategic Tourism Hubs, Dufftown Spur, Rothes Way, and Speyside Way. Icons represent amenities: Hostel/Bunkhouse, Pub/Cafe, Hotel/B+B, Camping, Shop, Parking, and Toilets. The map is titled 'CHARLESTOWN OF ABERLOUR' and includes a copyright notice for 2022 OS 100023422.</p>
<p>Strategic Fit</p>	<p>Moray Routes: Bright Futures Objectives 1, 2 and 3.</p>

	<p>RTIF Criteria.</p> <p>The main report references several strategic plans, policies, and other relevant reports, namely: Moray Way Feasibility Study (2017); Moray Core Paths Plan, amended (2018); Moray Economic Strategy (2019-29); Moray Council Active Travel Strategy (2022-27); Rothes to Craigellachie Route Study (2018).</p>
What Action / Projects are Proposed	<p>The proposed works are shown as projects 1-5 on the map above. Proposed project work includes:</p> <p>Section 1 – complete</p> <p>Section 2 – partially complete (rerouting of part)</p> <p>Section 3 – not started</p> <p>Section 4 – not started (terminus into Rothes)</p> <p><u>Sections 2 and 3</u></p> <ul style="list-style-type: none"> • Project 1 – Access to Telford Bridge Clearing and improving old tarmac path to layby adjacent to A941 • Project 2 – Construction of an Accessible Route From crossing point on B9102 to link with the old tarmac track. Details of the route to be clarified in discussion with landowner, construction engineer, and trustees. • Project 3 – Informal Road crossings x2 Details of road crossings to be clarified through discussions with Moray Council Roads team <p><u>Section 4</u></p> <ul style="list-style-type: none"> • Project 4 – Construction of an accessible path extending the current works on Section 1 into the centre of Rothes along the old railway line. To be constructed to the same standard as sections 1-3: 500m x 2m wide, 100mm type 1 base, 25mm quarry dust top layer. Details of the route have still to be clarified through discussion with Moray Council as landowner, construction engineer, and trustees. • Project 5 – Triangular Sign and Interpretation at Terminus in Rothes See detail in Project 1: Smart Destination and Project 2: Informed Destination
Purposes	<p>To provide outdoor recreational activities for the local community and its visitors by:</p> <ul style="list-style-type: none"> • establishing a recognised, safe, and accessible walking and cycling route between Rothes and Craigellachie to be known as the Rothes Way. • promoting those sections of the Rothes Way suitable for family groups and less able users, including those using mobility scooters or adaptive bikes.

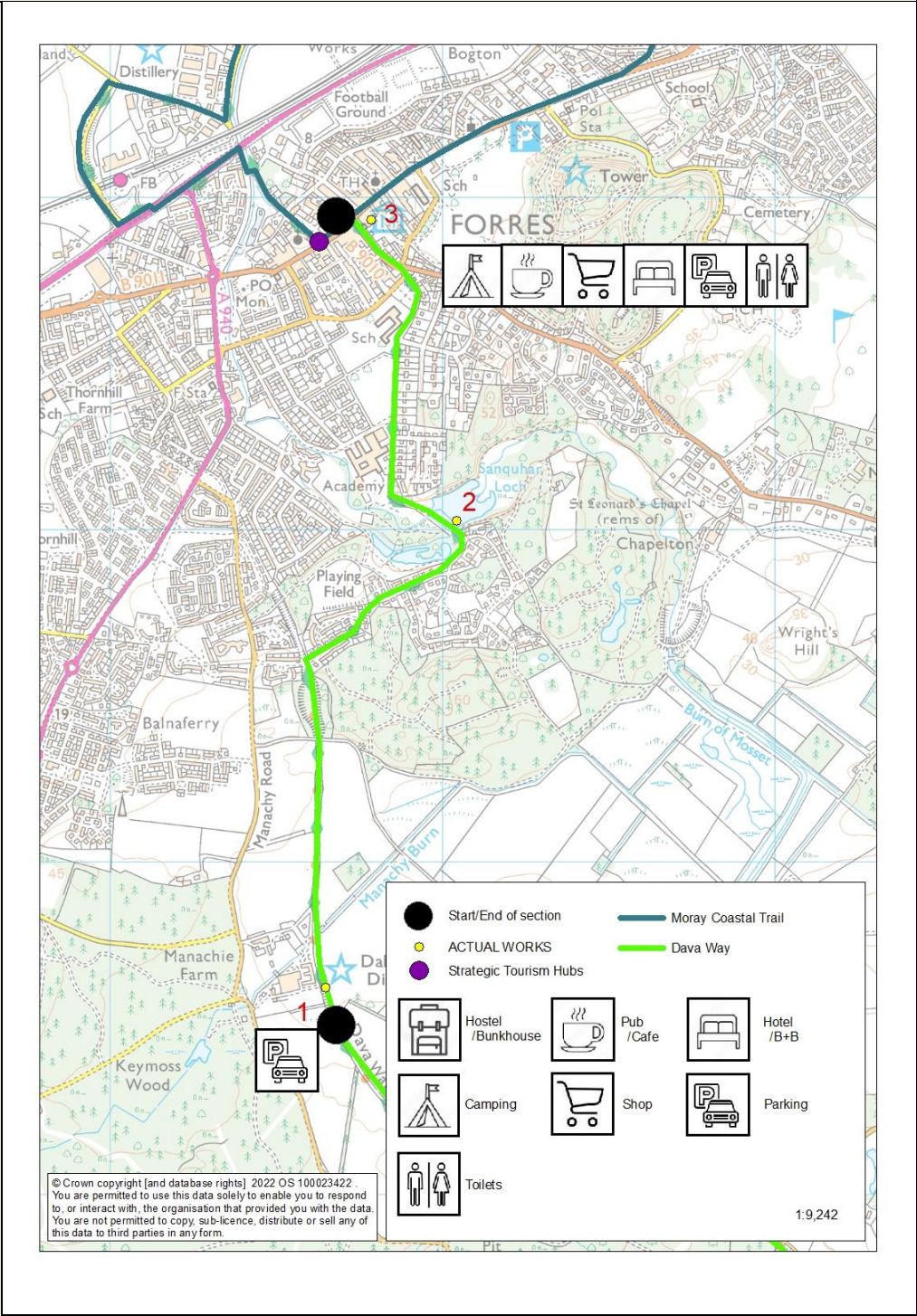
	<ul style="list-style-type: none"> organising and supporting public events using the Rothies Way for recreational or sporting events <p>To advance citizenship and community development by:</p> <ul style="list-style-type: none"> working with landowners and volunteers from the local community to maintain, improve and promote the Rothies Way and the environment alongside promoting the use of the Rothies Way as a strategic route for active travel and tourism <p>To advance heritage and education by informing the public about the natural environment and the historical significance of the former Morayshire Railway</p>
Indicative Design	<p>Indicative designs have been prepared for Section 3 by upgrading of existing tarmac or creating new path along verge to same standard as sections 1 and 2 (200m x 2m wide, 100mm type 1 base and 25mm quarry dust top layer).</p> <p>Section 4, Terminus into Rothies, will be prepared to the same standards following further discussions with Moray Council.</p>
Opportunities	<p>By providing a link with the popular Speyside Way, the creation of the Rothies Way will provide increased opportunities for active travel and promoting tourism in Rothies. Access to the 3 local distilleries will be enhanced for tourists and in future could be linked to a walking, cycling, canoeing trail linking with the existing Moray Whisky Trail.</p> <p>Information boards will be installed informing path users of features of the natural environment, links to local industries (whisky distilling and salmon fishing) and the historical significance of the former railway line and the Telford Bridge at Craigellachie.</p> <p>There is the potential to further promote tourism by the creation of a café and possible tourist hub in the former Rothies FC Social Club adjacent to the terminus of the route in Rothies Square. The property has been purchased by a local businessman who has plans to develop the property in 2023.</p>
Constraints	<p>Planning permission required for Section 4, but this is unlikely to cause a problem.</p> <p>Details of Section 4 have still to be clarified through discussion with Moray Council but are not expected to cause any serious concerns.</p> <p>The completion of sections 2 and 3 depends on written agreements from three landowners. Two landowners have already given approval in writing. However written approval for completion of part of section 2 has still to be obtained. RWA trustees are seeking legal advice to take this forward and have drafted a letter setting out what they consider the basis for a formal agreement.</p> <p>Should they be unable to reach an agreement, they will consider the option of a Community Right to Buy (CRtB). They have taken guidance from Community</p>

	<p>Ownership Support Service (COSS) on the procedures and have revised their constitution to be compliant with the CRTb should that option become necessary. They have also considered a Compulsory Path Delineation Order (CPDO). However, they are working hard with the landowner to avoid either of these options.</p> <p>Section 4 is owned by Moray Council and Rothes Way Association have indicated they are unable to take on the development of this section.</p>																		
Indicative Capital Costs	<p>Inclusive of indicative capital costs, project management and professional fees:</p> <table><tr><th>Project</th><th>Cost</th></tr><tr><td>Path construction – section 3</td><td>£15,000 - £20,000 estimate (TBC by RWA)</td></tr><tr><td>Informal crossings x2</td><td>£20,000</td></tr><tr><td>Access to Telford Bridge</td><td>£5,000</td></tr><tr><td>Path construction – terminus into Rothes (£8/m2 x 500m)</td><td>£8,000</td></tr><tr><td>Sub Total</td><td>£48,000 - £53,000</td></tr><tr><td>Contingency at 25%</td><td>£12,000 – 13,250</td></tr><tr><td>TOTAL</td><td>£60,000 - £66,250</td></tr><tr><td>TOTAL + VAT (20%)</td><td>£72,000 - £79,500</td></tr></table>	Project	Cost	Path construction – section 3	£15,000 - £20,000 estimate (TBC by RWA)	Informal crossings x2	£20,000	Access to Telford Bridge	£5,000	Path construction – terminus into Rothes (£8/m2 x 500m)	£8,000	Sub Total	£48,000 - £53,000	Contingency at 25%	£12,000 – 13,250	TOTAL	£60,000 - £66,250	TOTAL + VAT (20%)	£72,000 - £79,500
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Potential Delivery Agents	<p>Specialist contractors will be employed to plan, design and construct Sections 3 and 4</p> <p>Moray Council Road’s department will be involved in planning and design of the two road crossings on Section 3 and the path works on Section 4</p>																		
Potential Sources of Match Funding and Revenue Streams	<ul style="list-style-type: none">• Moray Council match funding from capital budget (subject to approval from the relevant committee)• Moray Routes Infrastructure Fund• Just Transition Funding• To date RWA has been highly successful in raising funds through donations from local businesses, local and national funders, and local events planned by the fund raising team (see list below). Total income banked to date is £75,615.95 and total expenditure is £40,265.42 (June 2022) for work thus far on sections 1 and 2 only: <table><tr><th>Funding Sources</th></tr><tr><td>In kind support to build sections 1 and 2</td></tr><tr><td>Local fund raising activities</td></tr><tr><td>Charity pop up shop – matched by Robertson Trust and Edrington</td></tr><tr><td>Cash donations from residents</td></tr><tr><td>Rothes Windfarm</td></tr><tr><td>Gordon & Ena Baxter Foundation</td></tr><tr><td>Berryburn Community Fund</td></tr><tr><td>Adam Family Foundation</td></tr><tr><td>Inver House Distilleries</td></tr><tr><td>Diageo</td></tr></table>	Funding Sources	In kind support to build sections 1 and 2	Local fund raising activities	Charity pop up shop – matched by Robertson Trust and Edrington	Cash donations from residents	Rothes Windfarm	Gordon & Ena Baxter Foundation	Berryburn Community Fund	Adam Family Foundation	Inver House Distilleries	Diageo							
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	Co-op Community Benefit Fund	<ul style="list-style-type: none">• Paths for All Grant provided funds for tools and equipment for the maintenance team. On-going fundraising will be required to meet any repair costs.• RWA does not employ any paid staff.
	Roths Council	
	Moray Council	
	Money for Moray	
	Heritage Lottery Fund	
Timetable for Delivery	Key elements are: 1. Reaching formal agreement for completion of Section 2 (1-2 months) / or pursuing a CRtB or CPDO if agreement cannot be reached (3-5 years) 2. Planning and construction of Sections 2 and 3 (4 - 6 months) 3. Fundraising ongoing up to 5 years, depending on outcome of point 1	
Monitoring and Evaluation	<ul style="list-style-type: none">• Increased footfall• Increased visitor revenues• Safe and accessible route between settlements• WalkHighlands responses	

Project 7 : Historic Connections – Dallas Dhu

Site Description



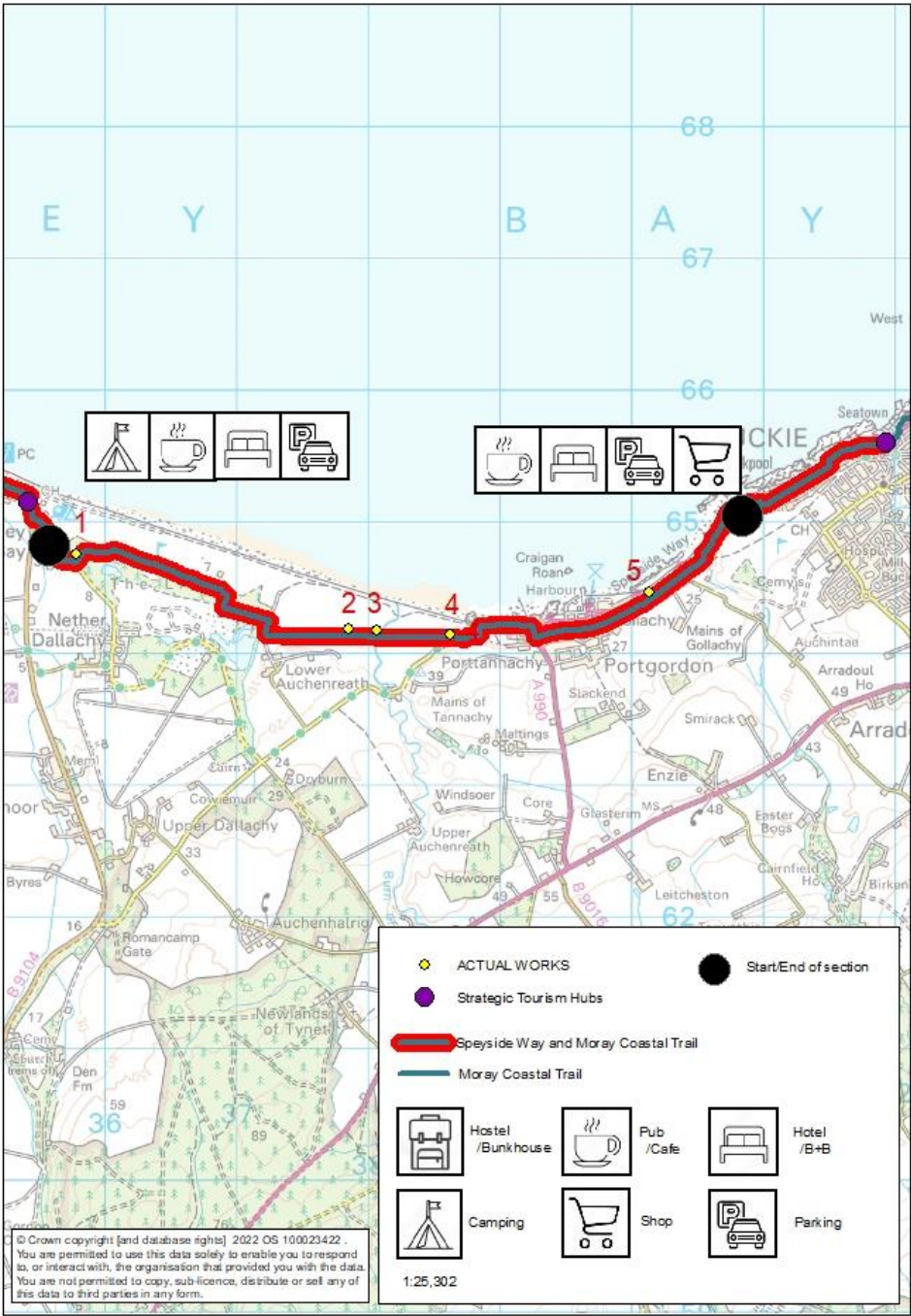
Dallas Dhu is a historic distillery dating back to Victorian times and is situated half a mile south of Mannachie Avenue in Forres. It is currently in the care of Historic Environment Scotland who maintain it as a museum open to the public. There is a large car park and toilets on site with access on to the Dava Way. As such it is well placed to attract visitors though currently the access is steep and difficult to navigate for all abilities.

	<p>There has been significant new house building on the route between Dallas Dhu and Forres with imminent plans for a further large housing development. This project proposes to create an all abilities access path up on the Dava Way from Dallas Dhu and as such enhance the experience for visitors and people living in these communities and nearby Forres.</p>
Strategic Fit	<p>Moray Routes: Bright Futures Objectives 1, 2 and 3. RTIF Criteria.</p> <p>The main report references several strategic plans, policies, and other relevant reports, namely: Moray Core Paths Plan, amended (2018); Moray Economic Strategy (2019-29); Moray Local Development Plan (2021).</p>
What Action / Projects are Proposed	<p>The proposed works are shown as Projects 1-3 on the map above. Proposed project work includes:</p> <p><u>Project 1 – All Abilities Access</u></p> <ul style="list-style-type: none"> • Re-engineer access from Dallas Dhu car park via all abilities path up to Dava Way. <p><u>Project 2 – New Triangular Sign at Sanguhar Loch</u></p> <ul style="list-style-type: none"> • Included in Project 2: Informed Destination. Inviting the public to consider an alternative off road route back to the centre of Forres. <p><u>Project 3 – Counters</u></p> <ul style="list-style-type: none"> • Included in Project 1: Smart Destination.
Purpose	<p>To provide outdoor recreation facilities and activities for the local community and its visitors by:</p> <ul style="list-style-type: none"> - establishing a recognised walking and cycling route between Forres and Grantown-on-Spey. - promoting those sections of the Dava Way suitable for equestrians or accessible by mobility scooter. - organising and supporting public events using the Dava Way for recreational or sporting activities. <p>To advance citizenship and community development by:</p> <ul style="list-style-type: none"> - working with landowners, land occupiers and volunteers from the local community to maintain and improve the route and the environment alongside. - promoting the use of the Dava Way as a strategic route for active travel. <p>To advance heritage and education by:</p> <ul style="list-style-type: none"> - restoring and preserving Highland Railway buildings and artefacts along the route.

	<ul style="list-style-type: none"> - informing the public about the natural environment and heritage, the influence of the Highland Railway and the history connected with the local communities. 										
Indicative Design	<p>Planning application to be submitted to Moray Council.</p> <p>Designs to be confirmed by Dava Way Association.</p>										
Opportunities	The Dava Way Association has a positive history of project delivery with the ability to manage this project to completion. They also have access to a positive and able group of volunteers who they proactively manage on a regular basis.										
Constraints	<p>Historic Environment Scotland – awaiting response but not expected to cause a problem.</p> <p>Planning permission required from Moray Council but not expected to cause a problem.</p>										
Indicative Capital Costs	<p>Inclusive of capital costs, project management and professional fees:</p> <table border="1"> <thead> <tr> <th>Project</th><th>Cost</th></tr> </thead> <tbody> <tr> <td>New all abilities connecting path</td><td>£75,000</td></tr> <tr> <td>Contingency at 25%</td><td>£18,750</td></tr> <tr> <td>TOTAL</td><td>£93,750</td></tr> <tr> <td>TOTAL + VAT (20%)</td><td>£112,500</td></tr> </tbody> </table>	Project	Cost	New all abilities connecting path	£75,000	Contingency at 25%	£18,750	TOTAL	£93,750	TOTAL + VAT (20%)	£112,500
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TOTAL + VAT (20%)	£112,500										
Potential Delivery Agents	Specialist contractors appointed and managed by Dava Way Association										
Potential Sources of Match Funding and Revenue Streams	<ul style="list-style-type: none"> • Moray Council match funding from capital budget (subject to approval from the relevant committee) • Moray Routes Infrastructure Fund • Just Transition Funding • Baxter Foundation • Adam Trust • Altyre Estate 										
Timetable for Delivery	Deliverable in 2023/24										
Monitoring and Evaluation	<ul style="list-style-type: none"> • Route counters • Increased footfall • Increased visitor revenues • Social media posts 										

Project 8: Coastal Connections – Spey Bay to Buckie

Site
Description



	This unique section of the Moray Routes combines the Moray Coastal Trail and the Speyside Way. Section 1 weaves its way through Dallachy Wood and has the potential to provide a wonderful link via the old railway line to Portgordon and then beyond to Buckie, with its amazing colony of Moray Firth seals enroute
Strategic Fit	<p>Moray Routes: Bright Futures Objectives 1, 2 and 3.</p> <p>RTIF Criteria.</p> <p>The main report references several strategic plans, policies, and other relevant reports, namely: Moray Core Paths Plan, amended (2018); Moray Economic Strategy (2019-29); Moray Council Active Travel Strategy (2022-27); Moray Local Development Plan (2021).</p>
What Action/ Projects are Proposed	<p>The proposed works are shown as Projects 1-5 on the map above. Proposed project work includes:</p> <p><u>Project 1 – From Spey Bay through Dallachy Wood</u></p> <ul style="list-style-type: none"> • Works on tree clearance for this section now scheduled by Crown Estate Scotland. This will ensure improved access from Spey Bay to Portgordon • Create an all abilities path through this section, connecting with the section along the old railway line into Portgordon <p><u>Project 2 – Old Railway Line</u></p> <ul style="list-style-type: none"> • Reinstate an all abilities path from Dallachy Wood, along the length of old railway line, into Portgordon <p><u>Project 3 – Bridge Works</u></p> <ul style="list-style-type: none"> • Secure base and railings <p><u>Project 4 – Counters and Signage</u></p> <ul style="list-style-type: none"> • To be delivered as part of Project 1: Smart Destination and Project 2: Informed Destination <p><u>Project 5 – From Portgordon to Buckie</u></p> <ul style="list-style-type: none"> • Create an all abilities path through this section, providing an accessible connection between the two settlements and giving access to the marine wildlife of the area.
Purpose	To create an all abilities path connecting local people and visitors between Spey Bay, Portgordon and Buckie
Indicative design	<p><u>All abilities path from Spey Bay through Dallachy Wood</u></p> <ul style="list-style-type: none"> • In terms of the future management of Dallachy woods by Crown Estate – there are currently no firm plans to undertake any significant harvesting of the woodland. Planned works will be predominantly focussed on the clearance of windblown trees that fall across the path (as required) and monitoring trees adjacent to (within falling distance of the path). An estate wide tree inspection was undertaken in summer 2021 with a

	<p>recommendation to remove some (highest risk) of the dead trees adjacent to the path. This work was commissioned in October 2022</p> <ul style="list-style-type: none"> • Crown Estate are happy to work in partnership with Moray Council to create a new all abilities trail through the wood, thus connecting to the proposed improved section along the 1.5km of old railway line into Portgordon <p>Standard: Dug at least 50mm deep and lined with geotextile sheet Lay and roll Type 1 – 100mm deep Lay and roll whinstone or granite dust – 25mm deep x 2m width</p> <p><u>All abilities path along the old railway line into Portgordon</u></p> <ul style="list-style-type: none"> • Scrape top where required and set aside • Redistribute existing stone material base from old railway • Lay and compact whinstone or granite dust – 25mm depth x 2m width <p><u>All abilities path from Portgordon to Buckie</u></p> <ul style="list-style-type: none"> • Redistribute existing stone material • Lay and roll whinstone or granite dust – 25mm deep x 2m width
Opportunities	<p>The old railway line from Portgordon to where the path enters Dallachy Wood is owned by Moray Council thus offering no obstruction in terms of timescales and delivery of this section of the works.</p> <p>There is an opportunity to improve access for everyone from Buckie, through Portgordon, and all the way to Spey Bay. This is a well-used route by local people, and, through better promotion and improved access, this section could be more widely promoted to visitors. It is currently a strategic gap in the routes network.</p> <p>Connecting with an all abilities path on from Portgordon to Buckie creates an opportunity for people to get close to marine wildlife (Grey Seal colony at Portgordon) along this section of the coast.</p> <p>Portgordon Community Trust are in the process of creating a Community Hub and are a willing partner in this project. The Community Hub has been developed following the purchase of the Richmond Arms hotel, with support from Highlands & Islands Enterprise and Crown Estate Scotland. The new Community Hub includes a café with toilets, and future overnight accommodation is planned. Portgordon Community Trust have also developed a community garden (growing food for the café and community), which is being branded as a green sustainable demonstration site and includes an underground rain water tank and solar power. The area boasts a beautiful harbour which is also undergoing significant upgrading works, which all adds to the charm for visitors. There is a BBQ and picnic benches nearby and a cycle repair section. In addition, there is an EV charging point in the village and a village shop</p>

Constraints	<p>The path through Dallachy Woods from Spey Bay will require ongoing maintenance, which Crown Estate are committed to.</p> <p>An alternative route is available through the golf course should at any time the route through Dallachy Woods be closed due to storm damage to the trees.</p>																				
Indicative Capital Costs	<p>Inclusive of indicative capital costs, project management and professional fees:</p> <table><tr><th>Project</th><th>Cost</th></tr><tr><td>Maintain open access through Dallachy Wood</td><td>Cost being met by Crown Estate Scotland</td></tr><tr><td>New access for all through Dallachy Wood (£25/m2 x 1.5km)</td><td>£75,000</td></tr><tr><td>Improved access for all along the old railway line (£8/m2 x 1.5km)</td><td>£24,000</td></tr><tr><td>Improved access for all along the coast from Portgordon to Buckie (£8/m2 x 1.5km)</td><td>£24,000</td></tr><tr><td>Footbridge works</td><td>£2,000</td></tr><tr><td>Sub Total</td><td>£125,000</td></tr><tr><td>Contingency at 25%</td><td>£31,250</td></tr><tr><td>TOTAL</td><td>£156,250</td></tr><tr><td>TOTAL + VAT (20%)</td><td>£187,500</td></tr></table>	Project	Cost	Maintain open access through Dallachy Wood	Cost being met by Crown Estate Scotland	New access for all through Dallachy Wood (£25/m2 x 1.5km)	£75,000	Improved access for all along the old railway line (£8/m2 x 1.5km)	£24,000	Improved access for all along the coast from Portgordon to Buckie (£8/m2 x 1.5km)	£24,000	Footbridge works	£2,000	Sub Total	£125,000	Contingency at 25%	£31,250	TOTAL	£156,250	TOTAL + VAT (20%)	£187,500
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Potential Delivery Agents	<p>Crown Estate Scotland has already tendered and appointed contractors for their tree maintenance/ clearance works through Dallachy Woods. Moray Council will need to appoint contractors to upgrade the old railway line and the section from Portgordon to Buckie. The section through Dallachy Woods would be in partnership with Crown Estate.</p>																				
Potential Sources of Match Funding and Revenue Streams	<ul style="list-style-type: none">• Moray Council match funding from capital budget (subject to approval from the relevant committee)• Moray Routes Infrastructure Fund• Just Transition Funding• Crown Estate Scotland would be prepared to consider a financial contribution at the appropriate time• Golf Club• Portgordon Community Trust have successfully raised funding for several projects. As such they have a positive track record of successfully generating funding and are prepared to seek match funding for this project. Previous funders/ grant sponsors include: <table><tr><th>Funding Sources</th></tr><tr><td>HIE – various sources</td></tr><tr><td>Beatrice Wind Fund</td></tr><tr><td>W.M.Grant</td></tr></table>	Funding Sources	HIE – various sources	Beatrice Wind Fund	W.M.Grant																
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Timetable for Delivery	Deliverable in 2023/24															
Monitoring and Evaluation	<ul style="list-style-type: none">• Route counters• Increased footfall• Increased visitor revenues															

13 Appendices

13.1 Appendix 1: Stakeholder Engagement Questionnaire on the draft Plan

We are a group of independent consultants who have been commissioned by Moray Council to prepare a Moray Routes Strategic Infrastructure Plan to support an application to Round 5 of the Rural Tourism Infrastructure Fund. We have been in touch with you previously and we are seeking your comments on the draft Plan.

It is particularly important that you note the following before responding :

- The Moray Routes Strategic Infrastructure Plan has been written and developed specifically to satisfy criteria set down by the Scottish Tourism Recovery Taskforce (STRT). The STRT are responsible for ensuring that, following the Covid outbreak, a tourism recovery plan is fully coordinated with wider Scottish Government and other relevant sectoral recovery plans, and with the national tourism strategy Scotland Outlook 2030. The tourism priority in the Plan is important and while Moray Routes are used extensively by residents; they are not the primary focus.
- Funding for the projects outlined in the Plan, if the application is successful, will come from the Scottish Government's Rural Tourism Infrastructure Fund (RTIF) Round 5. Funding assistance could extend to 75% of identified costs with matching funds from a variety of other sources including Moray Council.
- The RTIF is administered by Visit Scotland and this Plan will be set before the funding award panel to demonstrate that there is a pipeline of projects. The RTIF Assessment Panel includes representatives of Scottish Government, Scottish Enterprise, Highlands & Islands Enterprise, COSLA, NatureScot, Architecture and Design Scotland as well as VisitScotland. The RTIF Round 5 is likely to be highly competitive with demand exceeding the available funding.
- Moray Council were successful in their RTIF Round 4 application for facilities like toilets and car parks, elsewhere on the Moray Routes network. This Plan is intended to complement the Round 4 investment through its focus on strategic gaps in the route network with projects designed primarily to improve the visitor experience and make the Moray Routes network more inclusive and easier to manage through use of technology.
- Also likely is that of the six primary projects put forward, perhaps only two will be supported by RTIF for detailed investigation to get them to 'shovel ready' status in 2023/24. Other projects in the 'pipeline' may have to wait until subsequent years to receive RTIF funding. Equally, as we know, government funding will be squeezed in uncertain ways over the coming years and guaranteeing support is not possible.
- RTIF is primarily about projects that support the wider visitor interest, choices, and experience making Moray a more attractive place to visit. Funding cannot support projects which are led by the private sector, or which will directly benefit any private sector business

or groups of businesses. Land and/or facilities receiving support should generally be owned or on a long agreement through public bodies or constituted community groups

Questionnaire on draft Moray Routes Strategic Infrastructure Plan

Questions	Yes	No	Comments
1. Are you supportive of the rationale and actions in the Plan and the identified strategic gaps in the Moray Routes network?			
2. In your opinion, does the Plan address Responsible Tourism and quality visitor experience issues on the Moray Routes?			
3. In your opinion, does the Plan support communities using the Moray Routes to become more resilient and able to better manage tourism demands and develop new local business opportunities?			
4. Are there any barriers or constraints you feel the Plan should highlight?			
5. Are there any opportunities or benefits you feel the Plan should highlight?			
6. In principle, is your organisation content to be listed in the Plan as:			
A delivery agent (commitment to at least help in kind in getting the project established)			
Supporting partner (commitment to recording your support through correspondence)			
An owning and managing agent, taking responsibility for facility ownership and maintenance, data collection etc over the longer term			
Other – please state			

7. Any other comments on the Plan?	
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