

MORAY CORE PATHS ACTION PLAN 2023 – 2026

(Including Appendix 1, 2 and 3)

1. INTRODUCTION

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

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

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

From 2019 to 2022, as agreed by the Committee, the funds were spent on the Speyside Way upgrading a 20.5 km section to a Paths for All accessible standard with a whin dust surface to respect the rural nature of the route

http://www.moray.gov.uk/moray standard/page 128861.html and developing a new Speyside Way Website https://www.speysideway.co.uk/. Outputs also included Core Paths database development and employing an officer to audit the whole Core Paths network comprising 358 paths with the audit completed by March 2023.

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

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

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

2. OBJECTIVE

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

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

Available Funds

Carry over from 2022/23 - £38K 2023/24 - £50K Dorenell Contribution 2024/25 - £50K Dorenell Contribution 2025/26 - £50K Dorenell Contribution Total 2023/26 - £188000

Rationale and Priorities

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

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

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

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

a. Core Paths Ranger

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

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

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

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

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

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

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

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

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

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

b. Materials and additional resources for improvements

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

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

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

c. Signage Scheme

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

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

d. <u>Core Paths Volunteer Scheme</u>

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 | £ | £ 2024/25 | £ | £ TOTAL |
|--------------------------------|---------|-----------|---------|---------|
| | 2023/24 | , | 2025/26 | |
| 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 | 15715 | 31885 | 23899 | 72501 |
| procurement | | | | |
| 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 <u>APPENDIX 1</u> 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.

<u>APPENDIX 2</u> 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.

<u>APPENDIX 3</u> 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 <u>APPENDIX 2</u> and <u>APPENDIX 3</u> and explanation of what each involved is expanded upon below:

Demand/Need

Low 1 to 5 high

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

Community Linkage

Low 1 to 5 high

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

Deliverability

Low 1 to 5 high

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

Best Value

Low 1 to 5 high

Weighting score x 1.5

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

Multi-user Potential

Low 1 to 5 high

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

Usage/Popularity

Low 1 to 5 high

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

Economic/Tourism Benefits

Low 1 to 5 high

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

Health Benefits

Low 1 to 5 high

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

Strategic Importance

Low 1 to 5 high

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

Social Inclusion Potential

Low 1 to 5 high

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

Environmental Impact

Negative 1 to Positive 5

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

Overall Path Condition

Excellent 1
Good 2
Satisfactory 3
Poor 4
Very Poor 5
Weighting score x 2

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

Accessibility Development Potential

High existing accessibility/Low development potential – 1
Medium existing accessibility/Low development potential – 1
Low existing accessibility/Low development potential – 2
High existing accessibility/High development potential -3
Medium existing accessibility/High development potential -4
Low existing accessibility/High development potential -5
Weighting Score x 1.5

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

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

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

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

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

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

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

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

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

| | 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 | | | | | | | | | | | 10 25 | | | | | | | |
| Missing | | 8 | | | 2 | 3 | | | | | 2 | | | 8 | | | | 15 |
| Missing Feature Type | | | | | 2 | 3 | | | | | 2 | j | | 8 | | | | 15 |
| Needs Replacing | | | | | | | | | | | | | | | | 9 | | 9 |
| Ditch - (Open) | | 8 | 12 | | | | | | | | 3 | | | | | 4 | | 4 |
| Earth - (Muddy When Wet) | | 2) | - | | | | | | | | | | | | | 2 | | 2 |
| Fence | | 3 | | | | | | | | | 3 | | | | | 2 | | 2 |
| Other | | | | | | | | | | | | | | | | 1 | | 1 |
| Poor | | 0) | | | | | | | | | | | | | | 36 | | 36 |
| Ditch - (Side Let) | | | | | | | | | | | 85 | | | | | 1 | | 1 7 |
| Earth | | | | | | | | | | | | | | | | 7 | | |
| Earth - (Muddy When Wet) | | 55 | | | | | | | | | 9 | | | | | 3 | | 3 |
| Fence | | 05 | | | | | | | | | 25 | | | | | 5 | | 5 2 |
| Fingerpost | | | | | | | | | | | | | | | | 2 | | |
| Gate | | 100 200 | | | | | | | | | | | | | | 1 | | 1 |
| General Waste | | 8) | | | | | | | | | 3 | | | | | 1 | | 1 |
| Grass - Muddy When Wet) | | | | | | | | | | | | | | | | 1 | | 1 |
| Mapboard | | (S) | | | | | | | | | | | | | | 1 | | 1 |
| Other | | 3 | | | | | | | | | 3 | | | | | 9 | | 9 |
| Sealed Surface - (Narrow) | | 2) | - | | | | | | | | | | | | | 1 | | 1 |
| Steep Slope | | 0 | | | | | | | | | 0 | | | | | 1 | | 1 |
| Warning | | | | | | | | | | | | | | | | 3 | | 3 |
| Yes | 3 | 00 | | | | | | | | | D) | 22 | 6 | | | | 7 | |
| Aggregate - (Narrow) | | | | | | | | | | | | 1 | 1 | | | | | 2 |
| Earth | | | | | | | | | | | | 8 | | | | | 1 | 9 |
| Earth - (Muddy When Wet) | 2 | 9) | | | | | | | | | | 4 | | | | | 5 | 11 |
| Fence | 1 | | | | | | | | | | | | | | | | | 1 |
| Grass | | | | | | | | | | | | 2 | | | | | | 2 |
| Grass - Muddy When Wet) | | 19 00 | | | | | | | | | 60 | 1 | | | | | 1 | 2 |
| Public Road - (Narrow) | 9 0 | 3 | | | | | | | | | 8 | 1 | | | | | | 1 |
| Sealed Surface - (Narrow) | | | | | | | | | | | | | 1 | | | | | 1 |
| Sealed Surface (Wide) | | 19 23 | | | | | | | | | | | 2 | | | | | 2 |
| Vehicle Track - (Aggregate) | | 8) | | | | | | | | | 3 | 5 | 2 | | | | | 7 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP01 | 1 | 1 | 2 | 2 | 3 | 4 | 4 | 3 | 1 | . 2 | 2 | 1 | 1 | 30 |
| CCP01 – Brodie Castle Trail | | | | | | | | | | | | | | |
| This route has good quality paths but requires waymarkers to navigate the route. There are a few muddy sections requiring attention and the road crossing near the pond could do with tactile paving. A small footbridge may be slippery in the wet and would be better replaced with a culvert. | | 1 | | 3 | 2 | | 4 | | 1 | - | | 1 | _1 | 20 |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP02 | 3 | 2 | 3 | 3 | 4 | 2 | 2 | 2 | 2 | 2 | 5 | 4 | 5 | 48.5 |
| CCP02 - Burnie Path | | | | | | | | | | | | | | |
| Half of this route is overgrown, muddy and a barrier to access. The section of path running close to the stream/ditch is very low and will be flooded from time to time. People are walking in the field as it is in better condition as it is higher up. This might be an option to relocate the path 2m higher up at the edge of the field. The edge of the path next to the ditch/stream is also eroding, there is old revetment at the side of the stream but it too is falling apart. The path from the cemetery to the road at the East end looks to have encroaching grass in summer and will need a strim. The woodland section has some dead trees and a culvert requiring fencing. More fencing is required alongside the river where existing fencing needs replacing. The aggrefate paths around Dyke itself are good. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP03 | 1 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 2 | 2 | 5 | 4 | 5 | 52.5 |
| CCP03 – Fairyhills Wood Path ALTYRE | | | | | | | | | | | | | | |
| This route is overgrown with gorse and broom and most of the route is also muddy. There are quite a few barriers to access due to the encroaching vegetation and wet areas. Safety signage at the quarry has encroaching vegetation and needs cleared. There are no waymarkers. A fingerpost and several waymarkers required to navigate the various paths in the woodlands. Despite the issues, the path appears well used. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP04 | î . | 3 | 3 | 3 | 4 | 3 | 4 | 3 | 2 | 2 | 4 | 4 | 4 | 50 |
| CCP04 – Loch of Blairs Circular Path ALTYRE | | | | | | | | | | | | | | |
| This route runs on a mixture of earth and aggregate paths. Horses use this route | | | | | | | | | | | | | | |
| on a regular basis. There are a lot of muddy sections and some patches of | | | | | | | | | | | | | | |
| encroaching vegetation. There are no waymarkers on the route, several | | | | | | | | | | | | | | |
| and a transfer of the contract | I | | | | | | | | | | | | | |
| waymarkers are required to navigate the paths. With a car park, this route has | | | | | | | | | | | | | | |
| the potential to become all ability, however the muddy sections will need addressed. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--|----|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | _ | Econimic/Tourism Benefits 1 Low - 5 High | _ | Mulit-User Potential 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High | Strategic Importance 1 low - 5 High | | Best Value 1 Low - 5 High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CCP05 CCP05 – Lochyhill Path | | 3 | 2 | 3 | 3 | 2 | 2 | 4 | 2 | 3 | 2 | 2 | | 34.5 |
| FORRES | | | | | | | | | | | | | | |
| This straight route runs on tarmac. There is encroaching vegetation at the edges, however this could affect the quality of the path in Summer and may require a cut/strim. Two fingerposts required each side and a motor vehicles warning sign needs replaced. | | | | 3 | | | | 4 | | | | - 3 | 1 | 24 5 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | _ | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| ССРОС | 2 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 3 | 2 | 2 | 1 | 1 | 31 |
| CCP06 – Enterprise Park Circular Path | 1 | | | | | | | | | | | | | |
| FORRES | 5 | | | | | | | | | | | | | |
| A good network of aggregate and tarmac paths. Some additional waymarkers required. One seat is wobbly and needs replaced. Some dropped kerbs are missing tactile paving. At the road crossings there are missing Give Way advisory signs for cyclists, however it is a bit confusing where the cycle paths start/end. There is one section of aggregare path where encroaching moss needs scraped back. There are several short muddy areas on the aggregate paths. There are a few trees in need to attention however the woodlands appear to have regular maintenance. The waymarker mapboards need a clean before some become unreadable | | | | | | | | | | | | | | |
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| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | _ | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP07 | | | 3 | 3 | | 2 | _ | 3 | | 3 | _ | | 4 | 43.5 |
| CCP07 – New Forres Link | | | | | | | | | | | | | | |
| FORRES | | | | | | | | | | | | | | |
| Half this route runs on a public road with no issues. The other half is muddy and overgrown and a barrier to access. The section alongside the fields has encroaching gorse and is muddy, this narrow path is a barrier to access. The track through the woodlands is muddy and there are dead branches above the path that needs further assessment. Waymarkers required for this route, some can be incorporated into missing feature fingerposts with neighbouring paths. | | | | | | | | | | | | | | |

| | lan on C | | | | | gs | | | | | | | |
|----------------------------|-----------------------------------|--|--|--|--|--|--------------------------------------|--|--|---|--|--|--|
| 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| | 4 | 3 | 3 | 3 | 1 | 3 | 4 | 4 | 2 | 2 | 2 | 3 | 41.5 |
| | | | | | | | | | | | | | |
| is n y is | | | | | | | | | | | | | |
| Ont E i midi i u | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 3 But Substitute 1 Street 1 S | Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 3 Demand/Need 1 Low - 5 High 3 But Size 5 is the second state of the control of the contro | Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Builer Spring | 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 Bullet Service to | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Builer Services | 08 3 4 3 3 1 3 th ES is rn dy is ut | Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Bull 1 Bul | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Bull 1 Services State State State State Mulit-User Potential 1 Low - 5 High All Deliverability 1 Low - 5 High State Sta | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Social Inclusion Potential 1 Low - 5 High All Social Inclusion Potential | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High But Size Size St | Best Value 1 Low - 5 High X 1.5 Weighting 2 | 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 Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Ocommunity Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Built is Extended to the second t |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | | 5 High | Usage/Popularity 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 |
| CCP09 CCP09 – Pilmuir Link Path | 1 | . 3 | 3 | 3 | 3 | 1 | 3 | 3 | 3 | 2 | 2 | 2 | 1 | 34.5 |
| FORRES | | | | | | | | | | | | | | ĺ |
| This route runs on aggregate paths. The East end section is muddy at the gate, without clearing the aggregate here will be overgrown with grass. The gate here is broken and always open, not sure if a gate is still needed here? The aggregate section up to Pilmuir Road West is good, it is grassing over but is good to walk on. The gate area at Pilmuir Road West is getting muddy and there is a raised kerb at the pedestrian gate here. Cars often park around this area that can limit access to the gate. The vehicle gate here is also unlocked and may require an authorised vehicles only sign. There are no waymarkers, 1 fingerpost and 2 waymarkers required that can also incorporate waymarkers for neighbouring paths. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | _ | | Environmental Impact 1 Negative - 5 Positive | High | Usage/Popularity 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 |
| CCP10 | 2 | 3 | 3 | 3 | 3 | 1 | 2 | 3 | 3 | 2 | 2 | 1 | 1 | 32 |
| CCP10 – Pilmuir Road West | | | ــــــ | ــــــ | | | | | | | | | | |
| FORRES | <u>; </u> | — | <u> </u> | <u> </u> | | | | | | | | | | |
| This route runs on public road pavements. There are no waymarkers, waymarkers required can be fitted to lamp posts. The main issue on this route is encroaching vegetation. There is a hedge, branches and gorse to be cut back and grass at a wire fence that may need spraying. There are two raised kerbs as barriers and two dropped kerbs missing tactile paving. | | | | | | | | | | | | | | |
| | \perp | | | | | 4 | | | _ | _ | _ | | | 2.2 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP11 | . 1 | 4 | 2 | 3 | 3 | 1 | 3 | 4 | 3 | 3 | 2 | 3 | 1 | 37 |
| CCP11 – Pilmuir Cycle Path | 1 | | | | | | | | | | | | | |
| This route runs on tarmac paths. Waymarkers are required on this route as well | | | | | | | | | | | | | | |
| at tactile paving at road crossings and Give Way signage. A blue pedestrian and | | | | | | | | | | | | | | |
| cyclist sign at Bainaferry Road is facing the wrong direction and there are 2 | | | | | | | | | | | | | | |
| narrow bollards on the path at this area. There is encroaching vegetation in the | | | | | | | | | | | | | | |
| I | | | | | | | | | | | | | | |
| Northern woodland area and this area also has no street lighting. | | 4 | _ | _ | | 4 | _ | | | _ | _ | | 4 | 27 |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|-----|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High | Strategic Importance 1 low - 5 High | X 2 | Best Value 1 Low - 5 High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CCP12 | | 3 | 1 | 2 | 4 | 1 | 3 | 4 | 2 | 2 | 1 | 0 | 1 | 25.5 |
| CCP12 - Knockomie Link FORRES | | \vdash | | 1 | | | | | | | | | | |
| This route runs on wide tarmac paths with street lighting. There are two dips on the tarmac path that puddles form in. 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. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|------------------------------|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 | Low - 5 High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CCP13 | | 4 | 1 | 3 | 3 | 1 | 3 | 4 | 2 | 3 | 1 | 0 | 1 | 28.5 |
| CCP13 – Grantown Road Cycle Path | | | | | | | - | - | | - | | | | |
| FORRES This route runs on good tarmac paths with street lighting. Waymarkers required | | | | | | | | | | | | | | |
| on route. There are several road crossings missing Give Way signage and tactile | | | | | | | | | | | | | | 1 |
| paving. A couple of areas are confusing on the route. The section from the | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| junction at Gran | 1 | 1 | 1 | 2 | 2 | 1 | 2 | 4 | 2 | 2 | 1 | 0 | 1 | 28 5 |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP14 | | | | | | | | | 3 | 1 | 2 | | 2 | 26.5 |
| CCP14 – Kinloss Wetlands Path | | | | | | | | | | | | | | |
| KINLOSS | | | | | | | | | | | | | | |
| Half this route is mostly wet and muddy with encroaching vegetation. The other half is very wet, overgrown and a barrier to access. The route requires waymarkers and the bird hide area needs a new picnic table. The small bridge is in poor condition and could be replaced with a culvert. A raised aggregate walkway or similar required to raise the path above the water table although NatureScot likely to resist this due to environmental sensitivity of the location. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High | Strategic Importance 1 low - 5 High | 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 |
| CCP15 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 4 | 37 |
| CCP15 – Mosset Flood Track | <u>:</u> | | | | | | | | | | | | | |
| FORRES | <u>;</u> | ļ | ļ | ļ | | | | | ļ | ļ | | | | |
| This route has no waymarkers. Fingerposts and waymarkers required. If livestock will ever be in the grounds, livestock warnings required and close the gate signs. There are a few muddy sections on the vehicle track and encroaching vegetation towards the Southern section. The two gates at the cattle grids do not self-close and the pin strainers need replaced. This route has the potential to be all ability access, however narrow aggregate at the gates needs attention. A dedicated parking area for disabled access would also be required. One of the gates at the parking area is unlocked, the parking area blocks access to this unlocked vehicle gate | | | | | | | | | | | | | | |
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| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP16 | | 4 | 1 | 2 | 4 | 1 | 3 | 4 | 2 | 3 | 1 | 1 | 1 | 30 |
| CCP16 – Ferrylea Cycle Link | 1 | | | | | | | | | | | | | |
| This route runs on now wide tarmas cycle lane navements. There are tactile | | | | | | | | | | | | | | |
| This route runs on new wide tarmac cycle lane pavements. There are tactile paving missing at the west end A940 road crossing. There are no waymarkers on the route, waymarkers are required and can be located on lamp posts. There are 8 road crossings on this route and all 8 are missing Give Way signage for cyclists, this can be incorporated into bollards as has been the case on other new cycle paths in Elgin. | | | | | | | | | | | | | | |
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| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP17 Creaken to Station Link | Ti e | 3 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 1 | 2 | 1 | 34.5 |
| CCP17 – Greshop to Station Link FORRES | | | | | | | | | | | | | | |
| This short path runs on wide public road pavement. Waymarkers are required at each end on lamp posts. Most of the route appears to have encroaching vegetation in the summer and this may need to be cut back further by roads maintenance. There are some branches encroaching quite badly on a short section that need pruned as well. If this is to be a cycle path then appropriate signage will be required. | | | | | | | | | | | | | | |
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| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP18 | 3 1 | 3 | 2 | 3 | 3 | 4 | 3 | 3 | 2 | 4 | 1 | 1 | 1 | 33 |
| CCP18 – Waterford Cycle Lini | | <u> </u> | <u> </u> | <u> </u> | ļ | ļ | | <u> </u> | | | | | | |
| FORRES | 5 | _ | _ | _ | - | | | | | | | | | |
| This route runs on public wide pavements and has street lighting. Signage | | | | | | | | | | | | | | |
| indicating the end of the cycle path at the A96 end required and signage | | | | | | | | | | | | | | |
| indicating the route is a cycle path required at the North end at Waterford Road. | | | | | | | | | | | | | | |
| There is a broken fingerpost near the A96 junction, this may be redundant with the metal fingerpost nearby. | | | | | | | | | | | | | | |
| the metal ingerpost hearby. | 1 | ↳ | ↳ | ┕ | ↳ | _ | | | _ | _ | | _ | | |
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| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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| | Demand/Need 1 Low - 5 High | | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP21 | 2 | 2 | 3 | 2 | 3 | 3 | 3 | 3 | 1 | 3 | 3 | 2 | 1 | 35.5 |
| CCP21 – Woodside Track - Rafford | | | | | | | | | | | | | | |
| RAFFORD | | | | | | | | | | | | | | |
| Short route from Rafford to Dava Way. Addressing drainage and encroaching | | | | | | | | | | | | | | |
| vegetation would improve access. | 2 | 2 | 3 | 2 | 3 | 3 | 3 | 3 | 1 | 3 | 3 | 2 | 1 | 35 5 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|------|----|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | _ | High | | Mulit-User Potential 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High | Strategic Importance 1 low - 5 High | | | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CCP22 | | 3 | 3 | 2 | 3 | 2 | 2 | 3 | 2 | 2 | 3 | 3 | 4 | 40.5 |
| CCP22 – Granary Loop Track - Rafford | | <u> </u> | | | | | | | | | | | | |
| RAFFORD | | <u> </u> | | | | | | | | | | | | |
| A fairly level path that is well used. Surfacing and drainage issues, could offer a good level of accessibility if improved. | _ | 2 | 2 | | 2 | _ | _ | _ | 2 | _ | 3 | | | 40 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 | 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 | Low - 5 High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CCP23 | 3 | 2 | 3 | 2 | 3 | 4 | 2 | 2 | 2 | 3 | 5 | 4 | 5 | 49.5 |
| CCP23 – Califer Hill Path - Rafford | | | | | | | | | | | | | | |
| 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 | 1 | 2 | 2 | 2 | 2 | 5 | 4 | 5 | 10 5 |
| | | | | | | | | | | | | | | |

| | | | | | | gs | | | | | | | |
|----------------------------|-----------------------------------|--|--|--|--|---|---|--|---|---|--|---|--|
| 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 | High | 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 |
| _ | 3 | 3 | 3 | 3 | 2 | 4 | 2 | 3 | 1 | 2 | 2 | 1 | 34.5 |
| | | | | | | | | | | | | | |
| + | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | |
| | | | | | | ٠ | | | | | | | 24.5 |
| 5 d | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 2 | Community Linkage 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Health Benefits 1 Low - 5 High On Community Linkage 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High The Community Linkage 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Sc Econimic/Tourism Benefits 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Oction Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Oction Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Oction Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Tommunity Linkage 1 Low - 5 High | 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 Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Pealth Benefits 1 Low - 5 High Community Linkage 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Accessibility / Development of the part |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|----|---|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 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 |
| CCP26 | Ĭ . | 1 | 2 | 2 | 3 | 2 | 3 | 3 | 2 | 2 | 3 | 2 | 1 | 31.5 |
| CCP26 – Tarryblake Path ROTHIEMAY | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| This path needs some maintenance to address drainage issues and pruning of | | | | | | | | | | | | | | |
| 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. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP27 | 3 | 3 | 2 | 3 | 3 | 2 | 3 | 3 | 4 | 2 | 4 | 4 | 5 | 49.5 |
| CCP27 – St Aethans Path | | | | | | | | | | | | | | |
| BURGHEAD | — | | | | | | | | | | | | | |
| This route is badly overgrown with gorse and has a lot of muddy sections. There are no waymarkers for this route, 1 fingerpost, 1 waymarker post required, 1 waymarker on a lamppost required. On the path near Fraser Road, a narrow gap between barrier stones is a barrier to access. Drainage required on the path and resurfacing on the path will help with the muddy sections. Farmer likely to want to limit vehicle access; track would need surfacing to address the muddy section. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|-----|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | - 5 | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP28 | 0 | 3 | 2 | 2 | 4 | 1 | 2 | 3 | 2 | 2 | 1 | 0 | 1 | 24.5 |
| CCP28 – Carsehill Path ALVES | | | | | | | | | | | | | | |
| Path link to A96 bus stop. Good tarmac surface. | 0 | 3 | 2 | 2 | 4 | 1 | 2 | 3 | 2 | 2 | 1 | 0 | 1 | 24.5 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP29 Milhard of Nach Path | 1 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 3 | 2 | 4 | 3 | 4 | 44.5 |
| CCP29 – Miltonduff Wood Paths | | | | | | | | | | | | | | |
| MILTONDUFF | | | | | | | | | | | | | | |
| These paths are very overgrown and muddy in places and is easy to get lost in due to the numerous paths. There are also no waymarkers and the paths are used by horses meaning the surfaces are getting churned up. Despite this, the paths seem to have plenty people using them. There are two steep slopes that may requires a handrail/steps and a couple of gates that could be removed. | | | | | | | | | | | | | | |
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| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | _ | _ | | Mulit-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 | High X 1.5 Weighting | | Overall Account |
| CCP30 | | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 4 | 4 | 4 | 48 |
| CCP30 – Dallas Wood Paths | | ├─ | | | | | | | | | | | | |
| Routes need vegetation cleared and waymarkers. Replacing the old short bridge with a culvert would improve access. An inspection of the trees would also be required to identify any maintenance. | ! | | | | | | | | | | | | | |
| | ١ - | | I _ | 1 - | 1 - | | 1 | 1 | | | | | | 10 |

| Moray Core Paths Actio Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | | Econimic/Tourism Benefits 1 Low - 5 High | _ | Mulit-User Potential 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High | Strategic Importance 1 low - 5 High | | Best Value 1 Low - 5 High X 1.5 Weighting | | Overall Account |
| CCP31 Honomon School Prog Dath | 1 | 3 | 2 | 3 | 3 | 1 | 3 | 1 | 2 | 1 | 3 | 2 | 1 | 30.5 |
| CCP31 – Hopeman School Brae Path HOPEMAN | | 1 | | | | | | | | | | | | |
| | | \leftarrow | | | | | 1 | | 1 | t | | | | |
| The steep terrain will always limit access. However encroaching vegetation on | | | | | | | | | | | | | | |
| The steep terrain will always limit access. However encroaching vegetation on the steps and path to car park need maintenance. Waymarkers and fingerpost | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP32 | 0 | 3 | 0 | 3 | 3 | 1 | 3 | 4 | 3 | 2 | 1 | 0 | 1 | 25.5 |
| CCP32 – Sunbank Cycle Path | | Ь | | | | | | | | | | | | |
| LOSSIEMOUTH | — | ├ | | | | | | <u> </u> | | <u> </u> | | | | |
| This path has half of the route not constructed. Part of the path is under construction in a housing development and next to this the route passes through fields and gorse where no path has existed before. The path that is already on the route is not suitable for cyclists and is poor for pedestrians. It is badly overgrown, difficult to follow and has steps and a raised kerb. This will all however be resolved when the housing development is completed and the new multi - user path has been built. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | _ | Health Benefits 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive | High | Usage/Popularity 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 |
| CCP33 – Ladyhill Path | | 3 | 2 | 3 | 3 | 4 | 3 | 3 | 2 | 2 | 4 | 1 | 4 | 42.5 |
| 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. | 5 1 | | | 2. | 2 | 4 | 2 | | -3 | 2 | 4 | 1 | | 42.5 |
| | \bot | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 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 |
| CCP34 | T T | 4 | 0 | 3 | 4 | 1 | 3 | 4 | 2 | 3 | 1 | 0 | 1 | 28.5 |
| CCP34 – Hamilton Gardens Cycle Path | | | | | | | | | | | | | | |
| ELGIN | | | | 1 | | | | | | | | | | |
| This new route runs on new tarmac pavements. Give Way signage incorporated into a bollard required at road crossings, this would make crossings consistent | : | | | | | | | | | | | | | |
| across Elgin. Fingerposts required at each end and additional waymarkers | | | | | | | | | | | | | | |
| required. All of the current waymarkers are one sided only. Some tactile paving missing and encroaching vegetation at the Covesea Road end | | | | | | | | | | | | | | |
| missing and encroaching vegetation at the covesed Road end | 1 | | _ | | | 4 | | | | _ | 4 | | | 20.5 |
| | 1 | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP35 | | 3 | 1 | 2 | 3 | 1 | 2 | 4 | 2 | 3 | 1 | 0 | 1 | 25.5 |
| CCP35 – Spynie Cycle Link | | | | | | | | | | | | | | |
| ELGIN | ₩ | | | | | | | | | | | | | |
| This route runs on new tarmac pavements and surfaces. The route is lacking tactile paving at road crossings and Give Way signage. There are two raised kerbs as barriers and the metal barriers across the path are narrow for wheelchairs. The lane near Spynie Care home has encroaching vegetation. The route requires waymarkers. | | | 4 | | | 4 | | | | | a | ^ | | -3F.F. |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP36 | 1 | 4 | 1 | 3 | 3 | 3 | 4 | 5 | 3 | 4 | 1 | 1 | 1 | 36 |
| CCP36 – Elgin/Lhanbryde Cycle Path | | | | | | | | | | | | | | |
| ELGIN/LHANBRYDE | | | | | | | | | | | | | | |
| This route is highly accessible due to being on tarmac pavements and surfaces, however encroaching vegetation and missing signage need addressed. Waymarkers and fingerpost required around the Lhanbryde end as well as missing advisory signage. The road crossing at the B9103 can be difficult to cross when the road is busy, a missing Give Way bollard here needs replaced. The pavement just outside Lhanbryde is narrow with encroaching grass and further on moss is making the edges slippery. Encroaching branches will need pruned back a sections along whole length of route. Ground lighting does not look in working condition and several units are missing. Street lighting the route through Elgin would improve access. The short section near North College Street has uneven tarmac due to tree roots, this will need addresses before it gets | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP37 | 2 | . 3 | 2 | 3 | 3 | 1 | 3 | 2 | 3 | 1 | 4 | 2 | 5 | 41.5 |
| CCP37 – Lesmurdie Link Path | | | | | | | | | | | | | | |
| ELGIN | <u> </u> | <u> </u> | | <u> </u> | | | | | | | | | | |
| This route has a steep bank that will always limit access. The set of steps at Lesmurdie Road need maintenance and have encroaching vegetation. The path to the River Lossie is overgrown and muddy and a barrier to access in the worst section. There is a short, steep, uneven section of path at the River Lossie where the route meets CP-EG25, here the path requires resurfacing with possibly a ramp and handrail. There are no waymarkers, two fingerposts required and maybe an additional waymarker. There are a number of dead trees around the path requiring further assessment. | | | | | | | | | | | | | | |
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| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| ССРЗ | 3 2 | 4 | 2 | 3 | 4 | 1 | 2 | 3 | 3 | 2 | 3 | 2 | 1 | 36.5 |
| CCP38 – Mayne Road Link | (| | | | | | | | | | | | | |
| ELGIN | 4 | | | | | | | | | | | | | |
| This route runs on tarmac surfaces, it has good access however the section of the path that links Braco Place to Pluscarden Place has a steep hill that will limit access. There is encroaching vegetation, a broken fence, steep concrete section and two possibly redundant gates at this Braco Place area. A handrail could be installed on the steep section here, steps could be installed but this may limit buggies. Street lighting on the section between Braco Place and Pluscarden Place would improve access. There are a number of raised kerbs as barriers and dropped kerbs without tactile paving. Waymarkers are required to navigate this route, all of which can be located on lamp posts. | | | | | | | | | | | | | | |
| | 1 | I | | I | | l | I | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 | Ь— | | | | | | | | | | | | | |
| ELGIN | <u> </u> | <u> </u> | - | - | - | - | | | - | <u> </u> | | | | |
| 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. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|------|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | High | Usage/Popularity 1 Low - 5 High | Mulit-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 27.5 |
| CCP40 – Dovecot Cycle Path | _ | - | _ | | _ | | | _ | | | | U | | 27.5 |
| ELGIN | | | | | | | | | | | | | | |
| A short tarmac path, waymarkers required and street lighting on one section would improve access. | 1 | 4 | 1 | 3 | 4 | 1 | 3 | 4 | 3 | 1 | 1 | 0 | 1 | 27 5 |
| | | 1 | 1 | 3 | 1 | 1 | 3 | 1 | 3 | 1 | 1 | 0 | 1 | 27 - |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--------|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | 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 | 5 High | Usage/Popularity 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 | | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CCP41 | _ | 4 | 2 | 3 | 3 | 1 | 3 | 4 | 3 | 1 | 2 | 2 | 1 | 34.5 |
| CCP41 – New Elgin Link | | | - | | | | | - | | _ | | | | |
| 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 | | 1 | 2 | 2 | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 2 | 1 | 2/15 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|----------|---|--------------------------------|---|--------|------|---|------|-------------------------------------|---------------|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | 1 | | Health Benefits 1 Low - 5 High | | 5 High | High | | High | Strategic Importance 1 low - 5 High | X 2 Weighting | | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CCP42 | | 4 | 0 | 3 | 4 | 1 | 3 | 4 | 2 | 1 | 1 | 0 | 1 | 26.5 |
| CCP42 – Birnie Road Cycle Path | | <u> </u> | | | | | | | | | | | | |
| ELGIN | <u> </u> | | | | | | | | | | | | | |
| This path is new and has easy access. Waymarkers required at both ends. | | | | _ | | | | | _ | | | | | |
| Lampposts along whole route | <u>_1</u> | 4 | 0 | 3 | 4 | 1 | 3 | 4 | 2 | 1 | 1 | 0 | 1 | 26.5 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--|----|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | Econimic/Tourism Benefits 1 Low - 5 High | | Mulit-User 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 |
| CCP43 | | 4 | 1 | 3 | 4 | 1 | 3 | 4 | 2 | 1 | 1 | 1 | 1 | 29 |
| CCP43 – Southfield Cycle Path | | | | | | | | | | | | | | |
| ELGIN | | | | | | | | | | | | | | |
| This route runs on public roads and wide pavements. Waymarkers are required. There are a number of road crossings that would require cyclists on this route to | | | | | | | | | | | | | | |
| give way, signage for this required. | | | | | | | | | | | | | | |
| 0 1/1 - 0 -m0 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | _1 | 1 | 20 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Action Plan Appendix 2: Core Path Selection | | | | | | gs | | | | | | | |
|--|---------|----------------|-------------|---|--------|----|-------------------------------------|---|-------------------------------------|---|----------------------|--|-----------------|
| Demand/Need 1 Low - 5 High | л Ligho | 1 Low - 5 High | ow - 5 High | | 5 High | | Mulit-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 | High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CCP44 1 | 4 | 0 | 3 | 4 | 1 | 3 | 4 | 2 | 2 | 1 | 0 | 1 | 27.5 |
| CCP44 – Linkwood Cycle Path | | | | | | | | | | | | | |
| ELGIN | _ | | | | | | | | | | | | |
| This path runs on wide tarmac surfaces and pavements. Waymarkers required. The whole route has street lighting. 1 | | | | | | | | | | | | | |
| | 4 | Λ | 2 | 1 | 1 | 2 | 1 | ່າ | ່າ | 1 | Ω | 1 | 27 5 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|---|-------------------------------|--------------------------------|---|--------|----|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | 5 High | | Mulit-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 | | 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 | 1 | | | | | | | | | | | | | |
| ELGIN | 1 | | | | | | | | | | | | | |
| 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 | Ω | 1 | 30.5 |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP46 | | 1 | 5 | 3 | 3 | 4 | 4 | 2 | 2 | 2 | 4 | 5 | 1 | 47 |
| CCP46 – Millbuies Paths | | | | | | | | | | | | | | |
| The hilly terrain at Millbuies will always limit access. There are however some uneven sections that are barriers on the north side if the water that are badly worn with exposed roots. This north side path also has some steep banks requiring fencing. The short bridges/boardwalks need repairs and could be replaced by culverts. 2 of the bridges are getting old and would benefit from a replacement. Several dead trees need removed and some encroaching vegetation. There are a few muddy sections that need attention. Waymarkers required to follow the core path and safety signage and lifesaving rings required. The path from the car park to the pond has the potential to be all ability with some work. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|--------------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 49 |
| CCP47 — Kingston Road Path | | 4 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 2 | 4 | 3 | 5 | 49 |
| GARMOUTH | | +- | | | | | | | | | | | | |
| 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. | | | | | | | | | | | | | | |

| Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting 1 Low - 5 High X 1.5 Weighting 1 Lo | Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | gs | | | | | | |
|--|---|---|---|---|---|--|----|---|---|---|------------|--|--|
| CCP48 – Loch Oire A96 Cycle Path MOSSTODLOCH This popular route runs on public roads and pavements and tarmac. Some maintenance is required. Additional waymarkers required and Give Way signage and blue cycle/pedestrian signs at road crossings. There are some sections with encroaching vegetation that needs maintained and muddy areas. There are a number of dead trees requiring further assessment and two near Loch Oire that have been reported to roads department. The public road pavement from the petrol station to just before Baxters is too narrow for cyclists and pedestrians to | | 5 | - | - | | | | _ | _ | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting | High X 1.5 | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | |
| CCP48 – Loch Oire A96 Cycle Path MOSSTODLOCH This popular route runs on public roads and pavements and tarmac. Some maintenance is required. Additional waymarkers required and Give Way signage and blue cycle/pedestrian signs at road crossings. There are some sections with encroaching vegetation that needs maintained and muddy areas. There are a number of dead trees requiring further assessment and two near Loch Oire that have been reported to roads department. The public road pavement from the petrol station to just before Baxters is too narrow for cyclists and pedestrians to | CCP48 | | - | - | _ | | | | _ | 1 | | | |
| This popular route runs on public roads and pavements and tarmac. Some maintenance is required. Additional waymarkers required and Give Way signage and blue cycle/pedestrian signs at road crossings. There are some sections with encroaching vegetation that needs maintained and muddy areas. There are a number of dead trees requiring further assessment and two near Loch Oire that have been reported to roads department. The public road pavement from the petrol station to just before Baxters is too narrow for cyclists and pedestrians to | CCP48 – Loch Oire A96 Cycle Path | | | | | | | | | | | | |
| maintenance is required. Additional waymarkers required and Give Way signage and blue cycle/pedestrian signs at road crossings. There are some sections with encroaching vegetation that needs maintained and muddy areas. There are a number of dead trees requiring further assessment and two near Loch Oire that have been reported to roads department. The public road pavement from the petrol station to just before Baxters is too narrow for cyclists and pedestrians to | | | | | | | | | | | | | |
| | This popular route runs on public roads and pavements and tarmac. Some maintenance is required. Additional waymarkers required and Give Way signage and blue cycle/pedestrian signs at road crossings. There are some sections with encroaching vegetation that needs maintained and muddy areas. There are a number of dead trees requiring further assessment and two near Loch Oire that have been reported to roads department. The public road pavement from the | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|---|--------------------------------|--|--|---------------------------------|---|---|---|---|------------------------------|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | | Health Benefits 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | | Social Inclusion Potential 1 Low - 5 High | _ | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting | Low - 5 High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CCP49 – Leitch's Wood Link Path | + | 3 | 2 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 2 | 1 | 36.5 |
| FOCHABERS | 1 | | | | | | | | | | | | | |
| Path is limited by terrain. The area with most of the access issues is into the | | | | | | | | | | | | | | |
| steep woodland area near the A96, drainage issues need addressed on this | | | | | | | | | | | | | | |
| section. Some resurfacing woodland path in Fochabers and waymarking would | | | | | | | | | | | | | | |
| help navigate the route better. Considerable gorse encroachment in top | | | | | | | | | | | | | | i |
| section of path. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|------------------------------|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 | Low - 5 High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CCP51 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 2 | 4 | 3 | 5 | 48 |
| CCP51 – Slackend Path | | ├ | | - | | - | | - | | - | | | | |
| PORTGORDON A short path with overgrown grass and soft sand limiting access. With tarmac | | ₩ | | | | 1 | | <u> </u> | | | | | | |
| 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. | | | | | | | | | | | | | | |
| 444.00041 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | า | 1 | 2 | 5 | 10 |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP52 | _ | 2 | 3 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 3 | 3 | 5 | 41 |
| CCP52 – Clochan Right of Way | | | | | | | | | | | | | | |
| A short grassy path that has drainage issues at one end creating a barrier to access. In dry weather the path is ok, however regular maintenance is required to stop grass blocking path. Adding drainage and a smooth aggregate/tarmac path would increase the accessibility and reduce maintenance. | | | | | | | | | | | | | - | 11 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|---|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | _ | Health Benefits 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP53 | _ | 2 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 2 | 4 | 3 | 4 | 45.5 |
| CCP53 – Reservoir Path | | ₩ | — | | | | | <u> </u> | <u> </u> | | | | | |
| PORTKNOCKIE | 4 | ₩ | ├ | | | | | | | | | | | |
| Half of track is unsurfaced and overgrown and this limits access. With tarmac | | | | | | | | | | | | | | |
| street at one and this nath could allow better access. Now tickness a consistency | | 1 | 1 | 1 | | | l | 1 | 1 | 1 | | | | |
| street at one end, this path could allow better access. New t-shaped aggregate | | | | | | | | | | | | | | |
| section could allow parking area if vehicles allowed on track. | | _ , | | | _ , | _ _ | ɔ | _ ɔ | _ ɔ | _ າ | | _ 2 | 1 | 45.5 |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--------|----|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | 5 High | _ | Mulit-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 |
| CCP54 CCP54 – Balnacoul Link Path | | | | | 3 | | 3 | - | 3 | | | _ | | 33 |
| MOSSTODLOCH | | | | | | | | | | | | | | |
| With all ability access on 90% of the route, the overgrown grassy section that joins the B9015 is a barrier. A popular route that needs maintenance. | 2 | 3 | 1 | 3 | 3 | 2 | 3 | 4 | 3 | 2 | 2 | 1 | 1 | 22 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|---|--------------------------------|---|--------|----|---|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | | Health Benefits 1 Low - 5 High | 1 | 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 | | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CCP55 | | 3 | 1 | 3 | 3 | 2 | 3 | 3 | 2 | 1 | 3 | 1 | 1 | 31 |
| CCP55 – Seafield Farm Track | | | | | | | | | | | | | | |
| CULLEN | | | | | | | | | | | | | | |
| Route will always limit access due to steep slope. However work is needed to address muddy tracks, old fences and adding waymarkers. Barriers in the town | | | | | | | | | | | | | | |
| area around the metal fences and bin to be addressed. | | | | | | | | | | | | | | |
| | 1 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 1 | 1 | 21 |
| | | 1 | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--|--|--------|----|---|---|-------------------------------------|---|---|--|-----------------|
| | 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 | 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 |
| CCP56 | | 3 | 2 | 3 | 3 | 2 | 3 | 2 | 3 | 1 | 4 | 2 | 5 | 42.5 |
| CCP56 – Littlehill Circular Path | | 1 | | | | | | | | | | | | |
| Improving/adding drainage and surfaces on the unsurfaced vehicle track and or | | | | | | | | | | | | | | |
| Hill Street would make half the route more accessible. However route is limited | | | | | | | | | | | | | | |
| by hills on it's terrain. | 2 | 3 | 2 | 3 | 3 | 2 | 3 | 2 | 3 | 1 | 4 | 2 | 5 | 42 5 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 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 |
| CCP58 – Moss of Rothiemay Path | | 1 | 4 | 2 | 3 | 3 | 2 | 3 | 2 | 1 | 4 | 3 | 5 | 44 |
| 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 | | | | | | | | | | | | | | |

| Appendix 2: Core Path Sele | | | | | 202 Scc | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|------------|----------|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|---|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | _ | High | Usage/Popularity 1 Low - 5 High | Mulit-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 | | Overall Account |
| CCP5 | 1 | 2 | 3 | 2 | 3 | 3 | 3 | 2 | 2 | . 2 | 3 | 2 | 2 | 36 |
| CCP59 – Meikle Balloch Hill Path | | ₩ | ₩ | ₩ | — | <u> </u> | | | | | | | | |
| KEITI | | \vdash | \vdash | \vdash | \vdash | | | | | | | | | |
| Path access is limited by the hilly terrain. First section is closed due to trees down from storm damage. Some water damage to the path and ditches further up the path. Maintenance required to manage wet areas and cut back vegetation along whole path. A lot of infrastructure has been installed on this | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP60 | 3 | 2 | 3 | 2 | 3 | 3 | 2 | 3 | 2 | 3 | 4 | 3 | 4 | 44.5 |
| CCP60 – Maisley Road | | | | | | | | | | | | | | |
| KEITH | \vdash | | - | 1 | - | | | | - | | | | | |
| Route is limited by terrain, some steep hills. However it is a useful, safe alternative to using the B9014 main road and could form part of a future off road Isla Way. Needs basic maintenance of clearing vegetation and adding waymarkers. 2 problem areas, blocking access- hazardous tree needs removed down from the farm on Maisley Road and confusion at the farm area where the path looks to go through private land. This area has two new vehicle gates on the path route. Golf course close by at start of this route. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|---|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 | | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CCP61 | | 4 | 2 | 3 | 3 | 3 | 2 | 2 | 3 | 3 | 5 | 3 | 5 | 50 |
| CCP61 – Seafield Terrace Link Path KEITH | | | | | | | | | | | | | | |
| Access will always be limited by the steep terrain. However, fencing off the drop at the side of the path and cutting back vegetation would help. The hill down to the kissing gate is limiting access due to the lack of constructed path and overgrown vegetation. | | 4 | 2 | 2 | 2 | 2 | 2 | , | 2 | 2 | F | 2 | - | F0 |
| | \vdash | 1 | - | _ | | - | Н- | - | - | | _ | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|---|--------------------------------|--|--|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | _ | Health Benefits 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 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 |
| CCP62 - Maltkiln Burn Path | | 2 | 3 | 2 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 31.5 |
| DUFFTOWN | | | | | | | | | | | | | | |
| A short path with great views, a medium gradient hill climb that levels out. Mainly lacking signage for navigation and safety around vehicles, due to being next and on distillery land. Road crossing area at A941 is the most dangerous area, where a busy road meets a junction at the Distillery warehouses. | | | | 2 | 2 | 2 | 3 | | | | | | 1 | 21 5 |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP63 | 2 | 3 | 2 | 3 | 3 | 4 | 4 | 4 | 3 | 3 | 2 | 2 | 1 | 39.5 |
| CCP63 – Rothes Old Railway Path | ₩ | | | | | | | | | | | | | |
| ROTHES | | - | | | | | | | | | | | | |
| A new path with access from Rothes. The path will need regular maintenance to manage the surface, especially the sections shared with vehicles. The whole path requires pruning back of vegetation and management and monitoring/inspection of trees either side of the path, lots of very large splayed willows and dead trees line the whole path. The passing places besides most gates are too narrow for wheelchairs/trikes to pass easily. If the section to Craigellachie goes ahead, careful planning of the route around the cottage at the junction to the A941 will be required to avoid people walking/cycling over this junction area. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--|----|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | Econimic/Tourism Benefits 1 Low - 5 High | 1 | Mulit-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 |
| CCP64 Pallachul Jirk Path | 3 | 4 | 3 | 2 | 3 | 1 | 2 | 3 | 3 | 1 | 3 | 3 | 4 | 41.5 |
| CCP64 – Dallachy Link Path DALLACHY | | | | | | | | | | | | | | |
| The section of path that runs on pavements is good. However the sections that run on aggregate need widened and drainage. Waymarking also required. | | 4 | 3 | 2 | 3 | 1 | 2 | 3 | 3 | 1 | 3 | 3 | 4 | <i>4</i> 1 5 |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP65 | | | | | | | _ | | | | _ | | _ | 37 |
| CCP65 – Knockando School Path | 1 | | | | | | | _ | | _ | | J | | |
| KNOCKANDO | | T | | | | | | | | | | | | |
| Steep hill section will always limit access. A short path but important for community to avoid busy road, church, school nearby. Resurfacing vehicle track with drainage and improving safety on tarmac track would improve access. Old bridge requires inspection to assess safety, will require work. A fingerpost will be required at the start of the path at the junction of the school and church- | | | | | | | | | | | | | | |
| fingerpost finger can be added to the waymarker (missing feature) on CPN-SP20 | | | | | | | | | | | | | | l |

| CCP66 – Woolfies Brae ABERLOUR Access will always be limited by steep tarmac sections. On the lower areas, steps, bollards and kerbs create barriers. Higher sections have encroaching | Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|--|--------|---------|-------------------------------|--------|---|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|----------------|--------------------|----|
| CCP66 – Woolfies Brae ABERLOUR Access will always be limited by steep tarmac sections. On the lower areas, steps, bollards and kerbs create barriers. Higher sections have encroaching | | 5 High | 5 High2 | Deliverability 1 Low - 5 High | 5 High | | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 | - 5 High X 1.5 | Low - 5 High X 1.5 | |
| Access will always be limited by steep tarmac sections. On the lower areas, steps, bollards and kerbs create barriers. Higher sections have encroaching | | _ | 3 | 2 | 3 | 3 | 1 | 2 | 2 | 2 | 1 | 3 | 3 | 1 | 34 |
| Access will always be limited by steep tarmac sections. On the lower areas, steps, bollards and kerbs create barriers. Higher sections have encroaching | | | | | | | | | | | | | | | |
| steps, bollards and kerbs create barriers. Higher sections have encroaching | ABERLOUR | 1 | | | | | | | | | | | | | |
| | | 2 | 2 | | 2 | 2 | 1 | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 2/ |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|----------|--------------------------------|--|--|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | | Health Benefits 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 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 |
| CCP67 – Wood of Aberlour Path | | 2 | 3 | 2 | 3 | 2 | 3 | 2 | 2 | 1 | 4 | 3 | 5 | 43 |
| ABERLOUR | | | <u> </u> | | | | | | | | | | | |
| 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. | | | | 2 | 2 | - 1 | 2 | 2 | 1 | 1 | 4 | 2 | ـ | 42 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP69 | 1 | 1 | 1 | 1 | 3 | 2 | 2 | 3 | 1 | 1 | 1 | 2 | 1 | 22.5 |
| CCP69 – Little Balloch Path | | | | | | | | | | | | | | |
| CABRACH | - | | | | | | | | | | | | | |
| All vehicle tracks and access will always be limited by the hilly terrain, vehicle | | | | | | | | | | | | | | |
| tracks however are good. Adding fingerposts and clarifying whether parking at | | | | | | | | | | | | | | |
| end of track at entrance to Wind Farm track is possible would improve access. | 1 | I | I | I | | I | | 1 | 1 | 1 | | | | |
| 2.1.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2 | 1 | 1 | _1 | _1 | 2 | ว | 2 | 2 | 1 | 1 | _1 | 2 | 1 | 22.5 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP70 | | 1 | 2 | 1 | 3 | 2 | 2 | 2 | 1 | 1 | 5 | 2 | 5 | 37.5 |
| CCP70 – Balloch Moss Path CABRACH | | | | | | | | | | | | | | |
| Access will always be limited by hilly terrain. | | | | | | | | | | | | | | |
| Route runs through the middle of a field where cattle and sheep graze, this is a | | | | | | | | | | | | | | |
| handanka arasa anasialla if arkka ana marank A da dala fanasal marka was dal | | 1 | 1 | 1 | 1 | 1 | | | | | | | | |
| barrier to access, especially if cattle are present. A double fenced route would | | | | | | | | | | | | | | |
| stop the risk of mixing with livestock. Half of path runs on a very muddy track | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|---|--------------------------------|--|--|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | | Health Benefits 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 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 |
| CCP71 – Blackwater Track | | 1 | 1 | 1 | 3 | 3 | 2 | 1 | 1 | 1 | 3 | 2 | 2 | 27 |
| CABRACH 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 | | 1 | 1 | 1 | 2 | - 2 | ſ | 27 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|---|--------------------------------|--|--------|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | - | Health Benefits 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive | 5 High | Usage/Popularity 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 |
| CCP72 – The Roch Ford | | 1 | 1 | 1 | 3 | 3 | 2 | 1 | 1 | 3 | 4 | 2 | 5 | 35.5 |
| 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 | -2 | 2 | -1 | 1 | 1 | 2 | Δ | | | 25.5 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CCP73 | 2 | 1 | 1 | 2 | 2 | 4 | 4 | 1 | 2 | 3 | 3 | 2 | 2 | 34 |
| CCP73 – Ben Rinnes Hill Path | | | | | | | | | | | | | | |
| GLENRINNES | | | | | | | | | | | | | | |
| Access is limited by the geography of the route. It is normal as a mountain path to have steep uneven sections. Access at the bottom is limited by limited available parking. The path requires a lot of regular maintenance especially nearer the top where a large amount of cross drains and steps have been installed. Raised cross drains do pose a trip hazard, however the uneven terrain is expected on a mountain path. The short length of this path does however bring many hill walkers on the route. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-BK01 | . 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 4 | 2 | 4 | 45 |
| Gollachy Burn Path - Buckie | ₩ | | | | | | | | | | | | | |
| Buckie | ₩ | | | | | | | | | - | | | | |
| Half of this route runs on tarmac surfaces and is in good condition. The other half has some very muddy earth and unsurfaced vehicle tracks. There is also encroaching vegetation on this northern section towards the A990. More waymarkers required and some existing ones are in poor condition. A steep bank requires a barrier down the slope towards the bridge near the A990. Some blocked ditches in this area is also making the path muddy. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|--|--|-------------------------------|--------------------------------|--|--|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 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-BK02 | 1 | 4 | 3 | 3 | 4 | 2 | 2 | 3 | 3 | 2 | 4 | 4 | 5 | 49.5 |
| Auchantae Road - Buckie | | _ | | | | | | | | | | | | |
| Buckie | | | | | | | | | | | | | | |
| Most of this route runs on public roads, however the section that links to other routes alongside the recycling centre is a barrier to access. This section is | | | | | | | | | | | | | | |
| muddy, overgrown and has a steep section requiring fencing. There is also a lot | | | | | | | | | | | | | | |
| of litter alongside the recycling centre. There are no waymarkers on this route, 2 | | | | | | | | | | | | | | |
| of fitter alongside the recycling centre. There are no waymarkers on this route, 2 | | | | | | | | | | | | | | |
| waymarkers and a fingerpost required. | | | | | | | | | ۰ | | | | | 40.5 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-BK03 | 3 | 4 | 3 | 3 | 4 | 4 | 3 | 3 | 3 | 4 | 4 | 4 | 1 | 49.5 |
| Laird's Way - Buckie | | ــــــ | ــــــ | ــــــ | <u> </u> | | | | | | | | | |
| Buckie | - | — | — | — | <u> </u> | | | | | | | | | |
| Drainage and surfacing required on the farm track before the A98 to improve access. The path and bridge across the Burn of Buckie also needs work to improve access. Invasive Japanese knotweed may cause complications in undertaking work here. Waymarkers required along route. Fairly short path but easily access from Buckie. | | _ | _ | | | | | | | | | | | |
| | | | | | | | | | | | ^ | ^ | - 1 | 40.5 |
| | • | | | | | • | • | • | • | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-BK04 | . 2 | 4 | 3 | 3 | 3 | 4 | 3 | 4 | 3 | 4 | 2 | 2 | 1 | 41.5 |
| NCN Route 1 - Buckpool to Findochty | ــــــ | ــــــ | | | | | | | | | | | | |
| Buckie | <u> </u> | <u> </u> | | | | | | <u> </u> | | | | | | |
| This is a long route and runs mostly on tarmac roads and paths. Some additional Give Way signage at road crossings required. There are some wet sections and encroaching vegetation near the golf course in need of attention. The route through Buckie is good. Some raised kerbs as barriers for pedestrians. There is a section of path at Linn Crescent next to the roundabout where bikes have to cycle onto coming traffic, this can be avoided if a new section of path goes 30m across a grass strip. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-BK05 | 2 | 3 | 2 | 3 | 4 | 2 | 3 | 3 | 3 | 2 | 3 | 2 | 1 | 37.5 |
| Seaview Road path - Buckie | | | | | | | | | | | | | | |
| Buckie | : | - | - | | - | | | | | | | | | |
| This route has no waymarkers and requires several to navigate the streets. The | | | | | | | | | | | | | | |
| aggregate path near golf course is overgrown with gorse and has some muddy | ' | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | |
| sections. Some raised kerbs as barriers along the street section. | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | | 2 | | 1 | 27 5 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-BK06 | 3 | 3 | 2 | 3 | 4 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 1 | 36.5 |
| Cemetery Path - Buckie | | | | | | | | | | ļ | | | | |
| Buckie | ļ | - | | - | - | - | - | | - | ļ | | | | |
| This route mostly runs on tarmac and aggregate surfaces. There are no waymarkers on this route, several required to navigate. There is encroaching | | | | | | | | | | | | | | |
| | | | | | | | | 1 | | | | | | |
| | | | | | | | | | | | | | | |
| vegetation and a muddy section at the west side and a small footbridge that requires anti-slip. | |) | 2 | , | Ι | , | , | 2 | , | 2 | 2 | 2 | 1 | 36.5 |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|--|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-------------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-BK07 | | 3 | 2 | 3 | 4 | 2 | 3 | 4 | 3 | 2 | 1 | 2 | 1 | 34.5 |
| Barhill Road Path - Buckie Buckie | | | | | | | | | | | | | | |
| This route requires waymarkers. Some raised kerbs as barriers and missing | | | | | | | | | | | | | | |
| tactile paving at crossings, however this route runs on tarmac paths with good surfaces. | _ | 2 | , | 2 | , | , | 2 | _ | 2 | , | 4 | _ | 1 | 34 5 |
| Surfaces. | – ′ | | - | 1 | 4 | | | 4 | 1 | | | , | | 4 /4 5 |

| Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High X 1.5 Weighting Social Inclusion Potential 1 Low - 5 High X 1.5 Weighting Social Inclusion Potential 1 Low - 5 High X 1.5 Weighting Mulif-User Potential 1 Low - 5 High X 1.5 Weighting Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High X 1.5 Weighting Deliverability 1 Low - 5 High X 1.5 Weighting Deliverability 1 Low - 5 High X 1.5 Weighting Deliverability 1 Low - 5 High X 1.5 Weighting Deliverability 1 Low - 5 High X 1.5 Weighting About 50% of this route is muddy. The aggregate section near the roundabout has a lot of puddles and drainage issues. The new housing estate has drainage outlets onto the track and there are no ditches. There are also no street lights on this aggregate section. Waymarkers are required on this route. | Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|--|--------|---------|--------|---|---|--------|----|---|--------|-------------------------------------|---|------------------|---|-----------------|
| Mill of Buckie Path - Buckie Buckie About 50% of this route is muddy. The aggregate section near the roundabout has a lot of puddles and drainage issues. The new housing estate has drainage outlets onto the track and there are no ditches. There are also no street lights on this aggregate section. Waymarkers | | 5 High | 5 High2 | 5 High | 5 | | 5 High | 5 | | 5 High | Strategic Importance 1 low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting | 1 Low - 5 High X | | Overall Account |
| About 50% of this route is muddy. The aggregate section near the roundabout has a lot of puddles and drainage issues. The new housing estate has drainage outlets onto the track and there are no ditches. There are also no street lights on this aggregate section. Waymarkers | CPN-BK08 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 2 | 3 | 3 | 1 | 40 |
| About 50% of this route is muddy. The aggregate section near the roundabout has a lot of puddles and drainage issues. The new housing estate has drainage outlets onto the track and there are no ditches. There are also no street lights on this aggregate section. Waymarkers | Mill of Buckie Path - Buckie | | | | | | | | | | | | | | |
| The aggregate section near the roundabout has a lot of puddles and drainage issues. The new housing estate has drainage outlets onto the track and there are no ditches. There are also no street lights on this aggregate section. Waymarkers | Buckie | | | - | | | | | | | | | | | |
| | The aggregate section near the roundabout has a lot of puddles and drainage issues. The new housing estate has drainage outlets onto the track and there are no ditches. There are also no street lights on this aggregate section. Waymarkers | | 2 | 2 | | | | | | | | | | 4 | |

| Moray Core Paths Actio Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|----------------------------------|-------------------------------|--------------------------------|----------|------|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | _ | High | Usage/Popularity 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-BK09 | 3 | 4 | 3 | 4 | 3 | 2 | 3 | 3 | 4 | 3 | 3 | 3 | 4 | 48.5 |
| Buckie Burn Corridor Path - Buckie | | | <u> </u> | | <u> </u> | | | | | <u> </u> | | | | |
| Buckie | | ļ | ļ | | <u> </u> | ļ | | | | ļ | | | | |
| This route will always limit access due to its hilly terrain. The grassland section in the South near Greenlaw Lane has no constructed path and requires development. There are some steep sections before arriving at Queen Street Park, a handrail would improve access here. Steps here are a barrier to access which cannot really be resolved. Japanese Knotweed is a problem around the small footbridge here, the bridge itself requires anti-slip on the decks. The path nearby St. Peters has a couple of sections removed from the fence and has some dead branches in trees here requiring attention. Southern section across field needs path defined by grass cutting and potential to develop as an active travel path. The northern section on Union Terrace has no street lights. Additional waymarkers are required along this whole route. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-BK10 | | 4 | 4 | 4 | 3 | 1 | 4 | 4 | 4 | 2 | 2 | 3 | 1 | 43 |
| Buckie High School Safe Routes | | | | | | | | | | | | | | |
| This route runs on tarmac surfaces and has good access. Some encroaching vegetation and a leaning wire stock fence at the Highfield Road end needs attention. Some raised kerbs are barriers and dropped kerbs are missing tactile paving. The path from South Pringle Street to Duguid Street would benefit from street lighting. There is also a muddy section at Allhallows Lane. There are no waymarkers on this route, additional waymarkers can be accommodated on lamp posts. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-BK11 | 2 | 4 | 2 | 4 | 3 | 1 | 4 | 4 | 4 | 2 | 3 | 1 | 1 | 39 |
| Millbank Primary Sch Safe Routes -Buckie | | | | | | | | | | | | | | |
| Buckie | | | ļ | | | | | | | | | | | |
| Most of this route runs on tarmac surfaces and public road pavements. The Southern aggregate section near Archibald Grove is however muddy and almost all grass, street lighting on this section would improve access. There is a clothing bank on half the pavement outside Millbank Primary and some encroaching vegetation on the street sections, mainly from shrubs. The grass section next to the playing fields is muddy and has vehicles using this area. There are no waymarkers on the route, several required to navigate the streets. There are two short metal bollards near Millbank Primary that are a trip hazard. Several raised kerbs as barriers and dropped kerbs without tactile paving. The car parking area at Millbank Primary has a fence that requires people to walk around the parking area, a gate would improve access here. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|------|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | _ | High | Usage/Popularity 1 Low - 5 High | Mulit-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-BK12 Freuchny Stripe - Buckie | | 3 | 3 | 3 | 4 | 1 | 3 | 3 | 3 | 1 | 1 | 1 | 1 | 30 |
| 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 | | | 4 | 1 | | 2 | | 1 | 1 | 1 | 1 | 20 |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|------|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | _ | High | Usage/Popularity 1 Low - 5 High | Mulit-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-BK13 | | 4 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 1 | 1 | 38 |
| Cluny Path - Buckie Buckie | | | | 1 | | | | | | | | | | |
| The east side of North High Street has most of the issues on this route. This route runs on tarmac path with street lights. However access is being restricted by overgrown vegetation and a blocked drain making the path muddy and slippery in winter at one end. There is good community presence here with bird feeders and signage. Route needs regular maintenance of vegetation and the blocked drain fixed. Some dead trees/branches also needs attention on this route. This route requires waymarkers. The west side of the route has some raised kerbs as barriers, a mapboard that is difficult to see through the plastic and the Speyside Way start area could do with street lighting. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-BK14 | | 4 | 3 | 4 | 3 | 1 | 3 | 3 | 3 | 2 | 4 | 3 | 3 | 46 |
| Old Station Yard Path - Buckie | | | | | | | | | | | | | | |
| Buckie | Щ. | | | | | | | | | | | | | |
| This route runs on tarmac paths with street lighting. The section up the hill has encroaching vegetation that is narrowing the path. There are old bollards on the path with missing and broken reflectors. This route requires way markers. There are two raised kerbs as barriers. This route has a notice about Sasha's Meadow at the southern end, grass cutting will have to be discussed with the community before anything is strimmed | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-BK15 | 1 | 3 | 3 | 3 | 4 | 1 | 2 | 3 | 3 | 1 | 3 | 2 | 4 | 39 |
| Cliff Terrace Paths - Buckie | <u> </u> | | | | | | | | | | | | | |
| Buckie | <u> </u> | - | - | - | - | | | | - | <u> </u> | | | | |
| Most of this route runs on public road pavements and are in good condition. However the section on grass from Linn Avenue to Linn Court is badly overgrown and a barrier to access, this section also has no street lighting. The aggregate track section that also runs on Linn Court has muddy sections on and the narrow aggregate path near Linn Court is mostly muddy. Waymarkers required in this route and several raised kerbs as barriers and dropped kerbs without tactile paving. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--------|----|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | 5 High | | Mulit-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-BK16 | 1 | 3 | 3 | 3 | 3 | 1 | 3 | 3 | 3 | 1 | 2 | 1 | 1 | 31 |
| Highland Yards Estate Route - 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. | | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 1 | 2 | 1 | 1 | 21 |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | 1 | ı | ı | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-BK17 | 4 | 4 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 53 |
| Rathven Burn Path - Buckie | | | | | | | | | | | | | | |
| Buckie | ــــــ | | | | | | | | | | | | | |
| Access on this route is limited by the steep terrain, however changes could improve access. There is a short steep section at the northern end joining the cycle path. Steps with a side section to roll up a bike would improve access here. The route has some muddy sections and encroaching vegetation that need addressing as well as some steep banks. The Southern end up to the cemetery is steep and requires a fence/handrail. The tarmac surface here has a lot of moss on it. There are no waymarkers for this route, fingerposts required each end and waymarkers to navigate the various other paths. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-BK18 | 1 | 3 | 4 | 3 | 4 | 3 | 3 | 4 | 3 | 4 | 2 | 1 | 1 | 39 |
| Portessie Railway Path | <u> </u> | | | | | | | <u> </u> | | | | | | |
| Buckie | ₩ | | | | | | | | | | | | | |
| This route runs on tarmac paths. There are no waymarkers on the route, waymarkers required to navigate the route. The timber footbridge is slippery when wet and could do with new anti-slip deck boards. Give way signage required at the two road crossings and tactile paving. 70% of this route has street lighting, 2-3 additional lamp posts would improve access. Some encroaching vegetation to be cut back from lamp posts and from the Eastern side of route. | | | | | | | | | | | | | | |

| | | | | | | gs | | | | | | | |
|---------------------------------------|---|--|--|--|--|---|---|---|--|---|--|--|---|
| 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| 9 4 | 4 | 4 | 3 | 3 | 1 | 3 | 2 | 3 | 1 | 4 | 4 | 5 | 49.5 |
| | <u> </u> | ļ | ļ | | ļ | ļ | ļ | | | | | | |
| e | | | | | | | | | | | | | |
| e n | | | | | | | | | | | | | |
| i i i i i i i i i i i i i i i i i i i | Demand/Need 1 Low - 5 High gie ie geben ge | Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 4 Demand/Need 1 Low - 5 High 4 Demand/Need 1 Low - 5 High 4 | Community 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Health Benefits 1 Low - 5 High Critical Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High On Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Output Demand/Need 1 Low - 5 High Output Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Scorin Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High Sco Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Deliverability 1 Low - 5 High Oction Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Description Demand/Need 1 Low - 5 High Description Strategic Importance 1 low - 5 High Description Demand/Need 1 Low - 5 High Description Demand/Need 1 Low - 5 High Description De | 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 Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Tommunity Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Description Demand/Need 1 Low - 5 High Description Openand/Need 1 Low - 5 High Description Openand/Need 1 Low - 5 High Op | 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 Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Odd Demand/Need 1 Low - 5 High Demand/Need 1 Low |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|---|-------------------------------|--------------------------------|---|------|----|-------------------------------------|---|---|---|---|---|-----------------|
| | Demand/Need 1 Low - 5 High | | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | 1 | High | | Mulit-User Potential 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High | _ | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting | Best Value 1 Low - 5 High X 1.5 Weighting | | Overall Account |
| CPN-BK20 NCN Route 1 - Findochty | 1 | 3 | 3 | 2 | 4 | 2 | 2 | 3 | 2 | 4 | 1 | 1 | 1 | 31 |
| 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. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|---|---|--------------------------------|---|------|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | 1 | | Health Benefits 1 Low - 5 High | | High | Usage/Popularity 1 Low - 5 High | Mulit-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-BK21 Buckie High Street | | - | | 3 | 4 | | 3 | 4 | 3 | 5 | | | | 34 |
| Buckie High Street | | | | | | | | | | | | | | |
| 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. | | 4 | 2 | 3 | 4 | 2 | 3 | 4 | 7 | 3 | 1 | 1 | 1 | 3/1 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|---|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 | | | Overall Account |
| CPN-CU01 | | 3 | 1 | 3 | 4 | 2 | 2 | 3 | 3 | 4 | 1 | 0 | 1 | 28.5 |
| NCN Route 1- Admiralty St Path - Pknocki | | | | | | | | | | | | | | |
| CULLEN | | | | | | | | | | | | | | |
| This route runs on public roads and pavements. As a cyclist the route is one | | | | | | | | | | | | | | |
| tarmac street with no barriers. As a pedestrian there are 2 road crossings requiring tactile paving and one raised kerb as a barrier. | | | | | | | | | | | | | | |
| i Equilité lactif Daville allu Ulle Laiseu kei D ds à Dalliel . | | | | | 1 | | | | | | | | | |
| | Λ | 2 | 1 | 2 | 1 | 2 | 2 | 2 | 2 | 1 | 1 | | 1 | 2 <u>9</u> 5 |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-CU02 | 3 | 4 | 5 | 3 | 3 | 4 | 4 | 4 | 3 | 4 | 3 | 4 | 4 | 55 |
| NCN Route 1 - Portknockie to Cullen | | | | | | | | | | | | | | |
| CULLEN | ₩ | | | | | | | | | | | | | |
| This route runs on aggregate paths that are becoming very muddy in places. One third of the route at the western end has muddy sections. There is an overflowing ditch in one section adding drainage issues to the path. There is a muddy section at the far west of the route across Bridge Street in Portknockie, and from Bridge Street to the golf course. Some steep banks require fencing and grass is encroaching at the edges of the path narrowing the route. | | | | | | | | | | | | | | |

| Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High X 15 Weighting Lusage/Popularity 1 Low - 5 High X 15 Weighting Demand/Need 1 Low - 5 High X 15 Weighting Demand/Need 1 Low - 5 High X 15 Weighting This route runs mostly on public roads and pavements. This route has a range of waymarkers on this route, some are for cyclists and other for walking, it can seem confusing at times. Extra waymarkers are required, it may require a review to optimise where they are placed. There are a few raised kerbs on this route. The roadside track to Lintmill is in need of maintenance as the path is narrowing and has encroaching branches in places. | Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|--|----|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|----------------------|--|----|
| NCN Route 1 - Cullen to Lintmill CULLEN This route runs mostly on public roads and pavements. This route has a range of waymarkers on this route, some are for cyclists and other for walking, it can seem confusing at times. Extra waymarkers are required, it may require a review to optimise where they are placed. There are a few raised kerbs on this route. The roadside track to Lintmill is in need of | | ٠. | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 | 1 Low - 5 High X 1.5 | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | |
| This route runs mostly on public roads and pavements. This route has a range of waymarkers on this route, some are for cyclists and other for walking, it can seem confusing at times. Extra waymarkers are required, it may require a review to optimise where they are placed. There are a few raised kerbs on this route. The roadside track to Lintmill is in need of | | 3 | 4 | 4 | 4 | 3 | 4 | 3 | 4 | 4 | 4 | 3 | 3 | 3 | 52 |
| This route runs mostly on public roads and pavements. This route has a range of waymarkers on this route, some are for cyclists and other for walking, it can seem confusing at times. Extra waymarkers are required, it may require a review to optimise where they are placed. There are a few raised kerbs on this route. The roadside track to Lintmill is in need of | | | | | | | | | | | | | | | |
| This route has a range of waymarkers on this route, some are for cyclists and other for walking, it can seem confusing at times. Extra waymarkers are required, it may require a review to optimise where they are placed. There are a few raised kerbs on this route. The roadside track to Lintmill is in need of | | | | | | | | | | | | | | | |
| it may require a review to optimise where they are placed. There are a few raised kerbs on this route. The roadside track to Lintmill is in need of | | | | | | | | | | | | | | | |
| raised kerbs on this route. The roadside track to Lintmill is in need of | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| maintenance as the path is narrowing and has encroaching stancines in places. | | | | | | | | | | | | | | | |
| | maintenance as the path is narrowing and has encroaching branches in places. | _ | <u> </u> | | | _ | _ | | | _ | | _ | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--------|----|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | 5 High | | Mulit-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-CU04 | . 0 | 2 | 3 | 2 | 4 | 3 | 2 | 3 | 2 | 3 | 1 | 1 | 1 | 29 |
| Lintmill to Crannoch Road | | | | | | | | | | | | | | |
| CULLEN | | <u> </u> | | <u> </u> | | | | | <u> </u> | <u> </u> | | | | |
| This route runs on public roads and is easily accessible. Some tree assessments | | | | | | | | | | | | | | |
| on road side trees required. | ٥ | 2 | 3 | 2 | 4 | 3 | 2 | 3 | 2 | 3 | 1 | 1 | 1 | 29 |
| | | 1 | | 1 | | | | l | | 1 | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-CU05 | 3 | 2 | 3 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 4 | 4 | 4 | 45 |
| | - | | | | | | | | | | | | | |
| 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. 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. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|------|----|-------------------------------------|---|---|---|---|---|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | High | | Mulit-User Potential 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High | _ | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting | | | Overall Account |
| CPN-CU06 Cullen Coastal Path | | 3 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 1 | 39 |
| CULLEN | | | | | | | | | | | | | | |
| This route runs on wide aggregate paths with good waymarking and all ability access. Some exposed steep drops need fencing. However the far east section is not all ability and has some muddy and uneven ground. Overall the majority of the route has good access. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-CU07 | | 3 | 3 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 29 |
| Seaview Path - Cullen CULLEN | | | | | | | | | | | | | | |
| This route will always have a limit to access due to its steep terrain. However | | | | | | | | | | | | | | |
| the route runs mostly on tarmac surfaces and public roads and has street lighting and handrails on the steep section. Two fingerposts need replaced at the Logie Drive end and the steep path down to the harbour has a metal fence requiring repairs and some exposed rock/derelict building requiring further assessment for stability. | | | | | | | | | | | | | | |
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| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|----------------------|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CPN-CU08 | Ī | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 1 | 2 | 1 | 32.5 |
| Nelson Point Path - Cullen 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 | 2 | 2 | 1 | 2 | 1 | 32 5 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-CU09 | 1 | 2 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 1 | 2 | 1 | 30.5 |
| Salmon Bothy Path - Cullen | | | | | | | | | | | | | | |
| 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 |
| | | | | | | | | | | | | | | |

| | :Ctio | n C | rite | 23-: eria | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-DA0 Dava Way - Mannachie Sectio | | . 3 | 2 | 3 | 3 | 4 | 4 | 4 | 3 | 4 | 2 | 2 | 1 | 40.5 |
| Dava Way - Mailifacille Section | | | | | | | | | | | | | | |
| This route has a few muddy sections and encroaching grass narrowing the aggregate path on the section South of Mannachie Avenue. There is a steep bank requiring fencing at a bridge in the Southern Woodland section and some additional waymarkers required along the path. A fingerpost and mapboard at Mannachie Avenue have rot and are in poor condition. The route at Mannachie Avenue continues North to Forres High Street. | | | | | | | - | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-DA02 | 2 | 2 | 3 | 2 | 3 | 4 | 3 | 4 | 2 | 4 | 2 | 2 | 1 | 37.5 |
| Dava Way - Romach Section | | <u> </u> | | | | | | | | | | | | |
| Dava Way | | <u> </u> | | | | | | | | | | | | |
| Some muddy sections to address on this route as well as maintenance on ditches. Further inspection of path side trees. Pruning and strimming also required, especially around waymarkers. Barriers to steep banks also required as | | | | | | | | | | | | | | |
| there are some long exposed sections. Old stone bridges need further inspection as showing water erosion where watercourses flow. There is a short rocky | | | | | | | | | | | | | | |
| section where material has fallen down from cliffs at side of path, this will need further inspection. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-DA03 | | 2 | 3 | 2 | 3 | 4 | 3 | 4 | 2 | 4 | 2 | 2 | 1 | 38.5 |
| Dava Way - Drumine Section Dava Way | | | | | | | | | | | | | | |
| Dava way | | | | | | | | | | | | | | |
| Sections of track are becoming muddy and some barriers required at bridges and steep banks. Fencing repairs required to keep sheep off the track. At one end of this route near to CPN-DA02 there is an aggregate area that is being used as a car park, it is busy and allows easy access but could be developed with signage for both vehicles and cyclists walkers as vehicles pass walkers/on the path. | | | | | | | | | | | | | | |
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| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | High | Usage/Popularity 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-DA04 | 2 | 2 | 3 | 2 | 3 | 4 | 3 | 4 | 2 | 4 | 2 | 2 | 1 | 37.5 |
| Dava Way - Longley Section | | | | | | | | | | | | | | |
| Dava Way | | | | | | | | | | | | | | |
| The route has some muddy sections of track that need addressed before they get any worse, they are not barriers to access but will not get better. There are also a number of bridges that require barriers due to the height of the exposed drop as well as some steep banks. A section of fence where cattle have been getting onto the path also need repairs | | | | | | | | | | | | | | |
| | | | | | | | | 1 | | 1 | | | 4 | 37 F |
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| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-DA05 | | 2 | 3 | 2 | 3 | 4 | 2 | 3 | 2 | 4 | 2 | 3 | 1 | 37 |
| Dava Way - Dunphail to Dava Section | | | | | | | | | | | | | | |
| Dava Way | _ | | | | | | | | | | | | | |
| Top of route has a diversion for cyclists and horses onto the busy A940. A mapboard and signage is present before entering and exiting Moray /Highland boundary. Sections of path require drainage and ditches dug. Barriers at steep banks and bridges required for safety with some very high drops exposed at bridges. Vegetation and pruning required along whole path. There is a lack of parking at the Dava end and information about where to park. | | | | | | | | | | | | | | |

| | | | | | | gs | | | | | | | |
|----------------------------|-----------------------------------|--|--|---|---|---|---|---|--|---|---|---|---|
| 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| _ | 3 | 2 | 3 | 3 | 0 | 3 | 4 | 3 | 2 | 2 | 1 | 1 | 31 |
| | | | | | | | | | | | | | |
| : | | | | | | | | | | | | | |
| 1 <u>1</u> t / t | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High 2 3 Demand/Need 1 Low - 5 High 1 1 2 7 | Community Linkage 1 Low - 5 High 2 Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 1 Demand/Need 1 Low - 5 High 1 Demand/Need 1 Low - 5 High 1 Demand/Need 1 Low - 5 High 1 | Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 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 Demand/Need 1 Low - 5 High | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Scorin Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High O Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Demand/Need 1 Low - 5 High The Community Linkage 1 Low - 5 High The | 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 Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Demand/Need 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
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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 | _ | High | | Mulit-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-EG02 Torrieston Walks All Abilities trail | 1 | 0 | 3 | 2 | 2 | 3 | 3 | 4 | 2 | 2 | 2 | 1 | 1 | 29 |
| 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. | | _ | 2 | 2 | -1 | 2 | 2 | 4 | 2 | | | 1 | 1 | 20 |

| Moray Core Paths Actio Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG03 | 2 | 4 | 3 | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 1 | 1 | 40 |
| Lossie to Elgin Cycle Way | | | | | | | | | | | | | | |
| ELGIN | | | | | | | | | | | | | | |
| This route runs on tarmac surfaces and is well used. Missing Give Way signage and tactile paving at road crossings would improve safety and access. Some patches of vegetation requiring to be maintained. Some new road crossings will be added after construction is complete at Findrassie. Existing waymarkers are mostly in one direction with one facing the wrong direction, additional waymarkers required. Footbridge at Findrassie has broken handrail. The path beyond Findrassie to Lossiemouth is aging and the tarmac section past the barrier bend beyond Findrassie has some lumpy sections and drainage issues. A water pipe on the larger footbridge needs taken off the walkway. Recent roadside side let ditches will drain water onto path, this is allowing wet areas to appear. An old fence runs along most of this path which is does not affect the path but is in poor condition. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG04 | | 3 | 4 | 3 | 3 | 4 | 4 | 2 | 3 | 2 | 3 | 2 | 4 | 46 |
| Quarrel Wood Paths - Elgin | | | | | | | | | | | | | | |
| | | | | | | | 1 | 1 | 1 | | | | | |
| ELGIN | | | | | | | | | | | | | | |
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| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG05 | | 3 | 2 | 3 | 3 | 2 | 3 | 2 | 3 | 2 | 3 | 3 | 4 | 42.5 |
| Fairway Path - Elgin ELGIN | | | | | | | | | | | | | | |
| Half of this route runs on a tarmac vehicle track the other is on a woodland path. This path requires waymarkers. Parts of this route are overgrown and muddy when wet and there are some uneven root sections. Maintenance is required on damaged barbed wire fences and golf course warning signs required. Resurfacing and cutting back vegetation would improve access. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|---|---|--------------------------------|--|------|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | | | Health Benefits 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive | High | Usage/Popularity 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-EG06 Old Railway Path - Elgin | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 4 | 3 | 4 | 47.5 |
| ELGIN | | | | | | | | | | | | | | |
| Half of this route is very muddy when wet and a barrier to access. The other half still has muddy sections but is not as wet. Encroaching grass and broom needs maintained and a few dead branches need removed. Waymarkers required. Resurfacing and drainage would improve access. | : | | 2 | 2 | 2 | _ | | | 2 | | | | | 47.5 |

| | | | | | | gs | _ | | _ | | | | |
|----------------------------|-----------------------------------|--|---|--|---|--|--|---|--|--|---|--|--|
| 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| 3 | 3 | 2 | 3 | 2 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 4 | 41.5 |
| | | | | | | | | | | | | | |
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| | tio Demand/Need 1 Low - 5 High 3 | Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 3 | Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 3 | Health Benefits 1 Low - 5 High Crite Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High On Community Linkage 1 Low - 5 High 2 Community Linkage 1 Low - 5 High 3 Demand/Need 1 Low - 5 High 3 | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High 3 3 4 5 7 7 8 7 8 7 8 7 8 7 8 7 8 7 8 7 8 8 7 8 7 8 8 7 8 8 8 8 8 9 8 8 9 8 8 9 8 9 | SCO Econimic/Tourism Benefits 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Sco Environmental Impact 1 Negative - 5 Positive Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 L | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Material Impact 1 Negative - 5 Positive Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Material Impact 1 Negative - 5 Positive Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Material Impact 1 Negative - 5 Positive Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Tomunity Linkage 1 Low - 5 High Towns 1 Demand/Need 1 Low - 5 High Towns 2 Demand/Need 1 Low - 5 High Towns 2 Demand/Need 1 Low - 5 High Towns 2 Demand/Need 1 Low - 5 High Towns 3 Demand/Need 1 Low - 5 High Towns 2 Demand/Need 1 Low - 5 | 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 Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG08 | 3 | 3 | 4 | 3 | 3 | 3 | 4 | 3 | 3 | 2 | 4 | 3 | 4 | 49.5 |
| Spynie Wood Paths - Elgin | | | | | | | | | | | | | | |
| ELGIN | | | | | | | | | | | | | | |
| This route is quite flat but half of it has a lot of muddy sections and encroaching vegetation. Waymarkers are required as it is quite easy to join one of the many side paths. This path could be all ability however some really muddy sections are barriers. Several trees on this section have been reported to FLS to assess further. | | 2 | 4 | 2 | 2 | | | | 2 | | | | | 40.5 |

| Moray Core Paths Action Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG09 | 3 | 3 | 4 | 3 | 4 | 2 | 3 | 3 | 3 | 2 | 3 | 3 | 4 | 46.5 |
| Duffus Road to Brumley Brae Link - Elgin | | ├ | | | | | | | | | | | | |
| ELGIN | \vdash | ├ | | 1 | | | 1 | | | | | | | |
| This route has some narrow, muddy, overgrown sections and some raised kerbs that limits access. There are no waymarkers making this route difficult to find and navigate. At each end there are sections where the path is undefined running across grass and between trees. Encroaching vegetation such as bracken may make the path very narrow in Summer/Autumn. Addressing the muddy sections, cutting back vegetation and adding waymarkers would improve the | | | | | | | | | | | | | | |
| route. | i ' | | | | | | | | I | | | | | ı |

| Community Linkage 1 Low - 5 High2 | Deliverab | Health Ber | Environmental Impact 1 Negative - 5 Positive | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Pop | Mulit-User Po | Social Inclusion Po | | Strategic Imp | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting | Best Value 1 Low - 5 H | Accessibility / Development Potential 1 Low - 5 | |
|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---------------------|---|-------------------------------------|---|------------------------|---|-----------------|
| _ | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | _ | | Usage/Popularity 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High | _ | _ | Strategic Importance 1 low - 5 High | | High X 1.5 Weighting | High X 1.5 Weighting | Overall Account |
| 4 | . 3 | 3 | 3 | 3 | 4 | 4 4 | 4 | 3 | 4 | 3 | 3 | 3 | 4 |
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| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG11 | | 4 | 2 | 4 | 4 | 1 | 3 | 3 | 4 | 2 | 1 | 1 | 1 | 34 |
| Lang Walk - Elgin ELGIN | | | | | | | | | | | | | | |
| A good access route with 1 steep hill that may cause a barrier. This route runs | | | | | | | | | | | | | | |
| on tarmac surfaces and has tactile paving at all road crossings. Waymarkers required to navigate the route. 1 bollard is missing a Give Way sign, some encroaching vegetation near the top of the route near CPN-EG09 and a short section has no street lighting however this section runs up to the woodland area beyond the route. | | | | | | | | | | | | | | |
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| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|------|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|--------------------|
| CPN-EG12 | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | _ | High | Usage/Popularity 1 Low - 5 High | Mulit-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 34 |
| Duffus Road Path - Elgin | _ | _ | | | 7 | _ | | _ | | | _ | _ | | <u> </u> |
| 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 Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|------|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG13 | 1 | 4 | 3 | | 3 | 1 | 3 | 3 | 3 | 3 | 3 | 1 | 1 | 36 |
| Bishopmill School Path/LadiesWalk -Elgin | | | | | | | | | | | | | | |
| ELGIN | | | | | | | | | | | | | | |
| This route runs two thirds on tarmac paths, the other third is an aggregate path. The route has two hills that will limit access. The lowest tarmac path by the River Lossie is good quality with a number of dead trees requiring further assessment. This lower section is missing street lighting that would improve access. The middle aggregate section is overgrown in places, requires drainage and is missing a fence barrier to a steep slope. The existing fence barrier needs repairs and is quite low. The top tarmac section has good access with a steep hill that will limit access. There are several dead trees on this route requiring inspection. | | | | | | | | | | | | | | |
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| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG14 | 2 | 3 | 1 | 3 | 2 | 2 | 3 | 1 | 3 | 2 | 2 | 1 | 1 | 29 |
| Dr Gray's Link - Elgin | | | | | | | | | | | | | | |
| ELGIN | | | | | | | | | | | | | | |
| This routes access is limited by the steep terrain and has a set of historic steps in the middle that limits access as well as modern metal steps. There is a closed bridge over the River Lossie that blocks access, however there is another bridge 5 minutes along CPN-EG16 path. The section of path that runs South to Dr Grays hospital has good access. Adding street lighting to the section of path at Mary Well would improve access on a busy school route. Waymarkers and tactile paving at dropped kerb areas required. | | | | | | | | | | | | | | |

| | | | | | | gs | | | | | | | |
|----------------------------|-----------------------------------|--|--|--|--|--|--|--|--|---|--|---|--|
| 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| 3 | 3 | 3 | 3 | 2 | 2 | 3 | 3 | 3 | 2 | 3 | 3 | 4 | 43.5 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | tiO Demand/Need 1 Low - 5 High 3 | Community Linkage 1 Low - 5 High 2 3 Section Demand/Need 1 Low - 5 High 3 Section Dem | C C Community Linkage 1 Low - 5 High 3 C C C Community Linkage 1 Low - 5 High 3 Demand/Need 1 Low - 5 High 3 | rite Health Benefits 1 Low - 5 High Or Cr Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High On Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High The standard of the stand | SCO Econimic/Tourism Benefits 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High Sco Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High On Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Total Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Mulit-User Potential 1 Low - 5 High And Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Wullit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | 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 Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG16 | | _ | - | _ | | _ | 3 | | | _ | | | <u>α</u> | ≠ |
| Old Mills Path - Elgin | 1 | | | | | _ | | Ĭ | j | | J | | | 73.3 |
| ELGIN | | | | | | | | | | | | | | |
| Half this route runs on new tarmac surfaces in excellent condition. The other eastern half runs on muddy aggregate and earth paths that get narrow at times and uneven, there are a number of dead trees on this section as well. Street lighting along the whole of this route would improve access and safety bring a route used by the school. Current ground lighting on the new tarmac section does not look to be in working condition. Waymarkers required and repairs to existing fences. A new fence is required on a section of path that runs close to the river. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|---|--------------------------------|--|--|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | | Health Benefits 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | 1 | 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-EG17 Boroughbriggs Cycle Link - Elgin | | 4 | 1 | 3 | 4 | 3 | 4 | 4 | 3 | 4 | 1 | 0 | 1 | 33.5 |
| ELGIN | | | | | | | | | | | | | | |
| This route runs on public roads and pavements. Waymarkers requires to navigate streets. Some gravel is encroaching onto to the cycle path on Haugh Road and a narrow section in North Street is due to construction works and commercial bins. Tactile paving at dropped kerbs would improve access. | | 4 | 1 | 2 | 4 | 2 | 4 | 4 | 2 | 4 | 1 | | 1 | 22 F |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--|---|--------|----|-------------------------------------|---|-------------------------------------|---|---|--|----------------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | 5 High | | Mulit-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 | 5 | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account 31.5 |
| CPN-EG18 Elgin Town Centre Pedestrian Precincts | 1 | | 1 - | | | 7 | 7 | 7 | | | - | J | | 31.3 |
| ELGIN TOWN Centre Pedestrian Precincts | | | | | | | | | | | | | | |
| 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. | | 4 | 1 | 3 | 2 | _1 | _1 | _1 | 3 | _3 | 1 | Ω | 1 | 31 5 |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG1 | 0 | 3 | 1 | 3 | 2 | 4 | 4 | 4 | 3 | 3 | 1 | 0 | 1 | 30.5 |
| Thunderton Place - Elgi | | | | | | | | | | | | | | |
| ELGII | 1 | <u> </u> | | | | | | | | - | | | | |
| This route requires some waymarking to navigate the streets. Existing fingerpos | | | | | | | | | | | | | | |
| needs waymarking fingers checked for direction. Dropped kerbs at the roa | t | | | | | | | | | | | | | |
| crossing at Batchen Street is missing tactile paving | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|---|--------------------------------|---|--------|----|-------------------------------------|---|-------------------------------------|---|---|--|----------------------|
| CPN-EG20 | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | | Health Benefits 1 Low - 5 High | _ | 5 High | | Mulit-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 30.5 |
| Elgin High Street | _ | | | | | | | | | | | | | |
| ELGIN | | | | | | | | | | | | | | |
| This route runs on public pavements. Waymarkers required at each end and the large metal fingerpost in the middle of the path needs finger directions checked. | | 3 | 1 | 3 | 2 | 4 | 4 | 4 | 2 | 3 | 1 | 0 | 1 | 30.5 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG21 | | 3 | 1 | . 3 | 2 | 4 | 4 | 4 | 3 | 3 | 1 | 0 | 1 | 30.5 |
| Lossie Wynd - Elgin | | | | | | | | | | | | | | |
| ELGIN | | | | \vdash | | | | | | | | | | |
| This route runs on public road pavements. Waymarkers required to follow route and tactile paving required at one road crossing. Advisory Give Way | | | | | | | | | | | | | | |
| signage near the Cooper Park section will keep all crossings consistent. Bicycles | | | | | | | | | | | | | | |
| can cycle South on Lossie Wynd which is the opposite way to cars on a one way | | | | | | | | | | | | | | |
| street, additional warning to motorists would improve safety, bicycle lane road | | | | | | | | | | | | | | |
| 1 markings are also gotting warp on this costion Maymarkar at the term of leasts | | 1 | | 1 | 1 | | 1 | 1 | 1 | 1 | | | | ı |
| markings are also getting worn on this section. Waymarker at the top of Lossie Wynd is pointing in the wrong direction. | | | | | | | | | | | | | | l |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG22 | 1 | 3 | 1 | 3 | 2 | 4 | 4 | 4 | 3 | 3 | 1 | 0 | 1 | 30.5 |
| High Street to Cooper Park Link - Elgir | | | | | | | | | | | | | | |
| ELGIN | | | | | | | | | | | | | | |
| A short route on tarmac pavements and roads. Waymarkers required to navigate the route. Street lighting from the Cooper Park to the A96 bridge would improve access. Missing tactile paving at dropped kerbs and a raised kerb near the High Street. The alleyway before the High Street is unpleasant in the wet, it has overflowing roof gutters that create a lot of falling water when raining and bollards needs attention, one is a trip hazard | : : | | | | | | | | | | | | | |
| | _ | _ | | _ | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG23 | | 3 | 1 | 3 | 3 | 3 | 4 | 4 | 3 | 2 | 1 | 1 | 1 | 32 |
| Cooper Park Paths - Elgin ELGIN | | | | | | | | | | | | | | |
| These paths runs on tarmac surfaces and have good accessibility for multi-use. Adding lighting to all the paths would improve access, the northern section and the central path have no lighting. There are some dead branches in poplar trees above the path in the north section as well as some large puddles across the tarmac requiring attention. Waymarkers would improve navigating around the park. | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

| Definant/Need T | | Com | | | Environmen | Econimi | | | Soci | | Overall Path Condition | Best 1 | Accessibility / Development Potential 1 | |
|---|--------|-----------------------------------|-------------------------------|--------------------------------|--|---|---------------------------------|---|---|-------------------------------------|---|---|---|-----------------|
| \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\ | | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive | conimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 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 | tential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CPN-EG24 Cathedral and Brewery Bridge Link -Elgin | 1 | 3 | 2 | 3 | 2 | 3 | 4 | 3 | 3 | 2 | 1 | 1 | 1 | 31 |
| ELGIN | \neg | | | | | | | | | | | | | |
| 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. | | 3 | 1 | 7 | 1 | 2 | 4 | 7 | 2 | 1 | 1 | 1 | 1 | 21 |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|------|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG2 | 5 2 | 4 | 2 | 3 | 3 | 2 | 3 | 3 | 3 | 1 | 3 | 2 | 4 | 41 |
| Deanshaugh Path - Elgii | 1 | | | | | | | | | | | | | |
| ELGIN | J | | | | | | | | | | | | | |
| This route is very scenic and is well used, wildlife such as otters are present here. | | | | | | | | | | | | | | |
| 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. | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
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| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG26 | | 3 | 1 | 3 | 2 | 4 | 4 | 4 | 3 | 2 | 2 | 0 | 1 | 31.5 |
| NCN Route 1 - Deanshaugh - Elgin ELGIN | | | | | | | | | | | | | | |
| This route crosses Lesmurdie Road at one end. As a cyclist this crossing can be | | | | | | | | | | | | | | |
| difficult due to the busy road. As a pedestrian, crossing at the junction is not | | | | | | | | | | | | | | |
| easy due to raised kerbs. A safer crossing for all is 40m East via an island | | | | | | | | | | | | | | |
| crossing with dropped kerbs. The remainder of this route requires waymarking and vegetation cut back on the hill to the Cooper Park. A steep hill there may | | | | | | | | | | | | | | |
| require a hand rail for pedestrians. | | | | | | | | | | | | | | |
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| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|----|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | | Usage/Popularity 1 Low - 5 High | Mulit-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-EG27 | ï | 3 | 1 | 2 | 3 | 1 | 4 | 4 | 2 | 2 | 2 | 0 | 1 | 27.5 |
| Linksfield Path - Elgin | | | | | | | | | | | | | | |
| ELGIN | | | | | | | | | | | | | | |
| A short route that requires waymarkers and has some encroaching vegetation. Access for pedestrians has a raised kerb as a barrier. Some faded Give Way road | | | | | | | | | | | | | | |
| markings need renewing and a missing Give Way sign is required | | | | | | | | | | | | | | |
| markings need renewing and a missing one way sign is required | | 2 | 1 | 2 | 2 | _1 | 1 | 1 | 2 | 2 | 2 | 0 | 1 | 27 5 |
| | | | | | | | | | | | | | | |

| | | | | | | gs | | | | | | | |
|----------------------------|-----------------------------------|--|---|---|---|---|---|---|---|--|--|--|--|
| 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| | 4 | 1 | 3 | 3 | 2 | 4 | 4 | 3 | 3 | | | 1 | 32.5 |
| | | | | | | | | | | | | | |
| <u> </u> | | | | | | | ļ | | | | | | |
| | | | | | | | | | | | | | |
| | ct Demand/Need 1 Low - 5 High 0 | Community Linkage 1 Low - 5 High 2 io Demand/Need 1 Low - 5 High 0 | C C Community Linkage 1 Low - 5 High C C C C Community Linkage 1 Low - 5 High C C Demand/Need 1 Low - 5 High C C C Demand/Need 1 Low - 5 High C C C C C C C C C C C C C C C C C C C | rite Pealth Benefits 1 Low - 5 High Critica Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High 2 Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 3 | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Crit Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 3 | SCC Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High O Demand/Need 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High O Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High O Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Tom Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Additional Community 1 Low - 5 High Demand/Need | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Tommunity Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Tommunity Linkage 1 Low - 5 High | 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 Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High |

| Moray Core Paths Actio Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG29 Lesmurdie Road Cycle Path - Elgin | | 3 | 1 | 3 | 3 | 2 | 3 | 4 | 3 | 2 | 2 | 0 | 1 | 29.5 |
| 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 | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------------------|
| CDN-EG30 | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 26.5 |
| CPN-EG30 Spynie Cycle Link - Elgin | | 4 | 1 | 3 | 3 | 1 | | 4 | | 3 | 1 | U | 1 | 26.5 |
| ELGIN | | | | | | | | | | | | | | |
| This route runs on tarmac surfaces, public road pavements and roads. One short section requires street lighting. Additional waymarkers are required to navigate the streets, waymarking has been done in one direction making it less easy to navigate in the opposite direction. Adding tactile paving at dropped kerbs and Give Way signage at road crossing would improve access and safety and make this consistent with newer cycle paths in Elgin. Some sections have encroaching vegetation in need of maintenance. A new section of pavement at the junction before CPN-EG03 may result in cyclist missing out the last section of path. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|---|--------------------------------|--|--|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | | Health Benefits 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 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-EG31 Outer Edge Path - Elgin | | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 2 | 4 | 2 | 4 | 45 |
| ELGIN | | | | | | | | | | | | | | |
| Most of this path is muddy when wet. The route is has encroaching grass and branches a d has no waymarkers. The route appears well used as the path is worn and encroaching grass has been flattened. Resurfacing, cutting back vegetation and adding waymarkers would improve access and quality. | | | | | | | 2 | 2 | 2 | 2 | 4 | - 2 | 4 | 45. |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG33 | 5 | 4 | 2 | 3 | 2 | 2 | 4 | 5 | 3 | 4 | 5 | 5 | 5 | 59 |
| Spynie Path - Elgin | | | | | | | | | | | | | | |
| ELGIN | <u> </u> | | | | | | | | | | | | | |
| This short woodland path is muddy, overgrown and difficult to navigate. There are a number of dead trees and branches at the side of the path that needs further assessment and there are no waymarkers on the route. The route appears to be well used, however bikes have been making makeshift tracks that pose a safety risk. The route being difficult to follow will need further checking closer to Roseisle Drive to determine exactly where the path is supposed to go. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|----|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Η- | Mulit-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-EG34 Bilbohall Farm Link - Elgin | | 4 | 1 | . 3 | 3 | 1 | 3 | 3 | 3 | 3 | 1 | 1 | 1 | 29 |
| ELGIN | | | | | | | | | | | | | | |
| A short path with street lights that requires waymarkers at each end and some tactile paving at a road crossing with encroaching grass. | Λ | 4 | 1 | 3 | 3 | 1 | 3 | 3 | 3 | 3 | 1 | 1 | 1 | 29 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | _ | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG35 | 3 | 3 | 3 | 3 | 3 | 1 | 4 | 4 | 3 | 3 | 4 | 4 | 4 | 50 |
| Fairfield Avenue Path - Elgin | | | | | | | | | | | | | | |
| 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 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 50 |
| | | | | | | | | | | | | | | |
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| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG36 | | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 3 | 2 | 4 | 3 | 1 | 41 |
| Hardhillock Path - Elgin | | | | | | | | | | | | | | |
| ELGIN | <u> </u> | | | | | | | | | | | | | |
| Most of this route runs on aggregate tracks and earth paths. Although fairly flat there are a lot of muddy areas that will limit access during wet weather. Resurfacing and drainage is required. There are no waymarkers on this route, a fingerpost and several waymarkers are required to navigate the route. Vehicle access is not restricted on the vehicle tracks, either adding gates or warning signs required. A raised kerb is a barrier near Fairfield Avenue in the northern section. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|---|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | | Usage/Popularity 1 Low - 5 High | Mulit-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-EG37 | | 3 | 2 | 3 | _ | 1 | 3 | 4 | 3 | - | _ | | 1 | 36 |
| The Wards Paths - Elgin | | | | | | | | | | | | | | |
| ELGIN | | | | | | | | | | | | | | |
| This busy route has good access, however maintenance is required to maintain the level of access. The quality of the path and furniture could be improved. Muddy sections and encroaching vegetation are an issue. Broken waymarkers and information/warning boards need attention and new waymarkers/fingerposts required to link to other paths. The boardwalk is now surrounded by water and a barrier would improve safety. There are some trees requiring attention and further assessment. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--|----|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | Econimic/Tourism Benefits 1 Low - 5 High | | Mulit-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-EG38 | 0 | 3 | 1 | 3 | 4 | 1 | 3 | 4 | 3 | 2 | 1 | 0 | 1 | 27.5 |
| Wards Back Path - Elgin | | | | | | | | | | | | | | |
| ELGIN | | | | | | | | | | | | | | |
| A straight path with good tarmac and street lighting. Missing tactile paving at | | | | | | | | | | | | | | |
| one end and some minor encroaching branches. | 0 | 3 | 1 | 3 | 4 | 1 | 3 | 4 | 3 | 2 | 1 | 0 | 1 | 27 5 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG39 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 4 | 3 | 3 | 5 | 3 | 4 | 50.5 |
| Tyock Path - Elgin | <u> </u> | | | | | | | | | | | | | |
| ELGIN | ₩ | | | | | | | | | | | | | |
| This route runs on mostly tarmac pavements and roads. However about half of this path runs on an overgrown aggregate path with no street lighting. Waymarkers are required for this route. The road crossing at Edgar road is missing dropped kerbs and tactile paving and is difficult to cross when the road is busy. The path beside B and Q has vegetation encroaching on the path and lamp posts. The path near Bailies Drive has encroaching vegetation and muddy sections. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|---|-------------------------------|--------------------------------|---|--|----|-------------------------------------|---|-------------------------------------|---|----------------------|--|-----------------|
| | Demand/Need 1 Low - 5 High | | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | Econimic/Tourism Benefits 1 Low - 5 High | | Mulit-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 | High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CPN-EG40 | 0 | 3 | 1 | 3 | 4 | 1 | 3 | 3 | 3 | 2 | 1 | 0 | 1 | 26.5 |
| Edgar Road Path - Elgin | | | | | | | | | | | | | | |
| 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 | Ω | 1 | 26.5 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG41 | 1 | 4 | 1 | 3 | 3 | 2 | 4 | 4 | 3 | 3 | 1 | 1 | 1 | 33 |
| Springfield Link - Elgin | | | | | | | | | | | | | | |
| 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. | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 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-EG42 Greenwards/Elgin High School Safe Route | | 4 | 1 | 4 | 4 | 1 | 4 | 4 | 3 | 3 | 1 | 1 | 1 | 34 |
| 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 | А | 1 | 4 | 4 | 1 | 4 | 4 | 2 | 2 | 1 | 1 | 1 | 24 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG43 | 1 | 3 | 2 | 3 | 3 | 2 | 3 | 2 | 3 | 2 | 3 | 2 | 4 | 40 |
| Golf Course Path - Elgin | | | | | | | | | | | | | | |
| This route mostly runs on grass and earth paths that get muddy when wet. The pavement section at the East has good access, however the earth/grass section has no constructed path limiting access when wet, an aggregate path on the earth/grass section would improve this. The boundary fence to the golf course is in poor condition and golf course warning signs required. Waymarkers are required to navigate this route. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG44 | 0 | 3 | 1 | 3 | 4 | 1 | 2 | 3 | 3 | 3 | 1 | 0 | 1 | 26.5 |
| Glass Green Path - Elgin | | | | | | | | | | | | | | |
| ELGIN | \vdash | | | | | | | | | | | | | |
| This route runs on wide tarmac paths and is highly accessible. There are some sections where branches need cut back and additional waymarkers required where other route connect. Tactile paving at road crossing would increase access. Give way signage required at three road crossings where cyclists will cross. The road crossing at the A941 is a busy road and would benefit from a protected pedestrian crossing, however being at a round about this may not be possible. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|------|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | _ | High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG45 Thornhill Cycle Path - Elgin | 0 | 4 | 1 | 3 | 4 | 1 | 3 | 4 | 3 | 4 | 2 | 0 | 1 | 32.5 |
| ELGIN | | | | | | | | | | | | | | |
| This route runs on wide public road pavements. A fingerpost is pointing in the wrong direction and additional waymarkers required at joining routes. Give way signage required for cyclists at road junctions and tactile paving is missing on some dropped kerbs. | | | 1 | 2 | | 1 | 2 | 4 | _ 2 | | _ 1 | _ | 1 | 22.5 |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG46 | | | | 1 | | | | | | | | 1 | 1 | 34 |
| Linkwood Path - Elgin | | | | | | | | | | | | | | |
| ELGIN | | | | | | | | | | | | | | |
| Half of this route runs on wide tarmac paths with street lighting, the other half runs on unlit aggregate paths. The Western tarmac path section has good access. There are dropped kerbs missing tactile paving at Thornhill Drive and the path approaching the A941 road has a dark area where additional street lighting would improve safety. There are no waymarkers for this route, waymarkers and fingerposts are required to navigate around the streets and junctions to other paths. The area where the tarmac path joins the aggregate path in the Western area has a section that is overgrown and muddy, restricting access when wet. The bridge over the river near here requires repairs to the side netting and has rot in the timber decks. A small culvert in this area requires fencing either side. The aggregate path in the eastern section is mostly good, it has some bumpy and muddy sections that may need attention to avoid them getting worse. There are a lot of steep exposed banks to the river on the aggregate track that may require fencing. There are a lot of dead and damaged trees requiring further assessment alongside the aggregate track area. The road crossing at Linkwood road requires signage and tactile paving. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG47 | 2 | 3 | 1 | 3 | 3 | 1 | 3 | 3 | 3 | 2 | 2 | 1 | 1 | 31 |
| New Elgin Primary Safe Routes | | | | | | | | | | | | | | |
| ELGIN | | | | | ļ | | | <u> </u> | | | | | | |
| 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. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG48 | | 4 | 1 | 3 | 3 | 1 | 3 | 4 | 3 | 3 | 2 | 1 | 1 | 32 |
| Ashgrove Path - Elgin ELGIN | | | | | | | | | | | | | | |
| This route runs on tarmac paths with street lighting. The Northern street section near Ashgrove Road to the cycle path has some raised kerbs as barriers and two short, muddy grass sections that are missing a constructed path. The tarmac cycle path is good, there is a 10m section where a large puddle forms near the railway bridge. A waymarker is required near the Southern end at Reiket Lane. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|-----------------|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 | < 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CPN-EG4 | 9 0 | 3 | 1 | 3 | 4 | 1 | 3 | 4 | 3 | 3 | 1 | 0 | 1 | 28.5 |
| Pinefield Playing Field Path - Elgi | | | | | | | | | | | | | | |
| ELGIN | ١ | | | | | | | | | | | | | |
| Good quality cycle path with parking, signage required to make this clearer | . 0 | 3 | 1 | 3 | 4 | 1 | 3 | 4 | 3 | 3 | 1 | 0 | 1 | 28 5 |

| | | | | | | gs | | | | | | | |
|----------------------------|-----------------------------------|---|--|--|--|---|--|--|--|---|---|---|--|
| 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| _ | 3 | 1 | 3 | 3 | 1 | 2 | 3 | 3 | 1 | 1 | 0 | 1 | 23.5 |
| | \vdash | | | | | | | | | | | | |
| I a | | | | | | | | | | | | | 22.5 |
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High 2 3 Demand/Need 1 Low - 5 High 2 5 E a | Community Linkage 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Health Benefits 1 Low - 5 High Critical Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Critical Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Scorin Econimic/Tourism Benefits 1 Low - 5 High Conimic/Tourism Benefits 1 Low - 5 High Scoring 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 De | Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Octor | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High October 1 | 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 Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Demand/Need 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG51 | 0 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 2 | 1 | 2 | 0 | 1 | 23.5 |
| Urquhart Road Route - Lhanbryde | | | _ | | | | | | | | | | | |
| ELGIN | - | | | | | | | | | | | | | |
| This route runs on public roads and pavements. The pavement sections in Urquhart have some raised kerbs, narrow sections and encroaching vegetation as barriers. Fingerposts/waymarkers are required at both ends of the route as well as at the junction of CP-EG52. There is a broken wooden waymarker on the route. 2 areas with large puddles on the public road require drainage. | | | | | | | | | | | | | | |
| | <u></u> | | 1 | _ | ^ | 1 | _ | _ | _ | 1 | _ | ^ | 1 | 22.5 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG52 | 1 | 2 | 4 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 4 | 4 | 4 | 49 |
| Muiryhall Blackburn Route - Lhanbryde | | | | | | | | | | | | | | |
| ELGIN | | | | | | | | | | | | | | |
| 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. | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

| | | | | | | gs | | | | | | | |
|----------------------------|-----------------------------------|--|--|--|--|---|--|---|---|--|--|---|--|
| 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| 3 | 1 | 3 | 3 | 3 | 3 | 3 | 1 | 3 | 2 | 3 | 3 | 1 | 37 |
| <u> </u> | | | | | | | | | | | | | |
| — | - | - | - | ! | - | | | <u> </u> | - | | | | |
| | | | | | | | | | | | | | |
| | tiO Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 3 | Community Linkage 1 Low - 5 High Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 3 | The anti-base of the an | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Crit Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 3 | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 3 | Social Econimic/Tourism Benefits 1 Low - 5 High Social Environmental Impact 1 Negative - 5 Positive Social Environmental Impact 1 Negative - 5 Positive Social Health Benefits 1 Low - 5 High Social Deliverability 1 Low - 5 High Social Community Linkage 1 Low - 5 High Social Demand/Need 1 Low - 5 High Social Dema | Mulit-User Potential 1 Low - 5 High Sco Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Tom Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Tom Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Scoial Inclusion Potential 1 Low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Feonimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Tommunity Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Tommunity Linkage 1 Low - 5 High | 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 Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Deliverability 1 Low - 5 High Demand/Need 1 Low - 5 High Deliverability 1 Low - 5 High |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG54 | 0 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 2 | 1 | 2 | 0 | 1 | 23.5 |
| Darkland Road Route - Lhanbryde | | | | | | | | | | | | | | |
| ELGIN | | | | _ | | | | _ | | | | | | |
| This route runs on public roads. A fingerpost at one end is required and a private electric fence that borders the road needs warning signs. The fingerpost at the | | | | | | | | | | | | | | |
| Crooked Woods entrance needs vegetation cut back as does the short section of | | | | | | | | | | | | | | |
| path there. | | l | I | 1 | | l | | 1 | | | | | | |
| patii tilere. | Δ | 2 | 1 | 2 | 1 | 1 | 2 | 2 | 2 | 1 | 2 | 0 | 1 | 22.5 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|---|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | _ | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High | Strategic Importance 1 low - 5 High | | Best Value 1 Low - 5 High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CPN-EG55 | | _ | | _ | 3 | 3 | | 2 | | 2 | 3 | 4 | 4 | 46 |
| Crooked Wood Paths - Lhanbryde | : | | | | | | | | | | | | | |
| ELGIN | 1 | | | | | | | | | | | | | |
| Additional waymarkers are required to navigate the many paths on this route. Most of the existing waymarkers need replaced. There are a few steep sections that limit access and could have steps installed. There is a lot of encroaching vegetation and muddy sections, some are barriers to access. There are a few dead and damaged trees requiring further assessment/work. A route change is required, the section of path on the north west corner of the route no longer has a path there. The current route joins to the road to Darklands rather than continue East on a forest track, an amended route will be required if this is not | | | | | | | | | | | | | | |
| the desired route. | <u> </u> | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|--|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 37.5 |
| CPN-EG56 Kirkhillhead Path - Lhanbryde | | 2 | 2 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 4 | 2 | 1 | 3/.5 |
| ELGIN | | | | | | | | | | | | | | |
| 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. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG57 | 3 | 4 | 2 | 3 | 4 | 1 | 3 | 3 | 3 | 2 | 3 | 2 | 1 | 38. |
| Lhanbryde Safe Route | | | | | | | | | | | | | | |
| ELGIN | | | | | | | | | | | | | | |
| This route mostly runs on public pavements so access is high. Waymarking is required on this route, especially around the housing areas where multiple paths exist. There are several raised kerbs as barriers at road crossings and the joining of this route to CP-EG58 may require a short path through the grass near Woodview Crescent. The short earth path near Woodview Crescent is muddy and overgrown. Adding street lights to two earth and grass paths in this area would improve access. There is a metal barrier fence with a narrow turning circle at Garmouth Road. | | | | | | | | | | | | | | |

| | | | | | | gs | | | | | | | |
|----------------------------|-----------------------------------|---|---|--|--|--|--|---|--|---|--|--|---|
| 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| 3 | 2 | 4 | 3 | 3 | 2 | 3 | 3 | 3 | 2 | 5 | 3 | 4 | 48.5 |
| <u></u> | | | | | | | | | | | | | |
| . 1 | 1 | 1 | 1 | | l | | | | | | | | |
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| / | | | | | | | | | | | | | |
| / | 2 | 4 | 2 | 3 | 2 | 2 | , | | | _ | | | 19.5 |
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 3 B a | Community Linkage 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Report 1 | Health Benefits 1 Low - 5 High Critical Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 3 | Scorin Econimic/Tourism Benefits 1 Low - 5 High Community 1 Low - 5 Hig | Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Scal Inclusion Potential 1 Low - 5 High Social Inclusion Potential 1 Low - 5 High Nulit-User Potential 1 Low - 5 High Scal Econimic/Tourism Benefits 1 Low - 5 High Section Potential 1 Low - 5 High S | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting Best Value 1 Low - 5 High X 1.5 Weighting Best Value 1 Low - 5 High X 1.5 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Benefits 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG59 | 1 | 3 | 1 | 3 | 4 | 1 | 3 | 4 | 3 | 1 | 2 | 1 | 1 | 31 |
| Maggot Cycle Path - Elgin | | ├ | | | | | | | | | | | | |
| ELGIN | +- | ├ | | | | | | | | | | | | |
| Waymarkers required on this path. There are two dead trees near to the path | | | | | | | | | | | | | | |
| requiring further assessment. Access to the route at Doocot lane is restricted | | | | | | | | | | | | | | |
| due to the narrow positioning of two bollards. | 1 | 2 | 1 | 2 | 1 | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 1 | 21 |
| | | | | | | | | | | | | | | |

| | 20010 | n C | ∶rit∈ | ≗ria | Scc | orin | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|----------|----------|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | High | Usage/Popularity 1 Low - 5 High | Mulit-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-EG6 | 50 1 | . 3 | 1 | . 3 | 3 | 2 | 3 | 4 | 3 | 2 | 1 | 1 | 1 | 30 |
| Southfield Path - Elg | n | ــــــ | ـــــــ | ـــــــ | ــــــ | <u> </u> | <u> </u> | ــــــ | | | | | | |
| ELGI | N | ₩ | — | — | <u> </u> | <u> </u> | <u> </u> | <u> </u> | | | | | | |
| This route runs on wide, tarmac paths with street lighting. Waymarkers and a fingerpost are required to navigate this route, currently there are no waymarkers. There are some dead trees requiring further assessment in the Southern section and an additional waste bin around the building would reduce litter here. | | | | | | | | | | | | | | 20 |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--|----|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | _ | Econimic/Tourism Benefits 1 Low - 5 High | | Mulit-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-FB01 | 0 | 2 | 1 | 3 | 4 | 2 | 3 | 3 | 2 | 1 | 1 | 0 | 1 | 24.5 |
| Cadgers Road - Garmouth | | | | | | | | | | | | | | |
| GARMOUTH This route runs on public roads. There are a couple of sections where large | | | | | | | | | | | | | | |
| puddles form on the road that require drainage. Some additional waymarker | | | | | | | | | | | | | | |
| required around new houses and pruning around the fingerpost at one end of | | | | | | | | | | | | | | |
| the path. | ٥ | 2 | 1 | 2 | 1 | 2 | 2 | 2 | 2 | 1 | 1 | 0 | 1 | 24.5 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--------|----|-------------------------------------|---|-------------------------------------|---|----------------------|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | 1 | 5 High | | Mulit-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 | High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CPN-FB02 | 0 | 3 | 1 | 3 | 4 | 3 | 2 | 2 | 3 | 3 | 1 | 0 | 1 | 27.5 |
| NCN Route 1 - Innes Road | | | | | | | | | | | | | | |
| GARMOUTH | | | | | | | | | | | | | | |
| This route runs on public roads. A fingerpost is required for CP-FB04 | | 3 | 1 | 3 | 4 | 3 | 2 | 2 | 3 | 3 | 1 | 0 | 1 | 27 5 |

| | | | | | | gs | | | | | | | |
|----------------------------|-----------------------------------|--|--|--|---|---|---|---|--|---|--|--|--|
| 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 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 |
| + | 3 | 3 | 3 | 5 | | 3 | | 3 | | 4 | 4 | 5 | 48.5 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | Ct Demand/Need 1 Low - 5 High 3 | Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 3 | CC Community Linkage 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Community Linkage 1 Low - 5 High Community | Health Benefits 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Crit Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 3 | SS Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High Sco Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High Social Inclusion Potential 1 Low - 5 | 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 Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Community Linkage 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Manual Community Linkage 1 Low - 5 High Manual Community Linka |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|---|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | | Usage/Popularity 1 Low - 5 High | Mulit-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-FB04 | 3 | 3 | 3 | 3 | 3 | 1 | 3 | 2 | 3 | 2 | 4 | 3 | 5 | 46 |
| Innes Lane Path - Garmouth | <u> </u> | | | | | | | | | | | | | |
| GARMOUTH | <u> </u> | | ļ | ļ | ļ | | | | ļ | ļ | | | | |
| Most of this route runs on a narrow, overgrown, muddy earth path that is a barrier. This section requires drainage, resurfacing and regular maintenance to | | | | | | | | | | | | | | |
| keep the vegetation back. This route has a short section on vehicle aggregate tracks that are full of pot holes in places. | | | | | | | | | | | | | | |
| This route requires finger posts at each end. The section that joins CP-FB02 has the fingerpost required for CP-FB04 listed on CP-FB02 route. | | | | | | | | | | | | | | |
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| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FB05 | 0 | 3 | 2 | 2 | 4 | 2 | 2 | 2 | 2 | 2 | 3 | 1 | 1 | 30 |
| Station Road Route - Garmouth | <u> </u> | <u> </u> | | | | | | | | | | | | |
| GARMOUTH | <u> </u> | <u> </u> | | | | | | | | | | | | |
| This route runs on public roads and pavements. Waymarkers are required to follow the path. Using the public road as a cyclist is good, however following the pavement sections as a pedestrian has some issues around the junction from South Road onto Station Road - pavement section has encroaching vegetation and a raised kerb - the junction is too dangerous to walk across as the route currently goes. A raised kerb further down Station Road is also a barrier. Waymarkers required. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|---|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | _ | | Usage/Popularity 1 Low - 5 High | Mulit-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 | | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CPN-FB06 | 2 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 3 | 4 | 2 | 2 | 1 | 41.5 |
| NCN Route 1 - Spey Viaduct West | | | | | | | | | | | | | | |
| GARMOUTH | | | | | | | | | | | | | | |
| This short path runs on tarmac paths and has a car park at one end. Some tree work required on damaged trees and vegetation including trees to be monitored | 3 | | | | | | | | | | | | | |
| grass is starting to creep in at edges narrowing path | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | <i>1</i> 1 5 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--------|----|-------------------------------------|---|-------------------------------------|---|------------------------|--|-----------------------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | _ | 5 High | | Mulit-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 | 5 High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account 43.5 |
| CPN-FB07 | | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 3 | 4 | 3 | | | 43.3 |
| NCN Route 1 - Spey Viaduct East GARMOUTH | | | | | | | | | | | | | | |
| This route needs vegetation cut back at several areas. Vehicles parking on the path and around the road crossing area is a problem. | 2 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 3 | 4 | 2 | 2 | 1 | 43.5 |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FB08 | 1 | 4 | 1 | 3 | 3 | 3 | 4 | 4 | 3 | 4 | 2 | 1 | 1 | 37 |
| Mosstodloch to Fochabers Cycle Route | | | | | | | | | | | | | | |
| FOCHABERS | | | | | | | | | | | | | | |
| This route runs on tarmac and public pavements. Some sections have encroaching vegetation that is obscuring lamp posts and reducing the path width. There are a few dead trees around the Fochabers roundabout that need further assessment. A number of Give Way signage is required at road crossings and existing waymarkers/warning need re-orientated to the correct direction. | 4 | 4 | 4 | | | | | 4 | | 4 | 2 | | 4 | 27. |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| Condan Payton Way Masshadlash | _ | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 3 | 3 | 1 | 40 |
| Gordon Baxter Way - Mosstodloch FOCHABERS | | \vdash | | | | | | | | | | | | |
| Two thirds of this path is muddy and has encroaching vegetation, some sections are barriers to access. The northern section on aggregate track is good. Additional waymarkers required to navigate around other routes and existing fingerposts and waymarkers are not in good condition. The woodland areas at the Southern end of the route and near to Baxters have several dead trees in need of further assessment. | s - - | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|---|-------------------------------|--------------------------------|---|------|----|-------------------------------------|---|-------------------------------------|---|---|--|-----------------------------|
| CPN-FB10 | Demand/Need 1 Low - 5 High | | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | _ | High | | Mulit-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 | | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account 42.5 |
| Essil Road and The Glebe - Mosstodloch | 1 | _ | Ť | Ť | Ĭ | | | | _ | | | J | | 72.3 |
| FOCHABERS | | | | | | | | | | | | | | |
| This route mostly runs on public roads and aggregate tracks. About a third of the route runs on muddy aggregate tracks that get very muddy during wet weather. | | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 4 | 3 | 2 | 42 5 |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FB11 | 3 | _ | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 4 | 3 | 4 | 46.5 |
| Stynie Wood Path - Mosstodloch | | | | | | | | | | | | | | |
| FOCHABERS | | | | | | | | | | | | | | |
| This route has a lot of issues. About 1 quarter of this route, the northern section is a barrier to access with overgrown paths and many windblown trees down across the path, the path has almost disappeared. The middle forest section has several dead and damaged/windblown trees that need cleared. There are also a few muddy sections in this area. The southern section has a lot of muddy sections and encroaching vegetation. Additional waymarkers required on whole route to navigate the paths. Safety signage warning about the road at the north section is missing and bench and boardwalk in this area need replaced. Despite these issues, the southern and middle section is used regularly by walkers, cyclists and horses. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|----|-------------------------------|--------------------------------|---|--------|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | 1 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | 5 High | Usage/Popularity 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-FB12 | | 3 | 4 | 3 | 3 | 2 | 3 | 2 | 3 | 1 | 4 | 4 | 4 | 48 |
| Stynie Path - Mosstodloch | | ├─ | ┼ | | | | | | <u> </u> | <u> </u> | | | | |
| 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. | | 2 | | 2 | 2 | 2 | 2 | | 2 | 1 | 1 | | | 18 |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FB13 Webster Way - Mosstodloch | | 3 | 3 | 4 | 3 | 3 | 4 | 4 | 4 | 1 | 4 | 3 | 1 | 47 |
| 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. | | 2 | 2 | 4 | 2 | 2 | 4 | 4 | 4 | 1 | | 2 | 1 | 47 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FB14 | 1 | 2 | 2 | 2 | 4 | 2 | 2 | 3 | 2 | 1 | 1 | 1 | 1 | 26 |
| Home Farm Track - Fochabers | <u> </u> | | | | | | | | | | | | | |
| 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 | 1 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 1 | 26 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FB15 | | 2 | 3 | 2 | 3 | 3 | 2 | 3 | 2 | . 3 | 3 | 2 | 1 | 36.5 |
| Den Track - Fochabers | | ├ ─ | | | | | | <u> </u> | | | | | | |
| FOCHABERS | + | \vdash | | | | - | | - | | | | | | |
| Two thirds of this track is on good vehicle aggregate. The remaining third at the northern end has a lot of muddy sections, some bad enough to be barriers. Forestry harvesting is mainly causing this and vehicles from housing. The northern section also has encroaching vegetation with two fallen trees blocking access on the track. There are no waymarkers on the route, adding these would improve access as the forest section and farm area has many side tracks. | | | | | | | | | | | | | | |

| | | | | | | gs | | | | | | | |
|----------------------------|-----------------------------------|--|--|--|--|---|---|--|---|--|--|---|---|
| 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| | 3 | 3 | 4 | 3 | 3 | 4 | 2 | 4 | 3 | 4 | 3 | 4 | 50.5 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 3 | C C C Community Linkage 1 Low - 5 High 2 3 C C C C Community Linkage 1 Low - 5 High 2 3 Demand/Need 1 Low - 5 High 3 | Health Benefits 1 Low - 5 High Tite Crite Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High On Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Obeliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High 2 Benefits 1 Low - 5 High 3 Deliverability 1 Low - 5 High 4 Community Linkage 1 Low - 5 High 2 Benefits 1 Low - 5 High 3 Deliverability 1 Low - 5 High 4 Deliverability 1 Low - 5 High 3 | Mulit-User Potential 1 Low - 5 High Sorial Econimic/Tourism Benefits 1 Low - 5 High Sorial Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Officers Critical Deliverability 1 Low - 5 High Sorial Deliverability 1 Low - 5 High Sorial Demand/Need 1 Lo | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Social Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Popularity 1 Low - 5 | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Benefits 1 Low - 5 High Demand/Need 1 Low - 5 High A Demand/Need 1 Low - 5 High Benefits 1 Low - 5 High A Demand/Need 1 Low - 5 High Benefits 1 Low - 5 High A Demand/Need 1 Low - 5 High Benefits 1 Low - 5 High A Demand/Need 1 Low - 5 High Benefits 1 Low - 5 High A Demand/Need 1 Low - 5 High Benefits 1 Low - 5 High Benefits 1 Low - 5 High A Benefits 1 Low - 5 High Benefits 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Tommunity Linkage 1 Low - 5 High | 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 Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Tommunity Linkage 1 Low - 5 High Tommunity Demand/Need 1 Low - 5 High Tommunity Demand/Need 1 Low - 5 High Tommunity Linkage 1 Low - 5 High Town Low | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting Best Value 1 Low - 5 High X 1.5 Weighting Best Value 1 Low - 5 High X 1.5 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Wulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Bottom Demand/Need 1 Low - 5 High Manuel I Low - 5 High Anuel |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|--|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FB17 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 4 | 3 | 4 | 46.5 |
| Slorachs Loop - Fochabers FOCHABERS | | | | | | | | | | | | | | |
| The northern part of this route has good access and is in good condition. The section of path that travels uphill looking down on the caravan requires fencing/possible moving back as there are some very steep drops next to the path. There are also a lot of damaged trees along this Eastern part of the route and encroaching vegetation. Encroaching vegetation and muddy sections need attention on the Southern section in the forest area. A new vehicle gate has left a narrow gap to pass in the South forest area. There are a few waymarkers required to be replaced and some additional ones to navigate the route. The section through the mountain bike trails is good, however a warning sign before entering the trails is advised. | | | | | | | | | | | | | | |

| | | | | | | gs | | | | | | | |
|----------------------------|-----------------------------------|--|--|--|---|--|--|---|--|---|---|--|---|
| 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 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 | | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| 0 | 3 | 1 | 2 | 4 | 3 | 3 | 4 | 2 | 3 | 1 | 0 | 1 | 28.5 |
| : | ↓ | | | | | | - | - | - | | | | |
| | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| 3 | tio Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 3 | Community Linkage 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Community Linkage 1 Low - 5 High Commun | Health Benefits 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Crit Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Scorina Econimic/Tourism Benefits 1 Low - 5 High Scorina 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 | Mulit-User Potential 1 Low - 5 High Sco Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Scoil Inclusion Potential 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Benefits 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | 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 Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | 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 Mulit-User Potential 1 Low - 5 High Weighting Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Deliverability 1 Low - 5 High Demand/Need 1 Low - 5 High Description |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|------|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | 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 | High | Usage/Popularity 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-FB19 Milnes School Safe Route - Fochabers | | 4 | 1 | 4 | 4 | 1 | 3 | 4 | 4 | 1 | 2 | 0 | 1 | 32.5 |
| 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 | | 0 | 1 | 22.5 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FB20 | 0 | 3 | 1 | 2 | 4 | 2 | 3 | 3 | 2 | 1 | 1 | 0 | 1 | 24.5 |
| George Street Route - Fochabers | | | | | | | | | | | | | | |
| FOCHABERS | ├ | | | | | | | | | | | | | |
| This short path runs on public pavements and roads. It has street lighting on the whole route. There are raised kerbs as barriers and a broken waymarker post at one end (this was logged on CPN-SW02). Waymarker is required at the other end of the route. A derelict building in the middle of the route needs further inspection to assess its safety as does an old wall. | | | 4 | | | | | | | 4 | a | | 4 | 24.5 |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|------|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | High | Usage/Popularity 1 Low - 5 High | Mulit-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-FB21 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 5 | 4 | 4 | 51 |
| The Intak Paths - Fochabers | | | | | | | | | | | | | | |
| FOCHABERS | | | | | | | | | | | | | | |
| The northern section on public roads is good and requires additional waymarking and pruning. The southern section on the aggregate tracks and paths has a lot of muddy and overgrown sections. Part of the path in the southern section runs too close to the river and needs rerouted. The Intak interpretation board area is overgrown and hidden unless you know it's there. The area near the southern steps has some windblown trees that need attention, Crown Estate Scotland notified. The route has many damaged trees that require further assessment. The steps at the southern end need replaced. | | | | | | | | | | | | | | |
| | | | 1 | | | | | | I | I | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|------|----|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | _ | High | | Mulit-User 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-FB24 Bogmoor Link - Dallachy | + | 3 | 3 | 3 | | 3 | | 3 | 3 | | | 3 | | 3/ |
| FOCHABERS | | | | | | | | | | | | | | |
| Waymarkers required for this route. This route has some muddy sections on the vehicle track and requires some barriers on the bridge. | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 1 | 2 | 3 | 1 | 37 |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR01 | . 0 | 2 | 2 | 2 | 3 | 3 | 2 | 4 | 2 | 3 | 1 | 1 | 1 | 28 |
| Cloddymoss Culbin Track - Dyke | | | | | | | | <u> </u> | | | | | | |
| FORRES | + | | | - | | | | | | - | | | | |
| This route runs on aggregate vehicle tracks. There are several muddy sections being churned up by forestry trucks. The route could do with better waymarking, current waymarkers have only numbers on posts without arrows making navigating a challenge. There are some additional waymarkers required to navigate the paths, and some fingerposts would improve access. The car park area is quite hidden and could do with better signage on approach. | , 3 | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR02 | | 1 | 2 | 2 | 3 | 2 | 2 | 4 | 2 | 2 | 1 | 1 | 1 | 25 |
| Hidden History to Cloddymoss Track -Dyke | 1 | | | | | | | | | | | | | |
| FORRES | | | | | | | | | | | | | | |
| This route runs on aggregate paths. There are several muddy sections at low points and some encroaching vegetation, both issues will need addressing before they start affecting access. The route could do with better waymarking, current waymarkers have only numbers on posts without arrows making navigating a challenge. Additional fingerposts and waymarkers would improve access. | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--------|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | 5 High | Usage/Popularity 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High | Strategic Importance 1 low - 5 High | | Best Value 1 Low - 5 High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CPN-FR03 | 1 | 1 | 1 | 3 | 3 | 4 | 4 | 4 | 3 | 2 | 2 | 1 | 1 | 33 |
| Hill 99 Trail - Culbir | 1 | | | | | | | | | | | | | |
| FORRES | , | | | | | | | | | | | | | |
| This route runs on aggregate tracks. The route could do with better waymarking, current waymarkers have only numbers on posts and a colour band, without arrows on junction waymarkers navigating can be a challenge at times. There is a lot of furniture and waymarkers on this route, a few waymarkers need maintenance. An additional mapboard around the route would help with navigating. There is a section leading to the car park where the route has been divided into an aggregate path and vehicle track, separated by a few small stones. These stones do not run the entire length of the path, the stones are | | | | | | | | | | | | | | |
| small and carry the risk of being tripped on or hit by a bicycle. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|---|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | 5 | Usage/Popularity 1 Low - 5 High | Mulit-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-FR04 | 3 | 3 | 3 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 5 | 3 | 5 | 46 |
| Loanie Road - Dyke FORRES | 1 | | | | | | | | | | | | | |
| This route is mostly muddy and overgrown. The route appears to be well used by horse riders and this is churning up the unsurfaced path. The West woodland section gets very muddy and is a barrier to access in places, it also has encroaching gorse and broom. The path between the fields is muddy but still passable, grass here will need strimmed or will it make the path overgrown in summer. The path goes under a large electric pylon, there is a risk of horse riders hitting their head on the exposed metal beams, hi vis strips or a warning sign required. Nearby there are anchor cables with barbed wire on them for a utility pole over the path that pose the same risk to horse riders and requires protective covers. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|---|----|-------------------------------------|---|-------------------------------------|---|---|---|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | | | Mulit-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 | | | Overall Account |
| CPN-FR05 | | 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. | | | 2 | | 2 | 2 | 2 | 2 | 2 | | 5 | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR06 | 2 | 2 | 3 | 2 | 3 | 3 | 2 | 2 | 2 | 3 | 4 | 3 | 4 | 42.5 |
| Kintessack to Broom of Moy Right of Way | | | | | | | | | | | | | | |
| FORRES | | | | | <u> </u> | | | <u> </u> | <u> </u> | | | | | |
| Half this route runs on public tarmac road. The other half from Moy House to Kintessack is muddy, overgrown and has two sections with Japanese knotweed and Giant Hogweed next to the path that need treatment. The muddy sections here will need resurfacing and draining to improve the path. The metal footbridge on the West end of the path is in good condition but will need painting/corrosion treated to avoid it deteriorating. Fencing at this bridge needs replaced and steps either side of the bridge could be ramped up. Some additional waymarkers required in the route. | | | | | | | | | | | | | | |
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| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR07 | | | | | 3 | | | | 2 | 4 | | | 4 | 49.5 |
| NCN Route 1 - Broom of Moy to Forres | | | | | | | | | | | | | | |
| FORRES | 1 | | | | | | | | | | | | | |
| The Western section of this route at the Broom of Moy end has encroaching vegetation and several muddy sections. Waymarkers on this Western route need replaced and need vegetation pruned back, additional waymarkers also required. The area at Waterford Road where the path goes into the woodland often has cars parked here blocking access to the gate here and obscuring visibility around the road. There is an opportunity to create a 25m section of path at this Waterford Road/woodland area, this would join the woodland path to the cycle path. The cycle path on Waterford Road is good but is missing Give Way signage at road crossings. Fingerposts on this route are one sided and would be better if they were 2 sided. The section from the junction at Benromach Way going Eastwards has some encroaching vegetation on the pavement section. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|------|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR08 | | | | _ | _ | | | _ | | _ | _ | | 4 | 46.5 |
| Greshop Path - Forres | | | | | | | | | | | | | | |
| FORRES | | | | | | | | | | | | | | |
| Two thirds of this route runs on tarmac and aggregate tracks with good access. Overall the Eastern part of the route is good, there are some muddy patches on the aggregate where the path dips and water collects. The aggregate section in the West has encroaching vegetation and is overgrown in places. There are muddy sections and waymarkers that are obscured by vegetation. Some additional waymarkers are required across the route to navigate side paths. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR09 | 4 | 3 | 3 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 5 | 4 | 5 | 50.5 |
| Findhorn River Path - Forres | ; | | | | | | | | | | | | | |
| FORRES | , | | | | | | | | | | | | | |
| This route has a lot of encroaching vegetation and muddy sections. Gorse, broom and grass are overgrown in places and narrow the path. Some recent cutting back has helped but there is still a lot encroaching. There is one fingerpost at the A96 but the route requires several waymarkers and another fingerpost to navigate the side paths. The route at the A96 vehicle aggregate section needs defined as there are two routes down to the river, both are steep and barriers to access. There is a good aggregate path in the middle of this route, it just needs vegetation cleared. There is steep bank at the Broom of Moy area and near the A96 road area that may require a barrier. | | | | | | | | | | | | | | |
| area and near the Abortoad area that may require a barrier. | — | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR10 | | | | 1 | 3 | 3 | | 2 | 2 | 2 | 4 | 3 | 1 | 39 |
| Greshop to Mundole Path - Forres | | | | | | | | | | | | | | |
| FORRES | | | | | | | | | | | | | | |
| This route has a lot of encroaching vegetation. The southern section from the start to the A96 bridge needs vegetation cut back and some muddy sections addressed. Two fingerposts need replaced and some additional waymarker posts to navigate the various paths. There are two short steep sections in this area that also require steps or a handrail. The A96 bridge has a low beam at one side requiring a warning sign. Going north from the A96 bridge there is a large fallen tree across the path that needs cleared and encroaching grass/weeds that may require an annual strim to keep under control. Past the retail unit the path narrows and becomes close to a steep bank that requires a barrier. There is giant hogweed stems in this area that may need to be treated if still active and warning signs. The junction area onto the pavement section and where CPN-FR11 path meets needs better defined. At the moment it is easy to miss as it has uneven ground and encroaching grass, adding a 5m aggregate path here and levelling the ground would improve access. The narrow pavement section to the wide pavement has some encroaching gorse requiring to be cut back. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR11 | 1 | . 2 | 1 | 2 | 4 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 25 |
| A96 Pavement - Forres | ; | | | | | | | | | | | | | |
| FORRES | | | | | | | | | | | | | | |
| This route runs on public road pavements. Waymarkers are required at each end where other paths join, these can be added to new and existing fingerposts. There are two dropped kerbs missing tactile paving with encroaching grass/earth. The pavement access is good however the width of the pavement could be wider if earth at the inside edge is scraped back a little, at times the path feels a bit close to the busy road. Some encroaching branches need pruned back and a short section of fencing to a steep bank required. The crossing of the entrance/exit of the retail unit could be defined better as it feels like you are very exposed walking on the road edge. | | | | | | | | | | | | | | |
| | I | | | I | | I | I | | I | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR12 | 1 | 3 | 1 | 2 | 4 | 2 | 2 | 3 | 2 | 2 | 3 | 2 | 1 | 32.5 |
| Greshop Route - Forres | | | | | | | | | | | | | | |
| FORRES | | | | | | | | | | | | | | |
| 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. | | | | | | | | | | | | | | |
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| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 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-FR13 NCN Route 1 - Forres to Kinloss | | 4 | 1 | 2 | 4 | 3 | 2 | 4 | 2 | 3 | 1 | 0 | 1 | 28.5 |
| 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. | | 4 | 1 | | 4 | | | 4 | | | 1 | | 1 | - 20 F |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------------------|
| CDN ED14 | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 45.5 |
| CPN-FR14 The Walkies - Forres | | 3 | 3 | 3 | 3 | 2 | 4 | 3 | 3 | 2 | 3 | 3 | 4 | 45.5 |
| FORRES | | | | | | | | | | | | | | |
| This route is waymarked in one direction at times making it difficult to follow if not going in the waymarked direction. Additional waymarkers required. This route has encroaching vegetation to prune back and may require a strim in the summer. The metal gates at the A96 crossing need adjustment to open easier, both metal and kissing gates could be replaced by two self-closing pedestrian gates either side of the A96. There are some muddy sections along the route that need addressing. On the north side of the A96 next to the railway line there are dead trees in need of further assessment. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR15 | 0 | 4 | 1 | 3 | 4 | 4 | 4 | 4 | 3 | 4 | 1 | 0 | 1 | 34.5 |
| Forres to Findhorn Cycle Route (South) | | | | | | | | | | | | | | |
| FORRES | | ļ | <u> </u> | _ | | | | | | | | | | |
| This route runs on tarmac surfaces. Some encroaching vegetation needs cut back at Findhorn junction area and along most of the route vegetation will need regular maintenance to keep back grass and gorse. Some additional waymarkers required, especially as you enter Forres and make your way towards Grant Park, the section of route that runs parallel to Victoria Road alongside the Police Station requires waymarkers. Some missing Give Way signage at road crossings and cyclists dismount signage. Once in Forres as a cyclist the Forres section has no issues. As a pedestrian there are dropped kerbs missing tactile paving. | | | | | | | | | | | | | | |
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| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR16 | 3 | 3 | 4 | 3 | 4 | 3 | 3 | 4 | 3 | 3 | 2 | 3 | 1 | 43 |
| Forres Enterprise Park CycleTrack | | <u> </u> | | | | | | | | | | | | |
| FORRES | | | | | | | | | | | | | | |
| This route runs on a public road pavement cycle path, half is in good condition, half requires maintenance. Encroaching grass at the edges is gradually narrowing the path, so much so that the Forres West side of the path is narrower than the East side at Forres Enterprise Park, this grass needs dug back before it narrows further. There are patches of gorse requiring cut back and at Forres, branches and earth need cleared from the path. Cutting grass around the Forres area will be required in the summer. The road layby fills with water during wet weather which in turn soaks the path when a vehicle pulls in. There are also a couple areas of the path that flood during wet weather. Road crossings require Give Way signage and the road crossing in the middle of the route next to houses has poor visibility of the junction due to a garden hedge. Waymarkers and a fingerpost required for this route. Several blue pedestrian and cyclist sign posts are secure but have badly corroded metal posts. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR17 | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 4 | 3 | 5 | 49 |
| Lochyhill to Leanchoil Path - Forres | | | ļ | <u> </u> | ļ | | <u> </u> | | | | | | | |
| FORRES | | | | | | | | | | | | | | |
| The section that runs parallel to Birkenhillock Road behind the houses is narrow, overgrown, muddy and a barrier to access. There are muddy sections and encroaching vegetation alongside the golf course that also need addressing. The long path through the woodland to the B9010 road has a lot of encroaching gorse and muddy sections, there are also some dead trees requiring further assessment. The narrow earth path alongside the B9010 is a barrier and requires widening and resurfacing, with large trees at the roadside this might involve cutting a new path back from the road edge. The rest of path that runs alongside the B9010 going West has some low areas that have large puddles when wet and some encroaching vegetation. Additional waymarkers are required along the whole path to navigate side paths and follow the route. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|----------------------|
| CDN TRIA | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 46.5 |
| CPN-FR18 Clovenside Path - Forres | + | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | | 3 | 3 | 4 | 40.5 |
| FORRES | | | | | | | | | | | | | | |
| Half of this route runs on tarmac roads with good access. The other half runs on mostly muddy aggregate paths. There has been some recent work on the aggregate path section to widen and solve wet areas however this is only a short section. The muddy aggregate/earth section on the Eastern end of the route also may require strimming in the summer to control grass and bracken. There are two fingerposts on this route but both have one finger and require additional fingers for the other direction. Additional waymarkers are required to navigate the route as well as warning signs to vehicles at the road crossing areas. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR19 | | 2 | | _ | 3 | 3 | | 3 | _ | 2 | 3 | 2 | 4 | 41 |
| | | | | | | | | | | | | | | |
| Muiry Wood Paths - Forres | ; | | | | | | | | | | | | | |
| Muiry Wood Paths - Forres FORRES | | | | | | | | | | | | | | |
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| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR20 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 1 | 40 |
| Chapleton Track - Forres | | | | | | | | | | | | | | |
| FORRES | | | | | | | | | | | | | | |
| Two thirds of this path has good access on vehicle tracks and aggregate tracks, the other third (East section) has encroaching vegetation, is muddy and difficult to follow. The bridge on the West side vehicle track requires fencing as a barrier to steep drops. The aggregate path in the middle of this route has some muddy areas to be addressed and some encroaching patches of gorse. The East section area has some broken waymarkers that need replaced and additional waymarkers required to navigate the various paths. There is encroaching vegetation - grass/bracken that may require seasonal cutting and muddy sections that need addressed. The timber footbridge in this area needs maintenance, trees need cut back, grass/moss/mud needs cleared off the bridge and several timber decks have rot with one partially broken. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR21 | | 2 | 3 | 2 | 3 | 3 | 2 | 3 | 2 | 2 | 2 | 1 | 1 | 31 |
| Woodside Path - Forres FORRES | | | | 1 | | | | | | | | | | |
| Overall a good woodland walk that requires some waymarking and annual maintenance. This route runs on woodland aggregate paths. Additional waymarkers are required, current waymarkers are one sided and other neighbouring routes can be confusing. There are some muddy areas to address on the route and seasonal cutting of vegetation required, bracken may narrow some sections of paths. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR22 | 3 | 4 | 3 | 2 | 3 | 1 | 3 | 2 | 2 | 2 | 4 | 3 | 4 | 43.5 |
| Mannachie Paths - Forres | | | | | | | | | | | | | | |
| FORRES | | | | | | | | | | | | | | |
| About half of this route at Mannachie Rise is shared with the Dava Way route CP-DA01. The Mannchie Rise area has a raised kerb as a barrier and dropped kerbs without tactile paving. Waymarkers on this section are for the Dava Way and there is some encroaching vegetation from neighbouring gardens. The woodland section starting at Loch View needs waymarkers to navigate the route. This woodland section to the vehicle track is badly overgrown and muddy in places. The vehicle track to Mannachie Road is mostly muddy and also waymarkers required on this section. | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

| Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic importance 1 low - 5 High X 1.5 Weighting Social Inclusion Potential 1 Low - 5 High X 1.5 Weighting Wullit-User Potential 1 Low - 5 High X 1.5 Weighting Community Linkage 1 Low - 5 High X 1.5 Weighting Deliverability 1 Low - 5 High X 1.6 Weighting 1 Low - 5 High X 1.6 | Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|---|----------|----------|----------|---|---|---|----|---|---|---|---|----------------------|----------------------|----|
| Thornhill Park Paths - Forres FORRES These routes runs on tarmac paths with street lighting. There are two raised kerbs at Mannachie Road as barriers and dropped kerbs on the route are missing tactile paving. Give Way signage is required at cycle path junctions, it is not clear what paths on this route are for cycling. There is encroaching grass at the edges of the tarmac paths that is narrowing the path slightly. Bollards may be required to prevent unauthorised vehicles accessing the paths, there has been vehicles on the grass but this may be for maintenance. There are no waymarkers present, | | High | - | _ | _ | | | | _ | | | | High X 1.5 Weighting | High X 1.5 Weighting | |
| These routes runs on tarmac paths with street lighting. There are two raised kerbs at Mannachie Road as barriers and dropped kerbs on the route are missing tactile paving. Give Way signage is required at cycle path junctions, it is not clear what paths on this route are for cycling. There is encroaching grass at the edges of the tarmac paths that is narrowing the path slightly. Bollards may be required to prevent unauthorised vehicles accessing the paths, there has been vehicles on the grass but this may be for maintenance. There are no waymarkers present, | | 1 | 4 | 2 | 3 | 3 | 2 | 3 | 4 | 4 | 1 | 2 | 1 | 1 | 35 |
| These routes runs on tarmac paths with street lighting. There are two raised kerbs at Mannachie Road as barriers and dropped kerbs on the route are missing tactile paving. Give Way signage is required at cycle path junctions, it is not clear what paths on this route are for cycling. There is encroaching grass at the edges of the tarmac paths that is narrowing the path slightly. Bollards may be required to prevent unauthorised vehicles accessing the paths, there has been vehicles on the grass but this may be for maintenance. There are no waymarkers present, | | | | | | | | | | | | | | | |
| kerbs at Mannachie Road as barriers and dropped kerbs on the route are missing tactile paving. Give Way signage is required at cycle path junctions, it is not clear what paths on this route are for cycling. There is encroaching grass at the edges of the tarmac paths that is narrowing the path slightly. Bollards may be required to prevent unauthorised vehicles accessing the paths, there has been vehicles on the grass but this may be for maintenance. There are no waymarkers present, | FORRES | \vdash | | | - | | | - | | | | | | | |
| | kerbs at Mannachie Road as barriers and dropped kerbs on the route are missing tactile paving. Give Way signage is required at cycle path junctions, it is not clear what paths on this route are for cycling. There is encroaching grass at the edges of the tarmac paths that is narrowing the path slightly. Bollards may be required to prevent unauthorised vehicles accessing the paths, there has been vehicles on the grass but this may be for maintenance. There are no waymarkers present, | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--------|----|-------------------------------------|---|-------------------------------------|---|------------------------|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | _ | 5 High | | Mulit-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 | 5 High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CPN-FR24 | 1 | 3 | 2 | 2 | 4 | 2 | 2 | 3 | 2 | 2 | 2 | 0 | 1 | 27.5 |
| Rafford Road Route - Rafford | | | | | | | | | | | | | | |
| FORRES A bit of drainage/surfacing in the forest section and fingerpost at end of route. | | | | | | | | | | | | | | |
| Current fingerposts could do with maintenance. Short route mostly on public road. | | | _ | | | _ | _ | _ | _ | _ | 2 | | | 27.5 |
| Todu. | 1 0 | 1 3 | 7 | 7 | 4 | 7 | 7 | 3 | 2 | 7 |) | () | -1 | 27 5 |

| Moray Core Paths Actio Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | _ | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR25 | | 4 | | | 3 | 4 | | 4 | _ | 4 | | 0 | 1 | 35.5 |
| Forres to Findhorn Cycle Route (North) | | | | | | | | | | | | | | |
| Findhorn | | | | | | | | | | | | | | |
| This route runs mostly on tarmac surfaces. There are some raised kerbs as barriers on the one way street section. On the one way street at the west end of this route, it is not clear if bikes can cycle—against vehicles on this road or use the pavement, additional signage required. Some encroaching vegetation on the cycle path section, this may require a strim in the summer to maintain grass, some gorse to also cut back. The main road drains into the cycle path at many points, this will make these cycle path sections prone to being wet. Some additional safety signage required a road crossings including Give Way and cyclists dismount. | | | | | | | | | | | | | | |
| T . | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR26 | 1 | 3 | 2 | 3 | 3 | 3 | 3 | 4 | 2 | . 2 | 1 | 1 | 1 | 31 |
| Beach Road - Findhorn | | | | | | | | | | | | | | |
| Findhorn | | | | | | | | | | | | | | |
| This route mostly runs on tarmac and aggregate public roads. The northern section of aggregate is quite badly potholed and will need resurfacing. There has been recent resurfacing of the aggregate track in the middle section of the route. The southern section has an overgrown dropped kerb and a raised kerb as a barrier on the aggregate pavement area. An encroaching hedge narrows the tarmac pavement area. A fingerpost in the north section needs the lichen removed before it obscures the text further. | | | | | | | | | | | | | | |

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|----------------------------|-----------------------------------|----------------|--------------------------------|--------------------|--------------------|---|---------------------|---|-------------------------------------|---|---|--|---|
| Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | _ | Health Benefits 1 Low - 5 High | - | High | Usage/Popularity 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 |
| 7 1 | 3 | 2 | 3 | 2 | 3 | 4 | 3 | 3 | 2 | 3 | 1 | 1 | 35 |
| | ₽ | <u> </u> | | | | | | | | | | | |
| n | ₩ | ├ | ├ | ├ | | <u> </u> | | | | | | | |
| | | | | | | | 2 | | | 2 | | a | 35 |
| r | S High 27 1 rn rn e | 27 1 3 rn rn e | 27 1 3 2 rn rn | 27 1 3 2 3 rn rn e | 27 1 3 2 3 2 rn | 27 1 3 2 3 2 3 mm n n n n n n n n n n n n n n n n n | 27 1 3 2 3 2 3 4 rn | 27 1 3 2 3 2 3 4 3 rn rn | 27 1 3 2 3 2 3 4 3 3 rn rn rn | 27 1 3 2 3 2 3 4 3 3 2 mm | 27 1 3 2 3 2 3 4 3 3 2 3 mm m m m m m m m m m m m m m m | 27 1 3 2 3 2 3 4 3 3 2 3 1 rn rn e | High X 1.5 Weighting High X 1.5 Weighting Ccellent X 2 Weighting Trance 1 low - 5 High Tential 1 Low - 5 High Lential 1 Low - 5 High Renefits 1 Low - |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|------|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | 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 | High | Usage/Popularity 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-FR28 Ramflat Road Path - Forres | | 3 | 1 | 3 | 4 | 1 | 3 | 3 | 3 | 3 | 2 | 1 | 1 | 32 |
| 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 | | 1 | _1 | 22 |
| | | | | | | | | | | | | | | |

| | | | | | | gs | | | | | | | |
|----------------------------|-----------------------------------|--|--|--|--|---|--|--|--|--|--|---|---|
| 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| 1 | 4 | 1 | 4 | 3 | 1 | 4 | 4 | 4 | 3 | 2 | 1 | 1 | 36 |
| | | | | | | | | | | | | | |
| <u> </u> | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | Demand/Need 1 Low - 5 High 1 | Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 1 | Crite Community Linkage 1 Low - 5 High 1 Deliverability 1 Low - 5 High 1 Demand/Need 1 Low - 5 High 1 | Health Benefits 1 Low - 5 High Crite Crite Deliverability 1 Low - 5 High 1 Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 1 | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Crite Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 1 | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 3 | Sco Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High So Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 3 | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Description | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Tommunity Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High National Strategic Importance 1 low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | 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 Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High |

| Moray Core Paths Actio Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR30 | | 4 | | | 3 | - | | 3 | _ | 3 | 1 | | 1 | 38.5 |
| Tytler Street Path - Forres | <u>;</u> | | | | | | | | | | | | | |
| FORRES | j | | | | | | | | | | | | | |
| This route runs on public road pavements. Waymarkers are required to navigate the streets, these can be fitted to lamp posts. There are some dropped kerbs missing tactile paving and a dropped kerb on the A96 road section that has a large puddle during wet weather. There is encroaching vegetation between Tytler Street and the A96 that requires cutting back. The A96 section has some encroaching vegetation that will need regular maintenance and broom needing | | | | | | | | | | | | | | |
| cut. Some broom needs cut back on the path to the railway station as well. The A96 road crossing may require cyclists dismount signage or better Give Way signage. Signage painted on the tarmac path is faded on the A96 section. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | _ | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR31 | 1 | 4 | 1 | 3 | 3 | 2 | 3 | 3 | 3 | 2 | 2 | 1 | 1 | 32 |
| Mosset Burn Corridor Path - Forres | , | | | | | | | | | | | | | |
| FORRES | <u> </u> | <u> </u> | | | | | | <u> </u> | | | | | | |
| From the North the path from the A96 to Gordon Street is muddy and has no street lighting. The footbridge at Invererne Road has a step that limits access. There is muddy grass/earth near Plasmon Lane leading up to the school. Along the route there are raised kerbs as barriers and dropped kerbs without tactile paving. Waymarkers are required on this route to navigate the streets, some existing waymarkers for other routes can cause confusion. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--|---------------------------------|----------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | _ | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 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-FR32 | 3 | 4 | 3 | 3 | 3 | 1 | 4 | 3 | 3 | 1 | 3 | 3 | 4 | 44.5 |
| Forres Academy Safe Routes | | | | - | | | | | | | | | | |
| The Northern half this route runs on tarmac and has good access, although waymarkers are required. The Southern half has a lot of muddy sections, encroaching vegetation and requires waymarkers to navigate. The section from Sanquhar Road to the school is very muddy with encroaching vegetation as a barrier. There are also damaged trees on this section requiring attention. The Southern section leading to the playing fields is very muddy and a barrier to access. The bridge next to the school car park has steps as barriers and the bridge itself is in poor condition and needs further assessment as it has corrosion and encroaching vegetation. There is a dead tree requiring attention above the steps south of the bridge at the school. The aggregate track to Macdonald Drive is very pot holed and muddy when wet. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR33 | | 4 | 1 | 4 | 4 | 1 | 4 | 4 | 4 | 2 | 1 | 0 | 1 | 31.5 |
| Roysvale Path - Forres | | | | | | | | | | | | | | |
| FORRES | | | | | | | | | | | | | | |
| This route runs on tarmac surfaces. There are no waymarkers on this route, several required to navigate the streets. There are a number of dropped kerbs | | | | | | | | | | | | | | |
| The several required to havidate the streets. There are a number of dropped kerns | , I | | | | l | | 1 | | 1 | | | | | |
| requiring tactile paving and some encroaching vegetation to maintain. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--------|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | _ | 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR34 | 2 | 3 | 2 | 3 | 3 | 1 | 3 | 1 | 2 | 1 | 4 | 2 | 1 | 33.5 |
| Breakback Path - Forres | ; | | | | | | | | | | | | | |
| FORRES | 5 | | | | | | | | | | | | | |
| Access on this route will always be limited due to the steep terrain, however half this route has good access, the other half needs attention. However the path at Nelson Road to St. Leonards Court is badly overgrown with a neighbouring hedge that blocks access. There are also some steep slope that require handrails, possibly steps. There is encroaching vegetation along most of this path and muddy sections. Additional waymarkers required to navigate the path, some existing waymarkers on lamp posts are only for one direction making following the route confusing. The section on Nelson Road has some raised kerbs and missing tactile paving. | | | | | | | | | | | | | | |
| | 1 | 1 | 1 | 1 | | l | | | | 1 | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| | | _ | _ | 1 | _ | | _ | _ | | | | | 1 | ≓ 31 |
| CPN-FR35 | | 4 | 1 | 4 | 3 | 2 | 3 | 4 | 3 | 1 | 1 | 1 | 1 | 31 |
| Sanguhar Loch Circular Path - Forres FORRES | | | | | | | | | | | | | | |
| | , | | | | | | | | | | | | | |
| This route runs on mostly wide aggregate. There are some additional waymarkers required to navigate around a few side paths. Along the waterside section there are some steep exposed drops that could do with a barrier. The footbridge has 2 steep ramps that need better anti-slip on the decks. The West section going uphill has steep exposed banks and again a fence/barrier is required, there is some encroaching grass on this section as well. There are a few muddy sections but overall the route is good. Lifesaving rings are required around the route. | | | | | | | | | | | | | | |
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| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 | | | | | | | | | | | | | | |
| 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. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR37 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 3 | 1 | 39 |
| Cluny Path - Forres | | | | _ | - | | | | | - | | | | |
| FORRES | | | | - | | | | | | | | | | |
| The Southern half of this route runs on tarmac and has good access, the northern half runs on aggregate/earth and has a lot of muddy sections. The muddy sections on this route may just be earth and leaf material holding water on top of aggregate, scraping this material back may get rid of the mud. Recent vehicle access on the vehicle track in the middle of the route has left the track very muddy. There are some encroaching branches to be pruned back and a fallen tree across the path. Fingerposts are present on the path, one is hidden by a small tree and additional waymarkers could be fitted to these fingerposts for other Additional waymarker posts are required to navigate the side paths. | | | | | | | | | | | | | | |
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| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR38 | | 4 | 1 | 3 | 3 | 2 | 3 | 3 | 3 | 3 | 3 | 1 | 1 | 35 |
| Grant Park Path - Forres | | | | | | | | | | | | | | |
| FORRES | | | | | | | | - | | | | | | |
| This route runs on wide and narrow aggregate paths. There are a few muddy sections on the route. 3 fingerposts required where other paths meet and an additional waymarker to navigate the paths. This route has no street lighting, adding lighting would improve access during dark hours/winter season. An old broken lamp post base near Saint Leonards Road end requires covered/removed, there looks to have been lighting on this route in the past. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--------|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR39 | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 1 | 2 | 2 | 3 | 2 | 1 | 32.5 |
| Bronte Path - Forres | , | | | | | | | | | | | | | |
| FORRES | <u> </u> | | | | | | | | | | | | | |
| The hilly terrain will always limit access on this route. Additional waymarkers are required around the car park area of the route. The steps near to the car park end require anti-slip on the timber edges and leaves and branches cleared. One set of steps has a wobbly handrail fence. The muddy sections on this route is mostly leaf material and earth sitting on aggregate, scraping this leaf material back and topping up aggregate will improve these sections. There are a couple of sections up the hill at the Eastern side that are very muddy and need addressing. At the hill section towards the East there are some dead trees requiring further assessment. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR40 | 1 | 2 | 1 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 1 | 1 | 28 |
| Grant Park Central Path - Forres | | | | | | | | | | | | | | |
| FORRES | | | | | | | | | | | | | | |
| This route has some steep hills that will limit access. Half of the route runs on tarmac, the other half runs on wide aggregate. There is a section of aggregate that is muddy when wet to the west of the route. A large cross drain near the playing fields needs clearing out and waymarkers are required to navigate the route. There is no street lighting on this route. | 4 | 2 | 4 | 2 | 2 | | 2 | | 2 | | 2 | 4 | 4 | - 20 |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-FR41 | | | | | | | | | 2 | 2 | | | 1 | 27 |
| Lodge Path - Forres | | | | | | | | | | | | | | |
| FORRES | | | | | | | | | | | | | | |
| This route has no waymarkers, several required plus one fingerpost to navigate the route where other paths meet. The path on the west side going up to the tarmac road needs defining and resurfacing as it splits into two at the tarmac road, both areas are not mobility scooter or wheelchair friendly. The hill from the tarmac road to the lodge house is a barrier as it is steep and requires steps/handrail and vegetation to be cleared. There are some steep exposed banks requiring fencing/barrier on the woodland path and several muddy sections need addressing. These muddy areas may just need a scrape to remove leaves and earth material. Odd branches need pruned back on the woodland path. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--|----|---|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | Econimic/Tourism Benefits 1 Low - 5 High | | | Social Inclusion Potential 1 Low - 5 High | Strategic Importance 1 low - 5 High | | Best Value 1 Low - 5 High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CPN-FR42 | 1 | 3 | 2 | 2 | 4 | 3 | 3 | 3 | 2 | 3 | 3 | 2 | 1 | 36.5 |
| Forres Town Centre Link | | | | | | | | | | | | | | |
| FORRES | | | | | | | | | | | | | | |
| This route runs on tarmac surfaces with street lighting and is a well-used route. The Western section at Caroline Street has the most issues with overgrown pavement sections and a raised kerb that limits access and encroaching moss. There is also a section of fallen heras fencing here encroaching the road and a derelict building requiring fencing/signage. There are missing tactile paving at several dropped kerbs along the route and a dropped kerb blocked by parked cars at Caroline Street/North road. There is an old wall at Milnes Wynd with poor stonework requiring further assessment and the tunnel at Milnes Wynd/High Street is missing lighting. There are two low bollards between Urquhart Street and the High Street that could have better visibility. Waymarkers are required along the route to navigate streets. | | | | | | | | | | | | | | |

| Pressley Path - Logie FORRES This short path is a useful connection to the Dava Way that needs upgrading and | Moray Core Paths Actio Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|--|--------|---|---|--------|---|------|---------------------------------|---|------|-------------------------------------|---|------------------|--|----|
| Pressley Path - Logie FORRES This short path is a useful connection to the Dava Way that needs upgrading and | | 5 High | + | | 5 High | | High | Usage/Popularity 1 Low - 5 High | - | High | Strategic Importance 1 low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting | 1 Low - 5 High X | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | |
| This short path is a useful connection to the Dava Way that needs upgrading and | CPN-FR43 | 2 | 3 | 3 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 4 | 3 | 5 | 43 |
| This short path is a useful connection to the Dava Way that needs upgrading and | | 1 | | | | | | | | | | | | | |
| | | | - | - | - | | | | | | - | | | | |
| maintenance. Removing the squeeze chain gate and steps at the Dava Way end and building a new path here would increase access. Adding waymarkers and drainage would also be required. Vegetation also needs cut back. Path is well hidden by vegetation and lack of signage. | | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|------|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | 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 | High | Usage/Popularity 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-IW01 | 1 | 3 | 1 | 3 | 3 | 4 | 3 | 3 | 3 | 4 | 3 | 2 | 1 | 38.5 |
| The Isla Way - Tininver Dufftown | | ┢ | | | | | | | | | | | | |
| Isla Way | | | | | | | | | | | | | | |
| This path has steps, narrow corridors and muddy grassy tracks that limit access to this route. The steep hill near the road will always limit access due to the | | | | | | | | | | | | | | |
| terrain. More waymarkers will help navigate the street section. As this is the | | | | | | | | | | | | | | |
| | | | | 1 | I | I | I | 1 | 1 | | | | | |
| start/end of the Isla Way it feels like there should be a mapboard at the | | | | | | | | | | | | | | |
| | | _ | | _ | | | | _ | _ | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-IW02 | 3 | 3 | 3 | 3 | 2 | 4 | 4 | 2 | 3 | 4 | 4 | 3 | 4 | 49.5 |
| The Isla Way - Tom Na Muidh Dufftown | | | | | | | | | | | | | | |
| Isla Way | | | | | | | | | | | | | | |
| This route needs some updating to make the path more accessible. The path through the forest section is uneven with old steps and missing waymarkers. | | | | | | | | | | | | | | |
| There is also a large number dead and damaged path side trees that need further | | | | | | | | | | | | | | |
| attention/assessment. The closed section of the path also looks like it would need a lot of trees removed to get opened. The path is used a lot and would | | | | | | | | | | | | | | |
| benefit from aggregate paths either side of the forest to avoid them becoming | | | | | | | | | | | | | | ı |
| muddy. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | ıgs | | | | | | | |
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| | - 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-IW03 The Isla Way Balvenie Public Road Dufftown | | 3 | 1 | 2 | 4 | 4 | 3 | 4 | 2 | 4 | 3 | 1 | 1 | 38 |
| 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 | 1 | | | 2 | 4 | 1 | 4 | 2 | 1 | 1 | 20. |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 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-IW04 The Isla Way - Dufftown Station Path | _ | 2 | 3 | 2 | 3 | 4 | 3 | 3 | 2 | 4 | 3 | 3 | 4 | 44.5 |
| 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. | | 1 | 3 | 1 | 2 | 4 | 2 | 2 | 2 | 4 | 2 | 2 | 1 | 44.5 |

| | | | | | gs | | | | | | | |
|--|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| Community Linkage 1 Low - 5 High2 Demand/Need 1 Low - 5 High | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High | Strategic Importance 1 low - 5 High | | Best Value 1 Low - 5 High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CPN-IW05 3 3 | 3 3 | 3 | 3 | 4 | 4 | 4 | 2 | 4 | 3 | 3 | 1 | 45 |
| The Isla Way - Convalmore Link Dufftown Isla Way | | | | | | | | | | | | |
| This section of path is popular and has the potential to be all ability with some | 1 | | | | | | | | | | | |
| upgrades. The car park ramp area requires work to upgrade the disabled access | | | | | | | | | | | | |
| and resurfacing the path route would fix the muddy areas and level the terrain. Path would require some drainage and tree work. | | | | | | | | | | | | |
| Bridges require some timber maintenance as does the map board and picnic | | | | | | | | | | | | |
| table area. | | | | | | | | | | | | |
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| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-IW06 | 3 | 3 | 3 | 2 | 3 | 4 | 3 | 2 | 2 | 4 | 4 | 3 | 5 | 49 |
| The Isla Way - Jubilee Path Dufftowr | 1 | | | | | | | | | | | | | |
| 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 | 1 | 2 | 2 | 2 | 1 | 1 | 2 | 5 | 10 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | | 5 High | | Mulit-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-IW07 | 1 | 2 | 2 | 2 | 4 | 4 | 2 | 3 | 2 | 4 | 1 | 1 | 1 | 31 |
| The Isla Way - Tulloch Road Dufftown | ₩ | | | | | | | | | | | | | |
| Isla Way This route is on public roads. The hilly terrain will always limit access, however there are no barriers on this quiet road. Replacing the fingerpost at the junction and adding a couple of waymarkers will also improve this route. | | | 2 | 2 | 1 | | 2 | 2 | | 1 | 1 | 1 | 1 | 21 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-IW08 | 2 | 2 | 3 | 2 | 3 | 4 | 2 | 2 | 2 | 4 | 3 | 2 | 2 | 38 |
| The Isla Way Kininvie Wood Road Drummuii | | | | | | | | | | | | | | |
| Isla Way | | | | | | | | | | | | | | |
| This route will always have access limited by the steep terrain. Upgrading the | | | | | | | | | | | | | | |
| forest track would address the muddy areas. There are a number of dead path side trees to be addressed/assessed. Access around the forest gate and cutting | | | | | | | | | | | | | | |
| back vegetation and replacing a fingerpost/adding waymarkers would improve | | | | | | | | | | | | | | |
| this path | | | | | | | | | | | | | | |
| | ┼- | - | - | - | - | 1 | - | - | - | _ | _ | | _ | 20 |
| | 1 | | 1 | | <u> </u> | | <u> </u> | <u> </u> | I | I | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High | Strategic Importance 1 low - 5 High | X 2 | Best Value 1 Low - 5 High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CPN-IW09 | | 2 | 3 | 2 | 3 | 4 | 2 | 3 | 3 | 4 | 3 | 2 | 4 | 43 |
| The Isla Way - Loch Park Link Drummuir Isla Way | | | | | | | | | | | | | | |
| This route is mostly flat and accessible but is limited by grassed over aggregate | | | | | | | | | | | | | | |
| or unsurfaced vehicle tracks that are muddy when wet. Waymarkers need to be | | | | | | | | | | | | | | |
| repositioned so they can be seen and additional ones installed, especially around | | | | | | | | | | | | | | |
| the Loch Park area. Currently a waymarker directs people down an overgrown | | | | | | | | | | | | | | |
| nature walk off the core path. With some upgrading this route could be all | | | | | | | | | | | | | | |
| ability. | <u> </u> | | _ | _ | _ | | _ | | _ | | | | | |
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| Moray Core Paths Actio Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | High | Usage/Popularity 1 Low - 5 High | Mulit-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-IW10 | 4 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | 3 | 4 | 4 | 4 | 4 | 54 |
| The Isla Way - Drummuir Link | | | | | | | | | | | | | | |
| Isla Way | | | | | | | | | | | | | | |
| 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. | | | | | | | | | | | | | | |
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| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | _ | 5 High | Usage/Popularity 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High | Strategic Importance 1 low - 5 High | | Best Value 1 Low - 5 High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CPN-IW11 | . 2 | 1 | 3 | 2 | 3 | 4 | 2 | 3 | 2 | 4 | 4 | 2 | 4 | 43 |
| The Isla Way - Cachenhead Path Drummuii | | | | | | | | | | | | | | |
| Isla Way | , | <u> </u> | | <u> </u> | | | | | | | | | | |
| This route has a blocked culvert on it that is turning the vehicle track very muddy. This route mostly runs on vehicle tracks that will get muddy when wet and have vehicle ruts. Grass cutting needed on these tracks as well as tree maintenance. Two broken waymarkers at one end need replaced as well as fingerpost maintenance. As this is the start/end of the Isla Way a mapboard would be a nice addition, nothing currently at the end of this route. The roadside section has some short side paths running next to the public road that have small waymarkers, this is on the section of road that has poor visibility, however these short paths are muddy are narrow. | | | | | | | | | | | | | | |
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| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|----------------------|
| CPN-KT01 | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 43.5 |
| Fishwives Road - Newmill to Drybridge | | | 3 | | 3 | 3 | 3 | 3 | | 3 | 3 | 3 | 4 | 43.5 |
| Isla Way | | † | | | | | | | | | | | | |
| Half of this route is on public roads with good access. There are some barriers in the off road sections with muddy, overgrown tracks. The section that runs either side of the cottage before the forestry track needs drainage and vegetation cut back. The route leading down past the farm to Drybridge has some issues with electric fences being close to the route and cattle. Drainage on tracks requires maintenance and some are getting very muddy. Some additional waymarkers required along the journey. From the Newmill end a mapboard would be useful on the route. Currently gate locked on Addie Hill section obstructing access. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | | Usage/Popularity 1 Low - 5 High | Mulit-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-KT02 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 3 | 2 | 2 | 3 | 2 | 1 | 32.5 |
| Garrowood Path - Grange | | | | | | | | | | | | | | |
| KEITH | | | | | | | | | | | | | | |
| Tarmac section of path is good. The aggregate vehicle track is in need of drainage and re-surfacing which currently limits access, used by farm vehicles all | | | | | | | | | | | | | | |
| year round. Sorting this would increase access. Small bridge requires barriers | | | | | | | | | | | | | | |
| near Farmtown, waymarkers required on route. | | | | | | | | | | | | | | |
| Fingerpost as missing feature at the junction to CCP26 TarryBlake Path included on CCP26 audit. Suitable for cyclists | | | | | | | | | | | | | | |
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| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-KT03 | 2 | 2 | 3 | 2 | 3 | 3 | 2 | 3 | 2 | 3 | 3 | 3 | 1 | 37 |
| Balloch Wood Path - Keith | | - | _ | | - | | _ | | - | | | | | |
| KEITH | | - | | | | | | - | | | | | | |
| The vehicle aggregate tracks through Balloch Wood are good quality. Issues need addressing once the path heads down towards the railway track leading to CPN-KT02. Entry into Balloch wood at this end needs improved at the narrow gate and vegetation needs cut back. The tarmac road at the railway bridge area is also in need of some maintenance. A waymarker is required or a new fingerpost at the junction where the route briefly passes into Aberdeenshire land at the East section of this path - there is a waymarker post and fingerpost in this area but none point in the direction | | | | | | | | | | | | | | |
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| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| CDN VTOA | | | ੋਂ 3 | | _ | | | | _ | | | | ોg 4 | 글 50 |
| CPN-KT04 Auchoynanie Path - Keith | | | 3 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 50 |
| | | | | | | | | | | | | | | |
| This route runs on tarmac and aggregate roads, access is limited by hilly terrain, however the route is popular with cyclists and walkers. About one quarter of this route, the Northern off-road section is muddy, overgrown and most of the path is a barrier to access. During summer months the path will disappear under vegetation (grass, willow herb, gorse) and water drains down from the nearby road onto the path. Branches need pruned and the area may need checked for giant hogweed, a lot of native hogweed is present. There are ditches and culverts on this off-road section requiring clearing/replacement and the path may have aggregate under the earth. There is access for a mini-digger from the East of this off-road section. The fingerpost leading onto this off-road path section needs replaced. The Eastern end of the off-road route next to the public road has an issue with fly tipping and recent fencing and monitoring is present, this may require a barrier at the East end of the off road-path. The rest of the route is mostly tarmac with a short aggregate vehicle track. The tarmac road is narrow with HGV vehicles for Scottish Water and farms using the road. Narrow verges with steep banks are an issue when pulling in to let vehicles by. Fingerpost Missing Feature at junction of CPN-KT04 AND CPN-KT03 added to CPN-KT03 Balloch Wood Path audit. Suitable for cyclists. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-KT05 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 4 | 4 | 5 | 49.5 |
| Dunnyduff Woodland Paths - Keith | <u> </u> | | | | | | | | | | | | | |
| KEITH | | | | | | | | | | | | | | |
| This route has the benefit of a car park giving easy access. The hilly terrain will always limit access, however the route has some very exposed steep banks that limit access around the waterfall area. There are a number of trees along the route that need attention. Pruning and waymarking required along whole route, especially at path crossroads. The small metal bridge may require maintenance due to its condition. There are a number of muddy areas that require attention. During this audit a 400m section of path was closed. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-KT06 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 1 | 42 |
| Den Path - Keith | | | | | | | | | | | | | | |
| KEITH | | | | | | | | | | | | | | |
| This route has many exposed steep banks requiring barriers. Tree | | | | | | | | | | | | | | |
| maintenance/assessment required as there are many dead and large trees along | | | | | | | | | | | | | | |
| the path. Fingerposts and waymarkers required to navigate side paths. There | | | | | | | | | | | | | | |
| are some uneven areas with roots and muddy sections on the path, some | | | | | | | | | | | | | | |
| revetments required where edges of the path are eroding away. | | L | L | L | | L | L | | | _ | | | 4 | 42 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-KT07 | 3 | 3 | 4 | 3 | 3 | 2 | 4 | 3 | 4 | 2 | 4 | 4 | 1 | 46.5 |
| Green Roadies Path - Keith | 1 | | | | | | | | | | | | | |
| KEITH | | | | | | | | | | | | | | |
| This route is quite flat but has some really muddy sections on the vehicle tracks from Ediniach road to the A95 road that are barriers to access. The roadside path on the A95 is also a barrier being narrow and very close to the busy road. Fingerposts and waymarkers required on this route from Ediniach road to the A95. There is also a broken waymarker post and fingerpost on this section. The | | | | | | | | | | | | | | |
| graveyard gates can easily jam shut and are difficult to open if closed tightly. Encroaching vegetation especially on the vehicle tracks may be a problem in the summer. Route needs regular maintenance, bench near the graveyard needs refurbished. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-KT08 | 2 | 4 | 2 | 2 | 4 | 1 | 2 | 2 | 3 | 2 | 1 | 2 | 1 | 30.5 |
| Town Centre Link - Keith | | | | | | | | <u> </u> | | | | | | |
| 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. | | | | ر | $\perp_{\scriptstyle \Lambda}$ | 1 | | ے | 2 | L, | 1 | | 1 | 20.5 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| CPN-KT09 | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| Drum Road Path - Keith | | | _ | _ | | _ | | | | | | _ | _ | |
| KEITH | | | | | | | | | | | | | | |
| This route is all on public road or pavement surface. Waymarkers at both ends needed and a lowered kerb on the pavement would improve access. | | 3 | 1 | 2 | 4 | 1 | 3 | 4 | 2 | 1 | 1 | 1 | 1 | 27 |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-KT10 | 2 | 3 | 2 | 2 | 3 | 1 | 2 | 2 | 2 | 1 | 4 | 2 | 4 | 37 |
| Lony Park Paths - Keith | | | | | | | | | | | | | | |
| KEITH | ₩ | | | - | | | | | | | | | | |
| This route is very muddy when wet and this will limit access. There is a long grass section that is muddy when wet, this leads onto a very muddy vehicle aggregate track. In the middle of route where the grass path joins the vehicle aggregate path is an untidy old gate and timbers across the path with a narrow side path to go around, this is an access barrier and may require a new vehicle gate with pedestrian gate. There are no waymarkers on the route, two finger posts and a waymarker required. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|------|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | _ | High | Usage/Popularity 1 Low - 5 High | Mulit-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-KT11 | . 2 | 4 | 3 | 4 | 3 | 1 | 3 | 3 | 4 | 1 | 2 | 2 | 1 | 36.5 |
| Horse Market Lea Path - Keith | | | | | | | | | | | | | | |
| KEITH | | | | | | | | | | | | | | |
| This route is short and runs on tarmac paths and public road pavements. | | | | | | | | | | | | | | |
| Additional waymarkers required and some maintenance on the tarmac path near the park to remove moss/mud. | | | | | | | | | | | | | | |
| the park to remove mossymuu. | 2 | 1 | 2 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 2 | 1 | 26.5 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--------|----|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | 5 High | | Mulit-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-KT12 | 1 | 2 | 1 | 2 | 4 | 1 | 2 | 3 | 2 | 1 | 1 | 1 | 1 | 24 |
| Denwell Road - Keith | | <u> </u> | <u> </u> | | | | | | | | | | | |
| KEITH | | | | | ļ | | | | | | | | | |
| 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 |
| | | 1 | 1 | | | | | l | 1 | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-KT13 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 2 | 1 | 4 | 3 | 4 | 44.5 |
| Braehead Right of Way - Keith | | | | | | | | | | | | | | |
| KEITH | | | - | | | | | | | | | | | |
| This path is mostly flat tracks and public roads. However the narrow, muddy | | | | | | | | | | | | | | |
| section between the fields is a barrier for access. Maintenance is also required | | | | | | | | | | | | | | |
| on the small footbridge at the bottom of this field section. | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 1 | 115 |
| | | | 1 | | l | | | l | | | | | | |

| | | | | | | gs | | | | | | | |
|----------------------------|-----------------------------------|---|---|---|---|--|--|---|--|--|--|--|---|
| 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 | 5 High | 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 | | Overall Account |
| _ | 3 | 1 | 2 | 4 | 1 | 2 | 3 | 2 | 1 | 2 | 1 | 1 | 27 |
| | \vdash | | | | | | | | | | | | |
| | | | | | | | | | | | | | 27 |
| 4 h | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 1 A h T a | Community Linkage 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High And Toward 1 Low - 5 High Toward 1 Low | Health Benefits 1 Low - 5 High Crition Community Linkage 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 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 Demand/Need 1 Low - 5 High | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High A L T G | Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High To the community Linkage 1 Low - 5 Hi | Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Label 1 Label 2 Label 3 Label 4 Label 5 Label 6 Label 7 Label 8 Label 7 Label 8 Label 8 Label 7 Label 8 Label 8 Label 8 Label 9 Low - 5 High 9 Label 9 Low - 5 High 9 Label 9 Lab | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Demand/Need 1 Low - 5 High To The Demand/Need 1 Low - 5 High To The Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Number of the properties of the popularity of the properties of th | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Demand/Need 1 Low - 5 High Tourism Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Tourism Demand/Need 1 Low - 5 High | 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 Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High A A A A A A A A A A A A A A A A A A A |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|---|-------------------------------|--------------------------------|---|--------|----|-------------------------------------|---|-------------------------------------|---|----------------------|---|-----------------|
| | Demand/Need 1 Low - 5 High | 1 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | 5 High | | Mulit-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 | 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 |
| | <u> </u> | | | | | | | | <u> </u> | 1 | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------|----------|----------|-------------|-----------|----------|---------------------------------|---|---|-------------------------------------|---|--------------------------------|--|-----------------|
| | - 5 High | | | ow - 5 High | _ | _ | Usage/Popularity 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 | 1 Low - 5 High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CPN-KT16 | 1 1 | 3 | 2 | 3 | 3 | 1 | 3 | 3 | 3 | 2 | 3 | 1 | 1 | 33 |
| Cuthil Seafield Link - Keith | | <u> </u> | <u> </u> | ' | ' | | | - | | | | | | |
| KEITH | ₩' | <u>—</u> | ├─' | ├─' | ├─' | \vdash | | | | | | | | |
| Half this route runs on tarmac and the rest is on vehicle tracks. This route needs | | 1 ' | ' | ' | ' | | | | | | | | | |
| some waymarkers between the park and the vehicle track end. The vehicle track | ' | 1 ' | ' | ' | ' | | | | | | | | | |
| has some muddy sections that are ok to pass but will get worse over time. | | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 22 |
| | 1 ' | 1 ' | 1 ' | 1 ' | 1 ' | | | | | | | | | |

| | | | | | | gs | | | | | | | |
|----------------------------|-----------------------------------|--|--|--|--|---|--|---|--|---|--|--|---|
| Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | High | | Mulit-User Potential 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High | _ | | Best Value 1 Low - 5 High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| 1 | 3 | | 3 | 3 | | 3 | 3 | 3 | | 4 | 1 | 1 | 36 |
| | | | | | | | | | | | | | |
| 1 | | | 2 | | | | | | 2 | a | 1 | 1 | 26 |
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 1 | Critic Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Deman | Health Benefits 1 Low - 5 High 7 Crite Deliverability 1 Low - 5 High 2 Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 1 | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Crite Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 3 | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | SCO Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High Sco Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 3 Demand/Need 1 Low - 5 High 4 | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Best Value 1 Low - 5 High X 1.5 Weighting 1 | 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 Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Demand/Need 1 Low - 5 High Tomport 1 Negative - 5 Positive Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High |

| Accessibility / Development Potential 1 Best Value 1 Overall Path Condition 5 Po Strate Social Inclu Mulit- Usi Econimic/To Environmental II H |
|---|
| Low - 5 High X 1.5 Weighting Low - 5 High X 1.5 Weighting Or - 1 Excellent X 2 Weighting gic Importance 1 low - 5 High User Potential 1 Low - 5 High urism Benefits 1 Low - 5 High health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High |
| CPN-KT18 2 3 2 3 3 3 2 3 2 1 |
| Keith Old Cemetery Path |
| 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. |
| |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|---|--------------------------------|--|--|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | _ | Health Benefits 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 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-KT19 Cottage Wood Path - Keith | 2 | 3 | 3 | 3 | 2 | 2 | 3 | 2 | 3 | 1 | 3 | 2 | 4 | 39 |
| KEITH | | | | | | | | | | | | | | |
| This route has a good path through the forest section but has some issues. The steps at the forest before the road are a barrier and the muddy section of path running beside the golf course and houses needs addressing. Tree maintenance and waymarker maintenance required along the whole path. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|-----|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High | Strategic Importance 1 low - 5 High | X 2 | Best Value 1 Low - 5 High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CPN-KT20 | 2 | 3 | 3 | 3 | 2 | 1 | 3 | 2 | 3 | 1 | 3 | 2 | 1 | 33.5 |
| Fife Park Path - Keith | | | | | | | | | | | | | | |
| KEITH | ₩ | ₩ | | | | | | | | | | | | |
| This route requires waymarkers, especially around the playing field area where there is not a defined path. There are some barriers on the pavement sections such at the fence across the path and bollards. The grass section will limit access especially when wet weather. | | | 2 | 2 | 2 | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-KT21 | | 3 | 2 | 2 | 3 | 2 | 3 | 3 | 2 | . 2 | 3 | 3 | 1 | 36 |
| Toll House and Braehead Road - Keith KEITH | | | | | | | | | | | | | | |
| Most of this route runs on public roads. However the section that runs on | | | | | | | | | | | | | | |
| vehicle tracks over the River Isla requires maintenance. The bridge over the River | | | | | | | | | | | | | | |
| Isla is a barrier with steps either side, it is also in need of maintenance. Without | | | | | | | | | | | | | | |
| steps and some track maintenance this route would be possible to be cycled. | | | | | | | | | | | | | | |
| Safety signage on the public road section to alert vehicles to pedestrians would | i I | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| improve this route | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|--|-----------------------------------|-------------------------------|--------------------------------|--|------|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | High | Usage/Popularity 1 Low - 5 High | Mulit-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-KT22 | 3 | | 3 | 2 | 3 | 2 | 3 | 3 | 2 | 2 | 5 | 4 | 5 | 48.5 |
| Maisley Link - Keith | | | | | | | | | | | | | | |
| KEITH | $oldsymbol{oldsymbol{oldsymbol{eta}}}$ | | | | | | | | | | | | | |
| This path is overgrown and muddy. Its condition is a barrier, but is a useful link. There is signs of aggregate under the earth/mud and there are ditches either side. Regular cutting of vegetation is required on this route, strimming twice a year would allow better access - vegetation is also affecting the opening of gates. Fences at both sides of the route have barbed wire on the path side and sections of fence are broken. There are some deep ditch sections close to the path that require barriers. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-KT23 | | 3 | 3 | 2 | 3 | 3 | 2 | 2 | 2 | 2 | 3 | 2 | 1 | 34.5 |
| Drummuir Station Path-Drummuir Drummuir Station Path-Drummuir | | | | 1 | | | | | | | | | | |
| This route has a steep hill in the forest that will always limit access. The bridge | | | | | | | | | | | | | | |
| next to the railway station needs some maintenance and barriers are required on | | | | | | | | | | | | | | |
| the track down to the railway station, the public roadside fences are also in need | | | | | | | | | | | | | | |
| of repairs. Waymarkers required in the forest section as well as some tree | | | | | | | | | | | | | | |
| maintenance. Parking is available, the only barrier is the steep hill section in and out of the forest. | | | | | | | | | | | | | | |
| out of the forest. | - | - | - | - | - | - | - | - | - | - | _ | _ | | |
| | | <u> </u> | | <u> </u> | | <u> </u> | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-KT24 | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 28.5 |
| Westerton Path - Drummuii | | | | | | | | | | ļ | | | | |
| Drummuin This route has some hilly terrain that will limit access, however the stepping | | | _ | | | | | | | | | | | |
| stones at the ford is a barrier that will limit the use of this section. Updating and | | | | | | | | | | | | | | |
| reviewing waymarkers would also improve this route, especially when joining | | | | | | | | | | | | | | |
| from other paths | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 2 <u>9</u> 5 |
| | 1 | | | 1 | | | l | 1 | | 1 | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-LM01 | . 3 | 3 | 3 | 2 | 3 | 3 | 3 | 3 | 2 | 3 | 4 | 3 | 5 | 48 |
| College of Roseisle Path - Roseisle | | | | | | | | <u> </u> | | | | | | |
| LOSSIEMOUTH | | | | | | | | 1 | | | | | | |
| This route has a lot of overgrown, muddy sections, some are barriers to access. There are many broken waymarkers and additional waymarkers required to navigate the forest area. There are two sets of steps requiring handrails and a narrow bridge in the Western section. Around this area there is uneven ground as old railway tracks have to be stepped over. The East section near College of Roseisle has muddy sections and requires waymarkers to navigate the route. There are sections of encroaching vegetation that need controlled here also. A short section of path in the eastern area behind a house needs to be created to form the new core path; previous path has a fence across it and a temporary path alternative is being used through the woodland. Additional waymarkers will be required in this area. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|---|--------------------------------|---|------|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | | Health Benefits 1 Low - 5 High | | High | Usage/Popularity 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-LM02 Inverugie to Duffus Road Track - Duffus | 1 | 2 | 3 | 2 | 3 | 2 | 2 | 3 | 2 | 2 | 4 | 3 | 2 | 38.5 |
| LOSSIEMOUTH | | | | | | | | | | | | | | |
| This route runs on aggregate tracks. More than half of this route is on very pot holed and muddy tracks that will be a barrier to access. There are no waymarkers on this route, 2 fingerposts and waymarkers required. The route is mostly flat and offers a quiet walk, more accessible in dry weather. | | | | | | | | | | | | | | 20 5 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-LM03 | | 4 | 1 | 2 | 3 | 3 | 3 | 4 | 2 | 3 | 2 | 1 | 1 | 33 |
| Hopeman to Duffus Cycle Link LOSSIEMOUTH | | | | | | | | | | | | | | |
| This route runs on tarmac and public roads and pavements. Some additional | | | | | | | | | | | | | | |
| advisory Give Way signs required at road crossings and waymarkers required in Duffus to navigate the streets. One "fence across the path" barrier is damaged near Hopeman, this barrier is a plastic barrier instead of all metal. Some raised | | | | | | | | | | | | | | |
| kerbs as barriers for pedestrians in Duffus and minor encroaching vegetation at a couple of points. | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|---|------------------|--------------------------------|---------|--------|----|---|---|-------------------------------------|---------------|---|---|-----------------|
| | Demand/Need 1 Low - 5 High | _ | | Health Benefits 1 Low - 5 High | ositive | 5 High | | | Social Inclusion Potential 1 Low - 5 High | Strategic Importance 1 low - 5 High | X 2 Weighting | | | Overall Account |
| CPN-LM04 | 0 | 3 | 2 | 2 | 3 | 1 | 3 | 3 | 2 | 1 | 1 | 1 | 1 | 25 |
| Duffus Hall Path | <u> </u> | | <u> </u> | | | | | | | | | | | |
| LOSSIEMOUTH | <u> </u> | Ь | $ldsymbol{oxed}$ | └ | Ш | | | Ш | | | | | | |
| A short tarmac path with one road crossing. Waymarkers required at each end and tactile paving at the road crossing. | | | | | | | | | | | | | | |
| | n | 2 | • | | 2 | | 2 | 3 | 2 | 1 | | | | 25 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-LM05 | 4 | 2 | 2 | 2 | 3 | 1 | 2 | 1 | 1 | 2 | 4 | 3 | 4 | 38.5 |
| Duffus to Coast Route | : | | | | | | | | | | | | | |
| LOSSIEMOUTH | I | | | | | | | | | | | | | |
| This route has a lot of issues that require maintenance. In the northern woodland section there are a number of dead trees requiring attention and two redundant pedestrian gates that have paths around them. | | | | | | | | | | | | | | |
| Between the northern woodland and the fields the path is badly overgrown with gorse. The field section north of East Road has a narrow gap as a barrier and a possible electric fence on the path side. The fence on this section requires gaps fill to make it stock proof. In the South section, two thirds of the entire route runs on unsurfaced vehicle tracks that will need cut in Summer to avoid the path becoming overgrown. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 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-LM06 Duffus Green Roadie | | 2 | 1 | 2 | 3 | 2 | 3 | 3 | 1 | . 2 | 1 | 1 | 1 | 25 |
| 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 | ર | 1 | 2 | 1 | _1 | 1 | 25 |

| | | | | | | gs | | | | | | | |
|----------------------------|-----------------------------------|--|---|--|---|---|--|---|--|---|--|--|---|
| 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| 2 | 1 | 2 | 2 | 3 | 1 | 2 | 3 | 2 | 1 | 3 | 2 | 1 | 29.5 |
| | | | | | | | | | | | | | |
| | | | <u> </u> | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | Ct Demand/Need 1 Low - 5 High 2 | Community Linkage 1 Low - 5 High 2 1 Demand/Need 1 Low - 5 High 2 | Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | rite Health Benefits 1 Low - 5 High On Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Crit Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Sco Econimic/Tourism Benefits 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High Sco Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | 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 Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|---|---|-------------------------------------|---|------------------------------|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 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 | Low - 5 High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CPN-LM08 | | 2 | 2 | 2 | 3 | 2 | 3 | 3 | 2 | 2 | 3 | 2 | 4 | 38 |
| Covesea Path - Lossiemouth LOSSIEMOUTH | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| Half of this route runs on aggregate track that is badly worn in places leaving pot holes filled with water. The short section of aggregate path requires the existing | | | | | | | | | | | | | | |
| ditches to be cleared as well as a blocked culvert to be fixed. Vegetation is bad | | | | | | | | | | | | | | |
| on the aggregate path section and will require cut to avoid the path becoming overgrown. | | | | | | | | | | | | | | |
| | - | <u>├</u> | - | <u> </u> | - | - | - | 1 | - | - | _ | | | 20 |
| l . | - | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-LM09 | 2 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 3 | 1 | 3 | 2 | 1 | 35.5 |
| Burghead Woodland Route | | | | | | | | | | | | | | |
| LOSSIEMOUTH | | | | | | | | | | | | | | |
| Additional waymarkers and fingerposts required to navigate this route. Some existing waymarkers are broken and some are confusing with arrows for other routes. A redundant kissing gate at the Western side could be removed. There is some encroaching vegetation on the Western side of the route. Also on the West side is a set of timber steps that requires maintenance and a handrail. A few uneven sections with tree roots and some muddy sections leading up to the | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|------|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | High | Usage/Popularity 1 Low - 5 High | Mulit-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-LM10 | | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 2 | 4 | 4 | 5 | 49.5 |
| Clarkly Hill Path - Burghead | | ₩ | | | | | | | | | | | | |
| LOSSIEMOUTH | | ₩ | | | | | 1 | | | | | | | |
| Around 30% of this route is overgrown with gorse and is a barrier to access. The field track to the East has a lot of muddy sections and encroaching vegetation in the summer. The tarmac section is good. There are two redundant pedestrian gates near the field tracks. There are side paths for other routes nearby, | 1 | | | | | | | | | | | | | |
| additional waymarkers required. | | | | | | | | | | | | | | 40.5 |

| | | | | | | gs | | | | | | | |
|----------------------------|-----------------------------------|--|---|--|---|---|--|---|--|---|---|--|---|
| 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| 2 | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 1 | 34.5 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | ct Demand/Need 1 Low - 5 | Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 2 | C C Community Linkage 1 Low - 5 High 2 C C Demand/Need 1 Low - 5 High 2 | Tion Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Orit Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Sco Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/N | Mulit-User Potential 1 Low - 5 High Community | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Ocommunity Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Crite 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 Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Deman | 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 Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Manual Strategic Importance 1 low - 5 High Condition 5 Poor - 1 Excellent X 2 Weighting And Demand/Need 1 Low - 5 High Demand/Need |

| Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High2 Demand/Need 1 Low - 5 High2 | Usae | Usa Econimic/To | Nulli | Mulii | Social Incl | Strate | Strat | Overall Path Condition 5 P | Best Value 1 Low | Accessibility / Development Potential 1 | |
|--|------|--------------------|-------|-------|---|--------|-------|----------------------------|--------------------------|---|-----------------|
| | _ | | | _ | Social Inclusion Potential 1 Low - 5 High | _ | | 1 Excellent X 2 Weighting | - 5 High X 1.5 Weighting | Low - 5 High X 1.5 Weighting | Overall Account |
| | 3 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 4 | 46.5 |
| Clarkly Hill Coastal Link - Cummingston | — | | | | ļ | | | | | | |
| LOSSIEMOUTH | 4 | | | | ļ | | | | | | |
| 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 | 2 | 2 | 2 | 2 | 1 | 16.5 |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-LM13 | 1 | 3 | 2 | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 1 | 1 | 1 | 34 |
| Drummuir Street - Hopeman | | | | | | | | | | | | | | |
| LOSSIEMOUTH | | | | | | | | | | | | | | |
| This path runs mostly on tarmac public pavements. Some raised kerbs as barriers | | | | | | | | | | | | | | |
| and a muddy section on the aggregate path. | 1 | 3 | 2 | 3 | 4 | 3 | 3 | 3 | 3 | 4 | 1 | 1 | 1 | 34 |
| | | | | | | | | | | | | | | <u> </u> |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|---|--------------------------------|---|--------|----|---|--------|-------------------------------------|---|---|---|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | | Health Benefits 1 Low - 5 High | | 5 High | | | 5 High | Strategic Importance 1 low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting | | | Overall Account |
| CPN-LM14 | | 3 | 2 | 3 | 4 | 3 | 3 | 3 | 3 | 3 | 1 | 1 | 1 | 33 |
| Harbour Street - Hopemar LOSSIEMOUTH | | | | | | | | | | | | | | |
| Waymarkers required on this route. There are some raised kerbs as barriers and | | | | | | | | | | | | | | |
| dropped kerbs missing tactile paving. A short section at the road bridge requires | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

| | | Cor | | | Environme | Econir | | | Socia | | Overall Path Condition | Best Va | Accessibility / Development Potential 1 Low - 5 | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|-----------|--------|---|---|-------|-------------------------------------|---|---|---|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | 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 | High X 1.5 Weighting | Overall Account |
| CPN-LM15 Hopeman Inverugie Path | | . 2 | 2 | 2 | 3 | 2 | 2 | 3 | 2 | 2 | 1 | 1 | 1 | 26 |
| LOSSIEMOUTH | | | | | | | | | | | | | | |
| This route runs mostly on aggregate vehicle tracks in good condition. A way marker and fingerpost at the junction of CPN-LM18 and CPB-LM02 is required and some pruning on the existing fingerpost. There is a minor muddy section on the aggregate track. | | | | | | | | | | | | | | 25 |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | - | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-LM16 Hopeman Primary School Cycle Link | | 4 | 1 | 4 | 4 | 1 | 2 | 3 | 3 | 1 | 1 | 1 | 1 | 29 |
| LOSSIEMOUTH | | | | | | | | | | | | | | |
| This route runs on public road roads and pavements. Waymarkers required to navigate the streets. A few raised kerbs as barrier for pedestrians. | | 4 | 1 | 4 | 4 | 1 | 2 | 3 | 3 | 1 | 1 | 1 | 1 | 29 |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-LM17 | | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 3 | 1 | 4 | 41.5 |
| Hopeman East Path LOSSIEMOUTH | | | | | | | | | | | | | | |
| 40% of this route runs on public roads/pavements and tarmac. The 60% north | | | | | | | | | | | | | | |
| earth section to the beach has some very muddy areas and has encroaching | | | | | | | | | | | | | | |
| vegetation in places. The south public road section to the road junction has no | | | | | | | | | | | | | | |
| pavement for the last 45m requiring individuals to continue on the public road or | | | | | | | | | | | | | | |
| walk on the grass, a new path here would allow road free travel from Duffus to Hopeman beach. | | | | | | | | | | | | | | |
| nopeman beach. | - | - | - | - | _ | - | - | - | - | - | _ | | | |
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| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-LM18 | 1 | 2 | 3 | 2 | 3 | 2 | 2 | 2 | 2 | 1 | 5 | 3 | 5 | 44 |
| Pickylaw Path - Hopeman LOSSIEMOUTH | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | \vdash | |
| This route is mostly muddy and overgrown. A short section in the north next to | | | | | | | | | | | | | | |
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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 | High | High | Mulit-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 |
| _ | | _ | - | | | | | | | | _ | 1 | 39.5 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | Ct Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 2 | C Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Ton Community Linkage 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Orit Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | SCC Econimic/Tourism Benefits 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Mulit-User Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 Hi | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Strategic Importance 1 low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Tommunity Linkage 1 Low - 5 Hi | 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 Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-LM2C | | 3 | 3 | 2 | 3 | 2 | 3 | 4 | 2 | 2 | 3 | 3 | 2 | 39.5 |
| Moray Golf Course path - Lossiemouth LOSSIEMOUTH | | | | | | | | | | | | | | |
| This route needs waymarkers to navigate the golf course. The area with most of | | | | | | | | | | | | | | |
| the issues is at the road crossing at Stotfield Road/B9040. This road can be busy | | | | | | | | | | | | | | |
| and two raised kerbs here are barriers. The gap to the side the barrier pole next | | | | | | | | | | | | | | |
| to the road crossing is narrow. The rest of the route has muddy sections and | | | | | | | | | | | | | | |
| encroaching gorse. This route could be all ability as a car park is located at one end. | | | | | | | | | | | | | | |
| ena. | - | <u> </u> | | - | - | - | | | - | - | _ | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| 1 1 | 3 | 2 | 2 | 4 | 1 | 2 | 3 | 2 | 1 | 1 | 1 | 1 | 26 |
| h | | | | | | | | | | | | | |
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| .1 | | | | | | | • | 1 | | | | | |
| d | | | | | | | | | | | | | |
| d | | | | | | | | | | | | | |
| d | 2 | 1 | 1 | Λ. | 1 | 7 | 9 | 1 | 1 | 1 | 1 | 1 | 26 |
| 2: tl | ect Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 Demand/Need 1 Low - 5 High th | Community Linkage 1 Low - 5 High 2 Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 2 th | Health Benefits 1 Low - 5 High Crite Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High The state of the stat | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High List List | Scoring Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High The state of the | Mulit-User Potential 1 Low - 5 High Sco Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Litt | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High The state of the | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Demand/Need 1 Low - 5 High The strategic Importance 1 low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High The strategic Importance 1 low - 5 High The strategic Indicates 1 low - | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High State The strategic Importance 1 low - 5 High Demand/Need 1 Low - 5 High State The strategic Importance 1 low - 5 High Demand/Need 1 Low - 5 High State The strategic Importance 1 low - 5 High The str | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 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 Demand/Need 1 Low - 5 High Environmental Impact 2 Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Demand/Need 1 Low - 5 High Environmental Impact 2 Demand/Need 1 Low - 5 High Environmental Impact 2 Demand/Need 1 Low - 5 High Environmental Impact 2 Demand/Need 1 Low - 5 High Environmental Impact 2 Demand/Need 1 Low - 5 High Environmental Impact 2 Demand/Need 1 Low - 5 High Environmental Impact 2 Demand/Need 1 Low - 5 High Environmental Impact 3 Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 High Environmental Impact 1 Negativ | 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 Wullit-User Potential 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Environmental Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Environmental Demand/Need 1 Low - 5 High |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-LM22 | 2 | 4 | 2 | 3 | 4 | 1 | 3 | 4 | 3 | 2 | 1 | 2 | 1 | 34.5 |
| Hythehill/Lossie High School Safe Routes | | | | | | | | | | | | | | |
| LOSSIEMOUTH | | | | | | | | | | | | | | |
| This route requires waymarkers to navigate the streets. Advisory Give Way signage and tactile paving at road crossings where bikes cross would improve safety and access. There are some narrow sections in between wide pavements. Steps near the school are a barrier but has a path that goes round this. A dead tree near the school requires removal/further assessment. | | | | | | 4 | | | | | a | | | 245 |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-LM23 | 1 | 4 | 3 | 3 | 4 | 0 | 3 | 4 | 3 | 1 | 1 | 2 | 1 | 32.5 |
| Boyd Anderson Community Path Lossiemouth | | | | | | | | | | | | | | |
| LOSSIEMOUTH | | | | | | | | | | | | | | |
| This network of paths requires waymarkers to navigate the many routes. There are 3 sets of steps as barriers and some raised kerbs. Additional street lighting would benefit a couple of dark passages. Several sections have encroaching vegetation from private houses. Vehicles are crossing the grass area and path area to the South of the route. There are many worn sections of tarmac on the paths as well as moss growing on the worn sections. Tactile paving is also missing at several road crossings. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | _ | High | Usage/Popularity 1 Low - 5 High | Mulit-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-LM24 High School Path - Lossiemouth | 3 | 4 | 2 | 3 | 3 | 0 | 3 | 4 | 3 | 2 | 4 | 2 | 4 | 44 |
| LOSSIEMOUTH | | | | | | | | | | | | | | |
| Half this route runs on excellent wide tarmac with street lights. The other half runs on muddy grass, with a narrow gap as a barrier and no street lights. Being a school path the grass section needs a better surface and potentially street lighting. A steep grassy hill would benefit from a ramp. | | 4 | | 2 | | | | 4 | | | | | | 4.4 |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-LM25 | 1 | 3 | 2 | 3 | 4 | 0 | 2 | 3 | 3 | 1 | 1 | 2 | 1 | 28.5 |
| Ramsay Lane Link - Lossiemouth LOSSIEMOUTH | | | | | | | | | | | | | | |
| LOSSIFIVIOUTE | | | | 1 | | | _ | 1 | | | | | | |
| This route runs mostly on public road pavements. This route has some raised | | | | | | | | | | | | | | |
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| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | High | Usage/Popularity 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High | - | _ | Best Value 1 Low - 5 High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CPN-LM26 | | 3 | 2 | 3 | 4 | 0 | 2 | 3 | 3 | 2 | 3 | 2 | 1 | 34.5 |
| Football Ground Path - Lossiemouth LOSSIEMOUTH | | | | | | | | | | | | | | |
| A short winding route through streets with barriers. This route has a few raised | | | | t | | | | | | | | | | |
| kerbs as barriers. The road crossing across Elgin Road can be too busy to cross | | | | | | | | | | | | | | |
| easily. The steps at the junction to CP-LM27 are a barrier, however there is | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| space for a ramp here. Waymarkers required to navigate around the numerous | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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| | Demand/Need 1 Low - 5 High | - | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-LM27 | 3 | 2 | 3 | 3 | 3 | 1 | 3 | 4 | 3 | 2 | 3 | 3 | 4 | 43.5 |
| Old Railway Path to Cemetery - Lossiemouth | <u> </u> | — | | | | <u> </u> | | <u> </u> | | | | | | |
| LOSSIEMOUTH | <u> </u> | ₩ | - | - | ļ | | - | <u> </u> | | | | | | |
| This route has good access on the tarmac sections. The aggregate path is getting overgrown and has some muddy sections. The steps and ramp area at Inchbroom Road is a barrier being narrow and steep. Half of this route to the cemetery is also unlit however this section is less populated. This route is busy with cyclists and pedestrians. | | | | | | | | | | | | | | |
| man of choice and peacemans. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | | High | _ | Mulit-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 | | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CPN-LM28 | 1 | 3 | 2 | 3 | 3 | 1 | 2 | 3 | 3 | 1 | 3 | 2 | 1 | 32.5 |
| Spynie Canal Path - Lossiemouth | | | | | | | | | | | | | | |
| This short route has some raised kerbs as barriers and a small footbridge in poor condition will need extensive repairs. Waymarkers required along route. | | | | | | | | | | | | | | |
| condition will need extensive repairs. waymarkers required along route. | 1 | 3 | 2 | 3 | 3 | 1 | 2 | ર | ર | 1 | 3 | 2 | 1 | 32 5 |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-MCT01 | | 3 | | _ | | | 4 | | | - | 1 | | ^{σς} 1 | 39.5 |
| M.Coast Trail - Findhorn Beach Link | _ | | | | | | | | | | | | | |
| Moray Coast Trail | | | | | | | | | | | | | | |
| This route needs some additional waymarkers to navigate the dune section. There is a broken fingerpost near the apartment block. There are a lot of new "no cycling" signs on the Southern section and a mapboard that is in poor condition, however this could be community owned. There is a raised kerb before coming onto the water front in the southern section and also some wet patches on the aggregate path there. The concrete path on the waterfront has a short steep section that ideally should have a barrier. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | High | Usage/Popularity 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-MCT02 | 3 | 2 | 2 | 2 | 2 | 4 | 3 | 2 | 2 | 4 | 3 | 3 | 1 | 38 |
| M.Coast Trail - Findhorn Dunes | | | | | | | | | | | | | | |
| Moray Coast Trail | | | | | | | | | | | | | | |
| 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. | | | | | | | | | | | | | | |
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| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High | 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-MCT03 | 1 | . 2 | 2 | 2 | 3 | 4 | 3 | 4 | 2 | 4 | 2 | 1 | 1 | 34 |
| M.Coast Trail - Roseisle Section | | | | <u> </u> | | | | | | | | | | |
| Moray Coast Trai | 1 | _ | | ļ | - | | - | <u> </u> | | | | | | |
| Additional waymarkers required on this route to navigate the various paths. | | | | | | | | | | | | | | |
| Several short existing waymarkers need replaced. There are several soft sand | | | | | | | | | | | | | | |
| sections that make it difficult for bikes/mobility scooters. There are a couple of | | | | | | | | | | | | | | |
| sections where encroaching gorse needs cut back and a bridge requiring barriers. A long path mainly running on aggregate vehicle tracks. | | | | | | | | | | | | | | |
| A long path manny running on aggregate vehicle tracks. | 4 | _ | _ | | _ | | _ | | _ | 4 | _ | 4 | | 24 |
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| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--------|----|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | 5 High | _ | Mulit-User Potential 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High | Strategic Importance 1 low - 5 High | | Best Value 1 Low - 5 High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CPN-MCT04 | 1 | 3 | 2 | 3 | 2 | 4 | 2 | 1 | 3 | 3 | 3 | 2 | 1 | 34.5 |
| M.Coast Trail - Burghead | | | | | | | | | | | | | | |
| Moray Coast Trail | | | <u> </u> | <u> </u> | | | ļ | | | | | | | |
| Although 70% of this route runs on aggregate and tarmac surfaces, the section that runs around the fort area has uneven ground and steep exposed sections of path that limits access. The aggregate track that runs on the northern section has some large pot holes where puddles will form. The tarmac area by the harbour is good, just missing some tactile paving in places. There is a lack of waymarkers with MCT on them around the fort area, this section is difficult to find and follow. The section through the caravan park also needs a waymarker. The fingerpost near Station Road points the MCT route down Brander Street which is confusing. The fingerpost near the caravan site points towards the wrong track. Overall the waymarking is confusing due to a lack of MCT waymarkers and other brown waymarking posts and fingerposts. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-MCT05 | 1 | 4 | 2 | 4 | 3 | 4 | 4 | 4 | 3 | 4 | 2 | 2 | 1 | 41.5 |
| M.Coast Trail -Old Coastal R'way Hopeman | | | | | | | | | | | | | | |
| Moray Coast Trail | | | | | | | | | | | | | | |
| This route runs on tarmac and aggregate surfaces. Some encroaching vegetation on the path sections, this can be controlled with annual cutting/strimming back. A timber fence at Burghead needs some maintenance on wobbly and broken sections. There are some muddy sections at the Burghead end. There is a very large community dog fouling sign at the East end of this route, along with 2 other notices nearby. In the middle of this route some side rock faces have had recent stones detach, this may require further assessment | | | | | | | | | | | | | | |

| 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 Mulit-User Potential 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Community Linkage 1 Low - 5 High Deliverability 1 Low - 5 High Demand/Need 1 Low - 5 High |
|---|
| |
| CPN-MCT06 1 3 2 3 3 3 3 2 2 2 2 1 33 |
| M.Coast Trail - Hopeman Caravan Park Moray Coast Trail |
| This route runs on tarmac and aggregate paths. Waymarkers required to |
| navigate the route. Some encroaching vegetation and a muddy section on the |
| aggregate track in the South section 1 2 2 3 3 3 3 2 2 2 2 1 33 |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| СРМ-МСТО7 | 1 | 2 | 3 | 4 | 3 | 4 | 3 | 3 | 3 | 4 | 2 | 3 | 1 | 40 |
| M.Coast Trail - Hopeman Bay | | | | | | | | | | | | | | |
| Moray Coast Trail | <u> </u> | | | | | | | | | | | | | |
| Half of this route runs on tarmac surfaces. The aggregate section requires some cutting back of vegetation and the earth/sand section also has encroaching gorse and a narrower path. Waymarkers required to navigate the car park area, there are a range of routes and is confusing where the MCT actually goes. At the Hopeman car park area next to the beach huts there are too many signs. There is a very large sign about dog fouling by the Hopeman community, 3 fingerposts, 1 is a duplicate and the very tall fingerpost has rot. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-MCT08 | 3 | 2 | 4 | 2 | 3 | 4 | 3 | 2 | 2 | 4 | 4 | 3 | 4 | 47.5 |
| M.Coast Trail - Clashach to Covesea | | | | | | | | | | | | | | |
| Moray Coast Trail | | | | | | | | | | | | | | |
| This route has a lot of muddy sections on the Eastern section, most are due to the neighbouring field draining onto the path. To solve this drainage and ditches would be needed, especially near the lookout tower. The east section of this route requires vegetation to be strimmed annually as without cutting the path quickly becomes overgrown. Gorse on this Eastern section is narrowing the path and ditches and culverts on the Eastern section are blocked. A field runs right up to the path near the lookout tower raising concerns for machinery operating close to the path, this may require the path to be moved away from the field edge. There are quite a lot of waymarkers on this section that could be spread out. On the Western section, encroaching gorse, uneven/muddy ground and old steps are issues. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-MCT09 | | 2 | | _ | • | _ | | _ | | 4 | | | 1 | 36.5 |
| M.Coast Trail - Silver Sands Lossiemouth | 1 | | | | | | | | | | | | | |
| Moray Coast Trai | i . | | | | | | | | | | | | | |
| The section of path near the car park at Lossiemouth has eroded away leaving an uneven shingle section. An overgrown side path is the only route when the tide is in, this side path will need vegetation managed to allow access to the dunes when it is high tide. Further West, the route has again eroded away leaving only shingle to walk on. The path next to the golf course is overgrown and difficult to follow at times. Further West going towards the Lighthouse the path needs | | | | | | | | | | | | | | |
| waymarked and is badly overgrown in places. At the Lighthouse area a steep section down the side of the Lighthouse is a barrier and the path next to the Lighthouse gate gets badly overgrown if not cut. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-MCT10 | 2 | 3 | 2 | _ | 3 | 4 | 3 | 2 | 2 | 4 | 3 | 2 | 1 | 38.5 |
| M.Coast Trail - Lossiemouth | | | | | | | | | | | | | | |
| Moray Coast Trail | | | | | | | | | | | | | | |
| Although this route runs on wide tarmac and public pavements there are still barriers on this route. This route links both popular beaches in Lossiemouth, the east beach section high has access. Waymarkers are required along the route and existing waymarkers need adjusted. Steps are a barrier near to the pavilion | | | | | | | | | | | | | | |
| and tactile paving required on pavement sections and street lighting around the Marina near the museum. The earth path route closer to West Beach is quite uneven and muddy and restricts access - improving this section would allow the two beaches to be easily accessed. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-MCT11 | 1 | 2 | 3 | 2 | 2 | 4 | 2 | 2 | 2 | 4 | 2 | 2 | 1 | 32.5 |
| M.Coast Trail - Lossiemouth Kingston | | | | | | | | | | | | | | |
| Moray Coast Trail | | | | | | | | | | | | | | |
| The terrain and length of path on this route will always limit access. A flat route across sandy beach and a winding route through shingle and sand dunes. A tall waymarker is required where the beach at Lossiemouth ends and the shingle dunes path begins. Existing waymarker posts and fingerposts need replacing and additional waymarking required at the Kingston end. At the military firing range warning signs required in this area. The two firing range watch towers at the Kingston area are in poor condition and buildings and signage around this area need attention. Many concrete shelters near the path are in poor condition. This route has a lot of litter and marine waste piled and left at the side of the path that needs removed. The track at Kingston to the firing range has some large wet areas. Restricting vehicles on this track would reduce wear and tear. | | | | | | | | | | | | | | |

| Overa | Accessibility |
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| High X 1.5 Weighting cellent X 2 Weighting ortance 1 low - 5 High tential 1 Low - 5 High lenefits 1 Low - 5 High Negative - 5 Positive enefits 1 Low - 5 High Nage 1 Low - 5 High Shade 1 Low - 5 High Nage 1 | Overall Account Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting |
| | 4 46 |
| CPN-MCT12 Z 4 3 Z Z 4 3 Z Z 4 4 Z M.Coast Trail - Kingston to Garmouth Image: Control of the control | 4 40 |
| Moray Coast Trail | |
| World Codd Hall | |
| This route runs through Garmouth on narrow roads and pavements, a couple of | |
| raised kerbs and narrow pavements here as barriers. A third of this path runs on | |
| a narrow track above Garmouth, this is a barrier with narrow muddy tracks with steep sections and exposed steep banks. Waymarkers required on this route. | |
| The low lying section before coming onto CP-MCT11 looks to flood often, is | |
| muddy and has an old concrete bridge requiring further assessment/inspection. | |
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| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-MCT13 M.Coast Trail - Spey Viaduct Link | | 3 | 2 | 3 | 4 | 4 | 4 | 4 | 2 | 4 | 1 | 2 | 1 | 37.5 |
| Moray Coast Trail | | | | | | | | | | | | | | |
| This route is mostly all tarmac and flat. Some repairs to a bollard and signage | | | | | | | | | | | | | | |
| required. Will need regular pruning. The viaduct bridge needs trees pruned back | | | | | | | | | | | | | | |
| at one end and some path panels that have movement fixed down. There are | | | | | | | | | | | | | | |
| some steep banks requiring barriers and some fences around the other bridges | | | | | | | | | | | | | | |
| are poor with movement in posts. Tree roots are making sections of the tarmac path uneven | | | | | | | | | | | | | | |
| patri siriotori | - | - | - | - | - | - | - | - | - | - | | _ | | |
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| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-MCT1 | 4 1 | 3 | 3 | 3 | 3 | 4 | 3 | 4 | 3 | 4 | 3 | 1 | 1 | 40 |
| M.Coast Trail - Portgordon Old Railwa | V | | | | | $oxed{oxed}$ | <u> </u> | | | | | | | |
| Moray Coast Tra | il | | | | | $oxed{oxed}$ | $oxed{oxed}$ | <u> </u> | | | | | | |
| There are some steep drops requiring barriers at the Buckpool bridge end. A ditch on the Buckpool to Portgordon section is required to manage muddy sections. The Portgordon section has a lot of narrow, muddy sections. Missing drainage and partially blocked ditches are creating muddy sections as well as vehicle access. Encroaching grass is narrowing the path, so much so, the path is now classed as narrow rather than originally being wide. The road crossing area requires more safety signage and a wet area is making the path and steps in this area very wet and muddy. Towards the Portgordon end there are some dead trees requiring further assessment. Restricting vehicle access to this path would limit damage to the surface | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-MCT15 | | 3 | 2 | 3 | 4 | 4 | 3 | 3 | 3 | 4 | 2 | 1 | 1 | 37 |
| M.Coast Trail - Portessie Bay Moray Coast Trai | | | | | | | | | | | | | | |
| IVIOTAY COAST ITAI | | | | | | | | | | | | | | |
| This route runs mostly on tarmac surfaces and public roads. The East section at Strathleen requires more waymarkers as it is confusing whether the route goes on the grass or the road. Along the road side sections to lanstown there are some narrowing pavements. Some raised kerbs as barriers around the harbour area and additional waymarkers require in and around Buckpool end. | | | | | | | | | | | | | | |
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| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-MCT16 | 1 | 3 | 3 | 2 | 2 | 4 | 3 | 1 | 2 | 4 | 3 | 1 | 1 | 34 |
| M.Coast Trail - Strathlene to Findochty | | | | | | | | | | | | | | |
| Moray Coast Trail | <u> </u> | | - | - | - | - | | | - | | | | | |
| This path has some rocky and narrow sections that will always limit access. Some encroaching gorse is narrowing the East section and there are some muddy sections near the golf course. There are a couple of sections near the golf course that may require barriers due to being next to steep drops. Warning signs advising of rocky areas advised before approaching Strathlene. Some muddy sections on the aggregate path to Strathlene need ditches and culverts cleared. Additional waymarkers would navigate around the streets and side paths on the route. | | | | | | | | | | | | | | |

| | | | | | | gs | | | | | | | |
|----------------------------|------------------------------------|---|--|---|---|---|--|--|--|---|--|--|---|
| 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| 1 | 3 | 2 | 2 | 4 | 4 | 3 | 3 | 2 | 4 | 2 | 2 | 1 | 36.5 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
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| | tiO Demand/Need 1 Low - 5 High 1 | Community Linkage 1 Low - 5 High2 Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | C C Community Linkage 1 Low - 5 High C C C Community Linkage 1 Low - 5 High 1 Demand/Need 1 Low - 5 High 1 | rite Pealth Benefits 1 Low - 5 High 2 Deliverability 1 Low - 5 High 2 Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 1 | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Crit Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Sco Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High Sco Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High On Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Mulit-User Potential 1 Low - 5 High A Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Mulit-User Potential 1 Low - 5 High A Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Mulit-User Potential 1 Low - 5 High A Demand/Need 1 Low - 5 High Mulit-User Potential 1 Low - 5 High A Demand/Need 1 Low - 5 High Mulit-User Potential 1 Low - 5 High A Demand/Need 1 Low - 5 High Mulit-User Potential 1 Low - 5 High A Demand/Need 1 Low - 5 High Mulit-User Potential 1 Low - 5 High A Demand/Need 1 Low - 5 High Mulit-User Potential 1 Low - 5 High A Demand/Need 1 Low - 5 High Mulit-User Potential 1 Low - 5 High A Demand/Need 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High A Demand/Need 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Mulit-Us | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Ochronic Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Ochronic Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Scial Inclusion Potential 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Ocommunity Linkage 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High De | 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 Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-MCT1 | | 3 | 3 | 3 | 3 | 4 | 3 | 4 | 2 | 4 | 3 | 3 | 4 | 48.5 |
| M.Coast Trail - Findochty to Portknocki | | | | | | | | | | | | | | |
| Moray Coast Tra | | | | | | | | <u> </u> | | | | | | |
| This route runs on aggregate path. There are many muddy sections on the path with one bad enough to be a barrier. The path is ageing and grass is narrowing the aggregate, some sections are less than 50cm wide. Despite the muddy sections this path is busy, however during wet weather the quality of the route worsens | ; | | - | 2 | 2 | 4 | 2 | | | | | | | 40 F |

| Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Best Value 1 Low - 5 High X 1.5 Weighting Nullit-User Potential 1 Low - 5 High X 1.5 Weighting Econimic/Tourism Benefits 1 Low - 5 High Beating 1 Low - 5 High Deliverability 1 Low - 5 High Deliverability 1 Low - 5 High Deliverability 1 Low - 5 High Beating 1 L | Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|--|---------|----|---|---|--------|------------------------------------|---------------------------------|-------------------------------------|---|-------------------------------------|--------------------|-------------|---------------------------------|----|
| M.Coast Trail - Portknockie Moray Coast Trail This route runs on public tarmac roads with good access. A waymarker is required to avoid going down to the harbour. There is a poor road crossing at | | Low - 5 | UΠ | G | 5 | - 5 Po | conimic/Tourism Benefits 1 Low - 5 | Usage/Popularity 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High | Strategic Importance 1 low - 5 High | Condition 5 Poor - | 1 Low - 5 I | Development Potential 1 Low - 5 | |
| 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 | | + | 3 | 2 | 2 | 4 | 4 | 2 | 3 | 2 | 4 | 1 | 1 | 1 | 32 |
| 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 and that has a blind course | | | | | | | | | | | | | | | |
| the Western end that has a blind corner. 1 2 2 2 4 4 2 3 2 4 1 1 1 22 | | | | | | | | | | | | | | | |
| | 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 Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-MCT20 | 2 | 3 | 2 | 2 | 3 | 4 | 3 | 1 | 2 | 3 | 3 | 2 | 1 | 35.5 |
| M.Coast Trail - Cullen Bay | | | | | | | | | | | | | | |
| Speyside | | | | | | | | | | | | | | |
| This route has some steep sections that will always limit access. The beach does not have ramp access but one could be created at the end of the concrete walkway. The rocky section at the western end of Cullen beach is a barrier and the steps leading to Portknockie needs a handrail. The path going around the cliff edge towards Portknockie is very close to steep cliffs and needs fencing. There are some muddy and uneven sections between the beach and Portknockie The path at Portknockie has recently been resurfaced and has improved access. Most of the waymarkers need replaced and additional ones required. Signage required warning path at the beach/rocks only passable at low tide. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--------|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-SP01 | 1 | 2 | 2 | 2 | 3 | 2 | 2 | 3 | 2 | 3 | 2 | 2 | 1 | 31.5 |
| Burn of Rothes/Mannoch Road - Rothes Speyside | | +- | | | | | | 1 | | | | | | |
| Although this route has steep hills and goes into some remote areas, it is accessible for bikes, walkers, horses. The route needs more waymarkers and fingerposts especially above Rothes going through the forestry tracks. Gated areas and a barrier pole leading down towards Thomshill cause barriers as either the gates don't open fully or are difficult to open. The barrier pole up from Thomshill is a barrier as there is only a narrow gap to pass. New ditches and resurfaced forestry tracks make this route fairly easy on a bike. There is a short section on the Mannoch road where a new 300m section of track has been created - this leaves the original 300m path route section overgrown and redundant - this may need to be removed or refurbished. | | | | | | | | | | | | | | |

| ectio | | | 23-: eria | | | gs | | | | | | | |
|----------------------------|-----------------------------------|--|---|---|---|---|---|---|---|---|---|---|--|
| 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| | 4 | 3 | 3 | 3 | 4 | 3 | 4 | | 4 | 3 | 3 | 1 | 46 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
|) <u>2</u> | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 4 | Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 4 | Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High 12 5 2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | 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 12 5 2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Obeliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Obliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Obermand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Signature Signature A Health Benefits 1 Low - 5 High Demand/Need 1 Low - 5 High Signature Signature A Health Benefits 1 Low - 5 High Community Linkage 1 Low - 5 High Signature Signature A Health Benefits 1 Low - 5 High Signature A Health Benefits 1 Low - 5 High Community Linkage 1 Low - 5 High Signature Signature A Health Benefits 1 Low - 5 High Community Linkage 1 Low - 5 High Community Linkage 1 Low - 5 High | 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 Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Ocommunity Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Ocommunity Linkage 1 Low - 5 High Ocommunity | 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 Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Obeliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Results Accessibility Description Demand/Need 1 Low - 5 High Description Descri |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-SP03 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 2 | 2 | 3 | 5 | 4 | 5 | 50.5 |
| The Gownie Path - Aberlour to Dufftown | <u> </u> | Щ | <u> </u> | | | | | | | | | | | |
| Speyside | <u> </u> | ₩ | <u> </u> | | | | | | | | | | | |
| This route will always be limited by the hilly nature of the terrain. Half of the route from Aberlour to the top of the forest hill is good, the other half down to Dufftown needs work. The route coming down through the forest and moorland overlooking Dufftown is badly overgrown and requires drainage. The route has also been changed coming down to the water treatment area at the distillery site, this requires fingerposts and waymarkers. The double fenced area on the last section to Dufftown is badly overgrown with gorse and needs a lot of work to make this section accessible. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|------|----|-------------------------------------|---|-------------------------------------|---------------|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | _ | High | | Mulit-User Potential 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High | Strategic Importance 1 low - 5 High | 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-SP04 Glenrinnes Way-Dufftown | 1 | 2 | 2 | 2 | | 3 | | | 2 | 3 | 3 | 2 | | 35.5 |
| Speyside | | | | | | | | | | | | | | |
| This path has a good aggregate path that is grassing over and becoming muddy. Route requires maintenance on path by scraping off grass and addressing drainage along roadside sections. At times the path is narrow and close to the main road. Waymarkers required. | 2 | | | 2 | | | | 2 | | 2 | 2 | 2 | 1 | 2F F |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|---|--------------------------------|--|--|---------------------------------|-------------------------------------|----------------|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | | Health Benefits 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High | 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-SP05 | 1 | 2 | 1 | 2 | 4 | 2 | 2 | 3 | 2 | 2 | 1 | 1 | 1 | 26 |
| Burn Brae - Dufftown | | | | | | | | | | | | | | |
| Speyside | | | | | | | | | | | | | | |
| This route runs on public roads and has a good level of access already. Adding | | | | | | | | | | | | | | |
| waymarkers would better highlight the route. | 1 |) | 1 | 2 | 4 | . 2 | 2 | 3 | 2 | 2 | 1 | 1 | 1 | 26 |

| Moray Core Paths Actio Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-SP06 | Ī | | | | | | | | 2 | 2 | | _ | 5 | 45 |
| Giant's Chair Path - Dufftown | | | | | | | | | | | | | | |
| Speyside | | | | | | | | | | | | | | |
| This is a hilly route that will always limit access. This path has many issues that limit accessibility. This path has a lot of large standing dead trees within falling distance of the path that need further assessment. There are a lot of exposed steep banks that will be barriers to those with young children or less confident walkers, fences required on these sections. There are a lot of furniture items that will require maintenance, many new items have been built by the community such as bridges and handrails that have improved the path, however a short section of new steps is in need of repair and old steps requiring attention. The long bridge at the Giants chair area requires maintenance. The giants chair area has a couple of side paths with furniture/small bridge/viewpoint that need attention. Overall a great path but needs a lot of lot work and maintenance. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|---|--|--------------------------------|---|--------|----|---|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | | 1 | Health Benefits 1 Low - 5 High | - | 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-SP07 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 1 | 2 | 2 | 4 | 3 | 5 | 45 |
| Gordon's Cross Path - Dufftown | | - | | 1 | | | - | | | | | | | |
| The riverside section of this route needs a lot of work due to muddy, overgrown tracks and tree maintenance. Waymarker maintenance is also required on this section. Cattle have also been on this riverside path. Both ends of the riverside section have steps and steep banks limiting access and the roadside section requires some safety barriers. There are a few muddy sections leading back to Dufftown, one track has holes in the livestock fence. The worst muddy section is in a field where cattle graze, this is very muddy and has a lot of path side trees requiring further assessment. This field will also be a barrier if livestock are present. Some additional waymarkers required and barriers to steep river banks. | | | | | | | | | | | | | | |

| | | | | | | gs | | | | | | | |
|----------------------------|-----------------------------------|--|---|---|--|---|--|---|---|---|--|---|--|
| 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| 3 | 3 | 4 | 3 | 2 | 3 | 3 | 3 | 3 | 2 | 3 | 4 | 5 | 48.5 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | Demand/Need 1 Low - 5 High 3 | Community Linkage 1 Low - 5 High 2 3 5 6 7 7 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 | C C Community Linkage 1 Low - 5 High 2 3 C T Demand/Need 1 Low - 5 High 2 3 C T Demand/Need 1 Low - 5 High 3 C T Demand/Need 1 Low - 5 High 3 C T T T T T T T T T T T T T T T T T T | rite Health Benefits 1 Low - 5 High 7 Peliverability 1 Low - 5 High 7 Community Linkage 1 Low - 5 High 7 Demand/Need 1 Low - 5 High 7 Demand/Need 1 Low - 5 High 7 | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High On Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High So Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Tom Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Mulit-User Potential 1 Low - 5 High And Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Ocommunity Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | 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 Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High |

| | | | | | | gs | | | | | | | |
|----------------------------|-----------------------------------|--|--|--|--|--|--|---|--|---|--|--|---|
| 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| 1 | 4 | 2 | 3 | 4 | 2 | 3 | 4 | 3 | 2 | 1 | 1 | 1 | 33 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | Ctio Demand/Need 1 Low - 5 High 1 | Community Linkage 1 Low - 5 High2 Demand/Need 1 Low - 5 High 1 | Community Linkage 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Health Benefits 1 Low - 5 High To Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High On Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High 1 Demand/Need 1 Low - 5 High 1 | Sco Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Ocommunity Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Tommunity Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Towns High Demand/Need 1 Low - 5 High Towns High Demand/Need 1 Low - 5 High Towns Hi | 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 Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-SP10 Steepie Brae Path - Dufftown | | 3 | 3 | 2 | 3 | 2 | 2 | 2 | 2 | 1 | 4 | 3 | 1 | 37 |
| Speyside | | | | | | | | | | | | | | |
| This path mainly consists of a steep, muddy track and all features require attention. Fingerposts required a both ends and the pedestrian gate and benches needs attention. Access will always be limited by the steep terrain, however improving the drainage and cutting back vegetation will improve | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|--------------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-SP11 | 3 | | | | | | 3 | _ | _ | _ | | | 5 | 45 |
| Meg's Wood Path - Dufftown | | | | | | | | | | | | | | |
| Speyside | $oxedsymbol{oxedsymbol{oxed}}$ | | | | | | | | | | | | | |
| This well used route needs improvement and maintenance. The route from Church Street up to Megs wood is muddy, narrow in places and has broken waymarkers, leaning fences also need attention. In Megs wood there is a warren of paths that is difficult to navigate, waymarkers required. The whole of Megs wood path network could do with tree inspections as there are many fallen and dead trees around paths. The concrete shelter in Megs Wood is in need of further inspection, it does not look particularly inviting. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-SP12 | 1 | 3 | 3 | 2 | 3 | 4 | 4 | 1 | 2 | 2 | 4 | 4 | 5 | 48.5 |
| Dounie Path - Rothes Speyside | | | | | | | | | | | | | | |
| The hilly terrain will always limit access to this path. However this path is | | | | | | | | | | | | | | |
| missing waymarkers, especially at the distillery end. Whole path has drainage issues as well as barriers required to protect against steep drops. Maintenance is required on trees lower down the path and further work to tidy and clear windblown trees on higher ground. The path is well used and could do with a | | | | | | | | | | | | | | |
| refresh to make the experience better. | _ | _ | _ | _ | | | | | | _ | | | | |
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| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|----------|--------|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-SP13 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 1 | 2 | 1 | 4 | 3 | 5 | 45 |
| Rothes Castle Paths | | ↓ | ـــــــ | ـــــــ | └ | ــــــ | | | | | | | | |
| Speyside | | ₩ | ₩ | ₩ | Ь— | ــــــ | | | | | | | | |
| This path is not very accessible due to uneven ground, encroaching vegetation and lack of drainage. The short side path going to the tarmac road below the castle is too overgrown to use. Tree maintenance is required on this path with many dead and damaged trees near the path. Waymarkers are also required as additional paths have been created off this route. | | | | | | | | 1 | | | a | | _ | 45 |
| | | Щ | <u></u> | Щ | Щ | Щ | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-SP14 High Street Link - Rothes | | 4 | 2 | 2 | 4 | 2 | 3 | 3 | 2 | 2 | 1 | 2 | 1 | 31.5 |
| Speyside | | | | | | | | | | | | | | |
| This route runs on public road pavements. Road crossing across Rothes High | | | | | | | | | | | | | | |
| Street can be difficult if there is a lot of traffic. Nearby pedestrian crossing is | | | | | | | | | | | | | | |
| available. The whole route needs waymarkers and mapboard could do with a | | | | | | | | | | | | | | |
| I new man to show all the routes in Rothes Waymarkers would need to be | | | | | | | | | | | | | | |
| new map to show all the routes in Rothes. Waymarkers would need to be planned and combined with other joining routes, CP-SP01, CP-SP13, CP-SP16, CP- | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|---|--------------------------------|-----|------|---------------------------------|-------------------------------------|---|-------------------------------------|-----|---|---|-----------------------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | | Health Benefits 1 Low - 5 High | | High | Usage/Popularity 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High | Strategic Importance 1 low - 5 High | X 2 | 5 | | Overall Account 27.5 |
| CPN-SP15 Rothes Primary School Safe Route | | - | | 3 | 3 | | 3 | 4 | 3 | | | U | 1 | 27.5 |
| Speyside | | | | | | | | | | | | | | |
| This route has good wide tarmac paths and is all ability. There is a car park with | | | | | | | | | | | | | | |
| disabled bay, electric charging and toilets. Waymarkers required and safety | | | | | | | | | | | | | | |
| signage for bicycles and vehicles. | ۱ ، | ١ , | 1 | ١ ، | ر ا | 1 4 | ا ما | 4 | 2 | 1 | | _ | 4 | 27 5 |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|---|-------------------------------|--------------------------------|---|--------|----|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | 5 High | | Mulit-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 | | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CPN-SP16 | 0 | 3 | 1 | 3 | 4 | 2 | 3 | 3 | 2 | 1 | 1 | 0 | 1 | 25.5 |
| Green Street - Rothes | | | | | | | | | | | | | | |
| Speyside | | | | | | | | | | | | | | |
| This route is all on public roads and pavements. Waymarkers required. | Ω | 3 | _1 | 3 | 4 | 2 | 3 | 3 | 2 | 1 | 1 | 0 | 1 | 25 5 |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|---|-------------------------------|--------------------------------|---|------|----|-------------------------------------|---|---|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | _ | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | _ | High | | Mulit-User Potential 1 Low - 5 High | Social Inclusion Potential 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-SP17 River Spey Path - Rothes | | 2 | 1 | 2 | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 1 | 1 | 31 |
| 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 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 21 |

| | | | | | | gs | | | | | | | |
|----------------------------|-----------------------------------|---|--|---|--|--|--|---|---|---|--|---|--|
| 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High | Strategic Importance 1 low - 5 High | | Best Value 1 Low - 5 High X 1.5 Weighting | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| _ | | | | | | | _ | | | | | | 41.5 |
| _ | | | | | | | | | | | | _ | 71.5 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | tiO Demand/Need 1 Low - 5 High 3 | Community Linkage 1 Low - 5 High2 O Demand/Need 1 Low - 5 High O Demand/Need 1 Low - 5 High | C C Community Linkage 1 Low - 5 High 2 C C C Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 3 | Health Benefits 1 Low - 5 High Ton Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Total Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High On Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Tourism Benefits 1 Low - 5 High A Demand/Need 1 Low - 5 High Tourism Benefits 1 L | SCC Econimic/Tourism Benefits 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Oction Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Ocommunity Linkage 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Benvironmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | 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 Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Ocommunity Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High De |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | | High | _ | Mulit-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-SP19 Tamdhu Road - Knockando | | 3 | 1 | | 4 | 3 | | 3 | 2 | 3 | 1 | 0 | 1 | 26.5 |
| 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. | | 2 | 1 | 2 | 4 | 2 | 2 | 2 | 2 | 2 | 1 | | 1 | 26 F |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | 1 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-SP20 Lower Mannoch Path - Knockando | | 3 | | | 3 | 3 | | 3 | | . 3 | 3 | 3 | | 3/ |
| Speyside | | | | | | | | | | | | | | |
| Path is limited by its hilly terrain. However the section from the houses and school to the B9102 road could be greatly improved for access. | | 3 | 2 | 2 | 3 | 3 | 2 | 3 | 2 | 3 | 3 | 3 | 1 | 37 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-SP21 | 1 | 2 | 4 | 2 | 3 | 3 | 3 | 2 | 2 | 1 | 4 | 4 | 5 | 46.5 |
| Short Forest Circular Path - Archiestowr | | ├ | ├ | ├ | | | | | | | | | | |
| Speyside | - | \vdash | \vdash | \vdash | | | | | | | | | | |
| Half of this path is in poor condition due to encroaching vegetation and poor surfaces. The forest sections of path need maintenance and access issues with | | | | | | | | | | | | | | |
| old bridges, gates could be addressed to improve access. Half of the | | | | | | | | | | | | | | |
| in structure, button could be addressed to improve access, right of the | 1 | 1 | | 1 | 1 | | I | 1 | l | l | | | | |
| forest/moorland sections will be inaccessible without maintenance in 5 years' | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 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-SP22 Elchies Track - Aberlou | | . 3 | 2 | . 2 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 2 | 39.5 |
| Speyside | | | | | | | | | | | | | | |
| Route access will always be limited by its hilly terrain. Adding/repairing waymarkers, assessing dead trees and addressing drainage on muddy sections would increase accessibility. Convenient path for access to Archiestown area and campsite outside Archiestown | 3 5 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 7 | | -30 F |
| | 1 | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | | High | Usage/Popularity 1 Low - 5 High | Mulit-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 | | Accessibility / Development Potential 1 Low - 5 High X 1.5 Weighting | Overall Account |
| CPN-SP23 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 5 | 44 |
| Glenallachie Path - Aberloui | | | | | | | | | | | | | | |
| Speyside The section of this route that runs off road is mostly muddy and overgrown. | | | | | | | | | | | | | | |
| About half of this route runs on public roads with steep sections. The steep | | | | | | | | | | | | | | |
| terrain will always limit access however maintenance on the off road section will | | | | | | | | | | | | | | |
| improve access. | ر ا | 2 | 2 | 2 | 2 | 2 |) | , | ر ر | ر ا | 2 | 2 | _ | 11 |
| | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |

| | | | | | | gs | | | | | | | |
|----------------------------|-----------------------------------|--|--|--|---|---|---|---|--|---|--|---|--|
| 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 | | | Overall Account |
| . 0 | 3 | 1 | 2 | 4 | 3 | 3 | 3 | 2 | 2 | 1 | 0 | 1 | 26.5 |
| | | | | | | | | | | | | | |
| 4 | | | | ļ | | | | | | | | | |
| 1 | 1 | | | I | | I | 1 | 1 | 1 | | | | |
| | | | | | | | | | | | | | 26.5 |
| | tio Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 2 | Community Linkage 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | The critical and the alth Benefits 1 Low - 5 High and the critical and the | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Crit Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 3 | Scorin Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High Sco Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Scoil Inclusion Potential 1 Low - 5 High Scoil Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Dema | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Social Inclusion Potential 1 Low - 5 High Health Benefits 1 Low - 5 High Title Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High To Demand/Need 1 Low - 5 | 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 Mulit-User Potential 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-SP25 | | _ | _ | | | | 4 | | | _ | _ | | 5 | 54.5 |
| Linn Path - Aberlour | | | | | | | | | | | | | | |
| Speyside | <u> </u> | <u> </u> | | | | | | | | | | | | |
| This path is very popular but needs a lot of work to address its issues. There are very muddy sections and very uneven sections. The worst uneven section runs up past the waterfall and down the other side southwards. There are 3 sets of steps requiring to be rebuilt as well as some very uneven surfaces. Kissing gates also create barriers on this route as well as a lack of waymarkers. Some dead and damaged trees need further assessment/maintenance. Widening paths and addressing eroding banks also needs addressed. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-SP26 | 3 | 3 | 4 | 2 | 3 | 2 | 3 | 2 | 2 | 2 | 4 | 4 | 5 | 47.5 |
| Fairy Knowe Path - Aberlour | | | | | | | | | | | | | | |
| Speyside | \vdash | | | | | | | | | | | | | |
| The section that joins from CP-SP23 looks like a private entrance and requires additional waymarkers. A narrow gap at the side of a vehicle gate is a barrier and beyond the houses the route is overgrown and muddy and requires ditches cleared and drainage. The forest section requires some drainage and resurfacing but is wide and has no encroaching vegetation. | | | 4 | | | | | | | | 4 | 4 | - | 47 5- |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----|-------------------------------|--------------------------------|--|------|----|-------------------------------------|---|-------------------------------------|---|---|---|-----------------|
| | Demand/Need 1 Low - 5 High | 1 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive | High | | Mulit-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 | | | Overall Account |
| CPN-SP27 | | . 3 | 2 | 2 | 4 | 3 | 3 | 3 | 2 | 2 | 1 | 1 | 1 | 30 |
| Queens Road Town Link - Aberlour Speyside | | | | | | | | | | | | | | |
| This route runs on public road pavements. There are several raised kerbs as | ; | † | | | | | | | | | | | | |
| | | | | 1 | | I | | | I | | | 4 | | |
| barriers and tactile paving at road crossing would improve access. Waymarkers also required on route. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-SP28 | 3 | 3 | 1 | 2 | 4 | 4 | 4 | 3 | 2 | 3 | 2 | 1 | 1 | 36 |
| Victoria Bridge - Aberlour | | | | | | | | | | | | | | |
| Speyside | | | | ļ | ļ | | | | | | | | | |
| A short path over the Victoria Bridge. The bridge has a set of steps at one side that limits access. Replacing steps with a ramp would allow bicycles and buggies access. Cars also park at the steps side that can limit access. The bridge is showing some corrosion and requires and a full inspection to assess the condition of the overall bridge. Anchor cables are also unprotected. A fingerpost exists on the Speyside Way near the start of this path includes a finger for this path, however an addition waymarker next to the bridge would avoid people missing the fingerpost. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-SP29 | 1 | 1 | 3 | 1 | 2 | 3 | 2 | 2 | 1 | 3 | 4 | 1 | 2 | 31.5 |
| Suie to Bridgehaugh Path - Cabrach | | | | | | | | | | | | | | |
| Speyside | | | | - | | | | | | | | | | |
| A great scenic route that feels neglected in places. This route has several fords that limits access. Whole route needs track maintenance in places, many side let ditches are blocked. Several steep banks along route require barriers for safety. Sections of path are quite untidy - timber and metal lying at the side of track. Route in September up to Glenfiddich lodge area has hundreds of pheasants on track. Derelict buildings need warning signs and boarding up. | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--------|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | 5 High | Usage/Popularity 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-SP30 | | 1 | 2 | 1 | 2 | 3 | 2 | 2 | 1 | 3 | 4 | 1 | 2 | 30.5 |
| The Steplar - Cabrach Speyside | | | | | | | | | | | | | | |
| Access will always be limited by the hilly terrain and remote location. There are a lot of muddy/wet sections due to many side let ditches and cross drains are blocked. The ford at Black Water crossing and at the Glenlivet end are barriers - however there is a footbridge nearby to the Glenlivet end crossing. Two short sections of path around the wind turbine areas seem a bit inefficient as they put people onto muddy tracks when the good Wind Farm tracks run alongside. Dangerous buildings require signage at both ends, Moray Council ranger notified 14/10/22. All vehicle tracks require maintenance to prevent washing out and to maintain drainage. There is a layby about 200m from the end of the route at the A941 road that often has cars parked. | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|------|---------------------------------|-----|---|-------------------------------------|---|---|--|-----------------|
| | 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 | High | Usage/Popularity 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-SP31 Drumin Circular Walk - Glenlivet | | 1 | 3 | 1 | 2 | 3 | 2 | 2 | 1 | 1 | 4 | 2 | 5 | 36.5 |
| Speyside | | | | | | | | | | | | | | |
| A short, beautiful walk in need of updating and maintenance. 4 gates could potentially be removed if no longer required. Steps at start of route could be improved or removed and ramped. Whole path needs pruning, drainage and path work. When wet this path becomes muddy. Path can flood when river high. | | 1 | 2 | 1 | 2 | | | 2 | 1 | 1 | 4 | 2 | | 26.5 |
| | T . | | i ' | | | | | T . | | | | | | - /- |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-SP32 | 1 | 2 | 2 | 1 | 2 | 3 | 2 | 2 | 1 | 1 | 3 | 2 | 4 | 33 |
| Bochel Circuit - Tomnavoulir Spey River Access | | | | | | | | | | | | | | |
| Path access will always be limited by the terrain. However updating and | | | | | | | | | | | | | | |
| maintenance required. The narrow riverside path next to the distillery is a | | | | | | | | | | | | | | |
| barrier as well as the narrow bridge. Quick fixes such as replacing the stile with a | | | | | | | | | | | | | | |
| gate, adjust gates to open and waymarking would improve the route. Beyond | | | | | | | | | | | | | | |
| the vehicle bridge at the end of the route is a cattle grid with no alternative | | | | | | | | | | | | | | |
| access gate. | | _ | _ | | _ | _ | _ | _ | | | _ | | | |
| | | I | I | | | I | I | I | | I | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 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-SRA01 Spey River Access - Spey Bay (Tugnet | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 21.5 |
| Spey River Access | | | | | | | | | | | | | | |
| Not a defined path to route and no way markers. Steep bank from car park leads on to short shingle/sand worn path then onto overgrown shingle bank littered with washed up logs and branches. Shifting shingle limits any path construction on most of path | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | | 1 | r | 21.5 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-SRA02 | | 1 | 2 | 1 | 2 | 2 | 2 | 2 | 1 | 1 | 3 | 2 | 1 | 26.5 |
| Spey River Access - Fochabers Bank | | | | | | | | | | | | | | |
| 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 | 2 | 2 | 1 | 26.5 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-SRA03 Spey River Access - Boat o'Brig | | 1 | 3 | 1 | 2 | 2 | 2 | 2 | 1 | 1 | 5 | 2 | 1 | 31.5 |
| Spey River Access - Boat of Big | | | | | | | | | | | | | | |
| 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. | | | | | | | | | | | | | | |
| | 1 | 1 | 1 | 1 | | | | | | 1 | | -1 | | 34 [|

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|-------------|---|------|---------------------------------|----------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | - | | High | Usage/Popularity 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-SRA04 | | 3 | 4 | 2 | 3 | 4 | 3 | 3 | 2 | 3 | 2 | 3 | 1 | 40 |
| Spey River Access - Craigellachie West | | ₩ | — | <u> </u> | | | | | | | | | | |
| Spey River Access | <u>;</u> | ₩ | ₩ | | | | | <u> </u> | | | | | | |
| Very busy area with good 3 car parking areas. With disabled access potential in the parking areas, path is let down by lack of suitable, consistent path material/design to allow all ability access to the Speyside Way and Telford bridge. Multiple paths lead down to the River Spey from Telford bridge car park which is confusing. | | | | | | | | | | | | | | |
| | | | _ | | 2 | | | _ | _ | _ | _ | _ | 4 | 40 |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | | 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-SRA05 | 1 | 2 | 1 | 2 | 2 | 2 | 3 | 1 | 2 | 1 | 2 | 1 | 2 | 25.5 |
| Spey River Access - Craigellachie East | | | | | | | | | | | | | | |
| Spey River Access | | | | ļ | | | | | | | | | | |
| 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 Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-SRA06 | | 3 | 1 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 3 | 1 | 2 | 31.5 |
| Spey River Access - Aberlour Bank | | | | | | | | | | | | | | |
| Spey River Access | 1 | 3 | 1 | 2 | 2 | 3 | 3 | 2 | 2 | 2 | 3 | 1 | 2 | 31.5 |
| Uneven ground limits access. | ╁ | 3 | | | | 3 | 3 | | | | 3 | 1 | | 31.3 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|------|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | 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 | High | Usage/Popularity 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-SRA07 Spey River Access - Carron | | 1 | 2 | 2 | 2 | 3 | 3 | 1 | 2 | 2 | 3 | 2 | 2 | 32 |
| Spey River Access | | | | | | | | | | | | | | |
| This route needs waymarkers, it is not the easiest to find. Steep banks may require steps and some steep exposed banks need barriers. Very scenic path limited access by narrow, muddy, bumpy sections. Some tree assessment required with some very large dead trees. Access is limited by the lack of parking in this area. | | 1 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | | | 22 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-SRA08 | 4 | 2 | 3 | 2 | 3 | 4 | 4 | 2 | 2 | 3 | 4 | 4 | 5 | 50.5 |
| Spey River Access - KnockandoTamdhu | | | | | | | | | | | | | | |
| Spey River Access | | | | | | | | | | | | | | |
| This path has a new route down a ramp, past a toilet block and onto steps. The route needs maintenance to improve its access. Vegetation needs cut back, surfaces cleared, steps repaired and also signage and mapboard repaired/ updated. The steep terrain will always limit access however it should | | | | | | | | | | | | | | |

| Moray Core Paths Actio Appendix 2: Core Path Selec | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-SRA09 | 1 | 1 | 2 | 2 | 3 | 2 | 1 | 2 | 2 | 2 | 5 | 1 | 2 | 32.5 |
| Spey River Access - Blacksboat Bridge | | | | | | | | | | | | | | |
| Spey River Access No path here through to riverbank. Development required. | 1 | 1 | 2 | 2 | 3 | 2 | 1 | 2 | 2 | 2 | 5 | 1 | 2 | 32.5 |
| no patrificie difougii to riverbank. Development required. | <u> </u> | ┢ | | <u> </u> | ٦ | <u> </u> | ╅ | – | <u> </u> | | | | | 52.5 |

| Moray Core Paths Action Appendix 2: Core Path Selection | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|------|----|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | High | | Mulit-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-SRA10 | 2 | 2 | 2 | . 2 | 3 | 3 | 2 | 2 | 2 | 3 | 5 | 2 | 2 | 39 |
| Spey River Access - Cragganmore | | ├ | ₩ | | | | | | | | | | | |
| Spey River Access A short fishing path that is accessed via a road with distillery traffic HGV's. The steep bank will always limit access however adding new steps would reduce the risk of slipping on the uneven, grassy terrain. | | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | ς | 2 | 2 | 20 |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|------|----|-------------------------------------|---|-------------------------------------|---|---|---|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | High | | Mulit-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 | | | Overall Account |
| CPN-SRA11 Spey River Access - Ballindalloch | | 1 | 1 | 2 | 3 | 3 | 3 | 3 | 2 | 3 | 1 | 0 | 1 | 25.5 |
| Spey River Access - Ballindanocr | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-SRA12 | 1 | 1 | 3 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 1 | 2 | 26.5 |
| Spey River Access - Delnapot (Bridge | | | | | | | | | | | | | | |
| Speyside Way | / | | | - | | | | | | | | | | |
| Access to this route is limited due to the steep bank. The steps here are a | | | | | | | | | | | | | | |
| barrier. The rest of the route runs on a vehicle track. A fingerpost is required at | | | | | | | | | | | | | | |
| the top of the steps and a constructed path at the bottom of the steps. | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 1 | 2 | 26.5 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|------|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | 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 | High | Usage/Popularity 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-SW01 | | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 2 | 4 | 3 | 3 | 4 | 47.5 |
| Sp.Way - Buckpool to Spey Bay | | | | | | | | | | | | | | |
| Speyside Way | 1 | | | | | | | | | | | | | |
| A variety of landscapes on this route, very popular with cyclists despite barriers. | | | | | | | | | | | | | | |
| The forest section at Spey Bay needs attention to improve access. Old railway section at Portgordon end has issues around access on the road and from | | | | | | | | | | | | | | |
| parking in this area. Portgordon to Buckpool is mostly flatter terrain with | | | | | | | | | | | | | | |
| confusing waymarker issues at the Buckpool section. | | | | | | | | | | | | | | |
| | +- | ^ | - | - | - | 1 | - | 1 | - | ^ | _ | | | 47.5 |
| | | | | | | | | | | | | | | |

| | | | | | | gs | | | | | | | |
|----------------------------|-----------------------------------|--|--|--|---|---|--|--|--|---|--|---|--|
| 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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 |
| 2 | 3 | 3 | 2 | 3 | 4 | 3 | 3 | 2 | 4 | 3 | 2 | 4 | 44 |
| <u> </u> | | | _ | | | | | | | | | | |
| — | | | - | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 2 | C C Community Linkage 1 Low - 5 High C C C Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 2 | rite Health Benefits 1 Low - 5 High Crite Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High On Critical Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High 2 Demand/Need 1 Low - 5 High 2 | Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Mulit-User Potential 1 Low - 5 High So Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Ocommunity Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High | Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Mulit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Community Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High | Overall Path Condition 5 Poor - 1 Excellent X 2 Weighting Strategic Importance 1 low - 5 High Strategic Importance 1 low - 5 High Social Inclusion Potential 1 Low - 5 High Wullit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Health Benefits 1 Low - 5 High Deliverability 1 Low - 5 High Tommunity Linkage 1 | 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 Wallit-User Potential 1 Low - 5 High Usage/Popularity 1 Low - 5 High Econimic/Tourism Benefits 1 Low - 5 High Environmental Impact 1 Negative - 5 Positive Health Benefits 1 Low - 5 High Ocommunity Linkage 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High Demand/Need 1 Low - 5 High |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
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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 | | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 1 Low - 5 High | Mulit-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-SW03 | 2 | 2 | 3 | 2 | 3 | 4 | 3 | 3 | 2 | 4 | 3 | 2 | 1 | 38.5 |
| Sp.Way - Fochabers to Craigellachie | | | | | | | | | | | | | | |
| Speyside Way | - | | | | | | | - | | | | | | |
| Most of this route runs on public roads and vehicle aggregate tracks and are | | | | | | | | | | | | | | |
| good quality and have a good level of access. The section of woodland paths | | | | | | | | | | | | | | |
| between Ben Aigen and Boat O Brig has a lot of muddy sections and trees that need attention. The steps at Boat o Brig are in need of repair and road crossing | | | | | | | | | | | | | | |
| could do with a roadside path. | | | | | | | | | | | | | | |
| 555.4 45 11th 4 1544514C path | - | - | - | - | _ | 4 | _ | - | _ | 4 | _ | | 1 | 20.5 |
| | | | | | | | | | | | | | | |

| Moray Core Paths Action Appendix 2: Core Path Sele | | | | | | | gs | | | | | | | |
|--|----------------------------|-----------------------------------|-------------------------------|--------------------------------|---|--|----|-------------------------------------|---|-------------------------------------|---|---|--|-----------------|
| | Demand/Need 1 Low - 5 High | Community Linkage 1 Low - 5 High2 | Deliverability 1 Low - 5 High | Health Benefits 1 Low - 5 High | | Econimic/Tourism Benefits 1 Low - 5 High | | Mulit-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-SW04 | | . 3 | 1 | 3 | 3 | 4 | 3 | 4 | 3 | 4 | 2 | 1 | 1 | 36 |
| Sp.Way - Craigellachie to Cragganmore | | <u> </u> | <u> </u> | <u> </u> | 1 | 1 | 1 | 1 | | 1 | | | | |
| This is a long route that has mostly been upgraded recently. There are some issues. Sections of the path are narrowing due to leaves and grass encroaching, this will need work to maintain the high quality of the route. There are a few dead trees next to the path or within falling distance to the path that need further assessment as well as steep exposed banks that may require barriers. Between Blacksboat and Aberlour there is a lack of parking areas available leading to vehicles parking in front or over the path route in places. The stone revetment next to the tunnel bridge near Aberlour needs further inspection due to the degrading of the brickwork as does the exposed rock faces either side of the tunnel bridge. Bridges between Carron and Craigellachie with timber surfaces could do with anti-slip grip strips. Tunnel bridge lighting is not working. | | | | | | | | | | | | | | |

| Moray Core Paths Action Plan 2023 Appendix 2: Core Path Selection Criteria | | | ngs | | | | | | | | | | | |
|---|----------------------------|-----------------------------------|-------------------------------|--------------------------------|--|--|---------------------------------|---|---|-------------------------------------|---|---|--|-----------------|
| | 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 | Econimic/Tourism Benefits 1 Low - 5 High | Usage/Popularity 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-SW05 | | 3 | 3 | 2 | 3 | 4 | 2 | 2 | 2 | 4 | 4 | 3 | 5 | 47 |
| Sp.Way - Tomintoul Spur Speyside Way | | | | | | | | | | | | | | |
| Access on the route is limited by the steep geography. Maintenance required on route Roadside sections on the A95 and B9008 are less enjoyable, the section between B9008 and Ballindalloch petrol station is too close the road and unpleasant to walk on. Drainage on Deskie hill would improve route. Maintenance on the new fenced area and roadside path on the Glenlivet side is required. Remove all old furniture. | n | | | | | | | | | | | | | |

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 – Seafield Terrace Link Path | KEITH | CCP61 | 50.0 |
| Fairfield Avenue Path - Elgin | ELGIN | CPN-EG35 | 50.0 |
| Dunnyduff Woodland Paths - Keith | KEITH | CPN-KT05 | 49.5 |
| Laird's Way - Buckie | Buckie | CPN-BK03 | 49.5 |
| Rathven Burn Link - Buckie | Buckie | CPN-BK19 | 49.5 |
| The Isla Way - Tom Na Muidh Dufftown | Isla Way | CPN-IW02 | 49.5 |
| CCP27 – St Aethans Path | BURGHEAD | CCP27 | 49.5 |
| Clarkly Hill Path - Burghead | LOSSIEMOUTH | CPN-LM10 | 49.5 |
| Spynie Wood Paths - Elgin | ELGIN | CPN-EG08 | 49.5 |
| Auchantae Road - Buckie | Buckie | CPN-BK02 | 49.5 |
| NCN Route 1 - Broom of Moy to Forres | FORRES | CPN-FR07 | 49.5 |
| CCP23 – Califer Hill Path - Rafford | RAFFORD | CCP23 | 49.5 |
| Muiryhall Blackburn Route - Lhanbryde | ELGIN | CPN-EG52 | 49.0 |
| Lochyhill to Leanchoil 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 - Rothes | 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 | |
| Fairy Knowe Path - Aberlour | Speyside | CPN-SP26 | 47.5 |

Appendix 3 - Core Path Selection Prioritisation

| Old Railway Path - Elgin ELGIN CPN-EG06 47.5 Sp.Way - Buckpool to Spey Bay Speyside Way CPN-SW01 47.5 Webster Way - Mosstodloch FOCHABERS CPN-FB13 47.0 CCP46 - Millbuies Paths FOGWATT CCP46 47.0 Sp.Way - Tormintoul Spur Speyside Way CPN-SW03 47.0 Green Roadies Path - Keith KEITH CPN-KT07 46.5 Short Forest Circular Path - Archiestown Speyside CPN-SP21 46.5 Short Forest Circular Path - Archiestown Speyside CPN-SP21 46.5 Short Forest Circular Path - Archiestown Speyside CPN-SP21 46.5 Short Forest Circular Path - Archiestown Speyside CPN-SP21 46.5 Short Forest Circular Path - Forest Circular Path - Archiestown Speyside CPN-SP21 46.5 Slorachs Loop - Fochabers FOCHABERS CPN-FB17 46.5 Greshop Path - Forres FORRES CPN-FB17 46.5 Greshop Path - Forres FORRES CPN-FB17 46.5 Glenfiddich Way - Dufftown Speyside CPN-SP02 46.0 Clovenside Path - Forres FORRES CPN-FB18 46.5 Glenfiddich Way - Dufftown Speyside CPN-SP02 46.0 Crooked Wood Paths - Lahnbryde ELGIN CPN-E655 46.0 Old Station Yard Path - Buckie Buckie PN-BB14 46.0 M.Coast Trail - Kingston to 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-E604 46.0 Gold Mills Path - Buckie Buckie CPN-SP07 45.0 Gold Mills Path - Elgin ELGIN CPN-E604 46.0 Gold Mills Path - Elgin ELGIN CPN-E604 46.0 Gold | | | | |
|--|--|-------------------|-----------|------|
| Webster Way - Mosstodloch CCP46 - Millbuies Paths FOGWATT CCP46 Sp. Way - Tomintoul Spur Sp. Way - Tomintoul Spur Sp. Way - Tomintoul Spur Green Roadies Path - Keith Short Forest Circular Path - Archiestown Speyside CPN-SP21 46.5 Short Forest Circular Path - Archiestown Speyside CPN-SP21 46.5 Short Forest Circular Path - Archiestown Speyside CPN-SP21 46.5 Clarkly Hill Coastal Link - Cummingston LOSSIEMOUTH CPN-LM12 46.5 Duffus Road to Brumley Brae Link - Elgin ELGIN Slorachs Loop - Fochabers FOCHABERS CPN-FB17 46.5 Greshop Path - Forres FORRES Stynie Wood Path - Forres Stynie Wood Path - Forres Glenfiddich Way - Dufftown Speyside CPN-SP02 46.0 Clovenside Path - Forres Glenfiddich Way - Dufftown Speyside CPN-SP02 46.0 Crooked Wood Paths - Lambryde ELGIN CPN-EG55 A6.0 Old Station Yard Path - Buckie Buckie Innes Lane Path - Garmouth GARMOUTH CPN-EG55 A6.0 M.Coast Trail - Kingston to Garmouth Mr.Coast Trail - Kingston to Garmouth Mr.Coast Trail - Kingston to Garmouth Mr.Coast Trail - Kingston to Garmouth Coularle Wood Paths - Elgin Loanie Road - Dyke GOId Mills Path - Elgin ELGIN CPN-EG04 A6.0 Old Mills Path - Elgin ELGIN CPN-EG04 A6.0 CCP53 - Reservoir Path PORTMOCKIE CCP53 - A6.0 Gordon's Cross Path - Dufftown Isla Way CPN-WO5 Gordon's Cross Path - Dufftown Speyside CPN-SP01 A5.0 Gordon's Cross Path - Dufftown Speyside CPN-SP03 Gordon's Cross Path - Dufftown Speyside CPN-SP03 A5.0 Gordon's Cross Path - Dufftown Speyside CPN-SP03 A5.0 Gordon's Cross Path - Dufftown Speyside CPN-SP01 A | Old Railway Path - Elgin | ELGIN | CPN-EG06 | 47.5 |
| CCP46 – Millbuies Paths Sp.Way - Tornintoul Spur Speyside Way Green Roadies Path - Keith Short Forest Circular Path - Archiestown Clarkly Hill Coastal Link - Cummingston Duffus Road to Brumley Brae Link - Elgin ELGIN Clarkly Hill Coastal Link - Cummingston Duffus Road to Brumley Brae Link - Elgin FOCHABERS Greshop Path - Forres Greshop Path - Forres FORRES Greshop Path - Forres FORRES CPN-FR03 Clovenside Path - Forres FORRES CPN-FR17 46.5 Stynie Wood Path - Horstooloch Clovenside Path - Forres Glenfiddich Way - Dufftown Crooked Wood Paths - Lhanbryde Crooked Wood Paths - Lhanbryde Did Station Yard Path - Buckie Innes Lane Path - Garmouth M.Coast Trail - Kingston to Garmouth M.Coast Trail - Kingston to Garmouth M.Coast Trail - Kingston to Garmouth Moray Coast Trail Quarrel Wood Paths - Elgin Loanie Road - Dyke Old Mills Path - Elgin Loanie Road - Dyke Old Mills Path - Elgin ELGIN CPN-EG04 CCPSa - Reservoir Path PORTKNOCKIE CPN-FR04 A6.0 Gordon's Cross Path - Dufftown Gordon's Cross Path - Dufftown Gordon's Cross Path - Dufftown Gollachy Burn Path - Buckie CPN-FR04 Gollachy Burn Path - Buckie CPN-FR05 A5.5 The Isla Way - Convalmore Link Dufftown Gollachy Burn Path - Buckie CPN-FR04 Gollachy Burn Path - Buckie CPN-FR04 A5.0 Gordon's Cross Path - Dufftown Gollachy Burn Path - Buckie CPN-FR04 A5.0 Gordon's Cross Path - Dufftown Speyside CPN-FR04 A5.0 Gordon's Cross Path - Dufftown Gollachy Burn Path - Buckie CPN-FR04 A5.0 Gordon's Cross Path - Dufftown Gollachy Burn Path - Buckie CPN-FR04 A5.0 Gordon's Cross Path - Dufftown Speyside CPN-FR04 A5.0 Gordon's Cross Path - Dufftown Gollachy Burn Path - Buckie CPN-FR04 A5.0 Gordon's Cross Path - Dufftown Gollachy Burn Path - Buckie CPN-FR04 A5.0 Gordon's Cross Path - Dufftown Gollachy Burn Path - Buckie CPN-FR04 A5.0 Gordon's Cross Path - Dufftown Gollachy Burn Path - Buckie CPN-FR04 A5.0 Gordon's Cross Path - Dufftown Gollachy Burn Path - Buckie CPN-FR04 A5.0 Go | Sp.Way - Buckpool to Spey Bay | Speyside Way | CPN-SW01 | 47.5 |
| Sp.Way - Tomintoul Spur Green Roadies Path - Keith Short Forest Circular Path - Archiestown Speyside CPN-SW05 Clarkly Hill Coastal Link - Cummingston Duffus Road to Brumley Brae Link - Elgin ELGIN Duffus Road to Brumley Brae Link - Elgin ELGIN Slorachs Loop - Fochabers Greshop Path - Forres FORRES CPN-FR03 Stynie Wood Path - Mosstodloch Clovenside Path - Forres Glenfiddich Way - Dufftown Crooked Wood Paths - Lahnbryde Crooked Wood Paths - Buckie Did Station Yard Path - Buckie Buckie CPN-BR14 A6.5 Greshop Path - Garmouth M.Coast Trail - Kingston to Garmouth M.Coast Trail - Kingston to Garmouth Quarrel Wood Paths - Elgin Loanie Road - Dyke CPS3 - Reservoir Path The Walkies - Forres FORRES CPN-FR04 A6.0 COPS3 - Reservoir Path Gordon's Cross Path - Dufftown Gordon's Cross Path - Dufftown Goldachy Burn Path - Buckie Buckie CPN-BC04 A6.0 CPN-BC05 A6.0 CPN-BC06 A6.0 CPN-BC07 A6.0 CPN-BC04 A6.0 CPN-BC04 A6.0 CPN-BC04 A6.0 CPN-BC04 A6.0 CPN-BC04 A6.0 CPN-BC05 A6.0 CPN-BC04 A6.0 CPN-BC05 A6.0 CPN-BC04 A6.0 CPN-BC05 A6.0 CPN-BC04 A6.0 CPN-BC04 A6.0 CPN-BC04 A6.0 CPN-BC05 A6.0 CPN-BC06 A6 | Webster Way - Mosstodloch | FOCHABERS | CPN-FB13 | 47.0 |
| Green Roadies Path - Keith Short Forest Circular Path - Archiestown Speyside CPN-SP21 46.5 Clarkly Hill Coastal Link - Cummingston LOSSIEMOUTH 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-FB17 46.5 Clovenside Path - Forres FORRES CPN-FR08 46.5 Stynie Wood Path - Mosstodloch FOCHABERS CPN-FR18 46.5 Glenfiddich Way - Dufftown Speyside CPN-SP02 46.0 Crooked Wood Paths - Lhanbryde Glenfiddich Way - Dufftown Crooked Wood Path - Buckie Buckie Old Station Yard Path - Buckie Buckie CPN-BE11 A6.0 Glariation Yard Path - Buckie Buckie CPN-BE11 A6.0 M.Coast Trail - Kingston to Garmouth Moray Coast Trail CPN-EG05 A6.0 COBM A6.0 Glariation Yard Path - Elgin CPN-EG04 A6.0 COBM A6.0 C | CCP46 – Millbuies Paths | FOGWATT | CCP46 | 47.0 |
| Short Forest Circular Path - Archiestown Clarkly Hill Coastal Link - Cummingston Duffus Road to Brumley Brae Link - Elgin Duffus Road to Brumley Brae Link - Elgin Slorachs Loop - Fochabers Greshop Path - Forres FORRES CPN-FB17 Greshop Path - Forres FORRES CPN-FB14 A6.5 Stynie Wood Path - Mosstodloch FOCHABERS CPN-FB15 Glenfiddich Way - Dufftown Clovenside Path - Forres FORRES Glenfiddich Way - Dufftown Glenfiddich Way - Dufftown Crooked Wood Paths - Lhanbryde Glorad Path - Buckie Did Station Yard Path - Buckie Innes Lane Path - Garmouth M.Coast Trail - Kingston to Garmouth M.Coast Trail - Kingston to Garmouth GARMOUTH CPN-FB04 A6.0 Old Station Yard Path - Bligh Loanie Road - Dyke Did Mills Path - Elgin CCP53 - Reservoir Path CCP53 - Reservoir Path CCP53 - Reservoir Path PORTKNOCKIE CCP53 The Walkies - Forres The Isla Way - Commalmore Link Dufftown Gordon's Cross Path - Dufftown Gollachy Burn Path - Buckie Buckie CPN-BK01 Glachy Burn Path - Buckie Crannoch Circular Path - Cullen Crannoch Circular Path - Cullen Cornoch Circular Path - Dufftown Speyside CPN-SP07 A5.0 Gollachy Burn Path - Buckie Crannoch Circular Path - Dufftown Speyside CPN-SP07 A5.0 Grannoch Circular Path - Dufftown Speyside CPN-SP06 A5.0 CCP59 - Miltonduff Wood Paths Forres Crannoch Circular Path - Dufftown Speyside CPN-SP06 A5.0 Crannoch Circular Path - Dufftown Speyside CPN-SP07 A5.0 Crannoch Circular Path - Dufftown Speyside CPN-SP06 A5.0 CPN-SP07 A5.0 CPN-SP08 A5.0 CPN-SP08 A5.0 CPN | Sp.Way - Tomintoul Spur | Speyside Way | CPN-SW05 | 47.0 |
| Clarkly Hill Coastal Link - Cummingston Duffus Road to Brumley Brae Link - Eligin ELGIN CPN-EG09 46.5. Slorachs Loop - Fochabers FOCHABERS Greshop Path - Forres FORRES CPN-FR08 46.5. Stynie Wood Path - Mosstodloch Clovenside Path - Forres FORRES CPN-FR11 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 Mr.Coast Trail - Kingston to Garmouth Mr.Coast Trail - Kingston to Garmouth Mr.Coast Trail - Kingston to Garmouth Moray Coast Trail CPN-EG04 46.0 Old Mills Path - Elgin ELGIN CPN-EG04 46.0 Old Mills Path - Elgin ELGIN CPN-EG04 46.0 Old Mills Path - Elgin ELGIN CPN-EG04 46.0 CCP53 - Reservoir Path FORRES CPN-FR24 45.5 The Walkies - Forres FORRES CPN-FR24 45.5 The Isla Way - Convalmore Link Dufftown Speyside CPN-SP07 45.0 Gordon's Cross Path - Dufftown Speyside CPN-SP07 45.0 Gollachy Burn Path - Buckie Buckie CPN-BK01 45.0 Grannoch Circular Path - Cullen Crannoch Circular Path - Cullen Crannoch Circular Path - Elgin ELGIN CPN-EG04 45.0 Gant's Chair Path - Dufftown Speyside CPN-SP06 45.0 Rothes Castle Paths Outer Edge Path - Blockie CPN-SP06 45.0 Rothes Castle Paths Geres CPN-SP06 45.0 Geres CPN-SP06 45.0 Rothes Castle Paths Geres CPN-SP06 45.0 Geres CPN-SP06 45.0 Rothes Castle Paths Speyside CPN-SP06 45.0 CCP93 - Miltonduff Wood Path Forres Academy Safe Routes FORRES CPN-FR23 44.5 Forres Academy Safe Routes FORRES CPN-FR24 44.5 Genallachie Path - Aberlour Speyside CPN-SP07 45.0 Glenallachie Path - Hopeman LOSSIEMOUTH CPN-LM27 44.5 Glenallachie Path - Aberlour Speyside CPN-SP03 44.5 Glenallachie Path - Aberlour Fores Academy Safe Routes FORRES CPN-FR23 44.5 Glenallachie Path - Aberlour Speyside CPN-SP03 44.5 Glenallachie Path - Aberlour Fores Academy Safe Routes FORRES CPN-FR23 44.5 Glenallachie Path - Aberlour Fores Academy Safe Routes FORRES CPN-FR23 44.5 Glenallachie Path - Aberlour Fores Academy Safe Routes FORRES CPN-FR24 44.5 Gle | Green Roadies Path - Keith | KEITH | CPN-KT07 | 46.5 |
| Duffus Road to Brumley Brae Link - Elgin ELGIN CPN-EG09 46.5 | Short Forest Circular Path - Archiestown | Speyside | CPN-SP21 | 46.5 |
| Slorachs Loop - Fochabers FOCHABERS CPN-FB17 46.5 | Clarkly Hill Coastal Link - Cummingston | LOSSIEMOUTH | CPN-LM12 | 46.5 |
| Greshop Path - Forres | Duffus Road to Brumley Brae Link - Elgin | ELGIN | CPN-EG09 | 46.5 |
| Stynie Wood Path - Mosstodloch Clovenside Path - Forres Glenfiddich Way - Dufftown Crooked Wood Paths - Lhanbryde Did Station Yard Path - Buckie M.Coast Trail - Kingston to Garmouth M.Coast Trail - Kingston to Garmouth Moray Coast Trail Quarrel Wood Paths - Elgin Loanie Road - Dyke Did Mills Path - Elgin CCP53 - Reservoir Path The Walkies - Forres FORRES CPN-FR14 45.5 The Walkies - Forres Goldachy Burn Path - Buckie Buckie CPN-BC04 46.0 Quarrel Wood Paths - Elgin ELGIN CPN-EG04 46.0 CPN-FR04 46.0 Quarrel Wood Paths - Elgin ELGIN CPN-EG04 46.0 CPN-FR04 45.5 CPN-FR05 45.0 Goldachy Burn Path - Buckie Buckie CPN-SP07 45.0 Goldachy Burn Path - Buckie Buckie CPN-SP07 45.0 Goldachy Burn Path - Buckie Buckie CPN-SP06 45.0 Goldachy Burn Path - Dufftown Speyside CPN-SP06 45.0 Goldachy Burn Path - Buckie Buckie CPN-SP06 45.0 Goldachy Burn Path Paths Speyside CPN-SP06 45.0 Goldachy Burn Paths Speyside CPN-SP | Slorachs Loop - Fochabers | FOCHABERS | CPN-FB17 | 46.5 |
| Clovenside Path - Forres Glenfiddich Way - Dufftown Speyside CPN-SP02 46.0 Crooked Wood Paths - Lhanbryde ELGIN Old Station Yard Path - Buckie Buckie Old Station Yard Path - Buckie Buckie CPN-BG55 46.0 Clovenside Wood Paths - Carmouth GARMOUTH CPN-FB04 46.0 M.Coast Trail - Kingston to Garmouth Moray Coast Trail CPN-MCT12 46.0 Quarrel Wood Paths - Elgin LGIN CPN-EG04 46.0 Loanie Road - Dyke FORRES CPN-FR04 46.0 Old Mills Path - Elgin ELGIN CPN-EG04 46.0 CCP53 - Reservoir Path PORTKNOCKIE CPF3 The Walkies - Forres FORRES The Walkies - Forres FORRES CPN-FR14 45.5 The Isla Way - Convalmore Link Dufftown Gollachy Burn Path - Buckie Crannoch Circular Path - Cullen Crannoch Circular Path - Cullen Crannoch Circular Path - Dufftown Rothes Castle Paths Outer Edge Path - Elgin ELGIN Meg's Wood Path - Dufftown Speyside CPN-SP06 The Isla Way - Dufftown Speyside CPN-SP07 FORES CPN-FR14 45.0 Crannoch Circular Path - Cullen Cullen CULLEN CPN-CUOS 45.0 Rothes Castle Paths Speyside CPN-SP06 45.0 Rothes Castle Paths Speyside CPN-SP13 45.0 Meg's Wood Path - Dufftown Speyside CPN-SP13 45.0 Meg's Wood Path - Dufftown Speyside CPN-SP13 45.0 The Isla Way - Dufftown Station Path Isla Way CPN-IW04 44.5 CCP29 - Miltonduff Wood Paths Forres Academy Safe Routes Braehead Right of Way - Keith CCP29 - Miltonduff Wood Paths GCP29 - Miltonduff Wood Paths Forres Academy Safe Routes Speyside Way CPN-W04 44.5 Sp.Way - Spey Bay to Fochabers Speyside Way CPN-SW02 44.0 Glenallachie Path - Aberlour Speyside Way CPN-SW02 44.0 Glenallachie Path - Aberlour Speyside Way CPN-SW02 44.0 Glenallachie Path - Aberlour Speyside CPN-SP23 44.0 Glenallachie Path - Aberlour Speyside | Greshop Path - Forres | FORRES | CPN-FR08 | 46.5 |
| Glenfiddich Way - Dufftown Crooked Wood Paths - Lhanbryde Crooked Wood Paths - Lhanbryde ELGIN CPN-EG55 46.0 Old Station Yard Path - Buckie Innes Lane Path - Garmouth GARMOUTH CPN-B04 M.Coast Trail - Kingston to Garmouth Moray Coast Trail CPN-MCT12 46.0 Quarrel Wood Paths - Elgin Loanie Road - Dyke CPN-EG04 Loanie Road - Dyke FORRES CPN-FR04 CCP53 - Reservoir Path The Walkies - Forres The Walkies - Forres FORRES CPN-FR04 FORRES CPN-FR04 FORRES CPN-FR04 FORRES The Isla Way - Convalmore Link Dufftown Gordon's Cross Path - Dufftown Gollachy Burn Path - Buckie Giant's Chair Path - Cullen Giant's Chair Path - Dufftown Speyside CPN-SP07 FORSE CPN-B01 Giant's Chair Path - Dufftown Speyside CPN-SP03 Rothes Castle Paths Porte General Speyside CPN-SP13 FORSE CPN-FR14 FORSE CPN-B01 FORRES CPN-B01 FORRES CPN-B03 FORRES CPN-B03 FORRES CPN-B03 FORRES CPN-B04 FORRES CPN-B04 FORRES CPN-B05 FORRES CPN-B05 FORRES CPN-B06 FORRES CPN-B06 FORRES CPN-B07 FORRES CPN-B07 FORRES CPN-B07 FORRES CPN-B07 FORRES CPN-B08 FORRES CPN-SP13 FORRES CPN-SP13 FORRES CPN-SP13 FORRES CPN-SP13 FORRES CPN-SP13 FORRES CPN-SP13 FORRES CPN-FR31 FORRES CPN-FR32 FORRES CPN-FR32 FORRES CPN-FR32 FORRES CPN-FR32 FORRES CPN-FR33 FORRES CPN-FR32 FORRES CPN-FR33 FORRES CPN-FR32 FORRES CPN-FR32 FORRES CPN-SP03 FORRES FORRES CPN-FR32 FORRES FORRES CPN-FR32 FORRES FORRES CPN-FR32 FORRES FORRES CPN-FR32 FORRES FORRES FORRES FORRES CPN-FR32 FORRES FORRES FORRES FORRES FORRES FORRES CPN-FR32 FOR-FR32 FOR-FR33 FOR-FR32 FOR-FR32 FOR-FR32 FOR-FR33 FOR-FR32 FOR-FR32 FOR-FR32 FOR-FR32 FOR-FR33 FOR-FR32 FOR-FR33 FOR-F | Stynie Wood Path - Mosstodloch | FOCHABERS | CPN-FB11 | 46.5 |
| Crooked Wood Paths - Lhanbryde 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-HMCT12 46.0 Quarrel Wood Paths - Elgin ELGIN CPN-EG04 46.0 Coast Trail - CPN-FB04 46.0 Loanie Road - Dyke FORRES CPN-FR04 46.0 COBMILIS Path - Elgin ELGIN CPN-EG06 CPN-EG06 CCP53 - Reservoir Path PORTKNOCKIE CCP53 The Walkies - Forres FORRES The Walkies - Forres FORRES CPN-FR14 45.0 Gordon's Cross Path - Dufftown Speyside CPN-SP07 45.0 Gollachy Burn Path - Buckie Buckie CPN-BK01 Gollachy Burn Path - Cullen CULLEN CPN-CUOS Giant's Chair Path - Dufftown Speyside CPN-SP06 A5.0 Gordon's Cross Path - Fath - Cullen CULLEN CPN-CUOS Giant's Chair Path - Dufftown Speyside CPN-SP06 A5.0 Gollachy Burn Path - Buckie Buckie CPN-SP07 A5.0 Gollachy Burn Path - Buckie Buckie CPN-BK01 A5.0 Gollachy Burn Path - Buckie Buckie CPN-BK01 A5.0 Gollachy Burn Path - Buckie Buckie CPN-SP07 A5.0 Gollachy Burn Path - Buckie Buckie CPN-SP08 A5.0 Gollachy Burn Path - Buckie Buckie CPN-SP07 A5.0 Gollachy Burn Path - Buckie Buckie CPN-SP08 A5.0 Gollachy Burn Path - Buckie Buckie CPN-SP07 A5.0 Gollachy Burn Path Puckie Buckie CPN-Bu07 A5.0 Gollachy Burn Path Puckie Buckie Gollachy Bur | Clovenside Path - Forres | FORRES | CPN-FR18 | 46.5 |
| Old Station Yard Path - Buckie Innes Lane Path - Garmouth M.Coast Trail - Kingston to Garmouth Moray Coast Trail Quarrel Wood Paths - Elgin Loanie Road - Dyke Old Mills Path - Elgin ELGIN CPN-EG04 A6.0 Old Mills Path - Elgin ELGIN CPN-EG16 CCP53 - Reservoir Path The Walkies - Forres The Walkies - Forres The Isla Way - Convalmore Link Dufftown Gollachy Burn Path - Buckie Buckie CPN-SP07 A5.0 Grannoch Circular Path - Cullen Crannoch Circular Path - Dufftown Rothes Castle Paths Outer Edge Path - Elgin ELGIN CPN-EG16 A5.5 CPN-FR14 A5.5 The Isla Way - Convalmore Link Dufftown Speyside CPN-SP07 A5.0 Gordon's Cross Path - Dufftown Speyside CPN-SP06 A5.0 Grannoch Circular Path - Cullen CULLEN CPN-CU05 A5.0 Giant's Chair Path - Dufftown Speyside CPN-SP06 A5.0 Rothes Castle Paths Speyside CPN-SP06 A5.0 Meg's Wood Path - Dufftown Speyside CPN-SP06 A5.0 Meg's Wood Path - Dufftown Speyside CPN-SP06 A5.0 Meg's Wood Path - Dufftown Speyside CPN-SP13 A5.0 Meg's Wood Path - Dufftown Speyside CPN-SP13 A5.0 Meg's Wood Path - Dufftown Speyside CPN-SP13 A5.0 Meg's Wood Path - Mufftown Speyside CPN-SP13 A5.0 Meg's Wood Path - Dufftown Speyside CPN-SP13 A5.0 Meg's Wood Path - Mufftown Speyside CPN-SP13 A5.0 CCP29 — Miltonduff Wood Paths MILTONDUFF CCP29 A4.5 Forres Academy Safe Routes FORRES CPN-FR32 A4.5 Braehead Right of Way - Keith KEITH CPN-KT13 A4.5 CCP60 — Maisley Road KEITH CCP60 A4.5 Sp.Way - Spey Bay to Fochabers Speyside Way CPN-SW02 A4.0 Glenallachie Path - Aberlour Speyside CPN-SP23 A4.0 Pickylaw Path - Hopeman LOSSIEMOUTH CPN-LM24 A4.0 Old Railway Path to Cemetry - Lossiemouth LOSSIEMOUTH CPN-LM27 A3.5 Morriston Paths - Forres FORRES CCPN-FR22 A3.5 Fishwives Road - Newmill to Drybridge Isla Way CPN-KT01 A3.5 NCN Route 1 - Spey Viaduct East GARMOUTH CPN-FB07 A3.5 | Glenfiddich Way - Dufftown | Speyside | CPN-SP02 | 46.0 |
| Innes Lane Path - Garmouth M.Coast Trail - Kingston to Garmouth 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 The Walkies - Forres FORRES CPN-FR14 45.5 The Isla Way - Convalmore Link Dufftown Gordon's Cross Path - Dufftown Gollachy Burn Path - Buckie Crannoch Circular Path - Cullen Giant's Chair Path - Dufftown Speyside CPN-SP07 A5.0 Gollachy Burn Path - Buckie Buckie CPN-BK01 Crannoch Circular Path - Cullen Giant's Chair Path - Dufftown Speyside CPN-SP06 A5.0 Gollachy Burn Path - Buckie Buckie CPN-SP07 A5.0 Gollachy Burn Path - Buckie Buckie CPN-BK01 CPN-CU05 A5.0 Gollachy Burn Path - Flgin CPN-SP06 A5.0 Gollachy Burn Path - Buckie Buckie CPN-SP07 A5.0 Gollachy Burn Path - Buckie Buckie CPN-SP07 A5.0 Gollachy Burn Path - Buckie Buckie CPN-SP07 A5.0 Gollachy Burn Path - Cullen CULLEN CPN-CU05 A5.0 Gollachy Burn Path - Cullen CPN-SP06 A5.0 Gollachy Burn Path - Flgin ELGIN CPN-EG31 A5.0 Gollachy Burn Path - Flgin ELGIN CPN-EG31 A5.0 Gollachy Burn Path - Buckie CPN-SP13 A5.0 Gollachy Burn Path - Buckie CPN-SP13 A5.0 Gollachy Burn Path - Buckie CPN-SP14 A5.0 Gollachy Burn Path - Gullachy Burn Path Gollachy Burn Path Gollachy Burn Path Gollachy Burn Path Gollachy Burn Path - Aberlour Gollachy Burn Path - Hopeman LOSSIEMOUTH CPN-LM13 A4.5 Gollachy Burn Path - Lossiemouth Gollachie Path - Lossiemouth LOSSIEMOUTH CPN-LM14 A4.0 Old Railway Path to Cemetery - Lossiemouth LOSSIEMOUTH CPN-LM24 A4.0 Old Railway Path to Cemetery - Lossiemouth LOSSIEMOUTH CPN-LM27 A3.5 Fishwives Road - Newmill to Drybridge Isla Way CPN-KT01 A3.5 GORDACHY - New Forres Link FORRES CCP07 A3.5 | Crooked Wood Paths - Lhanbryde | ELGIN | CPN-EG55 | 46.0 |
| M.Coast Trail - Kingston to Garmouth Quarrel Wood Paths - Elgin Loanie Road - Dyke FORRES CPN-FR04 COPN-EG04 COId Mills Path - Elgin ELGIN CPN-EG16 CCP53 - Reservoir Path PORTKNOCKIE The Walkies - Forres The Walkies - Forres The Isla Way - Convalmore Link Dufftown Gollachy Burn Path - Buckie Crannoch Circular Path - Cullen Giant's Chair Path - Dufftown Speyside CPN-SP07 CON-SP06 CON-SP06 Rothes Castle Paths Outer Edge Path - Elgin ELGIN CPN-EG16 CPN-SP07 CPN-W05 CPN-SP06 CPN-SP11 CPN-EG31 CPN-EG31 CPN-SP13 CPN-SP13 CPN-SP14 CPN-SP15 CPN-SP15 CPN-SP16 CPN-SP16 CPN-SP16 CPN-SP17 CPN-SP17 CPN-SP18 CPN-SP18 CPN-SP18 CPN-SP18 CPN-SP19 CPN-SP19 CPN-SP11 CPN-CV05 CPN-SP11 CPN-SP11 CPN-CV05 CPN-SP11 CPN-SP13 CPN-SP13 CPN-SP14 CPN-SP14 CPN-SP15 CPN-SP15 CPN-FR32 CPN-FR32 CPN-FR32 CPN-FR32 CPN-FR32 CPN-FR32 CPN-FR32 CPN-FR32 CPN-SP33 CPN-SP33 CPN-SP33 CPN-SP34 CPN-SP35 CPN-SP34 CPN- | Old Station Yard Path - Buckie | Buckie | CPN-BK14 | 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 Grannoch Circular Path - Cullen CULLEN CPN-CU05 45.0 Giant's Chair Path - Dufftown Speyside CPN-SP06 45.0 Gollachy Burn Path - Buckie Buckie CPN-SP06 45.0 Giant's Chair Path - Dufftown Speyside CPN-SP06 45.0 Giant's Chair Path - Dufftown Speyside CPN-SP06 45.0 Rothes Castle Paths Speyside CPN-SP06 45.0 Meg's Wood Path - Dufftown Speyside CPN-SP13 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 Braehead Right of Way - Keith KEITH CPN-KT13 44.5 CCP60 - Maisley Road KEITH CPN-KT13 44.5 Sp.Way - Spey Bay to Fochabers Speyside Way CPN-SW02 44.0 Glenallachie Path - Aberlour Speyside CPN-SP23 44.0 Glenallachie Path - Aberlour Speyside CPN-SP23 44.0 Glenallachie Path - Lossiemouth 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 Mannachie Paths - Forres FORRES CPN-FR22 43.5 Fishwives Road - Newmill to Drybridge Isla Way CPN-KT01 43.5 CCP07 - New Forres Link FORRES CCP07 43.5 | Innes Lane Path - Garmouth | GARMOUTH | CPN-FB04 | 46.0 |
| Loanie Road - Dyke Old Mills Path - Elgin Old Mills Path - Elgin ELGIN CPN-EG16 45.5 CCP53 - Reservoir Path PORTKNOCKIE CCP53 The Walkies - Forres FORRES CPN-FR14 5.5 The Isla Way - Convalmore Link Dufftown Gordon's Cross Path - Dufftown Gollachy Burn Path - Buckie Crannoch Circular Path - Cullen Crannoch Circular Path - Cullen Crannoch Circular Path - Dufftown Rothes Castle Paths Outer Edge Path - Elgin CPN-SP06 The Isla Way - Uniftown Rothes Castle Paths Outer Edge Path - Elgin The Isla Way - Uniftown Speyside CPN-SP13 The Isla Way - Dufftown Speyside CPN-SP14 The Isla Way - Dufftown Station Path Speyside CPN-SP15 The Isla Way - Dufftown Station Path Speyside CPN-SP16 The Isla Way - Dufftown Station Path Speyside CPN-SP17 The Isla Way - Dufftown Station Path Speyside CPN-SP18 The Isla Way - Dufftown Station Path Speyside CPN-SP19 The Isla Way - Dufftown Station Path Speyside CPN-SP11 The Isla Way - Dufftown Station Path Speyside CPN-SP11 The Isla Way - Dufftown Station Path Speyside CPN-SP11 The Isla Way - Dufftown Station Path Speyside CPN-SP13 The Isla Way - CPN-IW04 The Isla Way - CPN-SP11 The Isla Way - CPN-IW04 The Isla Way - CPN-IW04 The Isla Way - CPN-SP11 The Isla Way - CPN-SP11 The Isla Way - CPN-SP11 The Isla Way - CPN-SP13 The Isla Way - CPN-IW04 The Isla Way - CPN-I | M.Coast Trail - Kingston to Garmouth | Moray Coast Trail | CPN-MCT12 | 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 Giant's Chair Path - Dufftown Speyside CPN-SP06 45.0 Meg's Wood Path - Elgin ELGIN CPN-EG31 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-LM24 44.0 Old Railway Path to Cemetery - Lossiemouth LOSSIEMOUTH CPN-LM24 44.0 Old Railway Path to Cemetery - Lossiemouth LOSSIEMOUTH CPN-LM24 44.0 Old Railway Path to Cemetery - Lossiemouth LOSSIEMOUTH CPN-LM27 43.5 Fishwives Road - Newmill to Drybridge Isla Way CPN-KT01 43.5 Fishwives Road - Newmill to Drybridge Isla Way CPN-KT01 43.5 CCP07 - New Forres Link FORRES CCP07 43.5 | Quarrel Wood Paths - Elgin | ELGIN | CPN-EG04 | 46.0 |
| CCP53 – Reservoir Path The Walkies - Forres The Walkies - Forres The Walkies - Forres The Walkies - Forres The Isla Way - Convalmore Link Dufftown The Isla Way - Convalmore Link Dufftown Gordon's Cross Path - Dufftown Gollachy Burn Path - Buckie Gollachy Burn Path - Buckie Buckie CPN-BK01 Crannoch Circular Path - Cullen CULLEN CPN-CU05 Giant's Chair Path - Dufftown Speyside CPN-SP06 Rothes Castle Paths Outer Edge Path - Elgin Meg's Wood Path - Dufftown Speyside CPN-SP13 The Isla Way - Dufftown Speyside CPN-SP11 The Isla Way - Dufftown Station Path Speyside CPN-SP11 The Isla Way - Dufftown Station Path Speyside CPN-SP11 The Isla Way - Dufftown Station Path Speyside CPN-SP11 The Isla Way - Dufftown Station Path Speyside CPN-SP11 The Isla Way - Dufftown Station Path Speyside CPN-SP11 The Isla Way - Dufftown Station Path Speyside CPN-SP11 The Isla Way - Dufftown Station Path Speyside CPN-SP11 The Isla Way - Dufftown Station Path Speyside CPN-SP11 The Isla Way - Dufftown Station Path Speyside CPN-SP11 The Isla Way - Dufftown Station Path Speyside CPN-SP11 The Isla Way - Dufftown Station Path Speyside CPN-SP11 The Isla Way - Dufftown Station Path Speyside CPN-SP11 The Isla Way - Dufftown Station Path Speyside CPN-FR32 The Isla Way - CPN-W04 The Isla Way - CPN-W13 The Isla Way - Dufftown Station Path Speyside Way - CPN-SW02 The Isla Way - CPN-LM18 The Isla Way - Dufftown Station Path - Elgin Speyside CPN-SP23 The Isla Way - CPN-FR01 The Isla Way - CPN-FR01 The Isla Way - CPN-FR02 The Isla Way - CPN-FR01 The Isla Way - CPN-FR07 The Isla Way - CPN-FR01 The Isla Way - CPN-FR07 The Isla Way - CPN-F | Loanie Road - Dyke | FORRES | CPN-FR04 | 46.0 |
| The Walkies - Forres The Isla Way - Convalmore Link Dufftown Isla Way CPN-IW05 45.0 Gordon's Cross Path - Dufftown 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 Giant's Chair Path - Dufftown Speyside CPN-SP06 45.0 Rothes 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 Forres Academy Safe Routes FORRES CPN-FR32 44.5 Braehead Right of Way - Keith CCP60 - Maisley Road KEITH CCP60 44.5 Sp.Way - Spey Bay to Fochabers Speyside Way CPN-SW02 44.0 Glenallachie Path - Aberlour Speyside Way CPN-SW02 44.0 Glenallachie Path - Aberlour Speyside CPN-SP33 44.0 Pickylaw Path - Hopeman LOSSIEMOUTH CPN-LM18 44.0 Old Railway Path to Cemetery - Lossiemouth LOSSIEMOUTH CPN-LM18 44.0 Old Railway Path to Cemetery - Lossiemouth LOSSIEMOUTH CPN-LM27 43.5 Mannachie Paths - Forres FORRES CPN-FR22 43.5 Fishwives Road - Newmill to Drybridge Isla Way CPN-FB07 43.5 CCP07 - New Forres Link FORRES CCP07 43.5 | Old Mills Path - Elgin | ELGIN | CPN-EG16 | 45.5 |
| The Isla Way - Convalmore Link Dufftown Gordon's Cross Path - Dufftown Gollachy Burn Path - Buckie Buckie CPN-BK01 Crannoch Circular Path - Cullen CULLEN CPN-CU05 Giant's Chair Path - Dufftown Speyside CPN-SP06 Giant's Chair Path - Dufftown Giant's Chair Path - Dufftown Speyside CPN-SP06 Rothes Castle Paths Speyside CPN-SP13 45.0 Cuter Edge Path - Elgin ELGIN Meg's Wood Path - Dufftown Speyside CPN-FP11 45.0 The Isla Way - Dufftown Station Path CCP29 - Miltonduff Wood Paths Forres Academy Safe Routes FORRES FORRES CPN-FR32 Braehead Right of Way - Keith CCP60 - Maisley Road CCP58 - Moss of Rothiemay Path ROTHEMAY CCP58 - Moss of Rothiemay Path Pickylaw Path - Hopeman LOSSIEMOUTH High School Path - Lossiemouth COBSIEMOUTH CPN-LM18 Mannachie Path - Elgin ELGIN CPN-FR22 A4.0 CPN-FR23 A4.0 CPN-FR23 A4.0 CPN-FR24 CPN-SP23 A4.0 CPN-LM18 A4.0 CPN-LM18 A4.0 CPN-LM18 CPN-LM18 A4.0 CPN-LM18 CPN-LM18 CPN-LM27 A3.5 CPN-FR22 A3.5 Fishwives Road - Newmill to Drybridge Isla Way CPN-FR22 A3.5 CCP07 - New Forres Link CCP07 CCP | CCP53 – Reservoir Path | PORTKNOCKIE | CCP53 | 45.5 |
| Gordon's Cross Path - Dufftown Gollachy Burn Path - Buckie Buckie CPN-BK01 45.0 Crannoch Circular Path - Cullen Crannoch Circular Path - Dufftown Giant's Chair Path - Dufftown Rothes Castle Paths Pufftown Speyside CPN-SP06 Rothes Castle Paths Speyside CPN-SP13 45.0 Outer Edge Path - Elgin ELGIN Meg's Wood Path - Dufftown Speyside CPN-SP11 45.0 The Isla Way - Dufftown Station Path Speyside CPN-SP11 Forres Academy Safe Routes FORRES Forres Academy Safe Routes FORRES CPN-FR32 Braehead Right of Way - Keith CCP60 - Maisley Road CCP60 - Maisley Road CCP58 - Moss of Rothiemay Path Glenallachie Path - Aberlour Pickylaw Path - Hopeman High School Path - Lossiemouth Old Railway Path to Cemetery - Lossiemouth CONSIEMOUTH CPN-EG15 Mannachie Paths - Forres FORRES CPN-FR22 FORRES CPN-FR22 FORRES CPN-FR23 A4.0 CPN-EG15 A3.5 Mannachie Paths - Forres FORRES CPN-FR22 A3.5 Fishwives Road - Newmill to Drybridge Isla Way CPN-FB07 A3.5 CCP07 - New Forres Link FORRES CCP07 A3.5 | The Walkies - Forres | FORRES | CPN-FR14 | 45.5 |
| 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 Rothes 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 Glenallachie Path - Lossiemouth LOSSIEMOUTH CPN-LM18 44.0 Old Railway Path to Cemetery - Lossiemouth LOSSIEMOUTH CPN-LM24 44.0 Old Railway Path to Cemetery - Lossiemouth LOSSIEMOUTH CPN-LM27 43.5 Morriston Path - Elgin ELGIN CPN-EG15 43.5 Fishwives Road - Newmill to Drybridge Isla Way CPN-FR07 43.5 NCN Route 1 - Spey Viaduct East GARMOUTH CPN-FB07 43.5 CCP07 - New Forres Link FORRES CCP07 43.5 | The Isla Way - Convalmore Link Dufftown | Isla Way | CPN-IW05 | 45.0 |
| Crannoch Circular Path - Cullen Giant's Chair Path - Dufftown Speyside CPN-SP06 45.0 Rothes Castle Paths Speyside CPN-SP13 45.0 Outer Edge Path - Elgin BLGIN CPN-EG31 45.0 Meg's Wood Path - Dufftown Speyside CPN-SP11 45.0 The Isla Way - Dufftown Station Path Isla Way CPN-IW04 CCP29 - Miltonduff Wood Paths Forres Academy Safe Routes FORRES Braehead Right of Way - Keith CCP60 - Maisley Road Sp.Way - Spey Bay to Fochabers Speyside Way CPN-SW02 CCP58 - Moss of Rothiemay Path Glenallachie Path - Aberlour Pickylaw Path - Hopeman High School Path - Lossiemouth UOSSIEMOUTH CPN-LM12 High School Path - Elgin Morriston Path - Elgin Morriston Path - Elgin Morriston Path - Forres FORRES CPN-FR22 Fishwives Road - Newmill to Drybridge Isla Way CPN-B07 FORRES CCP07 - New Forres Link FORRES CCP07 FORRES | Gordon's Cross Path - Dufftown | Speyside | CPN-SP07 | 45.0 |
| Giant's Chair Path - Dufftown Rothes Castle Paths Rothes Castle Paths Speyside CPN-SP13 45.0 Outer Edge Path - Elgin BLGIN 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 Forres Academy Safe Routes FORRES CPN-FR32 Fores Academy Safe Routes Braehead Right of Way - Keith CCP60 - Maisley Road Sp.Way - Spey Bay to Fochabers Speyside Way CPN-SW02 A4.0 CCP58 - Moss of Rothiemay Path Glenallachie Path - Aberlour Pickylaw Path - Hopeman High School Path - Lossiemouth UOSSIEMOUTH CPN-LM18 High School Path - Lossiemouth UOSSIEMOUTH CPN-LM18 High School Path - Elgin Morriston Path - Elgin ELGIN CPN-EG15 Mannachie Paths - Forres FORRES CPN-FR22 43.5 Fishwives Road - Newmill to Drybridge Isla Way CPN-FB07 A3.5 CCP07 - New Forres Link FORRES CCP07 A3.5 | Gollachy Burn Path - Buckie | Buckie | CPN-BK01 | 45.0 |
| Rothes Castle Paths Outer Edge Path - Elgin 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 Forres Academy Safe Routes FORRES CPN-FR32 44.5 Braehead Right of Way - Keith CCP60 - Maisley Road KEITH CPN-KT13 44.5 Sp.Way - Spey Bay to Fochabers Speyside Way CPN-SW02 44.0 CCP58 - Moss of Rothiemay Path ROTHIEMAY CCP58 Glenallachie Path - Aberlour Pickylaw Path - Hopeman LOSSIEMOUTH CPN-LM18 44.0 Old Railway Path to Cemetery - Lossiemouth LOSSIEMOUTH CPN-LM24 44.0 Old Railway Path to Cemetery - Lossiemouth LOSSIEMOUTH CPN-LM27 43.5 Morriston Path - Elgin ELGIN CPN-FG15 43.5 Fishwives Road - Newmill to Drybridge Isla Way CPN-FB07 43.5 CCP07 - New Forres Link FORRES CCP07 43.5 | Crannoch Circular Path - Cullen | CULLEN | CPN-CU05 | 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 Morriston Path - Elgin ELGIN CPN-EG15 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 | Giant's Chair Path - Dufftown | Speyside | CPN-SP06 | 45.0 |
| Meg's Wood Path - Dufftown Speyside CPN-SP11 45.0 The Isla Way - Dufftown Station Path CCP29 - Miltonduff Wood Paths Forres Academy Safe Routes Forres Academy Safe Routes FORRES CPN-FR32 44.5 Braehead Right of Way - Keith CCP60 - Maisley Road KEITH CPN-KT13 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 Old Railway Path to Cemetery - Lossiemouth LOSSIEMOUTH CPN-LM24 44.0 Old Railway Path to Cemetery - Lossiemouth LOSSIEMOUTH CPN-LM27 43.5 Morriston Path - Elgin ELGIN CPN-EG15 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 | Rothes Castle Paths | Speyside | CPN-SP13 | 45.0 |
| The Isla Way - Dufftown Station Path CCP29 - Miltonduff Wood Paths Forres Academy Safe Routes Forres Academy Safe Routes Braehead Right of Way - Keith CCP60 - Maisley Road Sp.Way - Spey Bay to Fochabers Sp.Way - Spey Bay to Fochabers Speyside Way CCP58 - Moss of Rothiemay Path Glenallachie Path - Aberlour Pickylaw Path - Hopeman High School Path - Lossiemouth Old Railway Path to Cemetery - Lossiemouth Morriston Path - Elgin Mannachie Paths - Forres Fishwives Road - Newmill to Drybridge NCN Route 1 - Spey Viaduct East CCP29 44.5 MILTONDUFF CCP29 44.5 MILTONDUFF CCP29 44.5 MEITH CCP00 44.5 Speyside Way CPN-KT13 44.5 Speyside Way CPN-SW02 44.0 CCP58 44.0 CCP58 44.0 Speyside CPN-SP23 44.0 CPN-LM18 44.0 CPN-LM18 44.0 UOSSIEMOUTH CPN-LM24 44.0 Old Railway Path to Cemetery - Lossiemouth LOSSIEMOUTH CPN-LM27 43.5 Mannachie Paths - Forres FORRES CPN-FR22 43.5 Fishwives Road - Newmill to Drybridge Isla Way CPN-KT01 43.5 CCP07 - New Forres Link FORRES CCP07 43.5 | Outer Edge Path - Elgin | ELGIN | CPN-EG31 | 45.0 |
| CCP29 – Miltonduff Wood Paths Forres Academy Safe Routes FORRES FORRES CPN-FR32 44.5 Braehead Right of Way - Keith CCP60 – Maisley Road KEITH CCP60 44.5 Sp.Way - Spey Bay to Fochabers Speyside Way CPN-SW02 44.0 CCP58 – Moss of Rothiemay Path Glenallachie Path - Aberlour Pickylaw Path - Hopeman High School Path - Lossiemouth Old Railway Path to Cemetery - Lossiemouth Morriston Path - Elgin Mannachie Paths - Forres FORRES CPN-FR22 A3.5 Fishwives Road - Newmill to Drybridge Isla Way CPN-FB07 A3.5 CCP07 – New Forres Link FORRES CCP07 A4.5 MASS CCPN-FR32 A4.5 CCP07 A4.5 CCP07 – New Forres Link FORRES CCPN-FR32 A4.5 CCP07 A4.0 CCP08 A4.0 CCP08 A4.0 CCP08 A4.0 CCP08 A4.0 CCP08 A4.0 CCP08 A4 | Meg's Wood Path - Dufftown | Speyside | CPN-SP11 | 45.0 |
| Forres Academy Safe Routes Braehead Right of Way - Keith CCP60 — Maisley Road CCP60 — Maisley Road Sp.Way - Spey Bay to Fochabers Speyside Way CCP58 — Moss of Rothiemay Path CCP58 — Maisle | The Isla Way - Dufftown Station Path | Isla Way | CPN-IW04 | 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 Morriston 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 | CCP29 – Miltonduff Wood Paths | MILTONDUFF | CCP29 | 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 Morriston 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 | Forres Academy Safe Routes | FORRES | CPN-FR32 | 44.5 |
| Sp.Way - Spey Bay to Fochabers CCP58 - Moss of Rothiemay Path Glenallachie Path - Aberlour Pickylaw Path - Hopeman High School Path - Lossiemouth Old Railway Path to Cemetery - Lossiemouth Morriston Path - Elgin Mannachie Paths - Forres Forres Fishwives Road - Newmill to Drybridge NCN Route 1 - Spey Viaduct East CCP07 - New Forres Link ROTHIEMAY ROTHIEMAY CPN-SW02 44.0 CPN-SP23 44.0 CPN-LM18 44.0 LOSSIEMOUTH CPN-LM24 44.0 CPN-LM27 43.5 FORRES CPN-FR22 43.5 GARMOUTH CPN-KT01 43.5 CCP07 43.5 | Braehead Right of Way - Keith | KEITH | CPN-KT13 | 44.5 |
| CCP58 – Moss of Rothiemay Path Glenallachie Path - Aberlour Speyside CPN-SP23 44.0 Pickylaw Path - Hopeman LOSSIEMOUTH CPN-LM18 44.0 High School Path - Lossiemouth COSSIEMOUTH CPN-LM24 44.0 Old Railway Path to Cemetery - Lossiemouth LOSSIEMOUTH CPN-LM27 43.5 Morriston 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 | CCP60 – Maisley Road | KEITH | CCP60 | 44.5 |
| 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 Morriston 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 | Sp.Way - Spey Bay to Fochabers | Speyside Way | CPN-SW02 | 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 Morriston 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 | CCP58 – Moss of Rothiemay Path | ROTHIEMAY | CCP58 | 44.0 |
| High School Path - Lossiemouth LOSSIEMOUTH CPN-LM24 44.0 Old Railway Path to Cemetery - Lossiemouth LOSSIEMOUTH CPN-LM27 43.5 Morriston 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 | Glenallachie Path - Aberlour | Speyside | CPN-SP23 | 44.0 |
| Old Railway Path to Cemetery - Lossiemouth LOSSIEMOUTH CPN-LM27 43.5 Morriston 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 | Pickylaw Path - Hopeman | LOSSIEMOUTH | CPN-LM18 | 44.0 |
| Morriston 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 | High School Path - Lossiemouth | LOSSIEMOUTH | CPN-LM24 | 44.0 |
| 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 | Old Railway Path to Cemetery - Lossiemouth | LOSSIEMOUTH | CPN-LM27 | 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 | Morriston Path - Elgin | ELGIN | CPN-EG15 | 43.5 |
| NCN Route 1 - Spey Viaduct East GARMOUTH CPN-FB07 43.5 CCP07 - New Forres Link FORRES CCP07 43.5 | Mannachie Paths - Forres | FORRES | CPN-FR22 | 43.5 |
| CCP07 – New Forres Link FORRES CCP07 43.5 | Fishwives Road - Newmill to Drybridge | Isla Way | CPN-KT01 | 43.5 |
| | NCN Route 1 - Spey Viaduct East | GARMOUTH | CPN-FB07 | 43.5 |
| CCP67 – Wood of Aberlour Path ABERLOUR CCP67 43.0 | CCP07 – New Forres Link | FORRES | CCP07 | 43.5 |
| | CCP67 – Wood of Aberlour Path | ABERLOUR | CCP67 | 43.0 |

Appendix 3 - Core Path Selection Prioritisation

| The Isla Way - Loch Park Link Drummuir Forres Enterprise Park CycleTrack Pressley Path - Logie The Isla Way - Cachenhead Path Drummuir Buckie High School Safe Routes CCP33 - Ladyhill Path Essil Road and The Glebe - Mosstodloch Forestey Path - Logie FORRES CPN-FR43 CPN-IW11 GUBBRES CPN-BK10 FOCHABERS CPN-BK10 FOCHABERS CPN-FB10 Fairway Path - Elgin Kintessack to Broom of Moy Right of Way CCP56 - Littlehill Circular Path NEWMILL CCP56 GUBBRES CPN-FR06 CCP56 - Littlehill Circular Path NEWMILL CCP56 | 43.0 43.0 43.0 43.0 | 39 | CCD20 | | |
|--|------------------------------|----|------------|---------------------------------------|--|
| Forres Enterprise Park CycleTrack Pressley Path - Logie FORRES CPN-FR16 The Isla Way - Cachenhead Path Drummuir Buckie High School Safe Routes CCP33 - Ladyhill Path Essil Road and The Glebe - Mosstodloch FoCHABERS Fairway Path - Elgin Kintessack to Broom of Moy Right of Way CCP56 - Littlehill Circular Path FORRES CPN-FR16 FORRES CPN-FR16 FORRES CPN-FR16 FORRES CPN-FR10 FOCHABERS CPN-FR10 FORRES CPN-FR06 FORRES FORRE | 43.0 | | CCP39 | ELGIN | CCP39 – Institution Path |
| Pressley Path - Logie FORRES CPN-FR43 43 The Isla Way - Cachenhead Path Drummuir Isla Way CPN-IW11 43 Buckie High School Safe Routes Buckie CPN-BK10 43 CCP33 — Ladyhill Path ELGIN CCP33 43 Essil Road and The Glebe - Mosstodloch FOCHABERS CPN-FB10 43 Fairway Path - Elgin ELGIN CPN-EG05 43 Kintessack to Broom of Moy Right of Way FORRES CPN-FR06 43 CCP56 — Littlehill Circular Path NEWMILL CCP56 43 | | 09 | CPN-IW09 | Isla Way | The Isla Way - Loch Park Link Drummuir |
| The Isla Way - Cachenhead Path Drummuir Isla Way CPN-IW11 43 Buckie High School Safe Routes Buckie CPN-BK10 43 CCP33 — Ladyhill Path ELGIN CCP33 43 Essil Road and The Glebe - Mosstodloch FOCHABERS CPN-FB10 43 Fairway Path - Elgin ELGIN CPN-EG05 43 Kintessack to Broom of Moy Right of Way FORRES CPN-FR06 43 CCP56 — Littlehill Circular Path NEWMILL CCP56 43 | 43.0 | 16 | CPN-FR16 | FORRES | Forres Enterprise Park CycleTrack |
| Buckie High School Safe Routes CCP33 — Ladyhill Path Essil Road and The Glebe - Mosstodloch Fochabers Fairway Path - Elgin Kintessack to Broom of Moy Right of Way CCP56 — Littlehill Circular Path Buckie CPN-BK10 43 CCP33 — 43 FOCHABERS CPN-FB10 FOCHABERS CPN-FB10 FORRES CPN-FR06 AU CCP56 — Littlehill Circular Path CCP56 — 43 | | 43 | CPN-FR43 | FORRES | Pressley Path - Logie |
| Buckie High School Safe Routes CCP33 — Ladyhill Path Essil Road and The Glebe - Mosstodloch Fochabers Fairway Path - Elgin Kintessack to Broom of Moy Right of Way CCP56 — Littlehill Circular Path Buckie CPN-BK10 43 CCP33 — 43 FOCHABERS CPN-FB10 FOCHABERS CPN-FB10 FORRES CPN-FR06 AU CCP56 — Littlehill Circular Path CCP56 — 43 | 43.0 | 11 | CPN-IW11 | Isla Way | The Isla Way - Cachenhead Path Drummuir |
| CCP33 – Ladyhill Path ELGIN CCP33 42 Essil Road and The Glebe - Mosstodloch FOCHABERS CPN-FB10 42 Fairway Path - Elgin ELGIN CPN-EG05 42 Kintessack to Broom of Moy Right of Way FORRES CPN-FR06 42 CCP56 – Littlehill Circular Path NEWMILL CCP56 42 | 43.0 | 10 | CPN-BK10 | | Buckie High School Safe Routes |
| Essil Road and The Glebe - Mosstodloch FOCHABERS CPN-FB10 42 Fairway Path - Elgin ELGIN CPN-EG05 42 Kintessack to Broom of Moy Right of Way FORRES CPN-FR06 42 CCP56 - Littlehill Circular Path NEWMILL CCP56 42 | 42.5 | 33 | CCP33 | ELGIN | - |
| Fairway Path - Elgin ELGIN CPN-EG05 42 Kintessack to Broom of Moy Right of Way FORRES CPN-FR06 42 CCP56 – Littlehill Circular Path NEWMILL CCP56 42 | 42.5 | | | | · |
| Kintessack to Broom of Moy Right of Way FORRES CPN-FR06 42 CCP56 – Littlehill Circular Path NEWMILL CCP56 42 | 42.5 | | | | |
| CCP56 – Littlehill Circular Path NEWMILL CCP56 42 | 42.5 | | | | |
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| NCN Route 1 - Buckpool to Findochty Buckie CPN-BK04 4: | 41.5 | | | | |
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| Millbank Primary Sch Safe Routes -Buckie Buckie CPN-BK11 39 | <mark>39.0</mark> | | CDNI DI/44 | Ruckie | Millhank Primary Sch Safe Routes -Buckie |

Appendix 3 - Core Path Selection Prioritisation

| The Isla Way - Tininver Dufftown Sp. Way - Fochabers to Craigeliachie Duffus to Coast Route Duffus to Coast Route Duffus to Coast Route Dava Way - Drumine Section Dava Way - Drumine Section Dava Way - Drumine Section Inverugie to Duffus Road Track - Duffus Lhanbryde Safe Route Lhanbryde Safe Route Tytler Street Path - Forres Cluny Path - Buckle Tytler Street Path - Forres Cluny Path - Buckle The Isla Way Balvenie Public Road Duffto The Isla Way Kininvie Wood Road Drummuir Sla Way CPN-IW03 Sab. The Isla Way Kininvie Wood Road Drummuir M. Coast Trail - Findhorn Dunes Covesea Path - Lossiemouth Kirkhillhead Path - Lhanbryde Seaview Road path - Buckle M. Coast Trail - Spey Viaduct Link CCP70 - Balloch Moss Path CCP70 - Balloch Moss Path Dava Way - Longley Section Dava Way - CPN-DA04 Steepie Brae Path - Dufftown Mosstodloch to Fochabers Cycle Route Dava Way - Dunphail to Dava Section Dava Way - CPN-DA05 Steepie Brae Path - Leidin Moray Coast Trail CPN-MCT13 Steepie Brae Path - Dufftown Speyside CPN-BR05 Steepie Brae Path - Dufftown Mosstodloch to Fochabers Cycle Route Dava Way - Dunphail to Dava Section Dava Way - CPN-DA04 Scepte Section Dava Way - CPN-DA05 CCP15 - Mosset Flood Track CCP55 - Moscado School Path KNOCKANDO CCP65 Balloch Wood Path - Keith Bogmoor Link - Dallachy M. Coast Trail - Portessie Bay M. Coast Trail - Portessie Bay M. Coast Trail - Findochty Den Track - Fochabers CCP49 - Leitch's Wood Link Path - Keith KEITH CPN-KT13 Sc. CCP49 - Leitch's Wood Link Path - Keith Keith Old Cemetery Path CCP49 - Leitch's Wood Link Path - Keith Keith Old Cemetery Path FORHERS CPN-FB13 Sc. CCP49 - Leitch's Wood Link Path - Keith Keith Old Cemetery Path FORHERS CPN-FB24 Sc. CCP49 - Leitch's Wood Link Path - FORRES CPN-FB25 Sc. CCP49 - Leitch's Wood Link Path FORRES CPN-FB25 Sc. Sc. CCP49 - Leitch's Wood Link Path FORHERS CPN-FB25 Sc. CCP49 - | | | | |
|--|--|-------------------|-----------|------|
| Duffus to Coast Route M.Coast Trail - Lossiemouth Dava Way - Drumine Section Dava Way - CPN-DA03 38.5 Inverugie to Duffus Road Track - Duffus Lhanbryde Safe Route LEGIN CPN-EG57 38.5 Tytler Street Path - Forres Cluny Path - Buckie Buckie The Isla Way Balvenie Public Road Duffto Isla Way CPN-DW3 38.0 The Isla Way Balvenie Public Road Duffto Isla Way M.Coast Trail - Findhorn Dunes Covesea Path - Lossiemouth Kirkhillhead Path - Lhanbryde Seaview Road path - Buckie Buckie The Seaview Road path - Buckie Seaview Road path - Buckie M.Coast Trail - Spey Viaduct Link CCP70 - Balloch Moss Path CCP70 - Balloch Moss Path CCP71 - Pilmuir Cycle Path Steepie Brae Path - Dufftown Mosstodich to Fochabers Cycle Route Dava Way - Longley Section Dava Way - CPN-BR0 Mosster Grens Brae Path - Dufftown Mosstodich to Fochabers Cycle Route Dava Way - Dunphail to Dava Section Dava Way - CPN-BR0 Dava Way - Dunphail to Dava Section Dava Way - CPN-BR0 Dava Way - Dunphail to Dava Section Dava Way - CPN-BR0 Dava Way - Dunphail to Dava Section Dava Way - CPN-BR0 Dava Way - Dunphail to Dava Section Dava Way - CPN-BR0 CCP15 - Mosset Flood Track CCP65 - Knockando School Path KNOCKANDO CCP65 - Knockando School Path M.Coast Trail - CPN-BR0 Balloch Wood Path - Keith M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-R03 Mossodich to Fochabers Cycle Route Balloch Wood Path - Keith CPN-BR0 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-R03 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-R03 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-R03 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-R03 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-R03 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-R03 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-R03 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-R03 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-R03 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-R03 M.Coast Trail - Findochty Moray Coast Trail CPN-R03 M.Coast Trail - Findochty M.Coast Trail - Fortessie Bay Mo | The Isla Way - Tininver Dufftown | Isla Way | CPN-IW01 | 38.5 |
| M.Coast Trail - Lossiemouth Dava Way CPN-DA03 38.5 Dava Way - Drumine Section Dava Way CPN-DA03 38.5 Inverugie to Duffus Road Track - Duffus LOSSIEMOUTH CPN-LM02 38.5 Tytler Street Path - Forres FORRES CPN-R30 38.5 Cluny Path - Buckie Buckie CPN-B41 38.0 The Isla Way Balvenie Public Road Duffto Isla Way CPN-IW03 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 Covesse 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 Vadauct Link Moray Coast Trail CPN-MCT03 37.5 CCP70 - Balloch Moss Path CABRACH CCP70 37.5 Dava Way - Romach Section Dava Way CPN-DA02 37.5 Dava Way - Romach Section Dava Way CPN-DA03 37.5 CCP11 - Pilmuir Cycle Path FORRES CCP11 37.0 Mosstodloch to Fochabers Cycle Route FOCHABERS CPN-F910 37.0 Mosstodloch to Fochabers Cycle Route FOCHABERS CPN-F90 37.0 CCP15 - Mosset Flood Track FORRES CCP15 37.0 CCP15 - Mosset Flood Track FORRES CCP15 37.0 CCP15 - Mosset Flood Track FORRES CCP15 37.0 CCP65 - Knockando School Path KNOCKANDO CCP65 37.0 Balloch Wood Path - Keith KEITH CPN-KT13 37.0 M.Coast Trail - Portessie Bay Moray Coast Trail CPN-F63 37.0 CLORN Ba Woodland Path - Lhanbryde ELGIN CPN-F63 37.0 CLORN Ba Woodland Path - Lhanbryde ELGIN CPN-F63 37.0 CCP15 - Mosset Flood Track FORRES CPN-F80 37.0 CCP165 - Knockando School Path KNOCKANDO CCP65 37.0 CLORN Ba Woodland Path - Hanbryde ELGIN CPN-F63 37.0 CCP165 - Knockando School Path KNOCKANDO CCP65 37.0 CCP165 - Knockando School Path School Pat | Sp.Way - Fochabers to Craigellachie | Speyside Way | CPN-SW03 | 38.5 |
| Dava Way - Drumine Section Inverugie to Duffus Road Track - Duffus Lhanbryde Safe Route ELGIN CPN-EG57 38.5 Tytler Street Path - Forres Cluny Path - Buckie Buckie The Isla Way Balvenie Public Road Duffto Isla Way M.Coast Trail - Findhorn Dunes M.Coast Trail - Findhorn Dunes M.Coast Trail - Findhorn Dunes M.Coast Trail - Spey Viaduct Link Moray Coast Trail CPN-MCT3 M.Coast Trail - Spey Viaduct Link Moray Coast Trail CPN-MCT3 M.Coast Trail - Spey Viaduct Link Moray Coast Trail CPN-MCT3 M.Co2P70 - Balloch Moss Path CABRACH CCP70 M.Coast Trail - Spey Viaduct Link Moray Coast Trail CPN-MCT3 M.Coast Trail - Spey Viaduct Link Moray Coast Trail CPN-MCT3 Moray May - Romach Section Dava Way - CPN-DA02 May - Romach Section Dava Way - CPN-DA03 M.Coast Trail - Spey Viaduct Link Moray Coast Trail CPN-MCT3 Mosstodioch to Fochabers Cycle Route Dava Way - Dunphail to Dava Section Dava Way - CPN-DA03 Mosstodioch to Fochabers Cycle Route Mosstodioch to Fochabers Cycle Route Mosstodioch to Fochabers Cycle Route Mosstodioch Moss Moduland Path - Lhanbryde Balloch Wood Path - Keith KEITH M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-MCT3 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-MCT15 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-MCT15 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-MCT15 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-MCT15 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-MCT15 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-MCT15 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-MCT15 M.Coast Trail - Fortessie Bay Moray Coast Trail M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-MCT15 M.Coast Tra | Duffus to Coast Route | LOSSIEMOUTH | CPN-LM05 | 38.5 |
| Inverugie to Duffus Road Track - Duffus Lhanbryde Safe Route Ligin CPN-EG57 Lhanbryde Safe Route Tytter Street Path - Forres Cluny Path - Buckie Buckie CPN-BK13 Road CPN-HW03 Road Duffto Lisla Way Balvenie Public Road Duffto Isla Way CPN-IW08 Road Duffus The Isla Way Balvenie Public Road Duffto Isla Way CPN-IW08 Road Drummuir Isla Way CPN-IW08 Road Covesea Path - Lossiemouth Covesea Path - Lossiemouth LOSSIEMOUTH CPN-EG56 Road Dath - Buckie Road path - Buckie M.Coast Trail - Spey Viaduct Link Moray Coast Trail CPN-BK05 Road Dava Way - Longley Section Dava Way - CPN-BW05 Road Way - Longley Section Dava Way - CPN-DA02 Road Dava Way - Longley Section Dava Way - CPN-DA04 Rosstodioch to Fochabers Cycle Route Dava Way - Dunphail to Dava Section Dava Way - Dunphail to Dava Section CCP15 - Mosset Flood Track Road Balloch Wood Path - Keith Belich Nockando CCP65 - Knockando School Path Road Balloch Wood Path - Keith Belich Wood Path - Keith Belich Wood Path - Keith Belich Wood Path - Keith Road Balloch Wood Path - Roa | M.Coast Trail - Lossiemouth | Moray Coast Trail | CPN-MCT10 | 38.5 |
| Chambryde Safe Route | Dava Way - Drumine Section | Dava Way | CPN-DA03 | 38.5 |
| Tytler Street Path - Forres | Inverugie to Duffus Road Track - Duffus | LOSSIEMOUTH | CPN-LM02 | 38.5 |
| The Isla Way Balvenie Public Road Duffto The Isla Way Kininvie Wood Road Drummuir Isla Way M.Coast Trail - Findhorn Dunes M.Coast Trail - Spey Viaduct Link Moray Coast Trail CPN-MCT3 CCP70 - Balloch Moss Path CABRACH CCP70 Dava Way - Romach Section Dava Way CPN-DA02 Mosstodioch Dava Way CPN-DA04 Mosstodioch to Fochabers Cycle Path Steepie Brae Path - Dufftown Speyside CPN-BR05 CCP11 Mosstodioch to Fochabers Cycle Route Dava Way - Dunphail to Dava Section Dava Way - CPN-DA05 Dava Way - Dunphail to Dava Section Dava Way - CPN-DA05 CCP15 Mosstodioch to Fochabers Cycle Route Dava Way - Dunphail to Dava Section CCP15 Mosstodioch to Fochabers Cycle Route Dava Way - Dunphail to Dava Section CCP15 Mosstodioch Dava Section CCP65 Mosstodioch Dava Section Dava Way CPN-DA05 Mosstodioch Dava Section CCP65 Mosstodioch Dava Section CCP65 Mosstodioch Dava Section CCP65 Mosstodioch Dava Section CCP65 Mosstodioch Dava Section Dava Way CPN-DA05 Mosstodioch Dava Section CCP65 Mosstodioch Dava Section CCP65 Mosstodioch Mosstodioc | Lhanbryde Safe Route | ELGIN | CPN-EG57 | 38.5 |
| The Isla Way Balvenie Public Road Duffto The Isla Way Kininvie Wood Road Drummuir Isla Way PNI-W08 ROAD The Isla Way Kininvie Wood Road Drummuir Isla Way PNI-W08 ROAD ROAD ROAD ROAD ROAD ROAD ROAD ROAD | Tytler Street Path - Forres | FORRES | CPN-FR30 | 38.5 |
| The Isla Way Kininvie Wood Road Drummuir 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-E656 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 CCP15 - Mosset Flood Track FORRES CCP15 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-E653 37.0 Balloch Wood Path - Keith KEITH CPN-KT03 37.0 M.Coast Trail - Portessie Bay Moray Coast Trail CPN-MCT15 37.0 M.Coast Trail - Portessie Bay Moray Coast Trail CPN-MCT15 37.0 Lowr Mannoch Path - Knockando Speyside CPN-SP20 37.0 Lowr Mannoch Path - Keith KEITH CPN-KT03 37.0 Lowr Mannoch Path - Keith KEITH CPN-KT03 37.0 Drumin Circular Walk - Glenlivet Speyside CPN-SP20 37.0 Lowr Market Lea Path - Keith KEITH CPN-KT11 36.5 Horse Market Lea Path - Keith KEITH CPN-KT11 36.5 CCP49 - Leitch's Wood Link Path FOCHABERS CPN-FB15 36.5 CCP49 - Leitch's Wood Link Path FOCHABERS CPN-FB15 36.5 M.Coast Trail - Findochty Moray Coast Trail CPN-MCT17 36.5 CCP49 - Leitch's Wood Link Path FOCHABERS CPN-FB15 36.5 CCP49 - Leitch's Wood Link Path FOCHABERS CPN-FB15 36.5 CCP49 - Leitch's Wood Link Path FOCHABERS CPN-FB15 36.5 CCP49 - Leitch's Wood Link Path FOCHABERS CPN-FB15 36.5 Thornhill Residential Path - Forres FORRES CPN-FR29 36.5 Thornhill Residential Path - Forres FORRES CPN-FR29 36.5 Thornhill R | Cluny Path - Buckie | Buckie | CPN-BK13 | 38.0 |
| M.Coast Trail - Findhorn Dunes Covesea Path - Lossiemouth Corsesea Path - Lossiemouth Kirkhillhead Path - Lhanbryde ELGIN Seaview Road path - Buckie Buckie CPN-BKOS A7.5 M.Coast Trail - Spey Viaduct Link Moray Coast Trail CPN-MCT13 A7.5 M.Coast Trail - Spey Viaduct Link Moray Coast Trail CPN-MCT13 A7.5 M.Coast Trail - Spey Viaduct Link Moray Coast Trail CPN-MCT13 A7.5 CCP70 - Balloch Moss Path CABRACH CCP70 A7.5 Dava Way - Romach Section Dava Way CPN-DA02 A7.5 CCP11 - Pilmuir Cycle Path FORRES CCP11 A7.0 Steepie Brae Path - Dufftown Speyside CPN-SP10 A7.0 Mosstodloch to Fochabers Cycle Route Dava Way - Dunphail to Dava Section Dava Way CPN-DA05 A7.0 CCP15 - Mosset Flood Track FORRES CCP15 A7.0 CCP65 - Knockando School Path KNOCKANDO CCP65 A8.0 Balloch Wood Path - Lhanbryde ELGIN Bogmoor Link - Dallachy FOCHABERS CPN-FEG3 A7.0 M.Coast Trail - Portessie Bay Moray Coast Trail CPN-MCT15 A7.0 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-MCT15 A7.0 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-MCT15 A7.0 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-MCT15 A7.0 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-MCT15 A7.0 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-MCT15 A7.0 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-MCT15 A7.0 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-MCT15 A7.0 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-MCT15 A7.0 M.Coast Trail - Findochty Moray Coast Trail CPN-MCT17 A6.5 M.Coast Trail - Findochty Moray Coast Trail CPN-MCT17 A6.5 M.Coast Trail - Findochty Moray Coast Trail CPN-MCT17 A6.5 M.Coast Trail - Findochty Moray Coast Trail CPN-MCT17 A6.5 M.Coast Trail - Findochty Moray Coast Trail CPN-MCT17 A6.5 M.Coast Trail - Findochty Moray Coast Trail CPN-MCT17 A6.5 M.Coast Trail - Findochty Moray Coast Trail CPN-MCT17 A6.5 M.Coast Trail - Findochty Moray Coast Trail CPN-MCT17 A6.5 M.Coast Trail - Findochty Moray Coast Trail CPN-MCT19 A6.5 M.Coast Trail - Findochty Moray Coast Trail CPN-MCT19 A6.5 M.Coast Trail - Silv | The Isla Way Balvenie Public Road Duffto | Isla Way | CPN-IW03 | 38.0 |
| Covesea Path - Lossiemouth Kirkhillhead Path - Lhanbryde Seaview Road path - Buckie M.Coast Trail - Spey Viaduct Link Moray Coast Trail CPN-MCT13 CCP70 - Balloch Moss Path CABRACH CCP70 Dava Way - Romach Section Dava Way CPN-DA02 CCP11 - Pilmuir Cycle Path Steepie Brae Path - Dufftown Speyside CPN-SP10 Mosstodloch to Fochabers Cycle Route CP05 - Mosset Flood Track CCP65 - Knockando School Path Loch Na Bo Woodland Path - Lhanbryde Balloch Wood Path - Keith Bomoor Link - Dallachy M.Coast Trail - Portessie Bay Moray Coast Trail Lower Mannoch Path - Keith Cemetery Path - Buckie Borne Speyside CPN-SP10 Moray Coast Trail CPN-MCT13 Moray CPN-DA02 Moray CPN-DA04 Moray CPN-DA04 Moray CPN-DA04 Moray CPN-SP10 Moray CPN-SP10 Moray CPN-SP10 Moray CPN-SP10 Moray CPN-DA05 Moray CPN-BE08 Moray CPN-SP20 Moray CPN-BE08 Mor | The Isla Way Kininvie Wood Road Drummuir | Isla Way | CPN-IW08 | 38.0 |
| Kirkhillhead Path - Lhanbryde Seaview Road path - Buckie Seaview Road path - Buckie Seaview Road path - Buckie M.Coast Trail - Spey Viaduct Link CCP70 - Balloch Moss Path CABRACH Dava Way - Romach Section Dava Way - CPN-DA02 37.5 Dava Way - Longley Section Dava Way CPN-DA04 37.5 CCP11 - Pilmuir Cycle Path Steepie Brae Path - Dufftown Speyside Dava Way - Longley Section Dava Way - CPN-Sp10 Steepie Brae Path - Dufftown Speyside Dava Way - Dunphail to Dava Section Dava Way - CPN-B08 37.0 CCP15 - Mosset Flood Track CCP15 - Mosset Flood Track CCP65 - Knockando School Path Loch Na Bo Woodland Path - Lhanbryde Balloch Wood Path - Keith Segride M.Coast Trail - Portessie Bay Moray Coast Trail CPN-KT15 And Drumin Circular Walk - Glenlivet Speyside CPN-Sp20 37.0 CPN-Sp31 36.5 M.Coast Trail - Findochty Drumin Circular Walk - Glenlivet Speyside CPN-Sp31 36.5 CPN-B15 CPN-B15 36.5 CCP49 - Leitch's Wood Link Path CCP38 - Mayne Road Link FOCHABERS CPN-FR24 36.5 M.Coast Trail - Silver Sands Lossiemouth M.Coast Trail - Findochty Moray Coast Trail CPN-MCT15 36.5 M.Coast Trail - Findochty Moray Coast Trail CPN-HCT10 36.5 M.Coast Trail - Findochty Moray Coast Trail CPN-HCT10 36.5 M.Coast Trail - Findochty Moray Coast Trail CPN-HCT10 36.5 M.Coast Trail - Findochty Moray Coast Trail CPN-HCT10 36.5 M.Coast Trail - Findochty Moray Coast Trail CPN-HCT11 36.5 M.Coast Trail - Findochty Moray Coast Trail CPN-HCT11 36.5 M.Coast Trail - Findochty Moray Coast Trail CPN-HCT10 36.5 M.Coast Trail - Findochty Moray Coast Trail CPN-HCT10 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-HCT10 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-HCT21 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-HCT21 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-HCT21 36.0 Toll House and Braehead Road - Keith KEITH CPN-HCT21 36.0 Toll House and Braehead Road - Keith KEITH CPN-HCT21 36.0 | M.Coast Trail - Findhorn Dunes | Moray Coast Trail | CPN-MCT02 | 38.0 |
| Seaview Road path - Buckie M.Coast Trail - Spey Viaduct Link Moray Coast Trail CPN-MCT13 37.5 CCP70 - Balloch Moss Path Dava Way - Romach Section Dava Way CPN-DA02 Dava Way - Longley Section Dava Way CPN-DA04 37.5 CCP11 - Pilmuir Cycle Path Steepie Brae Path - Dufftown Speyside CPN-FB08 TOCH15 - Mosset Flood Track CCP15 - Mosset Flood Track CCP15 - Mosset Flood Track CCP65 - Knockando School Path KNOCKANDO CCP65 - Knockando School Path Balloch Wood Path - Keith Balloch Wood Path - Keith Segvide CPN-FB24 37.0 CCP65 - Knockando School Path Company CNAST - CPN-EG53 CNAST - CPN-EG5 | Covesea Path - Lossiemouth | LOSSIEMOUTH | CPN-LM08 | 38.0 |
| M.Coast Trail - Spey Viaduct Link 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-DA02 37.5 CCP11 - Pilmuir Cycle Path FORRES CCP11 37.0 Steepie Brae Path - Dufftown Speyside CPN-SP10 37.0 Mosstodloch to Fochabers Cycle Route Dava Way - Dunphail to Dava Section CCP15 - Mosset Flood Track CCP65 - Knockando School Path Loch Na Bo Woodland Path - Lhanbryde Balloch Wood Path - Keith Bogmoor Link - Dallachy M.Coast Trail - Portessie Bay Lower Mannoch Path - Keith Drumin Circular Walk - Glenlivet Drumin Circular Walk - Glenlivet Speyside CPN-SP31 37.0 CMBACK - CPN-SP31 37.0 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-KT10 37.0 Lony Park Paths - Keith FITH CPN-KT11 36.5 Cemetery Path - Buckie Buckie CPN-SP31 36.5 CCP49 - Leitch's Wood Link Path FOCHABERS CPN-FB15 36.5 CCP49 - Leitch's Wood Link Path FOCHABERS CPN-FR24 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT19 36.5 M.Coast Trail - Findochty Moray Coast Trail CPN-MCT17 36.5 CCP49 - Leitch's Wood Link Path FOCHABERS CPN-FB15 36.5 CCP49 - Leitch's Wood Link Path FOCHABERS CPN-FB15 36.5 CCP49 - Leitch's Wood Link Path FOCHABERS CPN-FB15 36.5 CCP38 - Mayne Road Link ELGIN CPN-FR24 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-FR29 36.0 Thornhill Residential Path - Forres FORRES CPN-FR29 36.0 Thornhill Residential Path - Forres FORRES CPN-FR29 36.0 Thornhill Residential Path - Forres FORRES CPN-FR29 36.0 Thornhill Residential Paths - Flgin ELGIN CPN-EG33 36.0 Toll House and Braehead Road - Keith KEITH CPN-KT21 36.0 Toll House and Braehead Road - Keith KEITH CPN-KT21 36.0 | Kirkhillhead Path - Lhanbryde | ELGIN | CPN-EG56 | 37.5 |
| CCP70 – Balloch Moss Path 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 Mosstodloch to Fochabers Cycle Route Dava Way CPN-DA05 37.0 Mosstodloch to Fochabers Cycle Route FOCHABERS CPN-FB08 37.0 CCP15 – Mosset Flood Track FORRES CCP15 37.0 CCP65 – Knockando School Path KNOCKANDO CCP65 Balloch Wood Path - Keith Bogmoor Link - Dallachy M.Coast Trail - Portessie Bay Moray Coast Trail Lower Mannoch Path - Knockando Speyside CPN-SP20 37.0 Lony Park Paths - Keith FUFH CPN-KT10 Drumin Circular Walk - Glenlivet Speyside CPN-SP31 36.5 Cemetery Path - Buckie Buckie Den Track - Fochabers CPN-B15 36.5 CCP49 - Leitch's Wood Link Path CCP38 - Mayne Road Link FORRES CPN-FR24 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT17 36.5 M.Coast Trail - Findochty Moray Coast Trail CPN-MCT17 36.5 CCP49 - Leitch's Wood Link Path FOCHABERS CPN-FB15 36.5 CCP49 - Leitch's Wood Link Path FOCHABERS CPN-FR25 36.5 CCP49 - Leitch's Wood Link Path FOCHABERS CPN-FR25 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Tr | Seaview Road path - Buckie | Buckie | CPN-BK05 | 37.5 |
| Dava Way - Romach Section Dava Way Dava Way - Longley Section Dava Way Dava Way - Longley Section Dava Way CPN-DA04 CCP11 - Pilmuir Cycle Path FORRES CCP11 S7.0 Steepie Brae Path - Dufftown Speyside CPN-SP10 And Mosstodloch to Fochabers Cycle Route Dava Way - Dunphail to Dava Section Dava Way - Dunphail to Dava Section CCP15 - Mosset Flood Track CCP65 - Knockando School Path KNOCKANDO CCP65 Balloch Wood Path - Keith Balloch Wood Path - Keith Balloch Wood Path - Keith FOCHABERS CPN-FB24 And M.Coast Trail - Portessie Bay Moray Coast Trail CPN-MCT15 And Drumin Circular Walk - Glenlivet Horse Market Lea Path - Keith CPN-KT10 Cemetery Path - Buckie M.Coast Trail - Findochty Moray Coast Trail CPN-MCT17 CPN-MCT17 And CPN-BC53 And CPN-BC65 And CPN-SP20 And CPN-SP21 And CPN-KT10 And CPN-KT11 And | M.Coast Trail - Spey Viaduct Link | Moray Coast Trail | CPN-MCT13 | 37.5 |
| Dava Way - Longley Section CCP11 - Pilmuir Cycle Path CCP11 - Pilmuir Cycle Path Steepie Brae Path - Dufftown Speyside CPN-SP10 Steepie Brae Path - Dufftown Speyside CPN-SP10 Steepie Brae Path - Dufftown Speyside CPN-SP10 S7.0 Mosstodloch to Fochabers Cycle Route FOCHABERS CPN-FB08 TORRES CPN-FB08 TORRES CPN-FB08 TORRES CCP15 TORRES TORRES CCP15 TORRES TO | CCP70 – Balloch Moss Path | CABRACH | CCP70 | 37.5 |
| CCP11 – Pilmuir Cycle Path Steepie Brae Path - Dufftown Speyside CPN-SP10 37.0 Mosstodloch to Fochabers Cycle Route Dava Way - Dunphail to Dava Section CCP15 – Mosset Flood Track CCP65 – Knockando School Path Loch Na Bo Woodland Path - Lhanbryde Balloch Wood Path - Keith Bogmoor Link - Dallachy M.Coast Trail - Portessie Bay Lony Park Paths - Keith CPN-KT10 Drumin Circular Walk - Glenlivet Cemetery Path - Buckie M.Coast Trail - Findochty Den Track - Fochabers CCP49 – Leitch's Wood Link Path Keith CPN-KT18 CCP38 – Mayne Road Link FORHES CPN-FR24 CPN-FR25 CPN-FB15 CCP38 – Moray Coast Trail CPN-KT10 CPN-KT11 CPN-KT13 CPN-MCT07 CPT-CHABERS CPN-FR15 CCP49 | Dava Way - Romach Section | Dava Way | CPN-DA02 | 37.5 |
| Steepie Brae Path - Dufftown Mosstodloch to Fochabers Cycle Route Dava Way - Dunphail to Dava Section CCP15 - Mosset Flood Track CCP65 - Knockando School Path Loch Na Bo Woodland Path - Lhanbryde Balloch Wood Path - Keith Bogmoor Link - Dallachy M.Coast Trail - Portessie Bay Lony Park Paths - Keith Moray Cast Trail CPN-KT10 Drumin Circular Walk - Glenlivet Cemetery Path - Buckie M.Coast Trail - Findochty Den Track - Fochabers CCP49 - Leitch's Wood Link Path CCP49 - Leitch's Wood Link Path CCP38 - Mayne Road Link Fornes Town Centre Link Fornes Town Centre Link Fornes Town Centre Link M.Coast Trail - Silver Sando M.Coast Trail - Silver Sando M.Coast Trail - Forres Forres Town Centre Link M.Coast Trail CPN-MC19 M.Coast Trail CPN-KT10 M.Coast Trail CPN-KT11 M.Coast Trail CPN-KT13 M.Coast Trail CPN-KT13 M.Coast Trail CPN-KT14 M.Coast Trail CPN-KT15 M.Coast Trail CPN-KT18 M.Coast Trail CPN-KT18 M.Coast Trail CPN-KT18 M.Coast Trail CPN-KT18 M.Coast Trail CPN-KT19 M.Coast Trail CPN-KT19 M.Coast Trail CPN-MC19 Moray Coast Trail CPN-MC19 M.Coast Trail | Dava Way - Longley Section | Dava Way | CPN-DA04 | 37.5 |
| Mosstodloch to Fochabers Cycle Route Dava Way - Dunphail to Dava Section CCP15 - Mosset Flood Track CCP65 - Knockando School Path Loch Na Bo Woodland Path - Lhanbryde Balloch Wood Path - Keith Bogmoor Link - Dallachy Lower Mannoch Path - Keith CPN-HE24 Lower Mannoch Path - Keith CPN-HT10 Drumin Circular Walk - Glenlivet Born Track - Fochabers CCP45 - Hockath - Fochabers CPN-B31 - Gester CPN-B46 M.Coast Trail - Portessie Bay Moray Coast Trail CPN-MCT15 - 37.0 Lower Mannoch Path - Keith KEITH CPN-KT10 - 37.0 Lower Mannoch Path - Keith KEITH CPN-KT10 - 37.0 Drumin Circular Walk - Glenlivet Speyside CPN-SP20 - 37.0 Lower 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 CPN-BK06 - 36.5 M.Coast Trail - Fochabers FOCHABERS CPN-FB15 - 36.5 CCP49 - Leitch's Wood Link Path FOCHABERS CPN-FB15 - 36.5 Keith Old Cemetery Path KEITH CPN-KT18 - 36.5 CCP49 - Leitch's Wood Link Path FOCHABERS CPN-FB15 - 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 - 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 - 36.5 The Wards Paths - Elgin ELGIN CPN-EG37 - 36.0 Bishopmill School Path/LadiesWalk - Elgin Toll House and Braehead Road - Keith KEITH CPN-KT21 - 36.0 CCP59 - Meikle Balloch Hill Paths | CCP11 – Pilmuir Cycle Path | FORRES | CCP11 | 37.0 |
| Dava Way - Dunphail to Dava Section CCP15 - Mosset Flood Track CCP65 - Knockando School Path Loch Na Bo Woodland Path - Lhanbryde Balloch Wood Path - Keith Bogmoor Link - Dallachy M.Coast Trail - Portessie Bay Lony Park Path - Keith Cemetery Path - Buckie M.Coast Trail - Findochty M.Coast Trail - Findochty M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-MCT15 37.0 Drumin Circular Walk - Glenlivet Cemetery Path - Buckie M.Coast Trail - Findochty M.Coast Trail - Fortessie M.Coast Trail - Findochty Moray Coast Trail CPN-MCT17 36.5 CCP49 - Leitch's Wood Link Path Keith FOCHABERS CPN-FB15 CCP49 - Keith Old Cemetery Path Keith Old Cemetery Path Keith Old Cemetery Path Keith CPN-KT18 CCP49 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail Moray Coast Trail Moray Coast Trail CPN-MCT17 Moray Coast Trail CPN-MCT19 Moray Coast Trail Moray Cast Trail Mora | Steepie Brae Path - Dufftown | Speyside | CPN-SP10 | 37.0 |
| CCP15 – Mosset Flood Track CCP65 – Knockando School Path CCP65 – Knockando School Path Loch Na Bo Woodland Path - Lhanbryde Balloch Wood Path - Keith Balloch Wood Path - Keith Balloch Wood Path - Keith Bogmoor Link - Dallachy FOCHABERS CPN-FB24 M.Coast Trail - Portessie Bay Moray Coast Trail CPN-MCT15 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-MCT15 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-MCT15 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-MCT15 M.Coast Trail - Fortessie Bay Moray Coast Trail CPN-MCT15 Moray Cast Trail CPN-KT10 Moray Cast Trail CPN-KT11 Moray Cast Trail CPN-MCT17 Moray Coast Trail CPN-KT18 Moray Coast Trail CPN-MCT09 Moray Coast Tra | Mosstodloch to Fochabers Cycle Route | FOCHABERS | CPN-FB08 | 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 CPN-FB15 36.5 Keith Old Cemetery Path KEITH CPN-KT18 36.5 CCP38 - Mayne Road Link ELGIN CCP38 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 Thornhill Residential Path - Forres FORRES CPN-FR29 36.0 Thornhill Residential Path - Forres FORRES CPN-FR29 36.0 Bishopmill School Path/LadiesWalk - Elgin ELGIN CPN-EG37 36.0 Bishopmill School Path/LadiesWalk - Elgin ELGIN CPN-EG13 36.0 CCP59 - Meikle Balloch Hill Paths KEITH CPS9 36.0 | Dava Way - Dunphail to Dava Section | Dava Way | CPN-DA05 | 37.0 |
| Loch Na Bo Woodland Path - Lhanbryde Balloch Wood Path - Keith Balloch Wood Path - Keith Balloch Wood Path - Keith 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 CCP49 - Leitch's Wood Link Path FOCHABERS CCP49 Seith Old Cemetery Path KEITH CPN-KT18 36.5 CCP38 - Mayne Road Link FORRES CPN-FR42 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 Thornhill Residential Path - Forres FORRES CPN-FR29 36.0 Thornhill Residential Path - Forres FORRES CPN-FR29 36.0 Bishopmill School Path/LadiesWalk -Elgin ELGIN CCP59 - Meikle Balloch Hill Paths KEITH CCP59 36.0 | CCP15 – Mosset Flood Track | FORRES | CCP15 | 37.0 |
| Balloch Wood Path - Keith Bogmoor Link - Dallachy 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 CCP49 - Leitch's Wood Link Path KEITH CPN-KT18 36.5 Keith Old Cemetery Path KEITH CPN-KT18 36.5 CCP38 - Mayne Road Link FORRES CPN-FR42 A6.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 Thornhill Residential Path - Forres FORRES CPN-FR29 36.0 The Wards Paths - Elgin ELGIN CPN-EG37 36.0 Bishopmill School Path/LadiesWalk - Elgin ELGIN CCP59 - Meikle Balloch Hill Paths KEITH CCP59 36.0 | CCP65 – Knockando School Path | KNOCKANDO | CCP65 | 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 CPN-FB15 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 Bishopmill School Path/LadiesWalk - Elgin ELGIN CPN-EG37 36.0 Bishopmill School Path/LadiesWalk - Elgin ELGIN CPN-EG13 36.0 CCP59 - Meikle Balloch Hill Paths KEITH CPN-KT21 36.0 | Loch Na Bo Woodland Path - Lhanbryde | ELGIN | CPN-EG53 | 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 CPN-FB15 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 CCP59 - Meikle Balloch Hill Paths KEITH CPN-KT21 36.0 | Balloch Wood Path - Keith | KEITH | CPN-KT03 | 37.0 |
| Lower Mannoch Path - Knockando Lony Park Paths - Keith KEITH CPN-KT10 37.0 Drumin Circular Walk - Glenlivet Speyside CPN-SP31 36.5 Horse Market Lea Path - Keith Cemetery Path - Buckie Cemetery Path - Buckie Buckie CPN-BK06 36.5 M.Coast Trail - Findochty Moray Coast Trail CPN-MCT17 36.5 CCP49 - Leitch's Wood Link Path CCP38 - Mayne Road Link FOCHABERS CCP49 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.5 M.Coast Trail - Silver Sands Lossiemouth Moray Coast Trail CPN-MCT09 36.0 Thornhill Residential Path - Forres FORRES CPN-FR29 36.0 Thornhill Residential Path - Elgin ELGIN CPN-EG37 36.0 Bishopmill School Path/LadiesWalk - Elgin ELGIN CPN-EG13 36.0 CCP59 - Meikle Balloch Hill Paths KEITH CCP59 36.0 | Bogmoor Link - Dallachy | FOCHABERS | CPN-FB24 | 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 | M.Coast Trail - Portessie Bay | Moray Coast Trail | CPN-MCT15 | 37.0 |
| Drumin Circular Walk - Glenlivet Horse Market Lea Path - Keith Cemetery Path - Buckie Buckie CPN-BK06 M.Coast Trail - Findochty Moray Coast Trail CPN-MCT17 Moray Coast Trail CPN-MCT17 Moray Coast Trail CPN-MCT17 Moray Coast Trail CPN-MCT17 CPN-MCT17 Moray Coast Trail CPN-MCT17 Moray Coast Trail CPN-MCT17 Moray Coast Trail CPN-MCT17 Moray Coast Trail CPN-FB15 Moray Coast Trail CPN-KT18 Moray Coast Trail CPN-KT18 Moray Coast Trail CPN-FR42 Moray Coast Trail CPN-MCT09 Moray Coast Trail Moray Coast Trail Moray Coast Trail CPN-FR29 Moray Coast Trail | Lower Mannoch Path - Knockando | Speyside | CPN-SP20 | 37.0 |
| 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 | Lony Park Paths - Keith | KEITH | CPN-KT10 | 37.0 |
| 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 | Drumin Circular Walk - Glenlivet | Speyside | CPN-SP31 | 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 | Horse Market Lea Path - Keith | KEITH | CPN-KT11 | 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 | Cemetery Path - Buckie | Buckie | CPN-BK06 | 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 | M.Coast Trail - Findochty | Moray Coast Trail | CPN-MCT17 | 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 | Den Track - Fochabers | FOCHABERS | CPN-FB15 | 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 | CCP49 – Leitch's Wood Link Path | FOCHABERS | CCP49 | 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 | Keith Old Cemetery Path | KEITH | CPN-KT18 | 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 | CCP38 – Mayne Road Link | ELGIN | CCP38 | 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 | Forres Town Centre Link | FORRES | CPN-FR42 | 36.5 |
| 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 | M.Coast Trail - Silver Sands Lossiemouth | Moray Coast Trail | CPN-MCT09 | 36.5 |
| 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 | Victoria Bridge - Aberlour | Speyside | CPN-SP28 | 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 | Thornhill Residential Path - Forres | FORRES | CPN-FR29 | 36.0 |
| Toll House and Braehead Road - Keith KEITH CPN-KT21 36.0 CCP59 – Meikle Balloch Hill Paths KEITH CCP59 36.0 | The Wards Paths - Elgin | ELGIN | CPN-EG37 | 36.0 |
| CCP59 – Meikle Balloch Hill Paths KEITH CCP59 36.0 | Bishopmill School Path/LadiesWalk -Elgin | ELGIN | CPN-EG13 | 36.0 |
| | Toll House and Braehead Road - Keith | KEITH | CPN-KT21 | 36.0 |
| CCP36 – Elgin/Lhanbryde Cycle Path ELGIN/LHANBRYDE CCP36 36.0 | CCP59 – Meikle Balloch Hill Paths | KEITH | CCP59 | 36.0 |
| | CCP36 – Elgin/Lhanbryde Cycle Path | ELGIN/LHANBRYDE | CCP36 | 36.0 |

Appendix 3 - Core Path Selection Prioritisation

| Brandy Brane 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 CCP11 - Woodside Track - Rafford RAFFORD CCP21 35.5 Glenrinnes Way-Dufftown Speyside CPN-SP04 35.5 Burghead Woodland Route LOSSIEMOUTH CPN-LM09 35.5 Burghead Woodland Route LOSSIEMOUTH CPN-LM09 35.5 Grant Park Path - Forres FORRES CPN-FR38 35.0 Grant Park Path - Forres FORRES CPN-FR38 35.0 Thornhill Park Paths - Forres FORRES CPN-FR38 35.0 Foundation Path - Findhorn Findhorn CPN-FR27 35.0 Foundation Path - Findhorn Findhorn CPN-KT23 34.5 CCP05 - Lochyhill Path FORRES CCPN-BR07 34.5 Barhill Road Path - Buckie Buckie CPN-BR07 34.5 Hythehill/Lossie High School Safe Routes LOSSIEMOUTH CPN-LM12 34.5 CCP25 - Blervie Wood Path - Rafford RAFFORD CCP25 34.5 M.Coast Trail - Burghead Moray Coast Trail CPN-LM13 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-FR13 34.5 CCP17 - Greshop to Station Link ELGIN CCP41 - New Elgin Link ELGIN CCP41 - New Elgin Link ELGIN CCP41 - Station Link FORRES CCP13 34.5 Football Ground Path - Lossiemouth LOSSIEMOUTH CPN-LM12 34.5 Football Ground Path - Lossiemouth LOSSIEMOUTH CPN-LM13 34.5 GCP3 - Ben Rinnes Hill Path GLENRINNES CCP13 34.5 GCP41 - Statishere to Findhorthy Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Rosesie's Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Rosesie's Ection Moray Coast Trail CPN-MCT03 34.0 GCP43 - Ben Rinnes Hill Path GLENRINNES CCP13 34.0 GCP64 - Woolfies Brae ABERLOUR CPN-EG12 34.0 Lang Walk - Elgin ELGIN CPN-EG13 34.0 GCP66 - Woolfies Brae ABERLOUR CPN-EG13 34.0 GCP18 - Breakback Path - Forres FORRES CPN-FR33 33.5 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-MCT03 33.5 Boroughbriggs Cycle Link - Elgin ELGIN CPN-EG4 33.0 GCP18 - Balmacoul Link Path GPN-EG4 33.0 GCP18 - | | | | |
|--|---|---------------------------------------|-----------|------|
| CCP72 - The Roch Ford CABRACH CCP72 35.5 | Brandy Brae Path - Keith | KEITH | CPN-KT17 | 36.0 |
| Forres to Findhorn Cycle Route (North) CCP21 — Woodside Track - Rafford Glenrinnes Way-Dufftown Speyside CPN-FPQ4 35.5 Glenrinnes Way-Dufftown Burghead Woodland Route M.Coast Trail - Cullen Bay Grant Park Path - Forres FORRES Thornhill Park Paths - Forres FORRES Foundation Path - Findhorn Findhorn CPN-FR23 35.0 Drummuir Station Path-Drummuir CCP05 — Lochyhill Path Barhill Road Path - Buckie Hythehill/Lossie High School Safe Route CCP25 - Bleryle Wood Path - Rafford M.Coast Trail - Burghead Moray Coast Trail CCP95 - Pilmuir Link Path CCP96 - Pilmuir Link Path CCP97 - Resphop to Station Link CCP97 - Resphop to Station Link CCP97 - Greshop to Station Link CCP97 - Greshop to Station Link Football Ground Path - Lossiemouth M.Coast Trail - Sosiele Section M.Coast Trail - Sosiele Section M.Coast Trail - Sosiele Section M.Coast Trail - Stathlene to Findochty M.Coast Trail - Stathlene to Findochty M.Coast Trail - Stathlene to Findochty CCP73 - Ben Rinnes Hill Path CCP73 - Ben Rinnes Hill Path CCP74 - Respired to Station Link Football Ground Path - Lossiemouth M.Coast Trail - Strathlene to Findochty M.Coast T | Sp.Way - Craigellachie to Cragganmore | Speyside Way | CPN-SW04 | 36.0 |
| CCP21 – Woodside Track - Rafford Glenrinnes Way-Dufftown Speyside CPN-SP04 35.5 Glenrinnes Way-Dufftown Speyside CPN-SP04 35.5 M. Coast Trail - Cullen Bay Speyside CPN-MCT20 35.5 Grant Park Path - Forres FORRES CPN-MCT20 35.5 Grant Park Path - Forres FORRES CPN-FR38 35.0 Grant Park Path - Forres FORRES CPN-FR38 35.0 Thornhill Park Paths - Forres FORRES CPN-FR38 35.0 Drummuir Station Path - Findhorn Findhorn CPN-FR27 35.0 Drummuir Station Path - Findhorn Findhorn CPN-RT23 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-LMZ2 34.5 Clarkly Hill Cummingston Link CCP25 Blervie Wood Path - Rafford RAFFORD CCP25 34.5 Morey Corporation of the CPN-BK07 34.5 Grant Path Path FORRES CPN-FR15 34.5 CCP05 Pilmuir Link Path FORRES CPN-FR15 34.5 CCP09 – Pilmuir Link Path FORRES CPN-FR15 34.5 CCP09 – Pilmuir Link Path FORRES CPN-FR15 34.5 CCP07 Greshop to Station Link FORRES CPN-FR15 34.5 CCP07 Greshop to Station Link FORRES CP09 34.5 GCP17 - Greshop to Station Link FORRES CP09 34.5 GCP17 Greshop to Station Link FORRES CP09 34.5 GCP18 G | CCP72 – The Roch Ford | CABRACH | CCP72 | 35.5 |
| Glenrinnes Way-Dufftown Burghead Woodland Route M.Coast Trail - Cullen Bay Grant Park Path - Forres FORRES FORRES CPN-FR23 Foundation Path - Findhorn Drummuir Station Path - Burke CCP05 - Lochyhill Path FORRES CPN-BK07 Barhill Road Path - Buckie Hythehill/Lossie High School Safe Routes CCP05 - Lochyhill Path CCP05 - Bervie Wood Path - Rafford RAFFORD CCP07 - Pilmuir Link Path CCP09 - Pilmuir Link Path RORRES CCP09 - Raftord RAFFORD CCP01 - Greshop to Station Link RORSES CCP01 - Add Station M.Coast Trail - Roseisle Section Moray Coast Trail RONGOAST Trail - Roseisle Section Moray Coast Trail CPN-MCT03 A4.0 CCP07 - Ben Rinnes Hill Path GLENRINNES CCP03 - Add CCP07 - Ben Rinnes Hill Path GLENRINNES CCP03 - Add CCP06 - Woolfies Brae ABERLOUR CCP66 - Woolfies Brae ABERLOUR CCP67 - Benkback Path - Forres FORRES CPN-FR34 A3.3 CCP18 - Waterford Cycle Link Forres FORRES CPN-FR34 A3.3 CCP18 - Baln | Forres to Findhorn Cycle Route (North) | Findhorn | CPN-FR25 | 35.5 |
| Burghead Woodland Route M.Coast Trail - Cullen Bay Grant Park Path - Forres FOR BATHILL CONTINUE FOR | CCP21 – Woodside Track - Rafford | RAFFORD | CCP21 | 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-FR33 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 CLarkly Hill Cummingston Link LOSSIEMOUTH CPN-LM22 34.5 CLarkly Hill Cummingston Link LOSSIEMOUTH CPN-LM22 34.5 CLarkly Hill Cummingston Link LOSSIEMOUTH CPN-LM22 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 CCP09 - Pilmuir Link Path FORRES CCP09 34.5 CCP07 - Greshop to Station Link FORRES CCP09 34.5 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 Drummuir Street - Hopeman LOSSIEMOUTH CPN-LM26 34.5 Drummuir Street - Hopeman LOSSIEMOUTH CPN-LM13 34.0 Drummuir Street - Hopeman LOSSIEMOUTH CPN-EG12 34.0 ELGIN CPN-EG12 34.0 ELGIN CPN-EG12 34.0 ELGIN CPN-EG13 34.0 ELGIN CPN-EG32 34.0 ELGIN CPN-EG42 34.0 ELGIN CPN-EG43 34.0 ELGIN CPN-EG44 | Glenrinnes Way-Dufftown | Speyside | CPN-SP04 | 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-FR38 35.0 Foundation Path - Findhorn Findhorn CPN-FR27 35.0 Drummuir Station Path-Drummuir Drummuir CPN-KT23 34.5 CCP05 - Lochyhill Path FORRES CPN-FR37 34.5 Barhill Road Path - Buckie Buckie CPN-BK07 34.5 Hythehill/Lossie High School Safe Routes LOSSIEMOUTH CPN-LM22 34.5 Clarkly Hill Cummingston Link LOSSIEMOUTH CPN-LM22 34.5 Clarkly Hill Cummingston Link LOSSIEMOUTH CPN-LM21 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 CCP09 - Pilmuir Link Path FORRES CCP09 34.5 CCP17 - Greshop to Station Link FORRES CCP09 34.5 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT04 34.5 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle | Burghead Woodland Route | LOSSIEMOUTH | CPN-LM09 | 35.5 |
| Grant Park Path - Forres Thornhill Park Paths - Forres FOR | | Speyside | CPN-MCT20 | 35.5 |
| Thornhill Park Paths - Forres Foundation Path - Findhorn Findhorn Foundation Path - Findhorn Drummuir Station Path - Findhorn Findhorn CPN-FR27 S3.0 Drummuir Station Path-Drummuir CPN-KT23 S4.5 CCP05 - Lochyhill Path FORRES CCP05 Barhill Road Path - Buckie Buckie CPN-BK07 S4.5 Barhill Road Path - Buckie Buckie CPN-BK07 S4.5 Barhill Road Path - Buckie Buckie CPN-BK07 S4.5 Clarkly Hill Cummingston Link CCP25 - Blervie Wood Path - Rafford RAFFORD CCP25 - Blervie Wood Path - Rafford ROAD - Pilmuir Link Path CCP41 - New Eigin Link CCP41 - New Eigin Link CCP41 - Aus ElGin CCP41 - Aus ElGin CCP41 - Roseisle Section Morav Coast Trail CCP41 - Aus ROAD - Roseisle Section Morav Coast Trail CPN-MCT03 A4.0 M.Coast Trail - Strathlene to Findochty Moray Coast Trail CPN-MCT03 A4.0 CCP73 - Ben Rinnes Hill Path GLENRINNES CCP73 A4.0 Duffus Road Path - Eigin ELGIN CPN-EG12 A4.0 CCP66 - Woolfies Brae ABERLOUR CCP66 - Woolfies Brae ABERLOUR CCP66 - Woolfies Brae ABERLOUR CCP66 - Sud.0 Greenwards/Eigin High School Safe Route Linkwood Path - Eigin Buckie High Street Buckie CPN-BC3 Breakback Path - Forres FORRES CPN-R34 A3.5 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 A3.5 Breakback Path - Forres FORRES CPN-R94 A3.0 CPN-EG42 A3.0 CPN-EG43 A3.0 Greenwards/Eigin High School Safe Route ELGIN CPN-EG42 A3.0 Greenwards/Eigin High School Safe Route ELGIN CPN-EG42 A3.0 Greenwards/Eigin High School Safe Route ELGIN CPN-EG42 A3.0 Greenwards/Eigin High School Safe Route ELGIN CPN-EG43 A3.0 Greenwards/Eigin | Grant Park Path - Forres | | CPN-FR38 | 35.0 |
| Foundation Path - Findhorn Drummuir Station Path-Drummuir Drummuir CPN-KT23 34.5 CCPO5 - Lochyhill Path Barhill Road Path - Buckie Barhill Road Path - Buckie Buckie CPN-BK07 34.5 Hythehill/Lossie High School Safe Routes Clarkly Hill Cummingston Link CCP25 - Blervie Wood Path - Rafford M.Coast Trail - Burghead Moray Coast Trail Forres to Findhorn Cycle Route (South) Forres to Findhorn Cycle Route (South) CCP09 - Pilmuir Link Path CCP09 - Pilmuir Link Path CCP17 - Greshop to Station Link Football Ground Path - Lossiemouth M.Coast Trail - Roseisle Section M.Coast Trail - Roseisle Section M.Coast Trail - Strathlene to Findochty Drummuir Street - Hopeman Duffus Road Path - Elgin ELGIN CPN-EG11 34.0 CCP73 - Ben Rinnes Hill Path Duffus Road Path - Elgin ELGIN CPN-EG11 34.0 CCP66 - Woolfies Brae Greenwards/Elgin High Street Buckie High Street Buckie CPN-EG21 34.0 Greenwards/Elgin High Street Buckie CPN-EG3 34.0 Buckie High Street Buckie CPN-EG42 34.0 Buckie High Street Buckie CPN-EG43 34.0 Breakback Path - Forres FORRES CPN-FR34 33.5 M.Coast Trail - Hopeman Caravan Park Breakback Path - Forres FORRES CPN-FR34 33.5 M.Coast Trail - Hopeman Caravan Park Breakback Path - Forres FORRES CPN-FR34 33.5 M.Coast Trail - Hopeman Caravan Park Breakback Path - Forres FORRES CPN-FR34 33.5 M.Coast Trail - Hopeman Caravan Park Breakback Path - Forres FORRES CPN-FR34 33.5 Dufftown Town Centre Link Speyside CPN-Spoy 33.0 CCP54 - Balnacoul Link Path MOSSTODLOCH CCP54 Buckie CPN-EG17 33.0 CCP64 Buckie CPN-EG3 33.0 CCP64 Buckie CPN-EG3 33.0 CCP64 Buckie CPN-ER3 33.0 CCP64 Buckie CPN-ER3 33.0 CCP65 CCP64 CC | Thornhill Park Paths - Forres | FORRES | CPN-FR23 | 35.0 |
| CCP05 – Lochyhill Path Barhill Road Path – Buckie Burkie CPN-BK07 34.5 Hythehill/Lossie High School Safe Routes Clarkly Hill Cummingston Link CCP25 – Blervie Wood Path - Rafford RAFFORD CCP25 34.5 M.Coast Trail – Burghead Moray Coast Trail Forres to Findhorn Cycle Route (South) CCP09 – Pilmuir Link Path CCP17 – Greshop to Station Link CCP17 – Greshop to Station Link FORRES CCP17 – Greshop to Station Link M.Coast Trail – Soseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail – Strathlene to Findochty Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail – Strathlene to Findochty Moray Coast Trail CPN-MCT16 34.0 Drummuir Street – Hopeman LOSSIEMOUTH CPN-LM13 34.0 Duffus Road Path – Elgin ELGIN CPN-EG12 34.0 Lang Walk – Elgin ELGIN CPN-EG12 34.0 Greenwards/Elgin High School Safe Route Linkwood Path – Elgin ELGIN CPN-EG42 34.0 Linkwood Path – Elgin ELGIN CPN-EG43 34.0 Buckie High Street Buckie Greenwards/Elgin High School Safe Route Linkwood Path – Elgin ELGIN CPN-EG42 34.0 Buckie High Street Buckie Dirumman Caravan Park Moray Coast Trail CPN-MCT03 33.5 Boroughbriggs Cycle Link – Elgin ELGIN CPN-EG45 34.0 CPN-EG46 34.0 Buckie High Street Buckie CPN-BK21 34.0 CPN-EG46 34.0 Breakback Path – Forres FORRES CPN-FR34 33.5 Boroughbriggs Cycle Link – Elgin ELGIN CPN-EG45 33.0 CPN-EG41 33.0 CCP18 – Waterford Cycle Link Forres FORRES CPN-FR34 33.5 Fife Park Path – Keith KEITH CPN-KT20 33.5 Boroughbriggs Cycle Link – Elgin ELGIN CPN-EG41 33.0 CCP54 – Balnacoul Link Path MOSSTODLOCH CCP54 33.0 CLUthil Seafield Link – Keith KEITH CPN-LM03 33.0 CLUthil Seafield Link – Keith KEITH CPN-LM03 33.0 CLUthil Seafield Link – Keith KEITH CPN-LM03 33.0 CLUTHIS Seafield Link – Keith KEITH CPN-LM03 33.0 CLUTHIS Seafield Link – Keith KEITH CPN-LM03 33.0 | Foundation Path - Findhorn | Findhorn | | |
| CCP05 – Lochyhill Path Barhill Road Path - Buckie Burkie CPN-BK07 34.5 Hythehill/Lossie High School Safe Routes Clarkly Hill Cummingston Link CCP25 - Blervie Wood Path - Rafford M.Coast Trail - Burghead Moray Coast Trail Forres to Findhorn Cycle Route (South) CCP09 – Pilmuir Link Path CCP17 – Greshop to Station Link CCP17 – Greshop to Station Link Fontball Ground Path - Lossiemouth M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 34.0 Drummuir Street - Hopeman LOSSIEMOUTH CPN-LM13 34.0 Duffus Road Path - Elgin ELGIN CPN-EG12 34.0 ELGIN CPN-EG12 34.0 ELGIN CPN-EG13 34.0 CPN-EG14 34.0 ELGIN CPN-EG15 34.0 ELGIN CPN-EG16 34.0 CPN-EG16 - Woolfies Brae ABELOUR Greenwards/Elgin High School Safe Route LInkwood Path - Elgin ELGIN CPN-EG42 34.0 ELGIN CPN-EG42 34.0 ELGIN CPN-EG42 34.0 ELGIN CPN-EG43 34.0 ELGIN CPN-EG45 34.0 ELGIN CPN-EG46 34.0 Buckie High Street Buckie CPN-BK21 34.0 Breakback Path - Forres FORRES M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 33.5 Boroughbriggs Cycle Link - Elgin ELGIN CPN-EG46 33.0 Springfield Link - Elgin ELGIN CPN-EG41 33.5 Fife Park Path - Keith KEITH CPN-KT20 33.5 Boroughbriggs Cycle Link - Elgin ELGIN CPN-EG41 33.0 CCP54 - Balnacoul Link Path Moray Coast Trail CPN-MCT06 33.0 CCP54 - Balnacoul Link Path MOSSTODLOCH CCP54 33.0 CCP54 - Balnacoul Link Path MOSSTODLOCH CCP54 33.0 ECP54 - Balnacoul Link Path MOSSTODLOCH CCP54 33.0 CCP54 - Balnacoul Link Path MOSSTODLOCH CCP54 33.0 CLUTHI Seafield Link - Keith KEITH CPN-LM14 33.0 Hill 99 Trail - Culbin FORRES CPN-FR03 33.0 CLUTHI Seafield Link - Keith KEITH CPN-LM03 33.0 CLUTHI Seafield Link - Keith KEITH CPN-LM03 33.0 | Drummuir Station Path-Drummuir | Drummuir | CPN-KT23 | 34.5 |
| Barhill Road Path - Buckie Hythehill/Lossie High School Safe Routes Clarkly Hill Cummingston Link CCP25 - Blervie Wood Path - Rafford M.Coast Trail - Burghead Moray Coast Trail CCP09 - Pilmuir Link Path CCP17 - Greshop to Station Link Football Ground Path - Lossiemouth M.Coast Trail - Surghead Moray Coast Trail CCP17 - Greshop to Station Link Football Ground Path - Lossiemouth M.Coast Trail - Strathlene to Findochty M.Coast Trail - Strathlene to Findochty M.Coast Trail - Strathlene to Findochty Drummuir Street - Hopeman Duffus Road Path - Elgin ELGIN CPN-LM13 A4.0 CCP66 - Woolfies Brae Greenwards/Elgin High School Safe Route Linkwood Path - Elgin ELGIN CPN-EG42 A4.0 Greenwards/Elgin High School Safe Route Buckie High Street Buckie High Street Buckie High Street Buckie Trail - Hopeman Caravan Park M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-EG42 A4.0 CPP66 - Woolfies Brae Breakback Path - Forres FORRES CPN-FR34 A3.5 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 A3.5 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 A3.5 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 A3.5 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 A3.5 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 A3.5 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 A3.5 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 A3.5 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 A3.5 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 A3.5 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 A3.5 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 A3.5 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN | | FORRES | CCP05 | |
| Hythehill/Lossie High School Safe Routes Clarkly Hill Cummingston Link CCP25 - Blervie Wood Path - Rafford M.Coast Trail - Burghead Moray Coast Trail CPN-MCT04 Forres to Findhorn Cycle Route (South) CCP96 - Pilmuir Link Path CCP99 - Pilmuir Link Path CCP17 - Greshop to Station Link FORRES CCP17 - Greshop to Station Link M.Coast Trail - Roseisle Section Mray Coast Trail M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 - 34.5 M.Coast Trail - Roseisle Section Moray Coast Trail CPN-MCT03 - 34.5 M.Coast Trail - Strathlene to Findochty Moray Coast Trail CPN-MCT03 - 34.0 M.Coast Trail - Strathlene to Findochty Moray Coast Trail CPN-MCT03 - 34.0 M.Coast Trail - Strathlene to Findochty Moray Coast Trail CPN-MCT03 - 34.0 M.Coast Trail - Strathlene to Findochty Moray Coast Trail CPN-MCT03 - 34.0 M.Coast Trail - Strathlene to Findochty Moray Coast Trail CPN-MCT03 - 34.0 M.Coast Trail - Strathlene to Findochty Moray Coast Trail CPN-MCT03 - 34.0 M.Coast Trail - Strathlene to Findochty Moray Coast Trail CPN-MCT03 - 34.0 M.Coast Trail - Strathlene to Findochty Moray Coast Trail CPN-MCT04 - 34.0 M.Coast Mall - Elgin ELGIN CPN-EG12 - 34.0 M.Coast Mall - Elgin ELGIN CPN-EG12 - 34.0 M.Coast Mall - Elgin ELGIN CPN-EG12 - 34.0 M.Coast Mall - Elgin ELGIN CPN-EG42 - 34.0 M.Coast Mall - Elgin ELGIN CPN-EG43 - 34.0 M.Coast Mall - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 - 33.5 M.Coast Mall - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 - 33.5 M.Coast Mall - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 - 33.5 M.Coast Mall - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 - 33.5 M.Coast Mall - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 - 33.5 M.Coast Mall - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 - 33.5 M.Coast Mall - Hopeman Caravan Park Moray Coast Mall - CPN-MCT06 - 33.5 M.Coast Mall - Hopeman Caravan Park Moray Coast Mall - CPN-MCT06 - 33.5 M.Coast Mall - Hopeman Caravan Park | , | | | |
| Clarkly Hill Cummingston Link CCP25 - Blervie Wood Path - Rafford M.Coast Trail - Burghead Moray Coast Trail Forres to Findhorn Cycle Route (South) CCP41 - New Elgin Link CCP41 - New Elgin Link Football Ground Path - Lossiemouth M.Coast Trail - Street - Hopeman Duffus Road Path - Elgin CCP73 - Ben Rinnes Hill CCP66 - Wooffies Brae Greenwards/Elgin High School Safe Route Linkwood Path - Elgin Elgin CPN-EG12 Sato Greenwards/Trail - Hopeman M.Coast Trail - Hopeman Caravan Park M.Coast Trail - Hopeman Duffus Road Path - Elgin Elgin CPN-EG12 Sato Greenwards/Elgin High School Safe Route Diffus Road Path - Elgin Breakback Path - Forres M.Coast Trail - Hopeman Caravan Park M.Coast Trail - Hopeman Caravan Park M.Coast Trail - Hopeman Caravan Park M.Coast Trail - Hopeman Carby Duffus Road Path - Elgin Duffus Road Path - Forres M.Coast Trail - General Sato M.Coast Trail - Strathlene to Findochty Greenwards/Elgin High School Safe Route Linkwood Path - Elgin Breakback Path - Forres M.Coast Trail - Hopeman Caravan Park M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-EG12 Moray Coast Trail CPN-EG46 Math Moray Coast Trail CPN-EG46 Math M.Coast Trail - Moray Coast Trail CPN-EG46 Math M.Coast Trail - Moray Coast Trail CPN-EG46 Math M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-EG47 Moray Coast Trail CPN-EG47 Moray Coast Trail CPN-EG47 Math Math Moray Coast Trail CPN-EG47 Math Math Moray Coast Trail CPN-EG48 Math Moray Coast Trail CPN-EG48 Math Moray Cast Trail CPN-EG48 Ma | | | | |
| CCP25 - Blervie Wood Path - Rafford M.Coast Trail - Burghead Moray Coast Trail CPN-MCT04 34.5 Forres to Findhorn Cycle Route (South) CCP09 - Pilmuir Link Path CCP09 - Pilmuir Link Path CCP41 - New Elgin Link ELGIN CCP41 - Assistant CPN-LING CCP41 - New Elgin Link ELGIN CCP41 - Sats CCP17 - Greshop to Station Link FORRES CCP17 - Sats Football Ground Path - Lossiemouth M.Coast Trail - Roseisle Section Moray Coast Trail CPN-LING M.Coast Trail - Strathlene to Findochty Moray Coast Trail CPN-MCT03 M.Coast Trail - Strathlene to Findochty Moray Coast Trail CPN-MCT03 M.Coast Trail - Strathlene to Findochty Drummuir Street - Hopeman LOSSIEMOUTH CPN-LM13 M.Coast Trail - Strathlene to Findochty Duffus Road Path - Elgin ELGIN CPN-EG12 M.Copf6 - Woolfies Brae ABERLOUR CCP66 - Woolfies Brae ABERLOUR CPN-EG42 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-EG42 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-EG42 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-EG47 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-EG47 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-EG47 M.S.S. M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-EG41 M.Sopyside CPN-EG47 M.S.S. GCP18 - Waterford Cycle Link FORRES CPN-EG41 M.S.S. GCP54 - Balnacoul Link Path MOSSTODLOCH CCP54 Marbour Street - Hopeman LOSSIEMOUTH CPN-LM14 M.S.S. GCP54 - Balnacoul Link Path MOSSTODLOCH CCP54 Marbour Street - Hopeman LOSSIEMOUTH CPN-LM14 M.S.S. GCH18 - Waterford Cycle Link FORRES CPN-FR32 M.G. GCH18 - Waterford Cycle Link FORRES CPN-FR33 M.Couthil Seafield Link - Felpin LOSSIEMOUTH CPN-LM14 M.S.S. GCH18 - Waterford Cycle Link FORRES CPN-FR33 M.Couthil Seafield Link - Felpin LOSSIEMOUTH CPN-LM14 M.S.S. GCH18 - Waterford Cycle Link FORRES CPN-FR33 M.Couthil Seafield Link - Felpin LOSSIEMOUTH CPN-LM14 M.S.S. GCH18 - Waterford Cycle Link FORRES CPN-FR36 M.S.S. GCP18 - Waterford | | | | |
| M.Coast Trail - Burghead Forres to Findhorn Cycle Route (South) FORRES CPN-FR15 34.5 CCP09 - Pilmuir Link Path CCP17 - Greshop to Station Link Football Ground Path - Lossiemouth M.Coast Trail - Roseisle Section M.Coast Trail - Strathlene to Findochty M.Coast Trail - Strathlene to Findochty Duffus Road Path - Elgin CCP66 - Woolfies Brae ABERLOUR CCP66 - Woolfies Brae Buckie High Street Buckie Buckie High Street Buckie Breakback Path - Forres M.Coast Trail - Hopeman Caravan Park M.Coast Trail - Hopeman CCP18 - Barback Path Boroughbriggs Cycle Link Bright High School Safe Borner Link Buckie High Street Buckie CPN-FEG11 Burdent - Elgin Buckie High Street Buckie CPN-BC21 Burdent - Forres FORRES CPN-FR34 Boroughbriggs Cycle Link CCP18 - Balnacoul Link Path CCP54 - Balnacoul Link Path CCP55 - CPN-FR33 CCP18 - Waterford Cycle Link FORRES CPN-FR30 CCP18 - Waterford Salo CCP18 - Balnacoul Link Path CCP68 - CPN-FR30 CCP18 - Waterford Cycle Link FORRES CPN-FR30 CCP18 - Waterford Salo CCP18 - Balnacoul Link Path CCP54 - Balnacoul Link Path CCP54 - Balnacoul Link Path CCCP54 - Balnacoul Link Reith CCCP54 - Balnacoul Link Reith CCCP54 - Balnacoul Link Reith CCCP55 - Balnacoul Link Reith CCCP56 - Balnacoul Link Reith CCCP5 | | RAFFORD | | |
| Forres to Findhorn Cycle Route (South) CCP09 – Pilmuir Link Path CCP09 – Pilmuir Link Path CCP41 – New Elgin Link ELGIN CCP41 – Station Link FORRES CCP09 34.5 CCP17 – Greshop to Station Link FORRES CCP17 34.5 Football Ground Path - Lossiemouth M.Coast Trail - Roseisle Section M.Coast Trail - Roseisle Section M.Coast Trail - Strathlene to Findochty Moray Coast Trail CCP73 – Ben Rinnes Hill Path CCP73 – Ben Rinnes Hill Path CCP73 – Ben Rinnes Hill Path Drummuir Street - Hopeman LOSSIEMOUTH CPN-LM13 34.0 Duffus Road Path - Elgin ELGIN CPN-EG12 34.0 Lang Walk - Elgin ELGIN CPN-EG12 34.0 CCP66 – Woolfies Brae ABERLOUR CCP66 34.0 Greenwards/Elgin High School Safe Route Linkwood Path - Elgin ELGIN Buckie High Street Buckie Buckie CPN-BG21 34.0 Breakback Path - Forres FORRES M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-EG42 34.0 Breakback Path - Forres FORRES CPN-FR34 33.5 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-WCT06 33.5 Boroughbriggs Cycle Link - Elgin ELGIN CPN-EG47 33.5 Fife Park Path - Keith KEITH CPN-KT20 33.5 Fife Park Path - Keith Speyside CPN-SP09 33.0 CCP18 - Waterford Cycle Link FORRES CPN-SP09 33.0 CCP54 - Balnacoul Link Path MOSSTODLOCH CCP54 33.0 CCP54 - Balnacoul Link Path MOSSTODLOCH CCP54 33.0 CCP54 - Balnacoul Link Path MOSSTODLOCH CPN-ER01 33.0 CH1II 99 Trail - Culbin FORRES CPN-FR03 33.0 Cuthil Seafield Link - Keith KEITH CPN-KT10 33.0 CUthil Seafield Link - Keith KEITH CPN-KT16 33.0 CUthil Seafield Link - Keith KEITH CPN-KT16 33.0 CUthil Seafield Link - Keith KEITH CPN-KT16 33.0 | | | | |
| CCP09 – Pilmuir Link Path CCP41 – New Elgin Link CCP41 – New Elgin Link CCP41 – Satsion Link CCP17 – Greshop to Station Link FORRES CCP17 — 34.5 Football Ground Path - Lossiemouth M.Coast Trail - Roseisle Section M.Coast Trail - Roseisle Section M.Coast Trail - Strathlene to Findochty 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 CCP73 — Ben Rinnes Hill Path Drummuir Street - Hopeman LOSSIEMOUTH CPN-LM13 — 34.0 Duffus Road Path - Elgin — ELGIN CPN-EG12 — 34.0 Lang Walk - Elgin — ELGIN CPN-EG12 — 34.0 CCP66 — Woolfies Brae — ABERLOUR — CCP66 — 34.0 Greenwards/Elgin High School Safe Route — ELGIN — CPN-EG42 — 34.0 Elinkwood Path - Elgin — ELGIN — CPN-EG42 — 34.0 Buckie High Street — Buckie — CPN-BK21 — 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 Fife Park Path - Keith — KEITH — CPN-EG41 — 33.0 CCP18 — Waterford Cycle Link — FORRES — CCP18 — 33.0 CCP18 — Waterford Cycle Link — FORRES — CPN-SP32 — 33.0 Bochel Circuit - Tomnavoulin — Spey River Access — CPN-SP32 — 33.0 Harbour Street - Hopeman — LOSSIEMOUTH — CPN-LM03 — 33.0 Cuthil Seafield Link - Keith — KEITH — CPN-KT16 — 33.0 Cuthil Seafield Link - Keith — KEITH — CPN-KT16 — 33.0 Cuthil Seafield Link - Forres — FORRES — CPN-FR03 — 33.0 | | · · · · · · · · · · · · · · · · · · · | CPN-FR15 | |
| CCP41 – New Elgin Link CCP17 – Greshop to Station Link FORRES CCP17 34.5 Football Ground Path - Lossiemouth M.Coast Trail - Roseisle Section M.Coast Trail - Strathlene to Findochty 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-EG12 34.0 CCP66 – Woolfies Brae ABERLOUR CCP66 – Woolfies Brae Greenwards/Elgin High School Safe Route Linkwood Path - Elgin Buckie High Street Buckie Buckie CPN-BK21 34.0 Breakback Path - Forres FORRES M.Coast Trail - Hopeman Caravan Park Moray Coast Trail Phopeman Caravan Park Moray Coast Trail CPN-EG17 33.5 Fife Park Path - Keith KEITH CPN-KT20 33.5 Dufftown Town Centre Link Speyside CPN-BG41 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-FR33 33.0 Cuthil Seafield Link - Keith KEITH CPN-KT16 33.0 Lossiemouth CPN-EM14 33.0 Cuthil Seafield Link - Keith KEITH CPN-KT16 33.0 Cuthil Seafield Link - Keith KEITH CPN-KT16 33.0 Cuthil Seafield Link - Keith KEITH CPN-KT16 33.0 | , , , , | | | |
| CCP17 – Greshop to Station Link FORRES CCP17 34.5 Football Ground Path - Lossiemouth LOSSIEMOUTH CPN-LM26 34.5 M.Coast Trail - Roseisle Section M.Coast Trail - Strathlene to Findochty 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 Buckie High Street Buckie Buckie CPN-BC42 34.0 Breakback Path - Forres FORRES M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 33.5 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 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 CPN-FR92 33.0 Bochel Circuit - Tomnavoulin Spey River Access CPN-FR93 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 | | | | |
| Football Ground Path - Lossiemouth M.Coast Trail - Roseisle Section M.Coast Trail - Strathlene to Findochty M.Coast Trail - Strathlene to Findochty Moray Coast Trail CPN-MCT16 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 Linkwood Path - Elgin Buckie High Street Buckie CPN-EG42 34.0 Buckie High Street Buckie CPN-BK21 34.0 ABREABABACK PATH - Forres FORRES M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 33.5 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 33.5 Fife Park Path - Keith KEITH CPN-KT20 33.5 Dufftown Town Centre Link Speyside 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-FR32 33.0 CUthil Seafield Link - Keith KEITH CPN-KT16 33.0 | | | | |
| 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-EG42 34.0 Buckie High Street Buckie CPN-BK21 34.0 Buckie High Street Buckie CPN-BK21 34.0 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 33.5 M.Coast Trail - Hopeman Caravan Park Moray Coast Trail CPN-MCT06 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 CP18 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 St Leonard's Path - Forres FORRES CPN-FR36 32.5 | · · | LOSSIEMOUTH | CPN-LM26 | |
| M.Coast Trail - Strathlene to Findochty | M.Coast Trail - Roseisle Section | Moray Coast Trail | CPN-MCT03 | |
| CCP73 – Ben Rinnes Hill Path Drummuir Street - Hopeman Duffus Road Path - Elgin Lang Walk - Elgin CCP66 – Woolfies Brae CCP66 – Woolfies Brae Linkwood Path - Elgin Buckie High School Safe Route Linkwood Path - Forres Breakback Path - Forres Boroughbriggs Cycle Link - Elgin Dufftown Town Centre Link Speyside CCP18 – Waterford Cycle Link CCP54 – Balnacoul Link Path CCP54 – Balnacoul Link Path CCP54 – Balnacoul Link - Reith And CCP54 – Balfield Link - Keith Hill 99 Trail - Culbin FORRES CPN-FR33 CPN-FR34 CPN-FR34 CPN-BK21 | M.Coast Trail - Strathlene to Findochty | | CPN-MCT16 | 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-EG42 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 Cuthil Seafield Link - Keith KEITH CPN-KT16 33.0 Cuthil Seafield Link - Keith KEITH CPN-KT16 33.0 Cuthil Seafield Link - Keith KEITH CPN-LM13 33.0 St Leonard's Path - Forres FORRES CPN-FR36 32.5 | CCP73 – Ben Rinnes Hill Path | • | CCP73 | 34.0 |
| Lang Walk - Eigin 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 Cuthil Seafield Link - Keith KEITH CPN-KT16 33.0 Cuthil Seafield Link - Keith KEITH CPN-KT16 33.0 St Leonard's Path - Forres FORRES CPN-FR36 32.5 | Drummuir Street - Hopeman | LOSSIEMOUTH | CPN-LM13 | 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 Cuthil Seafield Link - Keith KEITH CPN-KT16 33.0 Cuthil Seafield Link - Keith KEITH CPN-KT16 33.0 St Leonard's Path - Forres FORRES CPN-FR36 32.5 | Duffus Road Path - Elgin | ELGIN | CPN-EG12 | 34.0 |
| Greenwards/Elgin High School Safe Route Linkwood Path - Elgin Buckie High Street Buckie CPN-EG46 Breakback Path - Forres FORRES CPN-FR34 Boroughbriggs Cycle Link - Elgin Fife Park Path - Keith Speyside CPN-EG47 Springfield Link - Elgin CCP18 - Waterford Cycle Link FORRES CCP18 - Balnacoul Link Path Bochel Circuit - Tomnavoulin Forres Borough Springfield Link - Elgin CCP18 - Waterford Cycle Link Bochel Circuit - Tomnavoulin Spey River Access CPN-SP32 Bochel Circuit - Green Bochel Circuit - Tomnavoulin Spey River Access CPN-FR33 CUthil Seafield Link - Keith KEITH CPN-LM14 Sa.0 Cuthil Seafield Link - Keith CPN-EG41 Sa.0 COP18 - Waterford Cycle Link FORRES CPN-FR33 CPN-FR33 CPN-FR33 CPN-FR33 CPN-FR33 CUthil Seafield Link - Keith CPN-KT16 Sa.0 CUTP-LM14 CPN-LM14 | Lang Walk - Elgin | ELGIN | CPN-EG11 | 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 Cuthil Seafield Link - Keith KEITH CPN-KT16 33.0 St Leonard's Path - Forres FORRES CPN-FR36 32.5 | CCP66 – Woolfies Brae | ABERLOUR | CCP66 | 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 Cuthil Seafield Link - Keith KEITH CPN-KT16 33.0 St Leonard's Path - Forres FORRES CPN-FR36 32.5 | Greenwards/Elgin High School Safe Route | ELGIN | CPN-EG42 | 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 | | ELGIN | CPN-EG46 | 34.0 |
| M.Coast Trail - Hopeman Caravan Park Boroughbriggs Cycle Link - Elgin ELGIN Fife Park Path - Keith Dufftown Town Centre Link Speyside Springfield Link - Elgin ELGIN CPN-EG17 Springfield Link - Elgin ELGIN CPN-EG41 Speyside CPN-SP09 Springfield Link - Elgin ELGIN CPN-EG41 Speyside CPN-EG17 Speyside CPN-EG41 Speyside CPN-EG4 | Buckie High Street | Buckie | CPN-BK21 | 34.0 |
| 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 | Breakback Path - Forres | FORRES | CPN-FR34 | 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 | M.Coast Trail - Hopeman Caravan Park | Moray Coast Trail | CPN-MCT06 | 33.5 |
| Dufftown Town Centre Link Speyside CPN-SP09 33.0 Springfield Link - Elgin ELGIN CCPN-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 | Boroughbriggs Cycle Link - Elgin | ELGIN | CPN-EG17 | 33.5 |
| 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 | Fife Park Path - Keith | KEITH | CPN-KT20 | 33.5 |
| 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 | Dufftown Town Centre Link | Speyside | CPN-SP09 | 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 | Springfield Link - Elgin | ELGIN | CPN-EG41 | 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 | CCP18 – Waterford Cycle Link | FORRES | CCP18 | 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 | CCP54 – Balnacoul Link Path | MOSSTODLOCH | CCP54 | 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 | | Spey River Access | CPN-SP32 | 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 | Harbour Street - Hopeman | | CPN-LM14 | 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 | · | FORRES | CPN-FR03 | 33.0 |
| Hopeman to Duffus Cycle Link LOSSIEMOUTH CPN-LM03 33.0 St Leonard's Path - Forres FORRES CPN-FR36 32.5 | Cuthil Seafield Link - Keith | KEITH | CPN-KT16 | 33.0 |
| | Hopeman to Duffus Cycle Link | | CPN-LM03 | 33.0 |
| Thornhill Cycle Path - Elgin ELGIN CPN-EG45 32.5 | St Leonard's Path - Forres | FORRES | CPN-FR36 | 32.5 |
| | Thornhill Cycle Path - Elgin | ELGIN | CPN-EG45 | 32.5 |

Appendix 3 - Core Path Selection Prioritisation

| Greshop Route - Forres | FORRES | CPN-FR12 | 32.5 |
|--|-------------------|------------|------|
| Bronte Path - Forres | FORRES | CPN-FR39 | 32.5 |
| Spynie Canal Path - Lossiemouth | LOSSIEMOUTH | CPN-LM28 | 32.5 |
| Boyd Anderson Community Path Lossiemouth | LOSSIEMOUTH | CPN-LM23 | 32.5 |
| M.Coast Trail - Lossiemouth Kingston | Moray Coast Trail | CPN-MCT11 | 32.5 |
| Bishopmill Path - Elgin | ELGIN | CPN-EG28 | 32.5 |
| Milnes School Safe Route - Fochabers | FOCHABERS | CPN-FB19 | 32.5 |
| Garrowood Path - Grange | KEITH | CPN-KT02 | 32.5 |
| Nelson Point Path - Cullen | CULLEN | CPN-CU08 | 32.5 |
| Spey River Access - Blacksboat Bridge | Spey River Access | CPN-SRA09 | 32.5 |
| Cooper Park Paths - Elgin | ELGIN | CPN-EG23 | 32.0 |
| Ashgrove Path - Elgin | ELGIN | CPN-EG48 | 32.0 |
| Ramflat Road Path - Forres | FORRES | CPN-FR28 | 32.0 |
| CCP10 – Pilmuir Road West | FORRES | CCP10 | 32.0 |
| Mosset Burn Corridor Path - Forres | FORRES | CPN-FR31 | 32.0 |
| M.Coast Trail - Portknockie | Moray Coast Trail | CPN-MCT19 | 32.0 |
| Spey River Access - Carron | Spey River Access | CPN-SRA07 | 32.0 |
| Elgin Town Centre Pedestrian Precincts | ELGIN | CPN-EG18 | 31.5 |
| Roysvale Path - Forres | FORRES | CPN-FR33 | 31.5 |
| Suie to Bridgehaugh Path - Cabrach | Speyside | CPN-SP29 | 31.5 |
| CCP26 – Tarryblake Path | ROTHIEMAY | CCP26 | 31.5 |
| Spey River Access - Boat o'Brig | Spey River Access | CPN-SRA03 | 31.5 |
| Spey River Access - Aberlour Bank | Spey River Access | CPN-SRA06 | 31.5 |
| NCN Route 1 - Deanshaugh - Elgin | ELGIN | CPN-EG26 | 31.5 |
| Burn of Rothes/Mannoch Road - Rothes | Speyside | CPN-SP01 | 31.5 |
| High Street Link - Rothes | Speyside | CPN-SP14 | 31.5 |
| CCP62 – Maltkiln Burn Path | DUFFTOWN | CCP62 | 31.5 |
| Sanguhar 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 – Seafield 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 - Rothes | 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 |
| בוקווו רווקוו סנוככני | LLGIIV | 51 14 2020 | 30.5 |

Appendix 3 - Core Path Selection Prioritisation

| CCP31 - Hopeman School Brae Path | | | | |
|--|--|-------------------|-----------|------|
| Southfield Path - Eigin ELGIN CPN-EG60 30.0 Station Road Route - Garmouth GARMOUTH CPN-FB05 30.0 CCPD1 - 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 - Eigin ELGIN CPN-EG09 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 CPN-EG14 29.0 Tor Gray's Link - Eigin ELGIN CPN-EG14 29.0 Torrieston Walks All Abilities trail ELGIN CPN-EG04 29.0 Bilbohall Farm Link - Eigin ELGIN CPN-EG02 29.0 Bilbohall Farm Link - Eigin ELGIN CPN-EG3 29.0 Bilbohall Farm Link - Eigin ELGIN CPN-EG3 29.0 Ramsay Lane Link - Lossiemouth LOSSIEMOUTH CPN-LM25 28.5 Westerton Path - Drummuir Drummuir CPN-KT24 28.5 Westerton Path - Drummuir Drummuir CPN-KT24 28.5 Pinefield Playing Field Path - Eigin ELGIN CPN-EG3 29.0 NCN Route 1 - Forres to Kinloss FORRES CPN-FB18 28.5 CCP34 - Hamilton Gardens Cycle Path ELGIN CPN-EG4 28.5 NCN Route 1 - Forres to Kinloss FORRES CPN-FB18 28.5 CCP34 - Hamilton Gardens Cycle Path ELGIN CPN-EG4 28.5 NCN Route 1 - Admiralty St Path - Pknocki CULLEN CPN-CU01 28.5 CCP34 - Hamilton Gardens Cycle Path ELGIN CPN-EG4 28.5 CCP44 - Linkwood Cycle Path ELGIN CPN-EG4 28.5 CCP45 - Grantown Road Cycle Path ELGIN CPN-EG4 28.5 CCP46 - Dovecot Cycle Path ELGIN CPN-EG4 27.5 Rothes Primary School Safe Route Speyside CPN-SP15 27.5 Rothes Primary School Safe Route Speyside CPN-SP16 27.5 Spey River Access - Foch | CCP31 – Hopeman School Brae Path | HOPEMAN | CCP31 | 30.5 |
| Station Road Route - Garmouth CCP01 - Brodie Castle Trail CCP01 - Brodie Castle Trail CCP06 - Ferrylea Cycle Link CCP06 - Ferrylea Cycle Link FORRES CCP16 30.0 Queens Road Town Link - Aberlour Freuchny Stripe - Buckie Buckie CPN-SP27 30.0 Cuthil Park Paths - Keith FORMES CCP16 30.0 Cuthil Park Paths - Keith FORMES CUPN-SP27 30.0 Cuthil Park Paths - Keith FORMES CUTHIN PARK Paths - Keith Plewlands Coastal Link - Covesea LOSSIEMOUTH CPN-LM07 29.5 Lesmurdie Road Cycle Path - Elgin LEGIN CPN-EG29 29.5 Seaview Path - Cullen CULLEN CPN-CU07 29.0 Hopeman Primary School Cycle Link CCP43 - Southfield Cycle Path FLIGIN CCP43 29.0 CCP43 - Southfield Cycle Path FLIGIN CPN-EG14 29.0 CCP43 - Southfield Cycle Path FLIGIN CPN-EG14 29.0 Torrieston Walks All Abilities trail FLIGIN CPN-EG20 29.0 Bilbohall Farm Link - Elgin FLIGIN CPN-EG20 29.0 Bilbohall Farm Link - Elgin FLIGIN CPN-EG34 29.0 Ramsay Lane Link - Lossiemouth LOSSIEMOUTH CPN-LU40 29.0 Westerton Path - Drummuir Drummuir CPN-KT24 28.5 Westerton Path - Drummuir Drummuir CPN-KT24 28.5 Fochabers High Street Pinefield Playing Field Path - Elgin NCN Route 1 - Forres to Kinloss CCP34 - Hamilton Gardens Cycle Path FLIGIN CPN-EG34 28.5 CCP34 - Hamilton Gardens Cycle Path CCP34 - Hamilton Gardens Cycle Path CCP34 - FARMING Scholar Formes CCP34 - Hamilton Gardens Cycle Path CCP43 - Grant Park Central Path - Forres CCP44 - Linkwood Cycle Path FLIGIN CPN-FR01 28.5 CCP44 - Linkwood Cycle Path FLIGIN CPN-FR02 28.5 CCP44 - Linkwood Cycle Path FLIGIN CPN-FR03 28.5 CCP44 - Linkwood Cycle Path FLIGIN CPN-FR04 28.5 CCP44 - Linkwood Cycle Path FLIGIN CPN-FR05 CPN-FR01 28.0 CCP44 - Linkwood Cycle Path FLIGIN CPN-FR02 27.5 Rafford Road Route - Rafford FORRES CPN-FR01 28.0 CCP44 - Linkwood Cycle Path FLIGIN CPN-FR02 27.5 Rafford Road Route - Rafford FORRES CPN-FR01 28.0 CCP44 - Linkwood Cycle Path FLIGIN CPN-FR02 27.5 Rafford Road Route - Rafford FORRES CPN-FR01 28.0 CCP44 - Dovecot Cycle Path FLIGIN CPN-FR02 27.5 Rafford Road Route - Rafford FORRES CPN-FR01 27.0 Seafield Park Road/Land Stre | Thunderton Place - Elgin | ELGIN | CPN-EG19 | 30.5 |
| CCP10 - Brodie Castle Trail CCP16 - Ferrylea Cycle Link CCP16 - Ferrylea Cycle Link 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 Lesmurdle Road Cycle Path - Elgin Seaview Path - Cullen CCP43 - Southfield Cycle Link CCP43 - Southfield Cycle Path CTPN-LM07 CCP43 - Southfield Cycle Path Lintmill to Crannoch Road Cullen CTPN-EG44 29.0 Torrieston Walks All Abilities trail Bilbohall Farm Link - Elgin ELGIN CPN-EG34 Speysterton Path - Drummuir Drummuir CPN-KT24 Sessiem Speyster Speyster Speyster Speyster Pinefield Playing Field Path - Elgin NCN Route 1 - Forres to Kinloss CCP43 - Hamilton Gardens Cycle Path CCP43 - Grantown Road Cycle Path ELGIN CPN-EG44 Sessiem Speyster Speyster Speyster Pinefield Playing Field Path - Elgin NCN Route 1 - Forres to Kinloss CCP34 - Hamilton Gardens Cycle Path CCP43 - Hamilton Gardens Cycle Path CCP43 - Hamilton Gardens Cycle Path CCP44 - Linkwood Cycle Path CCP45 - CPN-FR13 Sessiem CCP44 - Linkwood Cycle Path CCP46 - Linkwood Cycle Path CCP47 - Linkwood Cycle Path CCP48 - CPN-FR02 CCP44 - Linkwood Cycle Path CCP49 - Dovecot Cycle Path Rothes Primary School Safe Route Speyside CCP44 - Linkwood Cycle Path CCP40 - Dovecot Cycle | Southfield Path - Elgin | ELGIN | CPN-EG60 | 30.0 |
| CCP16 - Ferrylea Cycle Link FORRES CCP16 30.0 | Station Road Route - Garmouth | GARMOUTH | CPN-FB05 | 30.0 |
| Queens Road Town Link - Aberlour Speyside CPN-SP27 30.0 | CCP01 – Brodie Castle Trail | BRODIE | CCP01 | 30.0 |
| Freuchny Stripe - Buckie Cuthil Park Paths - Keith REITH 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 CCP43 - Southfield Cycle Path Dr Gray's Link - Elgin ELGIN CPN-EG14 29.0 CCP43 - Southfield Cycle Path Lintmill to Crannoch Road CULLEN CPN-CU04 29.0 CCP43 - Southfield Cycle Path 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-EG04 29.0 Bilbohall Farm Link - Elgin ELGIN CPN-EG04 29.0 Bilbohall Farm Link - Elgin Ramsay Lane Link - Lossiemouth UOSSIEMOUTH CPN-LM25 28.5 Westerton Path - Drummuir Drummuir CPN-KT24 28.5 Pinefield Playing Field Path - Elgin NCN Route 1 - Forres to Kinloss FORRES CPN-FB13 28.5 CCP34 - Hamilton Gardens Cycle Path NCN Route 1 - Forres to Kinloss CCP34 - Hamilton Gardens Cycle Path Cloddymoss Culbin Track - Dyke Grant Park Central Path - Forres CCP13 - Grantown Road Cycle Path Cloddymoss Culbin Track - Dyke Grant Park Central Path - Forres CCP44 - Linkwood Cycle Path Rothes Primary School Safe Route CCP44 - Linkwood Cycle Path Rothes Primary School Safe Route Speyside CPN-FB2 27.5 Rafford Road Route - Rafford Road Route - Rafford FORRES CPN-FB2 27.5 Rafford Road Route - | CCP16 – Ferrylea Cycle Link | FORRES | CCP16 | 30.0 |
| Freuchny Stripe - Buckie Cuthil Park Paths - Keith REITH CPN-KT15 30.0 Plewlands Coastal Link - Covesea LossIEMOUTH CPN-LM07 29.5 Lesmurdie Road Cycle Path - Eligin ELGIN CPN-EG29 29.5 Seaview Path - Cullen CULLEN CPN-CU07 29.0 Hopeman Primary School Cycle Link CCP43 - Southfield Cycle Path Dr Gray's Link - Eligin ELGIN CPN-EG48 29.0 CCP43 - Southfield Cycle Path Dr Gray's Link - Eligin ELGIN CPN-EG48 29.0 Lintmill to Crannoch Road CULLEN CPN-CU04 29.0 Torrieston Walks All Abilities trail ELGIN CPN-EG40 29.0 Bilbohall Farm Link - Elgin ELGIN CPN-EG40 29.0 Bilbohall Farm Link - Elgin ELGIN CPN-EG40 29.0 Bilbohall Farm Link - Elgin ELGIN CPN-EG40 29.0 Ramsay Lane Link - Lossiemouth LOSSIEMOUTH CPN-LM25 28.5 Westerton Path - Drummuir Drummuir CPN-KT24 28.5 Pinefield Playing Field Path - Elgin NCN Route 1 - Forres to Kinloss FORRES CPN-FB18 28.5 CCP34 - Hamilton Gardens Cycle Path NCN Route 1 - Admiralty St Path - Pknocki CCP34 - Hamilton Gardens Cycle Path Cloddymoss Culbin Track - Dyke Grant Park Central Path - Forres CCP44 - Linkwood Cycle Path Rothes Primary School Safe Route CCP44 - Linkwood Cycle Path Rothes Primary School Safe Route CCP44 - Linkwood Cycle Path Rothes Primary School Safe Route Speyside CPN-FB2 27.5 Rafford Road Route - Rafford Rothes Primary School Safe Route Speyside CPN-FB2 27.5 Rafford Road Route - Rafford FORRES CPN | Queens Road Town Link - Aberlour | Speyside | CPN-SP27 | 30.0 |
| Cuthil Park Paths - Keith Plewlands Coastal Link - Covesea LOSSIEMOUTH CPN-LM07 29.5 Lesmurdie Road Cycle Path - Elgin Seaview Path - Cullen CULLEN CPN-CU07 Hopeman Primary School Cycle Link CCP43 - Southfield Cycle Path Lintmill to Crannoch Road CULLEN CPN-EG19 CTPN-EG14 CDPN-EG14 CDPN-EG34 CDPN-EG35 CDPN-EG36 CDPN-EG36 CDPN-EG36 CDPN-EG36 CDPN-EG36 CDPN-EG36 CDPN-EG37 CDPN-EG37 CDPN-EG38 CDPN-EG37 CDPN-EG38 CDPN-EG37 CDPN-EG38 CDPN-EG38 CDPN-EG37 CDPN-EG38 CDPN-EG38 CDPN-EG37 CDPN-EG38 CDPN-EG37 CDPN-EG38 CDPN-EG38 CDPN-EG38 CDPN-EG38 CDPN-EG37 CDPN-EG38 CDPN-EG38 CDPN-EG38 CDPN-EG38 CDPN-EG38 CDPN-EG38 CDPN-EG38 CDPN-EG39 CDPN-EG38 CDPN-EG39 CDPN-EG38 CDPN-EG39 CDPN-EG34 CDP | Freuchny Stripe - Buckie | | CPN-BK12 | |
| Lesmurdie Road Cycle Path - Elgin Seaview Path - Cullen CULLEN CPN-CU07 29.0 Hopeman Primary School Cycle Link CCP43 - Southfield Cycle Path ELGIN CCP44 - Southfield Cycle Path ELGIN CCP45 - Southfield Cycle Path ELGIN CCP46 - CPN-EG14 29.0 Torrieston Walks All Abilities trail ELGIN CPN-EG02 29.0 Bilbohall Farm Link - Elgin ELGIN CPN-EG34 Ramsay Lane Link - Lossiemouth LOSSIEMOUTH CPN-LM25 Ramsay Lane Link - Lossiemouth LOSSIEMOUTH CPN-LM25 Ramsay Lane Link - Lossiemouth LOSSIEMOUTH CPN-KT24 28.5 FOCHABERS Pinefield Playing Field Path - Elgin FoChabers High Street FOCHABERS CPN-FB18 28.5 Pinefield Playing Field Path - Elgin NCN Route 1 - Forres to Kinloss FORRES CPN-FB13 28.5 CCP34 - Hamilton Gardens Cycle Path ELGIN CCP34 28.5 CCP34 - Hamilton Gardens Cycle Path ELGIN CCP34 Cloddymoss Culbin Track - Dyke FORRES CPN-FR01 28.0 Grant Park Central Path - Forres FORRES CPN-FR01 Rothes Primary School Safe Route Speyside CPN-FR01 Rothes Primary School Safe Route Speyside CPN-FP15 Rafford Road Route - Rafford NCN Route 1 - Innes Road GARMOUTH CPN-EG27 CP40 - Dovect Cycle Path ELGIN CCP40 Linksfield Path - Elgin Drum Road Path - Keith KEITH CPN-KT03 Seafield Park Road/Land Street - Keith KEITH CPN-KT03 Seafield Park Road/Land Street - Keith KEITH CPN-KT04 Spey River Access - Fochabers Bank Spey River Access - Delnapot (Bridge) Speyside CPN-SP42 CCP42 - Birnie Road Cycle Path ELGIN CCP42 Birnie Road Cycle Path ELGIN CPN-EG40 CCP42 Birnie Road Cycle Path ELGIN CPN-EG40 CPN-SP412 C65 Spynie Cycle Link - Elgin ELGIN CPN-EG40 CPN-SP412 C65 CCP42 - Birnie Road Cycle Path ELGIN CCP42 C65 CCP42 Birnie Road Cycle Path ELGIN CPN-SP412 C65 CCP42 C65 CCP42 C65 | · · · · · · · · · · · · · · · · · · · | KEITH | CPN-KT15 | 30.0 |
| Lesmurdie Road Cycle Path - Elgin Seaview Path - Cullen CULLEN CPN-CU07 29.0 Hopeman Primary School Cycle Link CCP43 - Southfield Cycle Path ELGIN CCP44 - Southfield Cycle Path ELGIN CCP45 - Southfield Cycle Path ELGIN CCP46 - CPN-EG14 29.0 Torrieston Walks All Abilities trail ELGIN CPN-EG02 29.0 Bilbohall Farm Link - Elgin ELGIN CPN-EG34 Ramsay Lane Link - Lossiemouth LOSSIEMOUTH CPN-LM25 Ramsay Lane Link - Lossiemouth LOSSIEMOUTH CPN-LM25 Ramsay Lane Link - Lossiemouth LOSSIEMOUTH CPN-KT24 28.5 FOCHABERS Pinefield Playing Field Path - Elgin FoChabers High Street FOCHABERS CPN-FB18 28.5 Pinefield Playing Field Path - Elgin NCN Route 1 - Forres to Kinloss FORRES CPN-FB13 28.5 CCP34 - Hamilton Gardens Cycle Path ELGIN CCP34 28.5 CCP34 - Hamilton Gardens Cycle Path ELGIN CCP34 Cloddymoss Culbin Track - Dyke FORRES CPN-FR01 28.0 Grant Park Central Path - Forres FORRES CPN-FR01 Rothes Primary School Safe Route Speyside CPN-FR01 Rothes Primary School Safe Route Speyside CPN-FP15 Rafford Road Route - Rafford NCN Route 1 - Innes Road GARMOUTH CPN-EG27 CP40 - Dovect Cycle Path ELGIN CCP40 Linksfield Path - Elgin Drum Road Path - Keith KEITH CPN-KT03 Seafield Park Road/Land Street - Keith KEITH CPN-KT03 Seafield Park Road/Land Street - Keith KEITH CPN-KT04 Spey River Access - Fochabers Bank Spey River Access - Delnapot (Bridge) Speyside CPN-SP42 CCP42 - Birnie Road Cycle Path ELGIN CCP42 Birnie Road Cycle Path ELGIN CPN-EG40 CCP42 Birnie Road Cycle Path ELGIN CPN-EG40 CPN-SP412 C65 Spynie Cycle Link - Elgin ELGIN CPN-EG40 CPN-SP412 C65 CCP42 - Birnie Road Cycle Path ELGIN CCP42 C65 CCP42 Birnie Road Cycle Path ELGIN CPN-SP412 C65 CCP42 C65 CCP42 C65 | Plewlands Coastal Link - Covesea | LOSSIEMOUTH | CPN-LM07 | 29.5 |
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| Grant Park Central Path - Forres CCP44 - Linkwood Cycle Path ELGIN 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 Spey River Access - Delnapot (Bridge) Speyside Way CPN-EG40 - 26.5 Edgar Road Path - Elgin ELGIN CPN-EG30 - 26.5 Edgar Road Cycle Path ELGIN CPN-EG40 - 26.5 CCP42 - Birnie Road Cycle Path ELGIN CCP42 - 26.5 Tamdhu Road - Knockando Speyside CPN-SP19 - 26.5 | CCP13 – Grantown Road Cycle Path | FORRES | CCP13 | 28.5 |
| 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 Spey River Access - Delnapot (Bridge) Speyside Way CPN-EG30 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 CPN-SP19 26.5 | Cloddymoss Culbin Track - Dyke | FORRES | CPN-FR01 | 28.0 |
| 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 CPN-EG40 26.5 Tamdhu Road - Knockando Speyside CPN-SP19 26.5 | Grant Park Central Path - Forres | FORRES | CPN-FR40 | 28.0 |
| 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 Edgar Road Path - Elgin ELGIN CPN-EG40 26.5 Edgar Road Path - Elgin ELGIN CPN-EG40 26.5 Tamdhu Road - Knockando Speyside CPN-SP19 26.5 | CCP44 – Linkwood Cycle Path | ELGIN | CCP44 | 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 | Rothes Primary School Safe Route | Speyside | CPN-SP15 | 27.5 |
| CCP40 – Dovecot Cycle Path Linksfield Path - Elgin Linksfield Path - Elgin ELGIN CPN-EG27 27.5 Wards Back Path - Elgin ELGIN CPN-EG38 27.5 Drum Road Path - Keith KEITH CPN-KT09 Seafield Park Road/Land Street - Keith Lodge Path - Forres FORRES CPN-FR41 27.0 CCP71 – Blackwater Track CABRACH CCP71 Spey River Access - Fochabers Bank Spey River Access CPN-SRA02 Spey River Access - Fochabers Bank Spey River Access Glass Green Path - Elgin ELGIN Spey River Access - Delnapot (Bridge) Speyside Way CPN-EG44 Spynie Cycle Link - Elgin ELGIN CPN-EG30 26.5 Edgar Road Path - Elgin ELGIN CPN-EG40 26.5 CCP42 – Birnie Road Cycle Path ELGIN CPN-SP19 26.5 | Rafford Road Route - Rafford | FORRES | CPN-FR24 | 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 CPN-E940 26.5 Tamdhu Road - Knockando Speyside CPN-SP19 26.5 | NCN Route 1 - Innes Road | GARMOUTH | CPN-FB02 | 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 CPN-EG40 26.5 Tamdhu Road - Knockando Speyside CPN-SP19 26.5 | CCP40 – Dovecot Cycle Path | ELGIN | CCP40 | 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 | Linksfield Path - Elgin | ELGIN | CPN-EG27 | 27.5 |
| 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 | Wards Back Path - Elgin | ELGIN | CPN-EG38 | 27.5 |
| 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 | Drum Road Path - Keith | KEITH | CPN-KT09 | 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 | Seafield Park Road/Land Street - Keith | KEITH | CPN-KT14 | 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 | Lodge Path - Forres | FORRES | CPN-FR41 | 27.0 |
| 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 | CCP71 – Blackwater Track | CABRACH | CCP71 | 27.0 |
| 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 | Spey River Access - Fochabers Bank | Spey River Access | CPN-SRA02 | 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 | Birkenbush Road - Glenallachie | Speyside | CPN-SP24 | 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 | Glass Green Path - Elgin | ELGIN | CPN-EG44 | 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 | Spey River Access - Delnapot (Bridge) | Speyside Way | CPN-SRA12 | 26.5 |
| CCP42 – Birnie Road Cycle Path ELGIN CCP42 26.5 Tamdhu Road - Knockando Speyside CPN-SP19 26.5 | Spynie Cycle Link - Elgin | ELGIN | CPN-EG30 | 26.5 |
| Tamdhu Road - Knockando Speyside CPN-SP19 26.5 | Edgar Road Path - Elgin | ELGIN | CPN-EG40 | 26.5 |
| | CCP42 – Birnie Road Cycle Path | ELGIN | CCP42 | 26.5 |
| CCP14 – Kinloss Wetlands Path KINLOSS CCP14 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

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