



# **MORAY CORE PATHS**

## **ACTION PLAN**

**2023 – 2026**

**(Including Appendix 1, 2 and 3)**

## 1. INTRODUCTION

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

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

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

From 2019 to 2022, as agreed by the Committee, the funds were spent on the Speyside Way upgrading a 20.5 km section to a Paths for All accessible standard with a whin dust surface to respect the rural nature of the route [http://www.moray.gov.uk/moray\\_standard/page\\_128861.html](http://www.moray.gov.uk/moray_standard/page_128861.html) and developing a new Speyside Way Website <https://www.speysideway.co.uk/>. Outputs also included Core Paths database development and employing an officer to audit the whole Core Paths network comprising 358 paths with the audit completed by March 2023.

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

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

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

## 2. OBJECTIVE

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

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

### Available Funds

Carry over from 2022/23 - £38K

2023/24 - £50K Dorenell Contribution

2024/25 - £50K Dorenell Contribution

2025/26 - £50K Dorenell Contribution

Total 2023/26 - £188000

### Rationale and Priorities

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

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

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

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

a. Core Paths Ranger

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

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

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

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

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

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

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

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

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

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

b. Materials and additional resources for improvements

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

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

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

c. Signage Scheme

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

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

d. Core Paths Volunteer Scheme

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

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

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

Cost £4k from 2024 – 2026.

e. Overall Spend Summary

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

#### 4. RESULTS OF THE PATH ASSETS AND CONDITION SURVEY

Up until 2022 there was little information on what the assets were for Moray's Core Paths Network. This resulted in any development or maintenance work being piecemeal and reactionary and not necessarily addressing what improvements were most needed. Before any planned prioritised work programme could be devised a comprehensive audit needed to be carried out to establish what was actually out there on all of the Core Paths and what the condition of the paths and related assets was.

This plan is advised by a comprehensive survey of all the Moray Core Paths that was carried out by an audit officer over a period of 9 months from July 2022 to March 2023. Information was captured using the CONFIRM Lands Management IT system. Data was collected on what all the path 'features' (assets) were including path surface types, drainage, bridges, gates, steps and ramps stiles, gaps, fences, revetments and signage. Each feature has been geographically

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

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

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

## **5. SELECTION OF THE PRIORITISED CORE PATHS**

### Rationale for scoring

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

*Overall path condition* -weighting factor x 2

*Accessibility/Development Potential* -weighting factor x 1.5

*Best Value*- weighting factor x 1.5

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

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

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

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

***Mid-range (yellow)-possibly.***

***Low range (green)-unlikely.***

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

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

### **Demand/Need**

#### **Low 1 to 5 high**

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

### **Community Linkage**

#### **Low 1 to 5 high**

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

### **Deliverability**

#### **Low 1 to 5 high**

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



### **Best Value**

**Low 1 to 5 high**

**Weighting score x 1.5**

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

### **Multi-user Potential**

**Low 1 to 5 high**

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

### **Usage/Popularity**

**Low 1 to 5 high**

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

### **Economic/Tourism Benefits**

**Low 1 to 5 high**

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

### **Health Benefits**

**Low 1 to 5 high**

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

### **Strategic Importance**

**Low 1 to 5 high**

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

### **Social Inclusion Potential**

#### **Low 1 to 5 high**

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

### **Environmental Impact**

#### **Negative 1 to Positive 5**

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

### **Overall Path Condition**

#### **Excellent 1**

#### **Good 2**

#### **Satisfactory 3**

#### **Poor 4**

#### **Very Poor 5**

#### **Weighting score x 2**

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

### **Accessibility Development Potential**

#### **High existing accessibility/Low development potential – 1**

#### **Medium existing accessibility/Low development potential – 1**

#### **Low existing accessibility/Low development potential – 2**

#### **High existing accessibility/High development potential -3**

#### **Medium existing accessibility/High development potential -4**

#### **Low existing accessibility/High development potential -5**

#### **Weighting Score x 1.5**

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

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

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

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

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

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

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

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

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

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

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







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

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



















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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 Low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CCP12</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>25.5</b>
<b>CCP12 - Knockomie Link</b>														
FORRES														
<p>This route runs on wide tarmac paths with street lighting. There are two dips on the tarmac path that puddles form in.</p> <p>This route requires waymarkers, these can be located on lamp posts or a proposed fingerpost with CCP13. If route is to be a cycle route, Give Way signage and blue pedestrian and cyclist signage required. There is a dropped kerb missing tactile paving at the West side of this path.</p>														

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

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













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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CCP21</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>35.5</b>
<b>CCP21 – Woodside Track - Rafford</b>														
RAFFORD														
Short route from Rafford to Dava Way. Addressing drainage and encroaching vegetation would improve access.	2	2	3	2	3	3	3	3	1	3	3	2	1	35.5



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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High <sup>2</sup>	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 Low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CCP23</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>49.5</b>
<b>CCP23 – Califer Hill Path - Rafford</b>														
RAFFORD														
This route will always have access limited by its hilly terrain. However the lower section is in needs drainage and cutting back of vegetation. As this path connects Rafford to Califer Viewpoint it is likely to be used often I improved.	2	2	2	2	2	4	2	2	2	2	5	4	5	49.5



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

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















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

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













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

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

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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CCP40</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>27.5</b>
<b>CCP40 – Dovecot Cycle Path</b>														
ELGIN														
A short tarmac path, waymarkers required and street lighting on one section would improve access.	0	4	1	3	4	1	3	4	3	1	1	0	1	27.5

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

	Demand/Need	Community Linkage	Deliverability	Health Benefits	Environmental Impact	Economic/Tourism Benefits	Usage/Popularity	Mult-User Potential	Social Inclusion Potential	Strategic Importance	Overall Path Condition	Best Value	Development Potential	Overall Account
	1 Low - 5 High	1 Low - 5 High2	1 Low - 5 High	1 Low - 5 High	1 Negative - 5 Positive	1 Low - 5 High	1 Low - 5 High	1 Low - 5 High	1 Low - 5 High	1 Low - 5 High	5 Poor - 1 Excellent X 2 Weighting	1 Low - 5 High X 1.5 Weighting	1 Low - 5 High X 1.5 Weighting	
<b>CCP41</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>34.5</b>
<b>CCP41 – New Elgin Link</b>														
ELGIN														
Waymarkers required to help navigate streets. Street lighting would improve Dovecot park section. Not sure if entire route is allocated for cycling, especially at protected road crossing area. Path Condition Score : 1	2	4	2	3	3	1	3	4	3	1	2	2	1	34.5

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

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

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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CCP43</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>29</b>
<b>CCP43 – Southfield Cycle Path</b>														
ELGIN														
This route runs on public roads and wide pavements. Waymarkers are required. There are a number of road crossings that would require cyclists on this route to give way, signage for this required.	1	4	1	3	4	1	3	4	2	1	1	1	1	29

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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CCP44</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>27.5</b>
<b>CCP44 – Linkwood Cycle Path</b>														
ELGIN														
This path runs on wide tarmac surfaces and pavements. Waymarkers required. The whole route has street lighting.	1	4	0	3	4	1	3	4	2	2	1	0	1	27.5

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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
CCP45	1	4	1	4	4	1	3	3	3	3	1	0	1	30.5
CCP45 – Linkwood Road Cycle Path														
ELGIN														
This route requires waymarkers and Give Way signage/tactile paving at 2 road crossings.	1	4	1	4	4	1	3	3	3	3	1	0	1	30.5





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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High <sup>2</sup>	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 Low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CCP47</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>49</b>
<b>CCP47 – Kingston Road Path</b>														
GARMOUTH														
<p>Path is very narrow and close to the road for most of the route. There are a lot of culverts on this path hinting that this route often floods and needs good drainage. Bumpy edges of road will create puddles that will soak pedestrians on path. At either end of the path there are only narrow roads to walk on with blind corners, however these do allow all ability access at either side of this path. 17 culverts run under path at quite a shallow level - these are part of the public road, however if they block, puddles on the road will be a problem for walkers getting splashed by vehicles.</p>														





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

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









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

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<b>CCP55</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>31</b>
<b>CCP55 – Seafield Farm Track</b>														
CULLEN														
Route will always limit access due to steep slope. However work is needed to address muddy tracks, old fences and adding waymarkers. Barriers in the town area around the metal fences and bin to be addressed.	1	2	1	2	2	2	2	2	2	1	2	1	1	21



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

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<b>CCP58</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>44</b>
<b>CCP58 – Moss of Rothiemay Path</b>														
ROTHIEMAY														
Access issues on this site are mainly down to lack of maintenance. Clearing vegetation and repairing the boardwalks would allow better access. A dedicated parking area would also allow easier access. The site itself has a lot of small trees growing that may affect the peatland area.	3	1	4	2	3	3	2	3	2	1	4	3	5	44



















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

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<b>CCP67</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>43</b>
<b>CCP67 – Wood of Aberlour Path</b>														
<b>ABERLOUR</b>														
A pleasant woodland path that needs some maintenance and upgrading. Access is limited by steep terrain, however improving drainage and waymarkers are easy fixes to a popular path. Replacing the kissing gate at Allachy Drive would allow better access.	3	2	3	2	3	2	3	2	2	1	4	3	5	43

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

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<b>CCP69</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>22.5</b>
<b>CCP69 – Little Balloch Path</b>														
CABRACH														
All vehicle tracks and access will always be limited by the hilly terrain, vehicle tracks however are good. Adding fingerposts and clarifying whether parking at end of track at entrance to Wind Farm track is possible would improve access.	1	1	1	1	2	2	2	2	1	1	1	2	1	22.5



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

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

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

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<b>CCP72</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>35.5</b>
<b>CCP72 – The Roch Ford</b>														
CABRACH														
Route access will always be limited by the hilly and remote terrain. However barriers such as gates that don't work, fords and overgrown sections could be easily improved. A very scenic route that can be partially be cycled by mountain bikes, could be fully available to horse riders and cyclists with improvements.	1	1	1	1	2	2	2	1	1	2	4	2	5	25.5



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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CCP73</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>34</b>
<b>CCP73 – Ben Rinnes Hill Path</b>														
GLENRINNES														
<p>Access is limited by the geography of the route. It is normal as a mountain path to have steep uneven sections. Access at the bottom is limited by limited available parking. The path requires a lot of regular maintenance especially nearer the top where a large amount of cross drains and steps have been installed. Raised cross drains do pose a trip hazard, however the uneven terrain is expected on a mountain path. The short length of this path does however bring many hill walkers on the route.</p>														









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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-BK05</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>37.5</b>
<b>Seaview Road path - Buckie</b>														
Buckie														
This route has no waymarkers and requires several to navigate the streets. The aggregate path near golf course is overgrown with gorse and has some muddy sections. Some raised kerbs as barriers along the street section.	2	2	2	2	4	2	2	2	2	2	2	2	1	27.5

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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-BK06</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>36.5</b>
<b>Cemetery Path - Buckie</b>														
Buckie														
This route mostly runs on tarmac and aggregate surfaces. There are no waymarkers on this route, several required to navigate. There is encroaching vegetation and a muddy section at the west side and a small footbridge that requires anti-slip.	2	2	2	2	4	2	2	2	2	2	2	2	1	26.5













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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 Low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-BK12</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>30</b>
<b>Freuchny Stripe - Buckie</b>														
Buckie														
This route runs on tarmac pavements. There are several raised kerbs as barriers and missing tactile paving at dropped kerbs. Some encroaching vegetation needs cut back, mostly hedges and shrubs on a short section. This route is not waymarked, several waymarkers required to navigate the streets.	1	2	2	2	4	1	2	2	2	1	1	1	1	20









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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-BK16</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>31</b>
<b>Highland Yards Estate Route - Buckie</b>														
Buckie														
A short path with a new car park area and houses. The route is not waymarked, several waymarkers required. Street lighting on the aggregate section would improve access. Aggregate path narrowed by grass at northern end.	1	2	2	2	2	1	2	2	2	1	2	1	1	21







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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 Low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-BK20</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>31</b>
<b>NCN Route 1 - Findochty</b>														
Buckie														
As a cyclist this route runs on public roads and has one left turn junction. As a pedestrian there are 2 road crossings and several raised kerbs and dropped kerbs without tactile paving. Additional waymarkers required. Existing cycling waymarkers can get confusing as other routes branch off of this route.	1	2	2	2	4	2	2	2	2	4	1	1	1	24

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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-BK21</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>34</b>
<b>Buckie High Street</b>														
Buckie														
This route runs on public pavements. There are some missing tactile paving at dropped kerbs and the road crossing at Cluny Square is unprotected and has raised kerbs.	1	4	2	3	4	2	3	4	3	3	1	1	1	34

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

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







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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High <sup>2</sup>	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 Low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-CU04</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>29</b>
<b>Lintmill to Crannoch Road</b>														
<b>CULLEN</b>														
This route runs on public roads and is easily accessible. Some tree assessments on road side trees required.	0	2	3	2	4	3	2	3	2	3	1	1	1	29

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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 Low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-CU05</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>45</b>
<b>Crannoch Circular Path - Cullen</b>														
CULLEN														
<p>This path could be a brilliant cycle route but is limited by two narrow gates and an overgrown and forest section requiring maintenance. Waymarking required as in parts route is not obvious. Fallen trees need removed.</p> <p>Half of this route runs on good vehicle tracks. 3 large trees have fallen in the forest section blocking the path and short makeshift paths go around them. There are a lot of dead and damaged trees in the forest. Some barriers required at one of the bridge areas. There are gates in the forest section that are overgrown as well as a narrow gate at the other end near the playpark coming off the vehicle track. There are some muddy sections in the forest as well as leading down to the playpark at the end of the route. As this route briefly leaves Moray, the track has waymarkers leading back onto the path and is easy to follow. Waymarker and fingerpost maintenance required.</p>														





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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account	
<b>CPN-CU08</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>32.5</b>
<b>Nelson Point Path - Cullen</b>															
CULLEN															
This route is all on wide aggregate and has good drainage. Some barriers required to steep banks and waymarking around a side path. Ditches will need maintenance to keep the path dry.	1	3	3	3	3	3	3	3	3	2	2	1	2	1	32.5

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

	Demand/Need	Community Linkage	Deliverability	Health Benefits	Environmental Impact	Economic/Tourism Benefits	Usage/Popularity	Mult-User Potential	Social Inclusion Potential	Strategic Importance	Overall Path Condition	Best Value	Development Potential	Overall Account
	1 Low - 5 High	1 Low - 5 High	1 Low - 5 High	1 Low - 5 High	1 Negative - 5 Positive	1 Low - 5 High	1 Low - 5 High	1 Low - 5 High	1 Low - 5 High	1 Low - 5 High	5 Poor - 1 Excellent	1 Low - 5 High	1.5 Weighting	
<b>CPN-CU09</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>30.5</b>
<b>Salmon Bothy Path - Cullen</b>														
CULLEN														
The steep terrain will always limit access on this path. Adding a hand rail would improve access.	1	2	3	3	3	3	3	2	2	2	1	2	1	30.5













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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 Low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-EG01</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>31</b>
<b>Miltoduff School Safe Route</b>														
ELGIN														
This route runs on tarmac surfaces. There is an overgrown section of pavement near the distillery as a barrier. Waymarkers required and advisory Give Way signage and tactile paving at road crossings would improve safety and consistency with the rest of the cycle path network.	1	2	2	2	2	0	2	4	2	2	2	1	1	24

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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-EG02</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>29</b>
<b>Torrieston Walks All Abilities trail</b>														
ELGIN														
This all ability path has high accessibility. A couple of dead trees near the path need further assessment. There is 1 bench and 1 picnic table with slight movement and the boardwalk could do with maintenance. A couple of muddy areas and encroaching vegetation but overall a very good path.	1	0	3	2	2	3	3	4	2	2	2	1	1	29





















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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-EG12</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>34</b>
<b>Duffus Road Path - Elgin</b>														
ELGIN														
This short route runs on public pavements. Fingerposts/waymarkers required at each end and a Give Way signage bollard at the junction to Hamilton Drive.	1	4	3	3	4	1	3	4	3	3	1	1	1	34



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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-EG13</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>36</b>
<b>Bishopmill School Path/LadiesWalk -Elgin</b>														
ELGIN														
<p>This route runs two thirds on tarmac paths, the other third is an aggregate path. The route has two hills that will limit access. The lowest tarmac path by the River Lossie is good quality with a number of dead trees requiring further assessment. This lower section is missing street lighting that would improve access. The middle aggregate section is overgrown in places, requires drainage and is missing a fence barrier to a steep slope. The existing fence barrier needs repairs and is quite low. The top tarmac section has good access with a steep hill that will limit access. There are several dead trees on this route requiring inspection.</p>														









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

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

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

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

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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-EG20</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>30.5</b>
<b>Elgin High Street</b>														
ELGIN														
This route runs on public pavements. Waymarkers required at each end and the large metal fingerpost in the middle of the path needs finger directions checked.	0	3	1	3	2	4	4	4	3	3	1	0	1	30.5









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

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

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

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



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

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





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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High <sup>2</sup>	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-EG29</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>29.5</b>
<b>Lesmurdie Road Cycle Path - Elgin</b>														
ELGIN														
This route runs on public pavements. Road crossings need Give Way signage and are missing tactile paving. Some sections have encroaching vegetation. The section of this route at Lossiemouth Road needs attention as the cycle path ends at the busy junction on the wrong side of the road, this area is a barrier for access.	0	3	1	3	3	2	3	4	3	2	2	0	1	29.5







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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 Low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-EG34</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>29</b>
<b>Bilbohall Farm Link - Elgin</b>														
ELGIN														
A short path with street lights that requires waymarkers at each end and some tactile paving at a road crossing with encroaching grass.	0	4	1	3	3	1	3	3	3	3	1	1	1	29

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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-EG35</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>50</b>
<b>Fairfield Avenue Path - Elgin</b>														
ELGIN														
Half of this path runs on public road pavements with good access. The other half has muddy sections as a barrier to access and a raised kerb. Waymarkers required if travelling from The Wards direction. When wet the aggregate section limits access.	2	2	2	2	2	1	4	4	2	2	4	4	4	50







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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-EG38</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>27.5</b>
<b>Wards Back Path - Elgin</b>														
ELGIN														
A straight path with good tarmac and street lighting. Missing tactile paving at one end and some minor encroaching branches.	0	3	1	3	4	1	3	4	3	2	1	0	1	27.5



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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High <sup>2</sup>	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 Low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-EG40</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>26.5</b>
<b>Edgar Road Path - Elgin</b>														
ELGIN														
A straight wide cycle path with a car park and street lighting. A waymarker required at one end.	0	3	1	3	4	1	3	3	3	2	1	0	1	26.5

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

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

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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-EG42</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>34</b>
<b>Greenwards/Elgin High School Safe Route</b>														
ELGIN														
This route runs on good tarmac paths with street lighting. Additional waymarkers are required to navigate the streets. There are some path junctions requiring advisory Give Way signage for cyclists. There are some short sections of encroaching vegetation from neighbouring gardens.	1	4	1	4	4	1	4	4	3	3	1	1	1	34











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

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

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

		Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
	<b>CPN-EG48</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>32</b>
	<b>Ashgrove Path - Elgin</b>														
	ELGIN														
<p>This route runs on tarmac paths with street lighting. The Northern street section near Ashgrove Road to the cycle path has some raised kerbs as barriers and two short, muddy grass sections that are missing a constructed path. The tarmac cycle path is good, there is a 10m section where a large puddle forms near the railway bridge. A waymarker is required near the Southern end at Reiket Lane.</p>															







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

		Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High <sup>2</sup>	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 Low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
	<b>CPN-EG52</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>49</b>
	<b>Muirhall Blackburn Route - Lhanbryde</b>														
	ELGIN														
<p>About half of this long route runs on tarmac and aggregate and has good access. The remaining half has issues with muddy and overgrown sections. Waymarkers and fingerposts required across the whole route. There are two road crossings across 60mph zones which can be difficult. The Lhanbryde section has a lot of muddy, overgrown sections, half of the Loch na bo section is muddy and overgrown in places. There are several dead trees at the sides of the path requiring further assessment. The waymarkers at Loch na bo section are not clear with faded colours.</p>															





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

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



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

		Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High <sup>2</sup>	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 Low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
	<b>CPN-EG56</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>37.5</b>
	<b>Kirkhillhead Path - Lhanbryde</b>														
	ELGIN														
<p>This route has hills that will limit access. It has two steep hills that are barriers. One has old steps that need replaced, the other requires steps. Parts of this path have encroaching vegetation and muddy sections. Additional waymarkers and fingerposts required to navigate the route. Existing waymarkers and fingerposts mostly need replaced. Some trees need dead branches cut back near Woodview Crescent section. Drainage required to manage water on the paths, the track on Walkers Crescent is badly worn with potholes. A map board near the Crooked Woods would help.</p>															





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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-EG59</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>31</b>
<b>Maggot Cycle Path - Elgin</b>														
ELGIN														
Waymarkers required on this path. There are two dead trees near to the path requiring further assessment. Access to the route at Doocot lane is restricted due to the narrow positioning of two bollards.	1	2	1	2	4	1	2	4	2	1	2	1	1	21







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

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





















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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-FB12</b>	4	3	4	3	3	2	3	2	3	1	4	4	4	<b>48</b>
<b>Stynie Path - Mosstodloch</b>														
FOCHABERS														
Most of this route is muddy and has encroaching vegetation. Despite this it is well used but less so during wet weather. Fingerpost required at one end and a narrow gate is a barrier at the other.	4	2	4	2	2	2	2	2	2	1	4	4	4	48

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

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

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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-FB14</b>	1	2	2	2	4	2	2	3	2	1	1	1	1	26
<b>Home Farm Track - Fochabers</b>														
FOCHABERS														
This route has one fingerpost and requires more waymarkers to navigate the various routes. The route runs on tarmac roads, pavements and aggregates, all of which are in acceptable condition.	1	2	2	2	4	2	2	2	2	1	1	1	1	26









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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-FB18</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>28.5</b>
<b>Fochabers High Street</b>														
FOCHABERS														
This route runs on public pavements. One road crossing missing tactile paving and fingerposts/waymarkers required when crossing the High Street. Some vegetation from gardens to be pruned back.	0	2	1	2	4	2	2	4	2	2	1	0	1	28.5

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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-FB19</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>32.5</b>
<b>Milnes School Safe Route - Fochabers</b>														
FOCHABERS														
This route runs on tarmac paths and pavements with good access. There is a muddy section on the wide tarmac path up to the school. This wide tarmac path could have street lighting installed to improve access. There are two dropped kerbs missing tactile paving and waymarkers are required.	1	4	1	4	4	1	3	4	4	1	2	0	1	32.5















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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-FR04</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>46</b>
<b>Loanie Road - Dyke</b>														
FORRES														
<p>This route is mostly muddy and overgrown. The route appears to be well used by horse riders and this is churning up the unsurfaced path. The West woodland section gets very muddy and is a barrier to access in places, it also has encroaching gorse and broom. The path between the fields is muddy but still passable, grass here will need strimmed or will it make the path overgrown in summer. The path goes under a large electric pylon, there is a risk of horse riders hitting their head on the exposed metal beams, hi vis strips or a warning sign required. Nearby there are anchor cables with barbed wire on them for a utility pole over the path that pose the same risk to horse riders and requires protective covers.</p>														

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

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















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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High <sup>2</sup>	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 Low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-FR12</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>32.5</b>
<b>Greshop Route - Forres</b>														
FORRES														
<p>This route runs on public road pavements with street lighting. There are a number of raised kerbs as barriers to access and some missing tactile paving at dropped kerbs. On West Road vehicles parking encroach over the pavement at the vets building and a section of road and pavement near here floods when wet, both areas in West Road are barriers to access. There are no waymarkers, waymarker are required and can be fitted to lamp posts. There are some branches requiring to be cut back on Greshop Road and also there is moss encroaching on the pavements in this area.</p>														

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

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























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

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









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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-FR28</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>32</b>
<b>Ramflat Road Path - Forres</b>														
FORRES														
This route runs on public road tarmac pavements and roads. The road crossings at Pilmuir Road and West Road have raised kerbs and missing tactile paving at dropped kerbs. The exact crossing points at these roads are not well defined. Waymarkers are required to navigate this route.	1	2	1	2	4	1	2	2	2	2	2	1	1	22

















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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 Low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
CPN-FR36	3	3	2	3	3	1	3	1	2	1	3	2	1	32.5
St Leonard's Path - Forres														
FORRES														
<p>This is a short route with split between earth and aggregate tracks. The West of this route has some muddy sections and encroaching vegetation. Waymarkers are required in the Western section, current waymarking is confusing due to multiple small waymarkers on one post. Resurfacing the muddy section and cutting back vegetation would improve access.</p>														



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

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

















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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-IW03</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>38</b>
<b>The Isla Way Balvenie Public Road Dufftown</b>														
Isla Way														
This path mostly runs on public road pavements. The section on the bridge at the A941 Station Road and onto Castle Street limits access as there is no pavement on busy roads. The cycle route on the pavement section could also benefit from signage to manage crossing junctions and roads.	2	2	1	2	4	4	2	4	2	4	2	1	1	28

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

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



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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-IW06</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>49</b>
<b>The Isla Way - Jubilee Path Dufftown</b>														
Isla Way														
Half of this path down past the distillery is good. The other half across the bridge up to the public road requires upgrading. The footbridge is getting old and requires maintenance/inspection. Drainage and surfacing would help the track up to the public road.	2	2	2	2	2	4	2	2	2	4	4	2	5	40

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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-IW07</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>31</b>
<b>The Isla Way - Tulloch Road Dufftown</b>														
Isla Way														
This route is on public roads. The hilly terrain will always limit access, however there are no barriers on this quiet road. Replacing the fingerpost at the junction and adding a couple of waymarkers will also improve this route.	1	2	2	2	4	4	2	2	2	4	1	1	1	21







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

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



















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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-KT08</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>30.5</b>
<b>Town Centre Link - Keith</b>														
KEITH														
This route is all on public road surfaces, however it does have a steep section near to Old Town that may limit access. Waymarkers are required to navigate streets and there are several raised kerbs.	2	4	2	2	4	1	2	2	2	2	1	2	1	30.5

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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-KT09</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>27</b>
<b>Drum Road Path - Keith</b>														
KEITH														
This route is all on public road or pavement surface. Waymarkers at both ends needed and a lowered kerb on the pavement would improve access.	1	3	1	2	4	1	3	4	2	1	1	1	1	27





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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 Low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-KT12</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>24</b>
<b>Denwell Road - Keith</b>														
KEITH														
This route runs on narrow public roads and pavements. All have good surfaces. This route needs more waymarkers.	1	2	1	2	4	1	2	3	2	1	1	1	1	24

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

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



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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-KT14</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>27</b>
<b>Seafield Park Road/Land Street - Keith</b>														
KEITH														
This route runs on public roads and pavements. There are a number of raised kerbs restricting access and additional waymarkers required to navigate the streets.	1	3	1	2	4	1	2	3	2	1	2	1	1	27

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

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

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

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

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

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

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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-KT18</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>36.5</b>
<b>Keith Old Cemetery Path</b>														
KEITH														
This path mostly runs on public roads, however access is restricted by the terrain over the river requiring steps. Waymarkers are required on this route and surfacing on the track to the bridge. The bollard area in the pavement is a barrier.	2	2	2	2	2	2	2	2	2	2	2	2	1	26.5





















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

	Demand/Need	Community Linkage	Deliverability	Health Benefits	Environmental Impact	Economic/Tourism Benefits	Usage/Popularity	Mult-User Potential	Social Inclusion Potential	Strategic Importance	Overall Path Condition	Best Value	Development Potential	Overall Account
	1 Low - 5 High	1 Low - 5 High2	1 Low - 5 High	1 Low - 5 High	1 Negative - 5 Positive	1 Low - 5 High	1 Low - 5 High	1 Low - 5 High	1 Low - 5 High	1 low - 5 High	5 Poor - 1 Excellent X 2 Weighting	1 Low - 5 High X 1.5 Weighting	1 Low - 5 High X 1.5 Weighting	
<b>CPN-LM04</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>25</b>
<b>Duffus Hall Path</b>														
<b>LOSSIEMOUTH</b>														
A short tarmac path with one road crossing. Waymarkers required at each end and tactile paving at the road crossing.	0	3	2	2	3	1	3	3	2	1	1	1	1	25





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

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











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

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

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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-LM13</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>34</b>
<b>Drummuir Street - Hopeman</b>														
<b>LOSSIEMOUTH</b>														
This path runs mostly on tarmac public pavements. Some raised kerbs as barriers and a muddy section on the aggregate path.	1	3	2	3	4	3	3	3	3	4	1	1	1	34



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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-LM14</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>33</b>
<b>Harbour Street - Hopeman</b>														
<b>LOSSIEMOUTH</b>														
Waymarkers required on this route. There are some raised kerbs as barriers and dropped kerbs missing tactile paving. A short section at the road bridge requires pedestrians to use the road.	1	3	2	3	4	3	3	3	3	3	1	1	1	33

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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-LM15</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>26</b>
<b>Hopeman Inverugie Path</b>														
<b>LOSSIEMOUTH</b>														
This route runs mostly on aggregate vehicle tracks in good condition. A way marker and fingerpost at the junction of CPN-LM18 and CPB-LM02 is required and some pruning on the existing fingerpost. There is a minor muddy section on the aggregate track.	1	2	2	2	2	2	2	2	2	2	1	1	1	26

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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-LM16</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>29</b>
<b>Hopeman Primary School Cycle Link</b>														
LOSSIEMOUTH														
This route runs on public road roads and pavements. Waymarkers required to navigate the streets. A few raised kerbs as barrier for pedestrians.	1	4	1	4	4	1	2	3	3	1	1	1	1	29









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

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<b>CPN-LM21</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>26</b>
<b>Drainie Way - Lossiemouth</b>														
LOSSIEMOUTH														
Waymarkers required on this route. Tactile paving at dropped kerbs and replacing raised kerbs would improve access. However path runs on public tarmac pavements and roads with some encroaching vegetation from private gardens requiring cut back.	1	2	2	2	4	1	2	2	2	1	1	1	1	26









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

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











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

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	<b>CPN-MCT02</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>38</b>
	<b>M.Coast Trail - Findhorn Dunes</b>														
	Moray Coast Trail														
<p>This route has some sections of path running very close to an eroded coastline. The Kinloss Barracks fence needs moved by the MOD urgently. One section of path is on the eroded edge and a new path line is recommended to be established to direct users away from the edge. Trees along this eroded edge need further assessment. The path alongside the MOD fenceline is narrow but encroaching vegetation is at a minimum, will need annual checks to avoid path getting narrower. In the dune section a fingerpost needs replaced and some more waymarkers required. Some existing waymarkers are too short and need replaced. Some vegetation and a tree need cut back from the dune section.</p>															







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

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<b>CPN-MCT06</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>33.5</b>
<b>M.Coast Trail - Hopeman Caravan Park</b>														
Moray Coast Trail														
This route runs on tarmac and aggregate paths. Waymarkers required to navigate the route. Some encroaching vegetation and a muddy section on the aggregate track in the South section	1	3	2	3	3	3	3	3	2	2	2	2	1	33.5





























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

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<b>CPN-MCT19</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>32</b>
<b>M.Coast Trail - Portknockie</b>														
Moray Coast Trail														
This route runs on public tarmac roads with good access. A waymarker is required to avoid going down to the harbour. There is a poor road crossing at the Western end that has a blind corner.	1	3	2	2	4	4	2	3	2	4	1	1	1	32











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

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









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

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<b>CPN-SP09</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>33</b>
<b>Dufftown Town Centre Link</b>														
Speyside														
<p>This route is easily accessible but has some barriers. Narrow pavements at the top of the route and raised kerbs across side roads and driveways are barriers. Some waymarkers would also improve access. Road crossing across the A941 can be difficult when the roads are busy. More tactile paving sections on road crossings would improve access and replacing raised kerbs. The mapboard for all the walks is nearby this path at the clock tower but not easy to find.</p>														

















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

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<b>CPN-SP17</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>31</b>
<b>River Spey Path - Rothes</b>														
Speyside														
This route is mostly on aggregate tracks but have two narrow, muddy sections as barriers either end. This route could have better access with some resurfacing and drainage. Some steep banks may require barriers. Way markers required along route and some trees requiring further assessment.	1	2	1	2	3	3	3	3	2	2	3	1	1	31



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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 Low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-SP19</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>26.5</b>
<b>Tamdhu Road - Knockando</b>														
Speyside														
All tarmac surfaces already allows good access to the Speyside Way, especially for bikes, however improving the bridge areas and steep banks on the public road sections would make a better experience. Some ageing fences at the distillery end need to be addressed.	0	3	1	2	4	3	2	3	2	3	1	0	1	26.5











**Moray Core Paths Action Plan 2023-2024**  
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	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High <sup>2</sup>	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 Low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-SP24</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>26.5</b>
<b>Birkenbush Road - Glenallachie</b>														
Speyside														
A short path that runs on public roads. The road bridge needs some antislip as the timber surface is very slippery when wet.	0	3	1	2	4	3	3	3	2	2	1	0	1	26.5





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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-SP27</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>30</b>
<b>Queens Road Town Link - Aberlour</b>														
Speyside														
This route runs on public road pavements. There are several raised kerbs as barriers and tactile paving at road crossing would improve access. Waymarkers also required on route.	1	3	2	2	4	3	3	3	2	2	1	1	1	30















**Moray Core Paths Action Plan 2023-2024**  
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	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 Low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-SRA02</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>26.5</b>
<b>Spey River Access - Fochabers Bank</b>														
Spey River Access														
This path requires waymarkers. The gate near the main road is a barrier and a lack of parking limits access. The river side path is uneven and blocked by a fallen tree. This walk has a few dead trees near the path that requires further assessment.	2	1	2	1	2	2	2	2	1	1	3	2	1	26.5

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

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



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

	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-SRA05</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>25.5</b>
<b>Spey River Access - Craigellachie East</b>														
Spey River Access														
A popular path with public and fishing, steps and uneven ground. Restricted access due to the steep bank.	1	2	1	2	2	2	3	1	2	1	2	1	2	25.5











**Moray Core Paths Action Plan 2023-2024**  
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	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-SRA10</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>39</b>
<b>Spey River Access - Cragganmore</b>														
Spey River Access														
A short fishing path that is accessed via a road with distillery traffic HGV's. The steep bank will always limit access however adding new steps would reduce the risk of slipping on the uneven, grassy terrain.	2	2	2	2	2	2	2	2	2	2	5	2	2	20

**Moray Core Paths Action Plan 2023-2024**  
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	Demand/Need 1 Low - 5 High	Community Linkage 1 Low - 5 High2	Deliverability 1 Low - 5 High	Health Benefits 1 Low - 5 High	Environmental Impact 1 Negative - 5 Positive	Economic/Tourism Benefits 1 Low - 5 High	Usage/Popularity 1 Low - 5 High	Mult-User Potential 1 Low - 5 High	Social Inclusion Potential 1 Low - 5 High	Strategic Importance 1 low - 5 High	Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting	Best Value 1 Low - 5 High X 1.5 Weighting	Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting	Overall Account
<b>CPN-SRA11</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>25.5</b>
<b>Spey River Access - Ballindalloch</b>														
Spey River Access														
This route requires signage at the road access point. Vehicle track requires some strimming of bracken and drainage on a muddy corner, both are minor and do not restrict access.	1	1	1	2	3	3	3	3	3	2	3	0	1	25.5

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

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













Moray Core Paths Action Plan 2023-2024

Appendix 3 - Core Path Selection Prioritisation

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

Moray Core Paths Action Plan 2023-2024

Appendix 3 - Core Path Selection Prioritisation

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

Moray Core Paths Action Plan 2023-2024

Appendix 3 - Core Path Selection Prioritisation

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

Moray Core Paths Action Plan 2023-2024

Appendix 3 - Core Path Selection Prioritisation

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



Moray Core Paths Action Plan 2023-2024

Appendix 3 - Core Path Selection Prioritisation

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

Moray Core Paths Action Plan 2023-2024

Appendix 3 - Core Path Selection Prioritisation

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

Moray Core Paths Action Plan 2023-2024

Appendix 3 - Core Path Selection Prioritisation

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

Moray Core Paths Action Plan 2023-2024

Appendix 3 - Core Path Selection Prioritisation

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