

Pentland Hills Regional Park

Upland Path Audit 2016



Upland Path Audit, Priorities and Indicative Costings

Pentland Hills Regional Park
Upland Path Audit 2016

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Pentland Hills Regional Park - Upland Path Audit 2015

1. Background To the Path Audit

The Pentland Hills Regional Park is to the south of the City of Edinburgh and was designated in 1986. The Park extends to 90 square km and has a substantial amount of hill ground with 7 hills above 500m altitude including Scarth Law, Carnethy Hill and West Kip.

The City of Edinburgh has a population of ½ a million, with the greater urban area encompassing close to a million residents, and is second only to London in the UK for attracting international visitors.

As with all of Scotland's upland areas the Pentland Hills are prone to path erosion due to the fragility of vegetation and soils, high levels of rainfall and high visitor numbers. The result is extensive path erosion, loss of habitat and landscape impact.

COAT has been appointed by the Edinburgh and Lothians Greenspace Trust to carry out an Upland Path audit and provide recommendations on potential project development. The City of Edinburgh Council is acting as the lead authority for the initiative on behalf of Pentland Hills Regional Park, which is a partnership between Midlothian Council, West Lothian Council, Scottish Natural Heritage and itself.

The Upland Path Audit is designed to capture objective baseline data on the condition of the path network, to prioritise paths and sections of paths where management is required, and to obtain indicative costings and recommendations on repair and maintenance works needed. The report will also consider potential constraints including land management, statutory designations and available skills to carry out mountain path work in the area.

2. The Pentland Hills

The core of the Pentland Hills is formed of folded sedimentary rocks of Silurian and Ordovician age, the southern hills of the range are made of Devonian red sandstones . The tops have prevailed due to the hardness of the 400-million-year-old volcanic rocks, both lavas and ashes, that make them up.

The natural heritage of the Pentland Hills Regional Park encompasses wetland, farmland, moorland and the higher ground which is more typical of the southern uplands. The park has four areas designated for natural heritage

- River Tweed SAC – featuring trophic range river, vascular plant assemblage, atlantic salmon, brook lamprey, river lamprey, sea lamprey, otter, beetle assemblage and fly assemblage.
- North Esk Valley SSSI – featuring arthropoda (excl insects and trilobites), Llandoverly, lowland acidic grassland and valley fen
- Logan Burn SSSI – featuring bryophyte and lichen assemblages
- Balerno Common SSSI – featuring bryophyte assemblage, mesotrophic loch, raised bog and transition open fen

The majority of land is within private ownership, and is predominantly used for livestock farming, with grazing ranging over the high tops, as well as for agriculture on the lower slopes. Other land use is sporting, including shooting of grouse, pheasant and other birds, as well as livery with an increasing proportion of land rented for horses. The Ministry of Defence own land around Castlelaw, which is used as a training ground and firing range. Scottish Water own reservoirs within the Pentland Hills which are for water supply to the urban area.

The range is of considerable access and recreation value, with high ground, great views and providing a real sense of the outdoors and scale of landscape within touching distance of Scotland's capital. with a growing numbers of visitors each year. The Pentland Hills are used by a range of people, including hill walkers, casual walkers, families, cyclists, runners and horse riders. Use is currently concentrated from the Hillend, Flotterstone and Bavelaw car parks.

3. Upland Path Survey Techniques

The path condition survey was designed to provide an overall assessment of the current condition of the mountain paths and as such provides:

- A breakdown of costs required to bring the upland path resource to an acceptable standard,
- Estimates of work required to put in place an effective maintenance, repair/remedial regime

The audit used established Upland Path Advisory Group approved techniques as used by the Cairngorms Outdoor Access Trust

- Context based survey – or ‘green’ survey provides a desk-based evaluation of the context within which each route lies, including ownership, heritage designations etc.
- Condition Survey – or ‘amber’ survey provides an objective assessment of the physical condition of each footpath, based on physical and index based measurement. Costs and priorities are generated for the paths surveyed
- Maps of the routes, showing the location of each section, the point breaks between them as GPS co-ordinates, and the name and path number of each.

4. Upland Path Construction Techniques

The techniques identified and recommended for works can be described in terms of *'Machine Built'*, *'Hand Built'* and *'Light Touch'*

'Machine Built'

This refers either to a machine built 'hi and dry' footpath style whereby a path is raised using onsite material. Turved ditches are excavated to provide mineral material with a mixed sub-base and graded surface. Where necessary additional material can be sourced through excavation of a 'borrow pit' located at appropriate parts of the site. This type of technique is appropriate for uncontained open moorland, and elsewhere when the landscape and habitats are comparatively robust and the site topography lends itself to access. The majority of the work in the Pentland Hills can be achieved using these type of techniques.

Examples of Machine Built Paths



Machine Build on rugged sub-Arctic terrain at over 3000ft on Windy Ridge (Cairngorms National Park)



Raised machine path with turve side drain at Angus Glens (Cairngorms National Park)

'Hand Built'

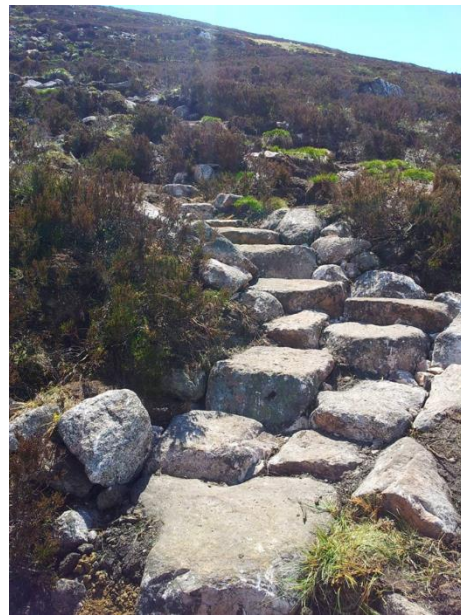
This refers to a fully or part built, hardened footpath surface using either the established hand-built techniques highlighted in the Upland Path Advisory Group's Techniques Manual.

Where this has been recommended it indicates that the surveyor considers this approach to be appropriate for the proscribed length of path. These techniques are tried and tested, and construction costs tend to be high, due to the concentration of labour and materials. This technique is suitable where the habitat is fragile, slopes are steep, access is limited, and higher up the mountain where landscape values are particularly high. This type of approach is appropriate for the higher ground and other areas where it is not possible to access or work a machine due to the steepness of relief.

Examples of Hand Built Mountain Paths



Hand Built Aggregate Path



Stone Pitching with Revettment

‘Light Touch’

This indicates a less intensive approach, with landscaping and definition used to narrow width, with little or no hardening of path surfaces. The management technique shows a profile of greatly reduced unit costs, but requires a higher maintenance commitment over the longer term. More importantly it shows a lighter touch in the wildest and most beautiful mountain landscapes, with reduced visual impact through the use of informal techniques. This approach builds on the platea techniques successfully in Scotland during COAT’s Cairngorms Mountain Heritage (2011-15) project, and the headwall techniques trialed during the National Trust for Scotland’s Mountain Heritage project (2003-8).

Whilst this management approach is by definition more difficult to specify, it does lend itself to a *process-led* construction method. This means that there will not be a universal technique, as site conditions and problem solving techniques will vary markedly from site to site. However, provided the basic principles are followed, the desired effect will be the production of low impact path-work on the most sensitive sites, with pre-emptive techniques largely based on:

- *Route Definition* whereby damage spread will be reduced to the narrowest width possible, and where there are a number of routes evolving that go to the same place, these will be reduced to the minimum number possible. This will require a mixture of off-path techniques such as blocking and landscaping, and a number of on-path techniques designed to make the surface easier to identify.
- *Consolidation* whereby on- and immediately off-path techniques are geared towards stabilising slope failure. Techniques will focus on revetment and re-vegetation with emphasis on finding the appropriate blend to stabilise each individual slope failure.
- *Surface Drainage* whereby the emphasis is on shedding the water from the surface before it picks up sufficient momentum to move the slope materials. Water-bars are the traditional technique for this. However, by subtle shifting of path alignment, looking at off-path drainage, and by reducing the formality of water-bar construction, we will be able to produce well- drained slopes far out on the hill without intrusive drainage features.



'boulder field technique' alignment on Stob Coire nam Beith, Glencoe



Path narrowing and alignment on the Cairngorm Plateau at 4000ft

5. Key Findings

a. Overview of the Pentland Hills Regional Park Hill Path Network

There is substantial path erosion on the high and ridge routes where use is currently concentrated. The open terrain has meant, and will continue to mean, that containment is a problem. Many of the users are not equipped for high level walking and so again containment to a single path line will be a challenge. Where access is possible then a machine build can be used to reduce costs even at high altitudes, and this will provide a more robust path that is generally easier to contain. The terrain here however is generally steep and this is where the high cost hand build techniques will need to be concentrated.



Uncontained High Level Erosion, suitable for machine build



Steeper eroded slopes requiring hand build only due to steepness of the terrain

A good number of the outlying and lower level routes look underused, and are also beginning to slump and become less attractive as drainage systems break down. Whilst damaged and to some extent eroded, the issue here is whether or not there is a desire to upgrade and market these routes to the wider public. If more people were aware of the quality of landscape and countryside that is right on the doorstep of Scotland's capital, it is highly likely that a good deal more people would enjoy using them. Upgrading them may also result in deflecting people away from the higher and more sensitive routes and onto paths and landscape that could easily absorb a substantial uplift in users, provided the paths were upgraded to cope with them.

The routes also have potential for wider engagement with the public including school/college groups, events and interpretation of a rich and fascinating landscape. The Pentland hills are full of the history of Scotland, with forts, battle sites, historical buildings, drover's routes and many other cultural futures. Whilst knowledgeable people will be all too aware of this, opening up the outlying routes could provide a fantastic opportunity to engage the wider public directly with the Pentland Hills and their place in Scotland's past.



Questionable bridge work at PRP1 Cauldstane Slap.



Damaged boardwalk at PRP1 Cauldstane Slap

There is a secondary issue identified that should be noted by those responsible for the existing network as it currently stands. There are a number of places where well intentioned attempts have been made to improve path damage using a dated, and difficult to defend technique. This is the use of 'sleeper' boardwalk sections with fence staples hammered into the surface to provide grip. Many of these sections are in poor repair, and the technique itself is obsolete, superseded by approved boardwalk design and the use of tested non slip decking. There is also evidence of bridge work to non-standard design, and in poor condition, and those who are in charge should be aware of potential inadequacies in design, construction and maintenance. The creation of supported path ways on manufactured timber is not something that should be taken lightly, as it is very easy to prove if the design is non-approved and if the wood itself is in poor condition. A case in Ireland recently found against the Park Authority for an injury on sleeper boardwalk, and we should not be complacent about this in Scotland. Whenever we build in the countryside it is important to that the design is to recognized standards.

Summary of Survey Results

- **30 paths** were surveyed totaling **71.638km**
- Total estimated cost of repair to these is **£1,638,868** (excluding VAT + Management + Contingency)
- **13** of these paths was given overall a **Priority 3**
- **9** paths were given overall a **Priority 4**
- **8** paths were given **Priority 5**

Priority 3

These are paths that need intervention, that are damaged and deteriorating, but have not yet reached the full extent of erosion or dynamism that would give them a higher priority. These paths will benefit enormously from intervention now, and may incur much higher costs if allowed to continue to deteriorate.

These include the high routes, which have distinct sections at Category 2, where substantial damage has been sustained and the process of deterioration needs addressed with real urgency. They also include routes such as *PRP 1 Little Vantage to Cauldstane Slap*, *PRP3 The Borestand to North Esk Dam* and *PRP7 Bavelaw to Col* which are unpleasant paths to walk on, deteriorating gradually, but would be very sustainable routes for increased access from a much wider spectrum of users if upgraded and repaired to a good standard.

Priority 4

Priority 4 paths are routes that have sustained damage, and the rate of change is slow. These routes would benefit from work, and there is a lot of sense in repairing them at the

same time as the priority 3s for scales of economy, and to include the in the overall Pentland Hills Regional Park Path Network as paths for use by the public at an acceptable standard. Upgrading and marketing them could open up access to the wider Pentland Hills range for a wider range of users, whilst perhaps absorbing some of the users from the higher routes, who may well prefer a lower level walk but were not aware that this was available.

If resources are limited, then it may be that the Priority 4 paths would be held back for a time when there are better resources available.

Priority 5

These are paths, and for the most part vehicle tracks, which are in a good enough standard to present a walking surface for a wide of users. There is no need for capital works on these paths, though maintenance is something that will need to be considered, in conjunction with the primary users of them. The vehicle tracks have been built to provide access for work vehicles as part of Land/Water Management regimes in place.

6. Recommendations

The overarching impression of the Pentland Hills Regional Park upland path network is one of use concentrated on the high paths, and at the Edinburgh 'end' of the range. These clearly have erosion which ought to be addressed.

There are however outlying and damaged routes that could be upgraded to make them more attractive, and used to attract more people, to give them a better experience of the countryside and to involve people much more heavily in using, enjoying and caring for the Pentland Hills Regional Park. There are opportunities for a Capital project that would likely be attractive for grant awarding bodies. In conjunction with this there is a real opportunity to develop project strands around this focusing on skills training of younger people in the Edinburgh area, volunteering from the wider population and links with education through schools, colleges and universities – all on the doorstep of the Pentlands!

There is also scope for untapped income generation via the Car Parks, which could not only contribute to a Capital project, but also provide resources into the future to help maintain the network and Park in good condition.

Capital Programme

There is scope for a strong Capital programme and a good argument to carry out all the work on the survey list. This would give an entire path network within the Pentlands that would be sustainable, attractive and open up the entire hill network to a much wider range of users than currently use it. At a cost of £1.68 million, and with VAT at 20% (if VAT can be recovered through CEC, this would make a big difference), management costs and contingency a figure of £2.5m would be a realistic figure for a Capital programme. Due to the specialized nature of work, the need to factor in work around Land Management, and the need to facilitate public access to the Park during the project, it is recommended that the project be phased over 4 or 5 years.

If it is felt that this is more money than could be raised, then a sub-set of higher prioritized

routes could be brought forward to reduce that somewhat. All of the priority 3s could be taken for example

One of the factors that will need to be taken on board will be Stakeholder support for the routes taken forward. It will not be possible to do any work without the permission, support and goodwill of the landowners. There are public bodies that have key interests in the Pentland Hills including Local Authorities, SNH and Scottish Water. User and community groups will care deeply about what happens to in the hills and will wish to be engaged.

Key Recommendation – Stakeholder engagement on prioritizing paths for a potential Capital Programme

Development of a Skilled Workforce

The work required is quite specialized, and particularly so for the hand built mountain path work. There are good contractors, predominantly based in the highlands, where the bulk of this type of work historically has taken place, but any Capital programme such as this offers a fantastic opportunity to train local young people in the skills required to go and take up employment opportunities generated through this type of work. COAT have operated successfully in this way over a number of years, offering a Training Scheme, accredited to SVQ Level 2 standards in Environmental Conservation, in conjunction with our Capital programmes. We have piloted a similar scheme recently in the MacGillycuddy Reeks in Ireland, and early indications are very positive as local are being engaged in a scheme to help look after the land. We are also running our first training scheme in the West Dunbartonshire corridor for Loch Lomond, recruiting in the Balloch area. It creates a positive all round view of the work not only in terms of environmental work, but in economic contribution to the area and social cohesion to communities by offering skills development, business opportunities and job creation.

Wider Engagement With The Public

There is real potential to engage with the public in the delivery and aftercare of a Capital programme. The Pentland Hills Regional Park is within touching distance of Edinburgh, and has access to diverse communities and large number of people who could contribute to the Park and enjoy it.

There is an excellent opportunity to develop and run an 'Activity Programme' in conjunction with the Capital and Training Programme.

Activity Programme

There are endless opportunities to tap into the Volunteer resource of Edinburgh and the surrounding area. Work parties could be involved in some of the easier and limited works and would provide a valuable 'In Kind' resource to the programme. The trick is to make sure adequate training, guidance and supervision are given, and there are a number of potential partners for this in the area including Volunteer Edinburgh and TCV Scotland.

Other valuable volunteering opportunities could be harnessed via a path monitoring, or Adopt A Path style scheme whereby volunteers take responsibility to monitor a paths condition and carry out basic maintenance tasks.

There are a large number of schools, colleges and universities in the area which could be engaged at all sorts of levels. There would be good opportunities to use students of all ages to highlight the impacts of recreation on upland areas, the need to manage it effectively, how and why people use the Pentland Hills for recreation, the balance between land management and recreation and the challenges of managing this in a sustainable way.

There would be opportunities to involve the wider public in a Visitor Information Programme, to liaise and coordinate with visitor management services to ensure the visitors and the wider public are made aware of the responsibilities and implications of managing the upland path resource in the Regional Park. This will be through provision of information for events, guided walks, visitor infrastructure, web and social media.

Aftercare and Maintenance

Once the work has been completed on the Pentland Hills there are recommendations in terms of 'person days' required to look after the mountain paths in the long term. The number of days can be multiplied by the going rate for this type of labour at the time of purchase to give a value. The maintenance programme would consist of drain clearing, topping up of surfaces, minor repairs etc. The other side of the maintenance programme the mountains would benefit from would be a few days light touch work per year on the high paths, just looking at minor tweaks to alignment or emerging drainage problems to prevent the need for major works further down.

Estimated Post Project Maintenance – **88 person days per year (£15,400 + VAT on this years rates)**

Car Parking

There are currently no charges for parking in the Pentland Hills. This has been consulted on in the past, and a decision made at that time to keep it this way. The development of a project to repair decades of damage, and the need to provide aftercare should raise this question.

Car Park charges are increasingly used to provide income for projects and maintenance in countryside areas, and with current public sector cuts this is sometimes the surest source of income for this. The Forestry Commission now charge car parks at many of their sites and the Lake District National Park now pulls in millions in revenue from car park charges.

At a much more modest level COAT brings in £45-60k per annum from Car Park charges in the Cairngorms. This provides money for aftercare, and even more importantly creates a 'seed corn' funding pot for leveraging up capital projects. COAT has committed £50k per year for example to The Mountains and The People project, a £6m initiative we are currently running in both of Scotland's National Parks. It may not sound much but in fact puts COAT as the 3rd biggest match funder in the project, with £250k cash going in over 5 5

years.

The potential for income across the Pentland Hills Car Parks is untapped and substantial.

The key point would be to ensure full transparency, and that it was clear that all funds were going towards looking after the Regional Park and the path network that people will enjoy using. It would be a charge for parking not for accessing the hills, and may well have a secondary benefit of encouraging more people to use public transport or cycle to this wonderful resource on the edge of Scotland's Capital

7. Potential Funding Sources

The scope of a full project to include Capital, Training and Activity is likely to be of considerable size. A rough estimate building on the Capital costs derived from this audit would be

- *Capital Programme* - **£1,638,868**
- *Training* - £120,000 per annum for 3 years = **£360,000**
- *Activity* (Volunteering, Education, Interpretation) = **£200,000**
- *Management Costs* = **£439,773**
- *Contingency* (at 10%) = **£163,887**
- *VAT* (if non recoverable – Capital Only) = **£327,773**
- **TOTAL ESTIMATED COST** (at 2016 rates) = **£3,130,301**

The finance of this project should it go ahead will require a multi-partner approach between the relevant public bodies. This will mean that some of the partner funding must come from the Local Authorities and Scottish Natural Heritage for any substantial funding applications to be taken seriously by national grant bodies. There is also excellent scope here for income to be generated via the project in parking fees, and other potential sources of income. This could provide a major funding contribution to the project.

The project could fall into the priorities of a number of potential grant funders

HLF Landscape Partnership Project

Landscape Partnership Projects must be partnership led, embracing public bodies, NGOs and Community Groups. They will contribute to heritage conservation as an integral part of rural and peripheral urban regeneration, and should create an holistic approach to the management of the landscape. Grants are made from £100k to £3m maximum, and the larger grants will be decided at UK level, with applications received once per year.

The Regional Park would be a good scale of defined landscape for this type of application. The range of activity would have to broaden substantially from what has been specified

above, and cut across many other disciplines. Partnership including delivery would need a broader swathe of partners than currently identified, including Community Groups. HLF Landscape Partnership Grants can exceed 50%.

HLF Heritage Grant

HLF Heritage Grants are made to protect/enhance natural or cultural heritage and to engage people in the care and enjoyment of that heritage. Grants up to £2m are assessed at 'regional' level in the UK, with grants above this assessed by the HLF Board in London. Whilst grants may exceed 50% this can be a risky game for this type of grant. This project would go to HLF Scotland in Edinburgh for a decision.

The advantages of this type of grant are that it allows for a single applicant or partnership application, that it focusses on the heritage under threat and that it must be a project with a substantial Activity Plan involving people in the project (such as through Training and Volunteering). For context HLF Heritage Grants have assisted COAT's The Mountains and The People project (£3.2m grant from HLF UK Board), COAT's Cairngorms Mountain Heritage project (£720k grant from HLF Scotland Committee) as well as 2 of the NTS projects in the past. They understand the type of project well and have funded substantially in the past.

EU Structural Funding 2014-20

Scotland has secured of €941m split across the European Regional Development Fund (ERDF) and the European Social Fund (ESF) for the 2014-20 EU programming period. The split is almost 50/50 between the two programmes.

The ERDF is for Capital only costs in a project, and percentage contribution is generally less than 50%. The themes in this programme are heavily slanted towards innovation, competitiveness and resource efficiency and unlikely to be a good strategic fit for the project. There are however strands for Urban Regeneration that may be worth exploring further.

The ESF programme on the other hand has a substantial amount of funding and this could

be a good source of funding towards the training element.

SportScotland

SportScotland are the national agency for sport in Scotland, and provide grants to improve public access to Sport. Traditionally this has predominantly been seen as activity inside stadiums, but in recent years there has been a change in direction with outdoors pursuits increasingly being seen as activities that can be open to the wider public.

Due to the proximity to the City and the potential for substantial new numbers of people using the Pentland Hill paths as a resource may make the project attractive to them as a potential partner.

Charitable Trusts

There are a large body of Charitable Trusts that would likely be interested in different strands of the project, including Browne Forbes Memorial Fund, Robertson Trust and the Star Foundation to name but a few.

Direct Income

If Car park charges could be established for existing car parks, then this in itself could produce a substantial contribution to the project. For example £100,000 per year for 4 years of project would generate £400,000 of project expenditure, well over 10% of project. Other potential sources would include a donor scheme, windfarm and other alternative energy schemes community payments, landfill funding and corporate sponsorship

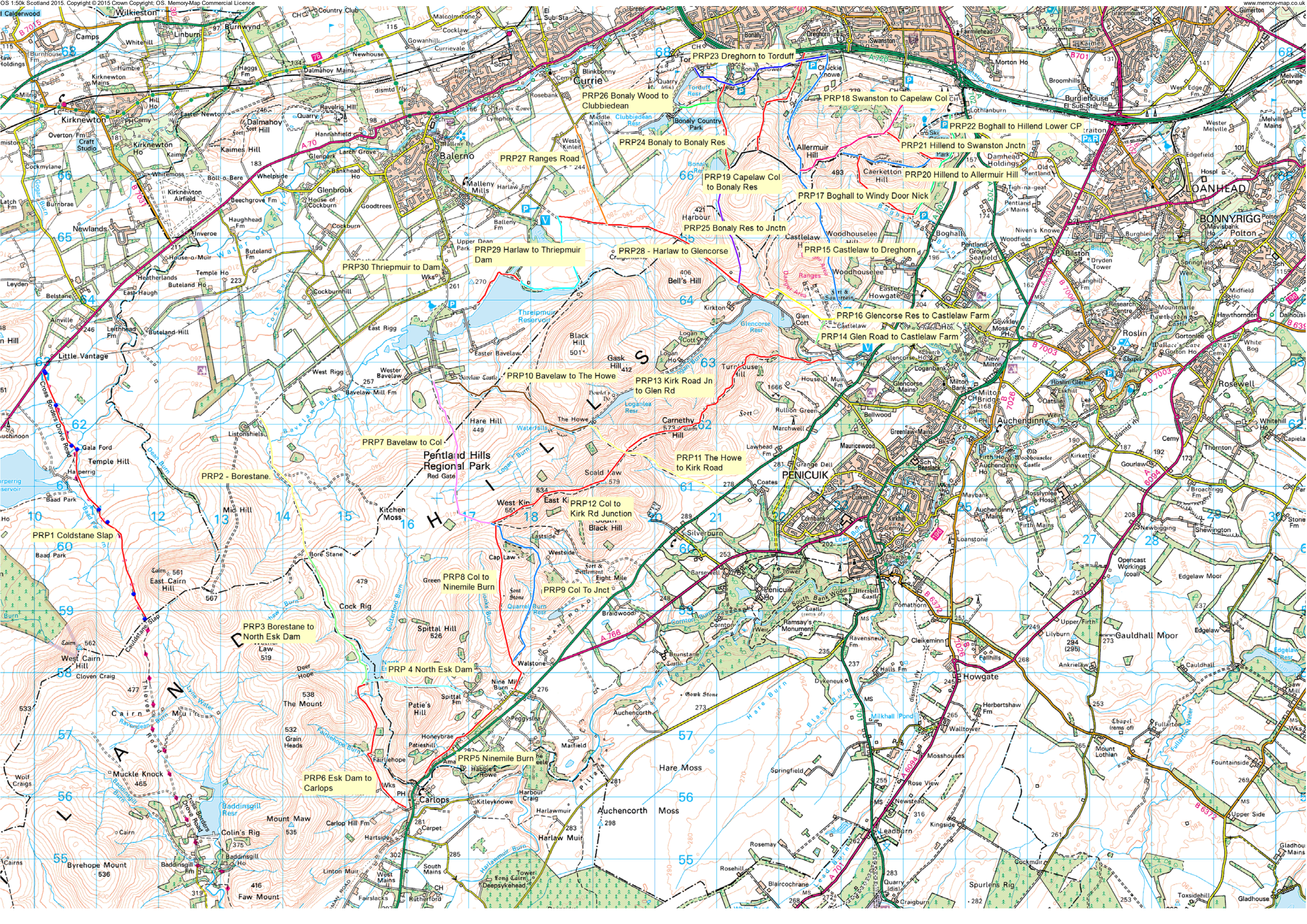
Dougie Baird, May 2016

Pentlands Regional Park - Hill Path Network

	Route	Distance (m)	Comments	Cost	Priority	Maintenance (m/d)
PRP 1	Little Vantage to the Cauldstane Slap	4,800	Very wet and eroding path to Cauldstane Slap. Appears to be low in use but could be much more heavily used if upgraded and promoted to offset numbers on high ground. Bridge should be surveyed by qualified engineer, old section looks of concern to the layman.	£169,000	3	5
PRP 2	Listonshiels to the Borestane	2,557	The route follows a hill road out to a grouse moor. If work is carried out on the path from Carlops to the Borestane suggest completing section 3 of this route at the same time.	£4,440	4	1
PRP3	The Borestane to North Esk dam	2,388	Wet, peaty and eroding path ascending from North Esk Dam up to Bore Stane. Require heavy build solutions top to bottom, apart from first 2 sections where track improvement only is required. Some hand build required due to topography	£78,940	3	8
PRP4	Carlops CP to North Esk Dam	2,856	Vehicle Track to the North Esk Dam. Generally pretty good for vehicles, and more than adequate for pedestrian access. No work required	£0	5	0
PRP5	Carlops to Ninemileburn via Roman Road	2,722	Sections 1 and 2 are built road. Section 3 is an eroding pedestrian route to the Carlops Road, and well worth upgrading/repairing. Requires handbuild due to site constraints	£18,780	3	1
PRP6	North Esk Dam to Roman rd path junction	1,852	Vehicle Track from North Esk Dam to Spittal Farm - newish looking section on the steep pull up the path now negates the need for the old path. No work required	£0	5	0
PRP7	Bavelaw to Col	3,246	Built Track up the high point, and junction with the path over the tops. Soft and beginning to break down. Could use ditch excavation and surface built up for Sections 3, 4 and 5. Minor drainage (2m+ Water Bars) on grassy sward at section 2	£53,060	4	5
PRP8	Col to Ninemileburn car park via Monks Rig	3,006	Path ascends the rib to the Col, a very pleasant route giving great views of the Pentlands. Beginning to break down, lower priority requiring machine build path	£90,325	4	5
PRP9	Col to Ninemileburn path junction	3,052	Scenic and currently low use path to Col. Upgrading the route with machine build path will make the route more acctractive to more users, as well as provide a sustainable route for increased access, and with low maintenance	£48,040	4	4
PRP10	Bavelaw to The Howe via Green Cleugh	2,576	Section 2 has been heavilty built to a good standard, though require lateral drainage to protect what is there. Sections 1, 3 and 4 could alll use machine build work to upgrade them.	£55,095	3	4

PRP11	The Howe to A702 car park (the Kirk Road)	2,360	Section 2 has been heavilty built to a good standard, though require lateral drainage to protect what is there. Sections 1, 3 and 4 could all use machine build work to upgrade them.	£71,975	3	4
PRP12	Col to Kirk Road Col via main ridge	2,598	High Ridge path traverisng the Kips and Scald Law. The route is eroding on fairly robust ground. To make it sustainable in the long term it really needs built with a hardened surface, using a mixture of machine and handbuild path techniques.	£206,940	3	5
PRP13	Kirk Rd Col to Glen Rd via main ridge	4,257	High ridge path crossing Carnethy and Turnhouse Hills, and one of the most popular routes in the Pentlands. Eroded along entire length and requiring full build construction along entire length	£241,670	3	8
PRP14	Glen Rd to Castlelaw Farm	382	Maintenance required on section 1. Stone available on site. Machine build section 2	£6,118	3	2
PRP15	Castlelaw Farm to Dreghorn via Howden Glen	4,903	Sections 1 to 3 follow a landrover track which is in very good condition. Recommend full machine bild on sections 4 & 5 to lik up with the carpark at Dreghorn. Machine access is straightforward.	£20,725	4	3
PRP16	Glencorse Res to Castlelaw Farm	1,111	No work needed on this route.	£0	5	0
PRP17	Boghall to Windy Door Nick (col)	1,540	Does not seem to be a well used route. Path line in genearally in good condition. No work necessary.	£0	5	0
PRP18	Swanston to Allermuir/Capelaw Col	2,590	Work from the col back to the summit of Allermuir is more of a priority. A machine build is possible.	£112,200	4	3
PRP19	Allermuir/Capelaw Col to Bonaly Res	1,862	Easy machine access and good material under the surface for constructiong a path. Lack of stone will require an airlift for the steep section that needs pitched.	£58,650	3	2
PRP20	Hillend to Allermuir/Capelaw Col via Caerketton	1,903	machine build sections 2 -4. Section 1 would need to be hand built.	£152,860	3	5
PRP21	Hillend to Swanston path junction	1,069	Route signposted as 'capital view walk' and appears popular. Any path design should take into account that the route is used by horse riders.	£36,260	4	3
PRP22	Boghall to Hillend low car park	2,142	work at either end (sections 1&5)can be done by machine and would help make the route more attractive.	£107,730	4	6
PRP23	Dreghorn to Torduff	1,784	This path is in good condition and only will require ongoing maintenance on section 3.	£0	5	2
PRP24	Bonaly to Bonaly Res	2,028	This is a landrover track in good condition. No work is required.	£0	5	0
PRP25	Bonaly Res to Path Junction	2,123	Poor drainage on clay soils leading to pathine widening. Ideal for a machine built path with easy access.	£53,075	3	3
PRP26	Bonaly Sanctuary Wood to Clubbiedean	707	Seems a popular route. Suitable for a machine built path.	£17,675	3	3
PRP27	Ranges Road	1,569	The first section between the junction and the vehicle track would benefit from re-surfacing.	£7,850	5	1
PRP28	Harlaw to Glencorse via Maidens Cleugh	3,948	good solid path popular with mountain bikes. Section 3 needs re-surfaced.	£25,560	4	2
PRP29	Harlaw Res to Threipmuir dam via Black Springs	2,415	Very popular walk. Recommend full machine build sections 2 - 5	£46,900	3	3
PRP30	Threipmuir to Threipmuir Dam	1,337	Footpath is in good condition and is low maintenance. No works required.	£0	5	0
Total:		71,683		£1,683,868		88

TOTAL SURVEYED (DB) 35713
TOTAL SURVEYED (DGM) 35970



Path Number: PRP1	Path Name: Little Vantage to Cauldstane Slap	Distance: 4.8km	Location: NT10168 62852 to NT 11786 58865
Landowner: Lord Aberdour	Designations: None	Land Management Priorities: Livestock/Forestry/Field Sports	

Use:

The path appears to receive a low to moderate level of use, despite the quality of landscape and proximity to Edinburgh. This is likely to be in part due to lack of awareness of the route, and partly due to the poor quality of path there, with much of it wet and boggy.



Previous Path Management:

- The lower sections have had 'sleeper boardwalk' style sections placed over some of the field ditches and the worst sections. The surfaces have had fencing staples nailed into them to make them less slippery. Whilst this was viewed by some in the volunteer sector in the 1980s as an acceptable technique, it has been largely superseded by effective boardwalk non-slip decking on approved design standards.
- The managing authority should consider the recent case in the Wicklow Way (Ireland) in relation to the current stock of this technique in the Pentlands. The Circuit Court awarded the complainant 40,000 euros for injuries sustained on this type of surface, which is non-standard and inadequately maintained. Though informal in nature, the use of timber to provide a walkway can be viewed as a structure.

- For similar reasons the bridges should be surveyed and reviewed by a qualified engineer, as they both look to be constructed to non standard designs, and the 'old' half of the double bridge looks to be in poor condition.

Path Management Constraints:

- Timing of works would need to be sympathetic to land management needs, which look to include extensive livestock farming, and sport shooting further up.

Path Condition:

- The lower sections are very wet and boggy
- The upper sections are on thin to moderate peats, and breaking down with an unpleasant surface that is widening as people avoid the worst bits

Recommendations:

- A raised machine built aggregate path is recommended from top to bottom.
- The bridges should be surveyed by a qualified engineer and look like, at least in part, that they should be replaced

Maintenance:

- Minimal maintenance required will be required for this type of machine built path once complete
- Bridge structures should be surveyed on a regular basis, annually by a lay person and 3-5 yearly by a qualified engineer.

**Indicative Photographs of Path Condition
Section 1.**



Section 2



Section 3



Section 4



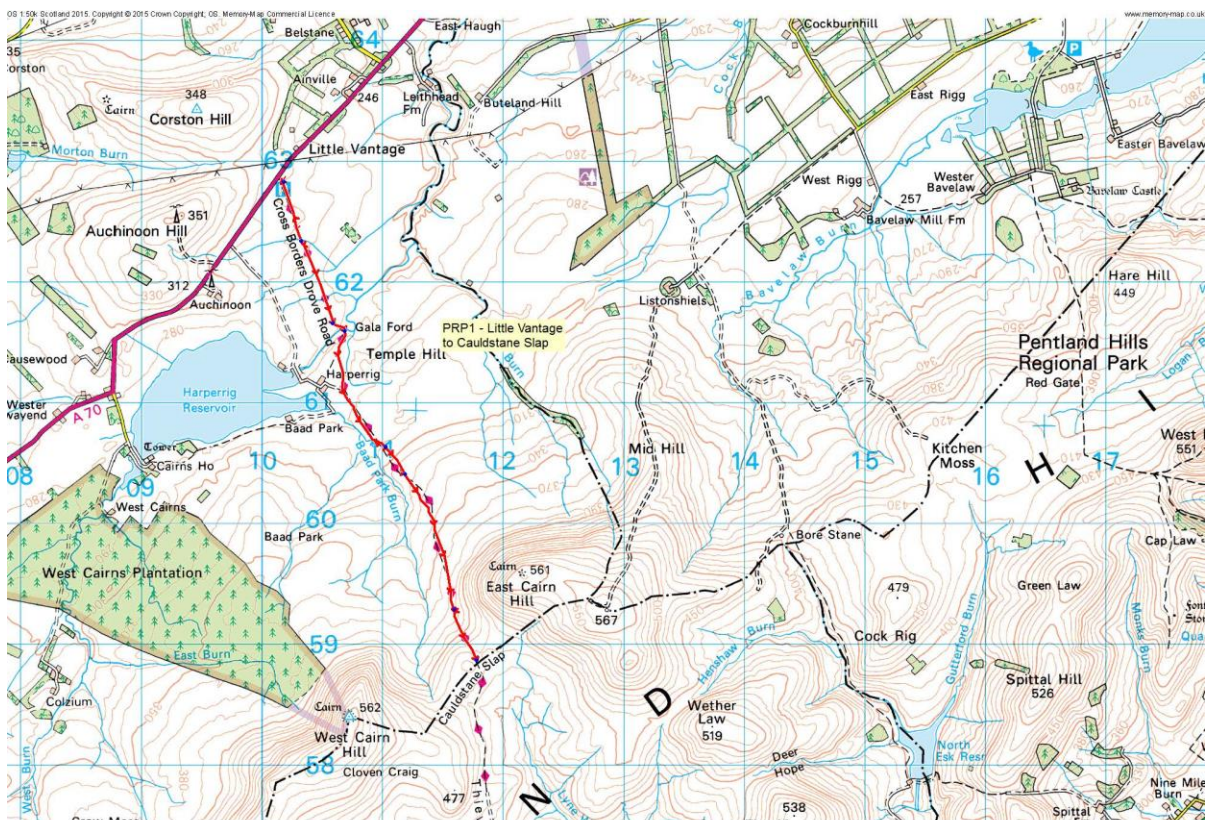
Section 5



Section 6



Site Map



Cairngorms Outdoor Access Trust


Weather cold, wintery showers
Date 10th Feb 2016
Audit No PRP1
Path Name Litte Vantage to Cauldstane Slap
Surveyor Dougie Baird
Start End NT10168 62852 NT 11786 58865

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough-ness	Drain-age	Erosion	Cond-ition	Dyna-mism	Priority	Maint (md/py)	Capital Cost
1	560	NT10168 62852	grass/mud	Car Park	1/1	0.80	2.20	0.2	5/6	3	1	3	3	3	3	1	16,800
Built Features										Description Very wet path across moorland with old sections of board walk used to bridge the worst affected. Raised Agg surface required with side drains and culverts							
XD			Pitching		SD		Revet										
WB			Agg.		BW sect	14	FB	1									
2	767	NT10330 62333	grass/mud	Gate	1/2	0.90	3	0.3	4/6	3	1	3	2	3	3	1	23,010
Built Features										Description Path traverses new plantation on very wet boggy ground. Old Board Walk sections on worst sections and to cross field drains. Machine Built Raised Path required							
XD			Pitching		SD		Revet										
WB			Agg.		BW Sect	12	PC										
3	122	NT10591 61653	grass/mud	fingerpost	1/1	0.80	2	0.2	8/15	3	2	3	3	3	3	1	28,660
Built Features										Description Path drops steeply down to double bridge. Machine built raised path required. Bridge may need replaced after inspection, part of it looks unstable							
XD			Pitching		SD		Revet										
WB			Agg.		BW Bridge	.....										
4	1240	NT10691 61588		Bridge		1.2	1.4	0	7/8	3	1	3	3	3	3	1	37,200
Built Features										Description Pastural/grazing land, path wet, indistinct in places eroded elsewhere. Board walk sections used to patch worst bits, now failing. Full build Machine Raised Path.							
XD			Pitching		SD		Revet										
WB			Agg.		BW Sect	14	Bridge	1									
5	273	NT11031 60628	Bedrock/agg	steep slope	1/1	0.9	2.40	0.3	11/13	3	3	3	3	3	3	1	8,190
Built Features										Description short steep slope over open moorland, wet and spreading path. Full Machine Build Raised Path							
XD			Pitching		SD	1035	Revet										
WB			Agg.		BW Sect	12	...										
6	1330	NT11191 60418	mud/water	hill drain	1/2	1.5	3.50	0.3	6/9	3	2	3	3	3	3	1	39,900
Built Features										Description Wet peaty path over moorland, very wet, spreading and breaking down. Machine built raised path surface required							
XD			Pitching		SD	1035	Revet										
WB			Agg.	1035	SB	1	...										
7	508	NT11876 58865			1/0	1	2.00	0.2	13/18	3	3	3	4	4	3	1	15,240
Built Features										Description Steep section to Gate, grassy path, fairly robust but beginning to break down in places. Machine Raised Path							
XD			Pitching		SD		Revet										
WB			Agg.		SB		...										
Total	4800														3	5	169,000
Built Features										Description							

Cairngorms Outdoor Access Trust

XD	0	Pitching	0	SD	2070	Revett	0
WB	0	Agg.	1035	BW Sect	53	Bridge	2

Very wet and eroding path to Cauldstane Slap. Appears to be low in use but could be much more heavily used if upgraded and promoted to offset numbers on high ground. Bridge should be surveyed by qualified engineer, old section looks of concern to the layman.

Path Number: PRP2	Path Name: Listonshiels to the Borestone	Distance: 2.557km	Location: NT 13633 62076 to NT 14415 59829
Landowner: Mr Robert Douglas Miller	Designations: None		Land Management Priorities: Livestock
Use: The path is used by a wide spectrum of recreational users, including walkers, runners and cyclists			
Previous Path Management: <ul style="list-style-type: none">Sections 1 & 2 follow a hill track built for vehicles. The track is a typical farm/estate vehicle track, and suitable for use by 4 wheel drive vehicles. It therefore provides a perfectly adequate surface for recreational users			
			
Path Management Constraints: <ul style="list-style-type: none">There is a lack of stone to construct on site, and so importing material would need to be considered for any future works.The area is used for livestock farming and this would need to be factored into scheduling of any works to make sure there is no conflict with land use.			
Path Condition: <ul style="list-style-type: none">Section 2 is very wetSection 3 has had no previous work			

Recommendations:

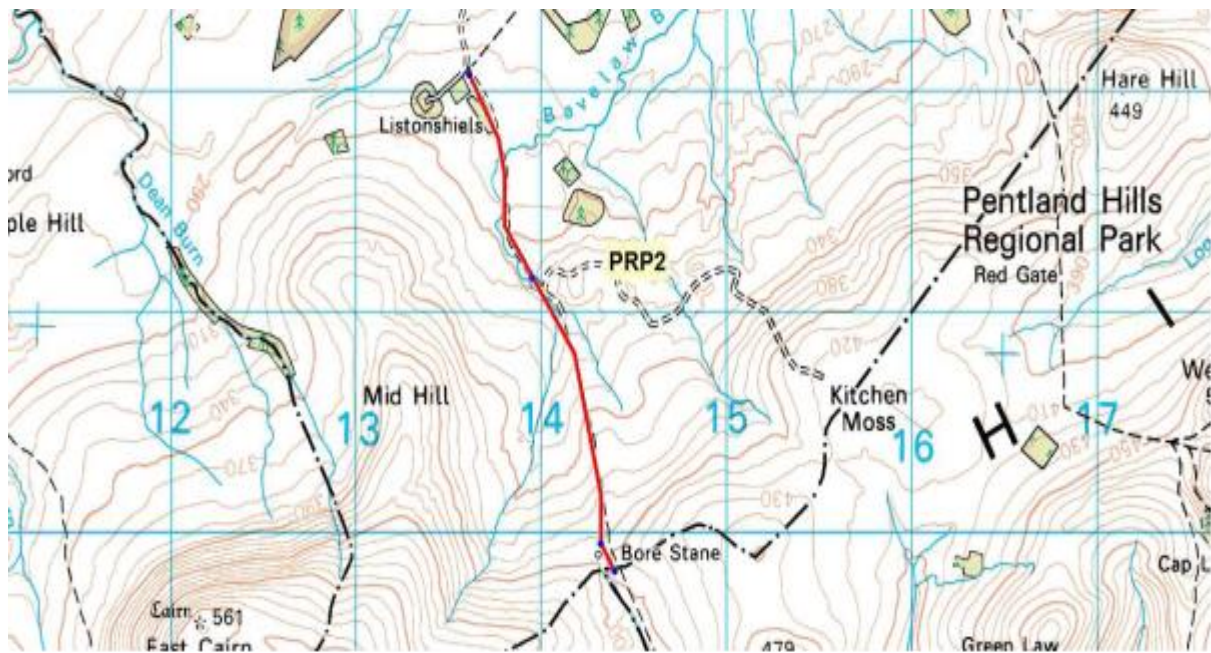
- A raised machine built aggregate path is recommended for Section 3
- There is no work required on sections 1 and 2, where there is an existing vehicle track

Maintenance:

- Minimal maintenance required will be required for this type of machine built path.

Indicative Photographs of Path Condition
Section 1.**Section 2****Section 3****Section 3**

Site Map



Cairngorms Outdoor Access Trust

Weather showery
Date 8th April 2016
Audit No PRP2
Path Name Listonshiels to the Borestane
Surveyor Donald Mackenzie
Start End NT 13633 62076 NT 14415 59829

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough-ness	Drain-age	Erosion	Cond-ition	Dyna-mism	Priority	Maint (md/py)	Capital Cost
1	1037	NT 13633 62076	Agg.	start	1/0	3.00	3	0.3	7/3	4	3	4	4	4	5	0	0

Built Features

XD		Pitching		SD		Revet	
WB		Agg.		Pipe C		.....

Description

Hill track out to grouse moor
No work required.

2	1372	NT 13972 61157	Agg/veg	junction	1/0	2.50	3.50	0	10/2	3	2	3	3	4	4	0	0
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

From a junction in the road. The hill track continues but is in a poor state and very wet.

3	148	NT 14343 59953	veg	junction	1/1	0.80	2.00	0.2	8/3	4	2	3	3	4	4	1	4,440
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

The route leaves the vehicle track to link up with the path from Carlops
Machine build


Total	2,557														4	1	4,440
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Built Features

XD	0	Pitching	0	SD	0	Revet	0
WB	0	Agg.	0	Other	0	Pc	0

Description

The route follows a hill road out to a grouse moor. If work is carried out on the path from Carlops to the Borestane suggest completing section 3 of this route at the same time.

Path Number: PRP3	Path Name: North Esk Dam to BoreStane	Distance: 2.388km	Location: NT15379 57863 to NT 14412 59838
Landowner(s): John Kennedy and Alistair Cowan	Designations: None		Land Management Priorities: Livestock/Field Sports
Use: The path skirts around the North Esk Dam, before crossing some marshland, traversing Cock Rig and heading up to the Borestone across wet peaty eroded ground			
			
Previous Path Management: <ul style="list-style-type: none">• The lower section is on the old track constructed as part of the dam works. This has subsided in places but could be skimmed and topped up• There is a boardwalk bridge across the marshland and this technique should be reviewed by the managing authority in the Wicklow Way (Ireland) in relation to the current stock of this technique in the Pentlands.			
Path Management Constraints: <ul style="list-style-type: none">• Timing of works would need to be sympathetic to land management needs, which look to include livestock farming, and sport shooting.			

Path Condition:

- The upper sections are very wet and boggy and beginning to break down badly
- The lower sections require skimming, grading and topping up to produce an attractive surface

Recommendations:

- Machine Build techniques for all but the short steep traverse around Cock Rig, where handbuild techniques will be required
- The boardwalk bridge should be considered for replacement for a more standardised boardwalk with approved non slip decking.

Maintenance:

- Minimal maintenance required will be required for this type of machine built path once complete
- The boardwalk should be reviewed on a regular basis

Section 1.**Section 2****Section 3****Section 4**

Section 5



Section 6



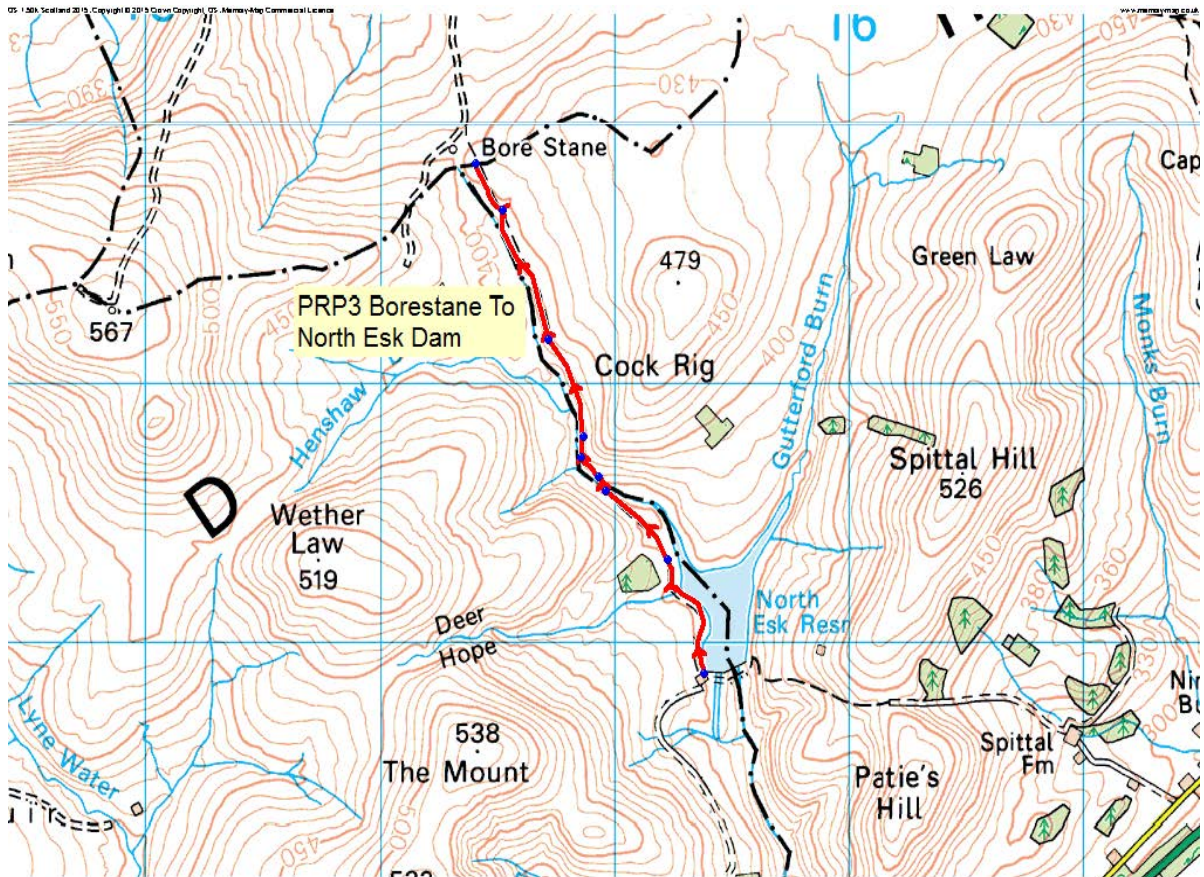
Section 7



Section 8



Site Map



Cairngorms Outdoor Access Trust

Weather
cold, clear

Date
5th March 2016

Audit No
PRP 3

Path Name
North Esk Dam to BoreStane

Surveyor
Dougie Baird

Start
End

NT15379 57863

NT 14412 59838

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough-ness	Drain-age	Erosion	Cond-ition	Dyna-mism	Priority	Maint (md/py)	Capital Cost
1	532	NT 15387 57873	old track	Start	1/0	2.30	3.00	0.1	5/6	4	2	4	4	4	4	1	10,640

Built Features

XD		Pitching		SD		Revet	
WB		Agg.		....		....

Description

Old track probably built as part of the dam construction works, raised and heavily metalled, but drainage breaking down and slumping. New Side Drain and Rasie 150mm

2	399	NT 15232 58313	old track	stile	1/0	2.30	3	0.2	4/6	4	2	4	4	4	4	1	7,980
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

Old track probably built as part of the dam construction works, raised and heavily metalled, but drainage breaking down and slumping. New Side Drain and Rasie 150mm

3	58	NT 14967 58578	Bog	Gate	1/1	0.80	2	0.2	3/4	3	1	3	3	3	3	1	8,000
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		BW	6	bridge	1

Description

Board walk path goes across bog with sleeper board walk and bridge. New machine built path and small footbridge

4	111	NT 14937 58633	mud	steep slope	1/1	0.8	1.4	0.2	13/14	2	3	3	3	3	3	1	8,880
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		...		Bridge	

Description

Short Steep muddy section of path - requires full Hand Build construction

5	96	NT 14862 58708	agg/mud	fingerpost	1/1	0.7	1.30	0.2	8/18	3	3	3	3	3	3	1	7,680
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

Steep cross slope on narrow aggregate path. Requires Full Hand Build construction

6	411	NT 14872 58788	mud/grass	Slope Open	1/2	0.8	0.90	1.8	9/14	3	2	3	3	3	3	1	12,330
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		SB		...	

Description

Wet peaty path across moorland - machine build path construction

7	562	NT 14722 59163		Gate	1/0	1	2.00	0.2	13/18	3	3	3	4	4	3	1	16,860
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		SB		...	

Description

Wet boggy path section to burn crossing, full machine built raised path required

8	219	NT 14527 59658	mud/agg	burnx	1/2	1	2.00	0.3	12/17	3	2	3	3	3	3	1	6,570
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		SB		...	

Description

Boggy path ascending to the Borestane gate - requires full Machine Build

Cairngorms Outdoor Access Trust


Total	2,388														3	8	78,940
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Built Features

XD	0	Pitching	0	SD	0	Revett	0
WB	0	Agg.	0	BW Sect	6	Bridge	1

Description

Wet, peaty and eroding path ascending from North Esk Dam up to Bore Stane. Require heavy build solutions top to bottom, apart from first 2 sections where track improvement only is required. Some hand build required due to steep crossslope

Path Number: PRP4	Path Name: Carlops To North Esk Dam	Distance: 2.388km	Location: NT 16102 55818 to NT 15379 57863
Landowner(s): Michael Jones/Caroline Sanderson	Designations: None		Land Management Priorities: Livestock
Use: The 'path' is an estate/farm track that leads up to the North Esk Dam. It is generally in reasonable condition and provides adequate access for the range of users.			
Previous Path Management: <ul style="list-style-type: none">The road is good to fair condition from top to bottom, and is clearly maintained in a good standard by those who need it to access the Dam			
Path Management Constraints: <ul style="list-style-type: none">Any works would need to consider land management concerns and access by residents			
			
Path Condition: <ul style="list-style-type: none">The track is generally in good condition throughout, and appears to be regularly maintained			
Recommendations: <ul style="list-style-type: none">No work required			

Maintenance:

- Minimal maintenance required will be required for this type of machine built path once complete
- The boardwalk should be reviewed on a regular basis

**Indicative Photographs of Path Condition
Section 1.****Section 2****Section 3****Section 4****Section 5****Section 6**

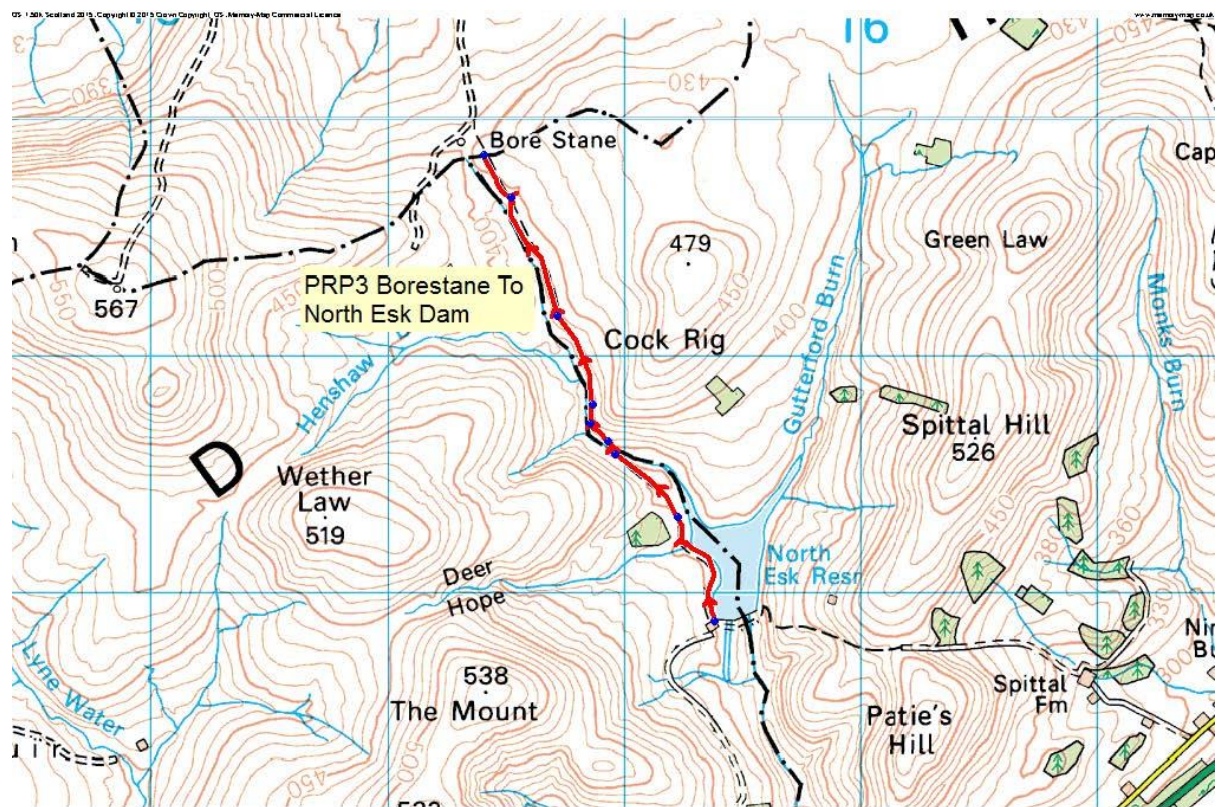
Section 7



Section 8



Site Map



Cairngorms Outdoor Access Trust

Weather
cold, clear

Date
5th March 2016

Audit No
PRP 4

Path Name
North Esk Dam to BoreStane

Surveyor
Dougie Baird

Start NT 16102 55818
End NT 15379 57863

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough-ness	Drain-age	Erosion	Cond-ition	Dyna-mism	Priority	Maint (md/py)	Capital Cost
1	906	NT 16102 55818	tarmac	Start	1/0	3.00	3.00	0	3/4	5	5	5	5	5	5	0	0

Built Features

XD		Pitching		SD		Revet	
WB		Agg.		....		....

Description

Tarmac Road - No Work Required

2	370	NT 15412 56628	estate track	culvert	1/0	3.00	3	0	11/13	5	5	5	5	5	5	0	0
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

Vehicle Track, the odd pothole but more than adequate as a walking surface - No Work Required

3	386	NT 15197 57638	Bog	Gate	1/1	3.00	3	0	5/9	5	5	5	5	5	5	0	0
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		BW	6	bridge	

Description

Vehicle Track to house at the Dam, Good Condition - No Work Required


Total	1,662														5	0	0
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Built Features

XD	0	Pitching	0	SD	0	Revet	0
WB	0	Agg.	0	BW Sect	6	Bridge	0

Description

Vehicle Track to the North Esk Dam. Generally pretty good for vehicles, and more than adequate for pedestrian access. No work required

Path Number: PRP5	Path Name: Ninemileburn to Carlops	Distance: 2.722km	Location: NT 13633 62076 to NT 16272 56296
Landowner(s) George and Janet Burke	Designations: None		Land Management Priorities: Access to housing
Use: This is a road for the most part, with a short cut to the Carlops Road. Pedestrian use is largely to complete circular routes back to Carlops for Walkers. The Road itself is used for vehicular access to properties.			
Previous Path Management: <ul style="list-style-type: none">The road is in good condition for the full spectrum of potential usersThe short link Path has had no management and is in poor condition, but is important for pedestrian access			
Path Management Constraints: <ul style="list-style-type: none">The narrowness of the site at section 3 would preclude machine build techniques, and the path will likely need to be built by hand			
			
Path Condition: <ul style="list-style-type: none">The Road is in good conditionThe Path is in poor condition and requires full build			

Recommendations:

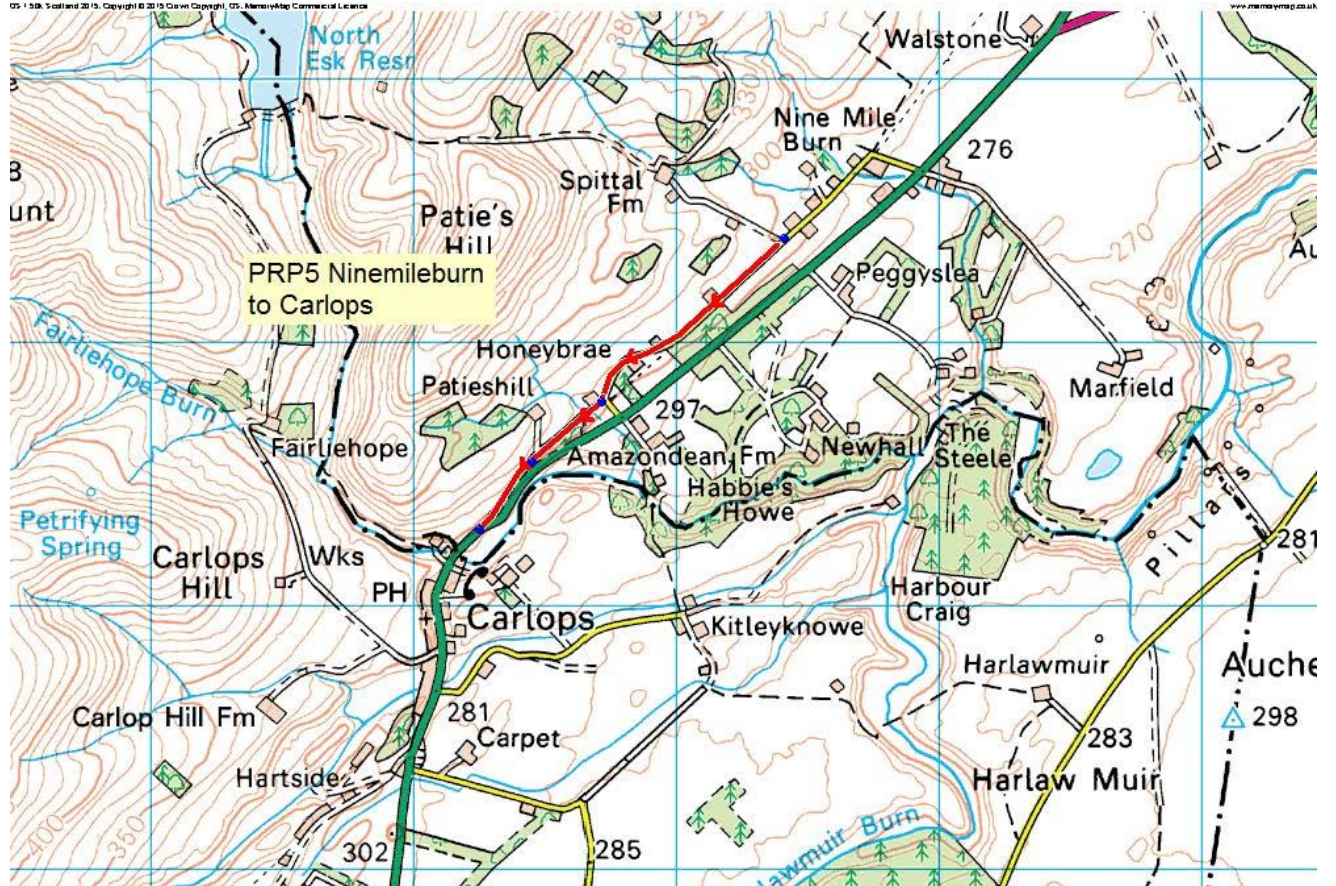
- Full Hand build of the link path to the Carlops Road, using imported materials. This will make it a more pleasant surface and open it up to a wider range of users

Maintenance:

- Minimal maintenance required will be required for this type path once complete

Indicative Photographs of Path Condition
Section 1.**Section 2****Section 3****Section 3**

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Cairngorms Outdoor Access Trust

Weather
showery

Date
4th March 2016

Audit No
PRP 5

Path Name
Listonshiels to the Borestone

Surveyor
Dougie Baird

Start
End NT 13633 62076
NT 16272 56296

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough- ness	Drain- age	Erosion	Cond- ition	Dyna- mism	Priority	Maint (md/py)	Capital Cost
1	1037	NT 13633 62076	Tar	start	1/0	3.00	3	0	3/4	5	5	5	5	5	5	0	0

Built Features

XD		Pitching		SD		Revet	
WB		Agg.		Pipe C		.....

Description

Tarred road from Ninemileburn
No work required.

2	1372	NT 16722 56771	Bound	junction	1/0	2.50	2.50	0	3/6	5	5	5	5	5	5	0	0
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

Bound Road to Patieshill
No Work

3	313	NT 16439 56536	veg	junction	1/1	0.80	1.50	0.2	7/15	3	3	3	3	3	3	1	18,780
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

Eroding path to Carlops Road - needs full build. Too tight a site for machine access, therefore hand build with imported material


Total	2,722														3	1	18,780
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Built Features

XD	0	Pitching	0	SD	0	Revet	0
WB	0	Agg.	0	Other	0	Pc	0

Description

Sections 1 and 2 are built road. Section 3 is an eroding pedestrian route to the Carlops Road, and well worth upgrading/repairing. Requires handbuild due to site constraints

Path Number: PRP6	Path Name: North Esk Dam to Spittal Farm	Distance: 2.722km	Location: NT 15379 57863 to NT 16998 57658
Landowner: John Kennedy	Designations: SSSI		Land Management Priorities: Livestock
Use: The Track provides vehicular and pedestrian access between the North Esk Dam and Spittal Farm via Patie’s Hill. The track looks to supercede the previous path up the steep slope to the hill top.			
Previous Path Management: <ul style="list-style-type: none">The road is in good condition for the full spectrum of potential users			
Path Management Constraints: <ul style="list-style-type: none">Any work would need to be co-ordinated with farming activities, predominantly sheep farming by the looks of it			
			
Path Condition: <ul style="list-style-type: none">The Road is in good condition			
Recommendations: <ul style="list-style-type: none">No Work Required			

Maintenance:

- Ongoing Vehicle Track Maintenance

**Indicative Photographs of Path Condition
Section 1.**



Section 2



Section 3



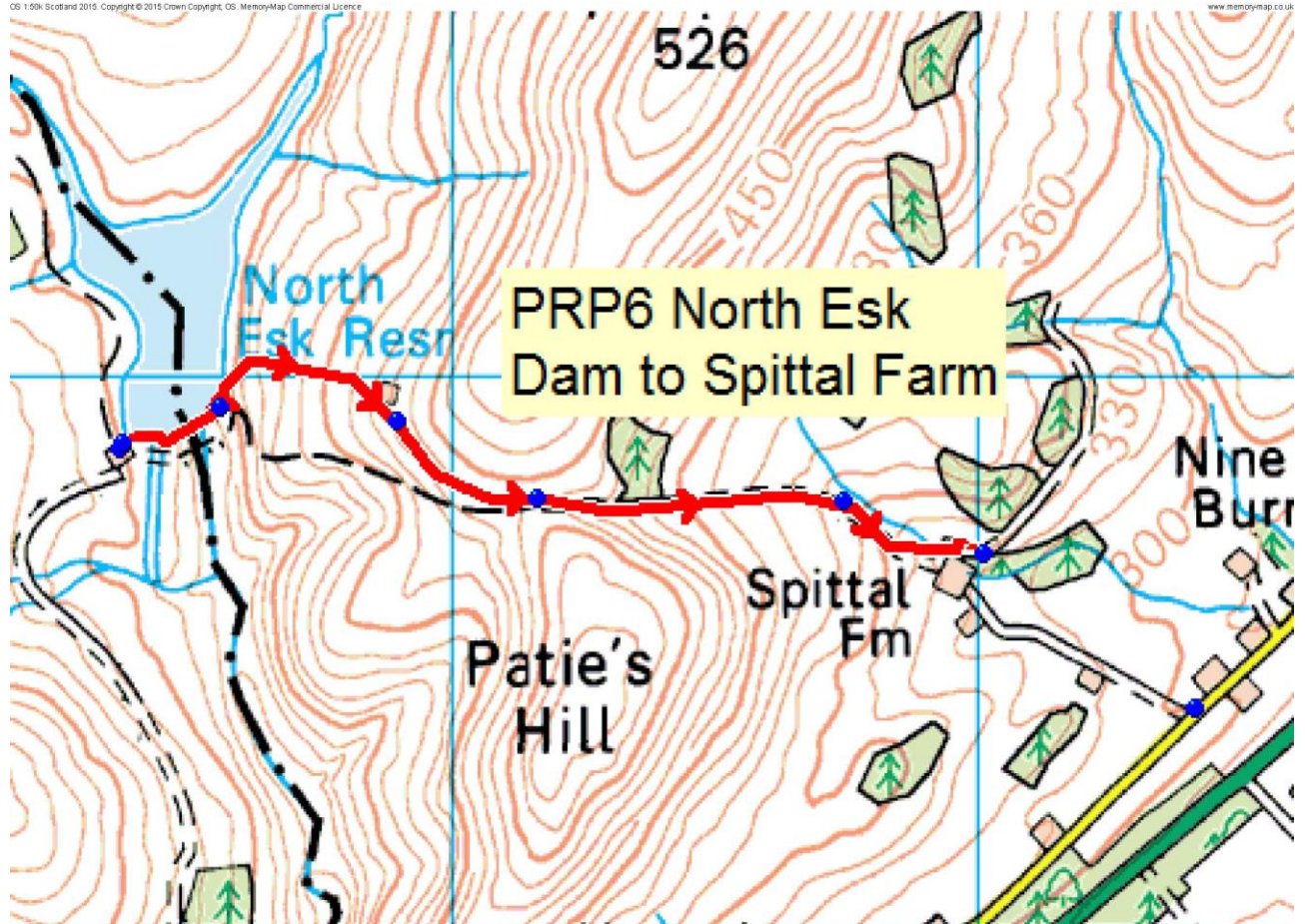
Section 4



Site Map

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www.memorymap.co.uk



Cairngorms Outdoor Access Trust

Weather cold, clear
Date 6th March 2016
Audit No PRP6
Path Name North Esk Dam to Spittal Farm
Surveyor Dougie Baird
Start NT 15379 57863
End NT 16998 57658

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough-ness	Drain-age	Erosion	Cond-ition	Dyna-mism	Priority	Maint (md/py)	Capital Cost
1	200	NT 15379 57863	Dam Road	Start	1/0	2.50	2.50	0	2/3	5	5	5	5	5	5	0	0
Built Features										Description Dam Track - No Work Required							
		XD	Pitching		SD		Revet										
		WB	Agg.		....		....							
2	422	NT 15567 57938	Farm Track	Gate	1/0	2.50	2.50	2.50	15/19	5	5	5	5	5	5	0	0
Built Features										Description Steep and quite new looking vehicle track now taking all pedestrian access - no work required							
		XD	Pitching		SD		Revet										
		WB	Agg.		....		...							
3	321	NT 15902 57913	Farm Track	Gate	1/0	2.50	2.50	2.50	13/15	5	5	5	5	5	5	0	0
Built Features										Description Steep and older looking Farm Track, a bit loose and pot holed but perfectly adequate for pedestrian use - No Work Required							
		XD	Pitching		SD		Revet										
		WB	Agg.		BW	6	bridge										
4	909	NT 16167 57773	Farm Track	Gate	1/0	2.50	2.50	2.50	7/11	5	5	5	5	5	5	0	0
Built Features										Description More level section of same Farm Track - No Work Required							
		XD	Pitching		SD		Revet										
		WB	Agg.		....		...							
Total	1,852														5	0	0
Built Features										Description Vehicle Track from North Esk Dam to Spittal Farm - newish looking section on the steep pull up the path now negates the need for the old path. No work required							
		XD	0	Pitching	0	SD	0	Revet	0								
		WB	0	Agg.	0	...		...	0								

Path Number: PRP7	Path Name: Bavelaw to Col	Distance: 3.227km	Location: NT16412 62872 to NT17472 60393
Landowner(s): Mr Robert Douglas Miller/Alistair Cowan	Designations: n/a		Land Management Priorities: Livestock
Use: This is a rough vehicle track likely built some time ago. It does not appear to have substantial vehicle use these days, but there is clear evidence of use by walkers and mountain bikers			
Previous Path Management: <ul style="list-style-type: none">In many places the track has been built historically, but appears to be collapsing now through a long term absence of maintenance.			
Path Management Constraints: <ul style="list-style-type: none">Any work would need to be co-ordinated with livestock farming practices			
			
Path Condition: <ul style="list-style-type: none">The ditches are slumping and the drainage system is breaking down. The surface itself has also slumped in places, and is generally overlain with a layer of soft muddy material			
Recommendations: <ul style="list-style-type: none">Full Machine Build for the entire length, with ditches re-excavated and surfaces scraped and raised 150mm			

Maintenance:

- Maintenance after construction will consist of occasional drain clearance

Indicative Photographs of Path Condition
Section 1.



Section 2



Section 3



Section 4



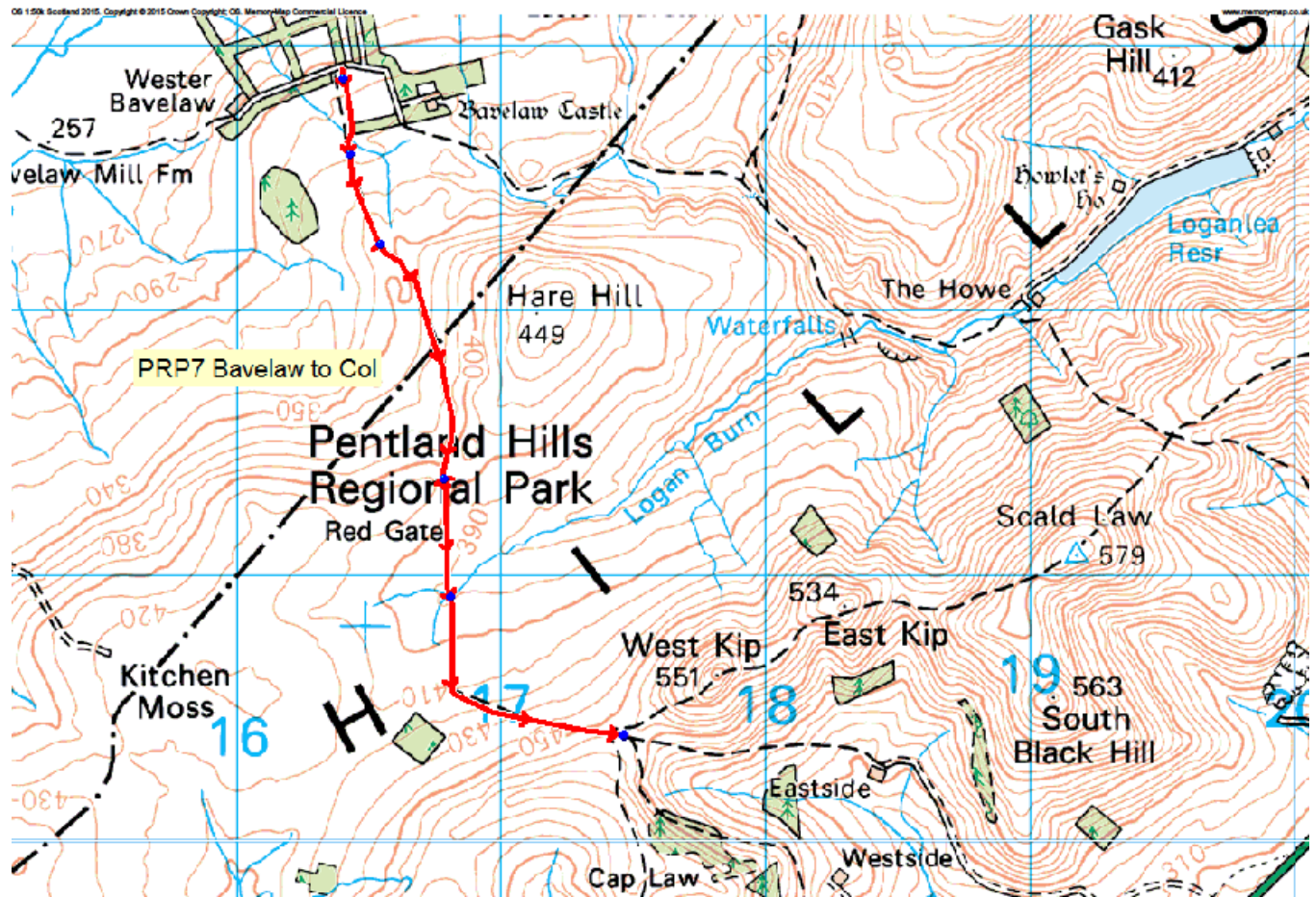
Section 4 (Stone Bridge)



Section 5



Site Map



Cairngorms Outdoor Access Trust

Weather
cold, clear

Date

Audit No
PRP7

Path Name
Bavelaw to Col

Surveyor
Dougie Baird

Start
End NT16412 62872
NT17472 60393

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough- ness	Drain- age	Erosion	Cond- ition	Dyna- mism	Priority	Maint (md/py)	Capital Cost
1	325	NT16412 62872	Agg.	start	1/0	1.30	1.30	0	4/6	5	4	5	5	4	5	0	0

Built Features

XD		Pitching		SD		Revet	
WB		Agg.		.....		PC	

Description

Farm Track with predominantly grassy surface overgrowing aggregate - No Work Required

2	349	NT16433 62584	Grass	Gate	1/0	2.00	2	0	8/14	4	4	3	4	4	4	1	2,000
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.			PC	

Description

Track on hardened Grassy Sward - beginning to break a little in places - Minor Drainage Only

3	1040	NT16530 62245	Mud/Grass	BW Bridge	1/0	1.20	2	5	8/15	4	3	3	3	4	3	1	20,800
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Built Features

XD		Pitching		SD	1040	Revet	
WB		Agg.	1040	BW Bridge	2	

Description

Path built with extensive but slumping drain along entire length, breaking down and slumping. Reinstat Ditch and 150mm resurfacing

4	478	NT16789 61360	Muddy Track	Gate	1/0	1.2	1.4	0	14/5	4	4	5	4	5	4	1	9,560
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Built Features

XD	5	Pitching		SD	478	Revet	
WB	7	Agg.	478				

Description

Track to Bridge, breakind down in places and getting muddy - Dig out Side Drain and Raise surface 150mm

5	1035	NT16814 60915	Bedrock/agg	Stone Bridge	1/0	1.5	3.50	0.3	11/13	2	2	2	2	3	3	2	20,700
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Built Features

XD		Pitching		SD	1035	Revet	
WB		Agg.	1035	SB	1	...	

Description

Long Muddy Track, soft and breaking down a bit in places - dig out drain and resurface top 150mm


Total	3227														4	5	53,060
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Built Features

XD	5	Pitching	0	SD	2553	Revet	0
WB	7	Agg.	2553	...	3	PC	0

Description

Built Track up the high point, and junction with the path over the tops. Soft and beginning to break down. Could use ditch excavation and surface built up for Sections 3, 4 and 5. Minor drainage (2m+ Water Bars) on grassy sward at section 2

Path Number: PRP8	Path Name: Ninemileburn to Col via Monks Rig	Distance: 2.956km	Location: NT 17748 57727 to NT 17517 60359
Landowners: John Kennedy/Alistair Cowan	Designations: None	Land Management Priorities: Livestock Farming	
Use: This is a popular and very pleasant walk, giving outstanding views of the Pentland Hills and surrounding countryside with comparatively little effort. The path currently is used by a fairly narrow range of users, including predominantly experienced walkers and hill runners.			
Previous Path Management: <ul style="list-style-type: none">The path has been signposted, and stiles installed at key fence crossing points			
Path Management Constraints: <ul style="list-style-type: none">Any work would need to be carefully co-ordinated with land management requirementsThere is very little construction stone on site, and this would likely need to be imported			
			
Path Condition: <ul style="list-style-type: none">The path is a trod for its entirety, and is soft and beginning to break downUpgrading the track would prevent further deterioration and make it more attractive for a wider range of users			

Recommendations:

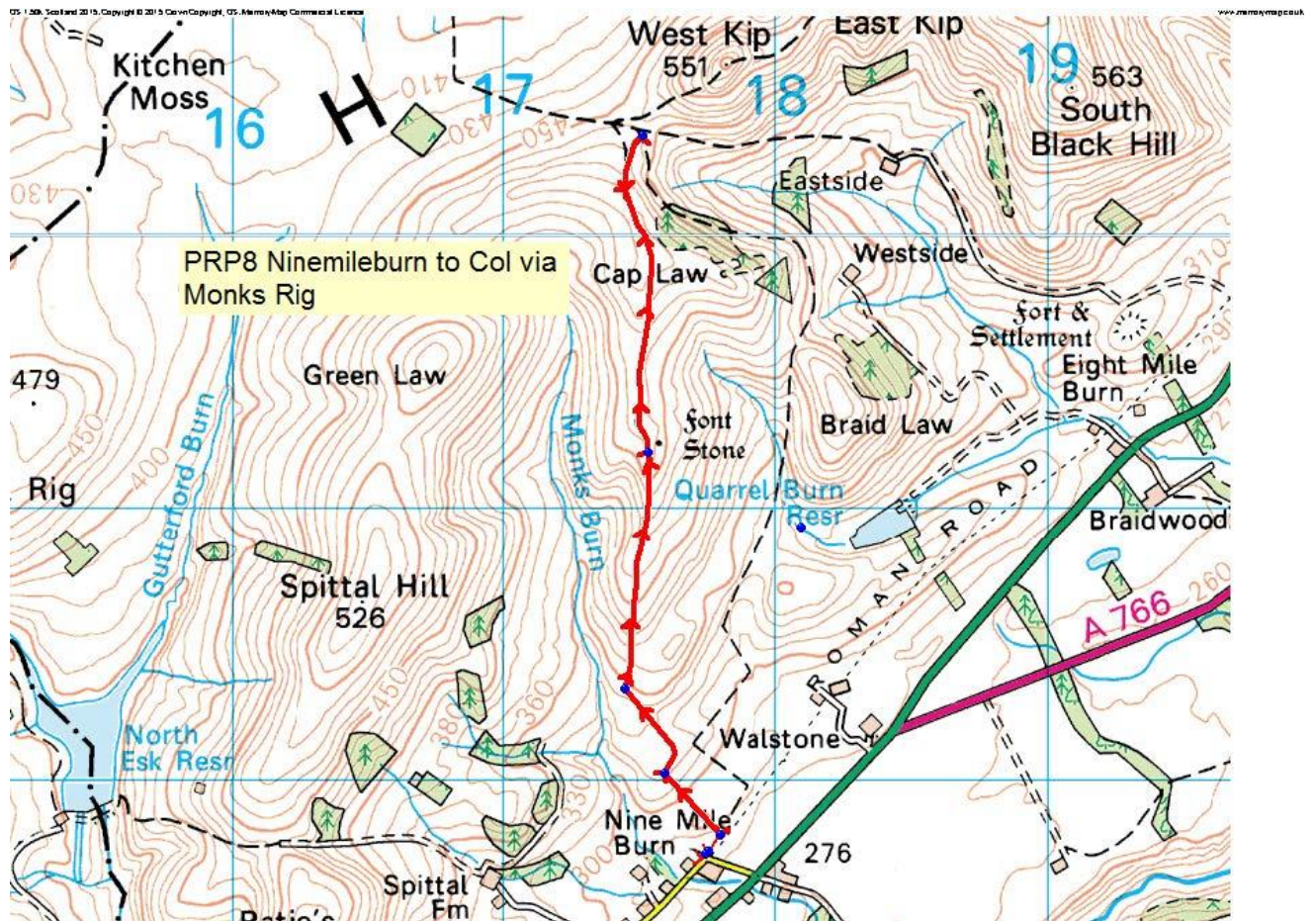
- Machine Build raised path for the entire length, with imported aggregate required for the first 2 sections, and imported stone for drainage features required throughout

Maintenance:

- Maintenance after construction would be light, with efforts focussed on drain clearing

Indicative Photographs of Path Condition
Section 1.**Section 2****Section 3****Section 4****Section 5****Section 5**

Site Map



Cairngorms Outdoor Access Trust

Weather
cold, clear

Date

Audit No
PRP8

Path Name
Bavelaw to Col

Surveyor
Dougie Baird

Start
End NT 17748 57727
NT 17517 60359

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough-ness	Drain-age	Erosion	Cond-ition	Dyna-mism	Priority	Maint (md/py)	Capital Cost
1	87	NT 17748 57727	Grass	start	1/1	1.00	5.00	0.1	3/5	5	3	4	4	4	4	0	4,350

Built Features

XD		Pitching		SD		Revet	
WB		Agg.		.....		PC	

Description

Short flat section going across field, damp and a bit rutted. Machine Build with imported material

2	320	NT 17800 57797	Grass	Sign	1/1	1.00	4	0.2	11/14	4	3	4	4	4	4	1	16,000
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.			PC	

Description

Steeper section going uphill on field margin - full machine build, with imported material

3	390	NT 17595 58022	Mud/Grass	stile	1/0	1.20	2	5	8/15	4	3	4	4	4	4	1	9,750
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		BW Bridge		

Description

muddy trod along feneline - machine build using soil reversal

4	909	NT 17450 58330	grass	stile	1/0	0.5	3	0	16/18	4	4	4	4	4	4	1	22,725
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.					

Description

long grassy ascent on rib, getting muddy and breaking down in places - machine build with soil reversal

5	1250	NT 17535 59200	grass/mud	stoe	1/0	0.8	3.50	0.1	11/13	3	3	3	4	3	3	2	37,500
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		SB		...	

Description

long traverse over high ground to col. Wet and breaking down. Full machine build


Total	2956														4	5	90,325
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Built Features

XD	0	Pitching	0	SD	0	Revet	0
WB	0	Agg.	0	...	0	PC	0

Description

Path ascends the rib to the Col, a very pleasant route giving great views of the Pentlands. Beginning to break down, lower priority requiring machine build path

Path Number: PRP9	Path Name: Ninemileburn to Col via Quarrel Burn	Distance: 3.052km	Location: NT 17663 58093 to NT 17517 60359
Landowner: John Kennedy/Alistair Cowan	Designations: None		Land Management Priorities: Livestock Farming
Use: This not a heavily used route currently, but does have good potential. It currently offers a circular route for walkers and runners from Ninemileburn, with excellent views of the Pentland Hills and surrounding area.			
Previous Path Management: <ul style="list-style-type: none">The path has been signposted, and stiles installed at key fence crossing points			
Path Management Constraints: <ul style="list-style-type: none">Any work would need to be carefully co-ordinated with land management requirementsThere is very little construction stone on site, and this would likely need to be imported			
			

Path Condition:

- The path is a mixture of muddy wet trod lower down, with sections of old atv track further up, and beginning to break down in places
- Upgrading the track would prevent further deterioration and make it much more attractive for a wider range of users

Recommendations:

- Machine Build raised path for the entire length, with imported aggregate required for the first 2 sections, and imported stone for drainage features required throughout

Maintenance:

- Maintenance after construction would be light, with efforts focussed on drain clearing

**Indicative Photographs of Path Condition
Section 1.****Section 2****Section 3****Section 4**

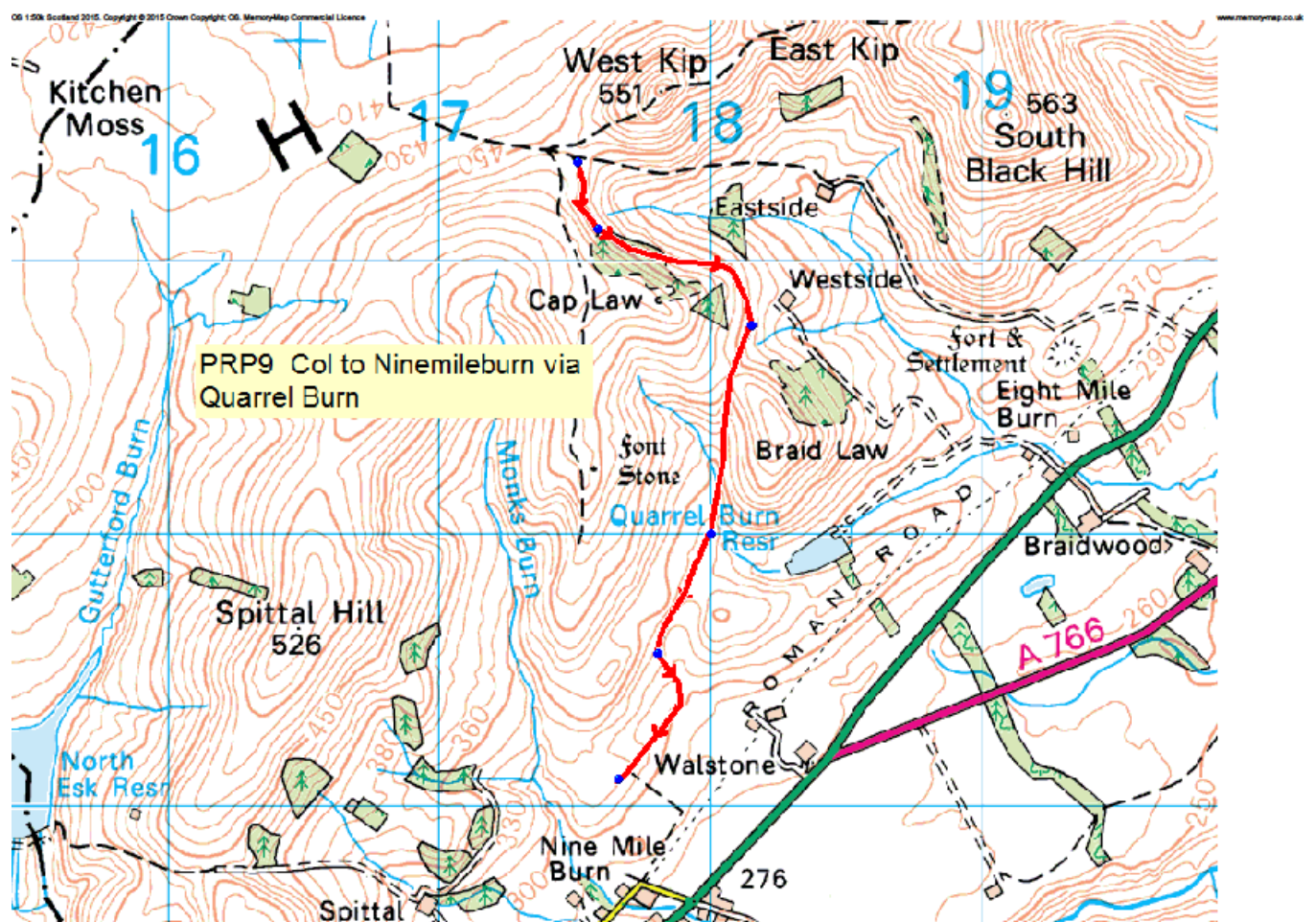
Section 5



Section 5



Site Map



Cairngorms Outdoor Access Trust

Weather
cold, clear

Date

Audit No
PRP 9

Path Name
Ninemileburn to Col via Quarrel Burn

Surveyor
Dougie Baird

Start
End NT 17663 58093
NT 17517 60359

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough-ness	Drain-age	Erosion	Cond-ition	Dyna-mism	Priority	Maint (md/py)	Capital Cost
1	92	NT 17663 58093	Grass	Stile	1/3	0.50	3.00	0	1/3	5	3	4	4	4	4	0	2,760

Built Features

XD		Pitching		SD		Revet	
WB		Agg.		.....		PC	

Description

Field with livestock, low gradien path around field edge. Full Machine Build

2	342	NT 17590 60114	Grass	Stile	1/1	0.80	3	0.1	14/7	3	2	4	3	3	3	1	10,260
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.			PC	

Description

Muddy wet trod over moorland to Quarrell Burn. Full machine build

3	403	NT 18003 58993	Grass	Burn	1/1	0.60	2	0.1	11/12	3	3	4	3	3	3	2	16,120
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		BW Bridge		

Description

Steep pull up to high point, and descent to junction on landrover track - Full machine build

4	945	NT 18154 59762		junction	1/1	0.5	1.5	0.2	14/17	4	3	4	4	4	4	1	18,900
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.					

Description

Old built benched vehicle track traversing slope, getting broken up in places. Could use lateral drain along length, skimmed and built up 100mm

5	1270	NT 17590 60114		gate	1/1	0.8	2.50	0.2	17/18	4	4	4	4	4	4	1	0
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		SB		...	

Description

Gate to stile at Col. Grassy overgrown vehicle track, in good condition. No Work Required

Total	3052														4	5	48,040
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Built Features

XD	0	Pitching	0	SD	0	Revet	0
WB	0	Agg.	0	...	0	PC	0

Description

Scenic and currently low use path to Col. Upgrading the route with machine build path will make the route more acctractive to more users, as well as provide a sustainable route for increased access, and with low maintenance

Path Number: PRP10	Path Name: Bavelaw to The Howe	Distance: 2.576km	Location: NT 16633 62698 to NT 18674 61868
Landowner: Alistair Cowan/Mr Robert Douglas Miller/Mr Ken Shade	Designations: None		Land Management Priorities: Farming
Use: Heavily used route from Bavelaw to the Howe, offering a low level walk, sheltered from the elements by the steep slopes on either side.			
Previous Path Management: <ul style="list-style-type: none">• The path has been heavily built with countersunk imported aggregate. Whilst largely still in good condition some bits are breaking down due to the absence of lateral drainage.• There is evidence of a footbridge being installed at The Howe end, and this would significantly help the route if this is indeed what is planned			
Path Management Constraints: <ul style="list-style-type: none">• Any work would need to be carefully co-ordinated with land management requirements• Machine access easy along entire length from both directions			



Path Condition:

- Built section 2 mostly good but needs drainage
- Section 1 is breaking down badly and gives a poor first impression of the standard of route Full Build required
- Sections 3 and 4 need some attention, and if there is a bridge being built this would help greatly with realignment

Recommendations:

- Machine Build raised path for the entire length, with imported aggregate required for the first 2 sections, and imported stone for drainage features required throughout

Maintenance:

- Maintenance after construction would be light, with efforts focussed on drain clearing

**Indicative Photographs of Path Condition
Section 1.****Section 2****Section 3****Section 3**

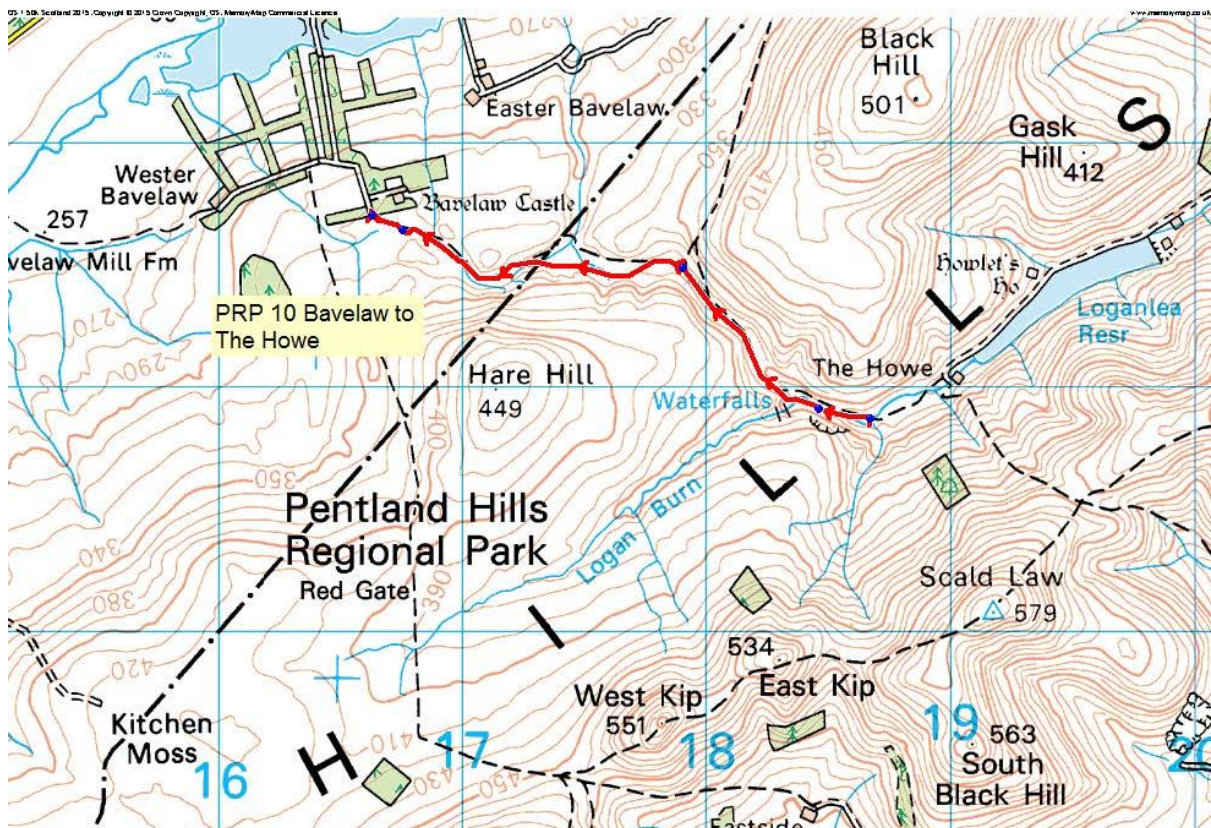
Section 3/4 Bridge Abutments



Section 4 – could be realigned from problem area with new bridge?



Site Map



Cairngorms Outdoor Access Trust

Weather cold, clear
Date 27th February 2016
Audit No PRP 9
Path Name Bavelaw to the Howe
Surveyor Dougie Baird
Start End NT 16633 62698 NT 18674 61868

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough- ness	Drain- age	Erosion	Cond- ition	Dyna- mism	Priority	Maint (md/py)	Capital Cost
1	166	NT 16633 62698	mud/grass	start	1/2	0.80	2.00	0.3	3/5	3	2	2	3	2	2	1	£7,470

Built Features

XD		Pitching		SD		Revett	
WB		Agg.		.....		PC	

Description

Start of Path, beginning to break down badly in place, and really needs full machine build path along the length

2	1305	NT 16758 62623	Agg.	gate	1/0	1.00	1.1	0.1	5/8	4	2	4	4	4	4	1	£19,575
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Built Features

XD		Pitching		SD		Revett	
WB		Agg.	1305		PC	7

Description

Built aggregate path from gate using imported materials - a bit chewed up in places and lacking lateral drainage. Needs Turved Side Drain along entire length and raised 100mm

3	867	NT 17908 62483	agg/mud	Stile	1/1	1.20	2	0.1	4/7	3	2	3	3	3	3	2	£17,340
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Built Features

XD		Pitching		SD		Revett	
WB		Agg.		BW Bridge		

Description

Track to burn crossing. There is evidence onsite of bridge foundations for a new bridge to be installed. If so this would be a great help. Track worn in places, needs drainage badly, plus skimmed and raised 100mm

4	238	NT 18463 61903	mud	burn x	1/1	0.8	2.00	0.2	4/9	2	3	4	4	3	3		£10,710
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Built Features

XD		Pitching		SD		Revett	
WB		Agg.		SB		...	

Description

broken down section to burn crossing. If a new bridge is to be built the path could be realigned to cross the burn earlier, which would improve things markedly

Total	2576														3	4	£55,095
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Built Features

XD	0	Pitching	0	SD	0	Revett	0
WB	0	Agg.	1305	...	0	PC	7

Description

Section 2 has been heavily built to a good standard, though require lateral drainage to protect what is there. Sections 1, 3 and 4 could all use machine build work to upgrade them.

Path Number: PRP11	Path Name: Kirk Road to The Howe	Distance: 2.442km	Location: NT 21049 60833 to NT 18674 61868
Landowner: Penicuik Estates/Alistair Cowan	Designations: None		Land Management Priorities: Farming
Use: The route offers access to Bavelaw as a through route, as well as circuits via The Howe, or the high ground. The path is probably underused at the moment, particularly due to the unattractive wet boggy start.			
Previous Path Management: <ul style="list-style-type: none">• Water bars have been installed on the steep approach to the Col, but unfortunately these are largely falling apart and failing• The route does have signposting and stiles			
Path Management Constraints: <ul style="list-style-type: none">• Access to the steep section 3 is too tight for machine use• The area is used for livestock farming, and any works would need to fit around related constraints			



Path Condition:

- Section 1, 2, 3 and 4 all need a full build along the entire length
- Section 5 is a bit worn, but on an open and robust slope. The work on this section is of a lower priority than the others.

Recommendations:

- Full Machine Build for sections 1 and 2
- Full Hand Build for sections 3 and 4
- Lower priority, but section 5 would be machine build also

Maintenance:

- Maintenance after construction would be light, with efforts focussed on drain clearing and topping up surfaces

**Indicative Photographs of Path Condition
Section 1.****Section 2****Section 3****Section 3**

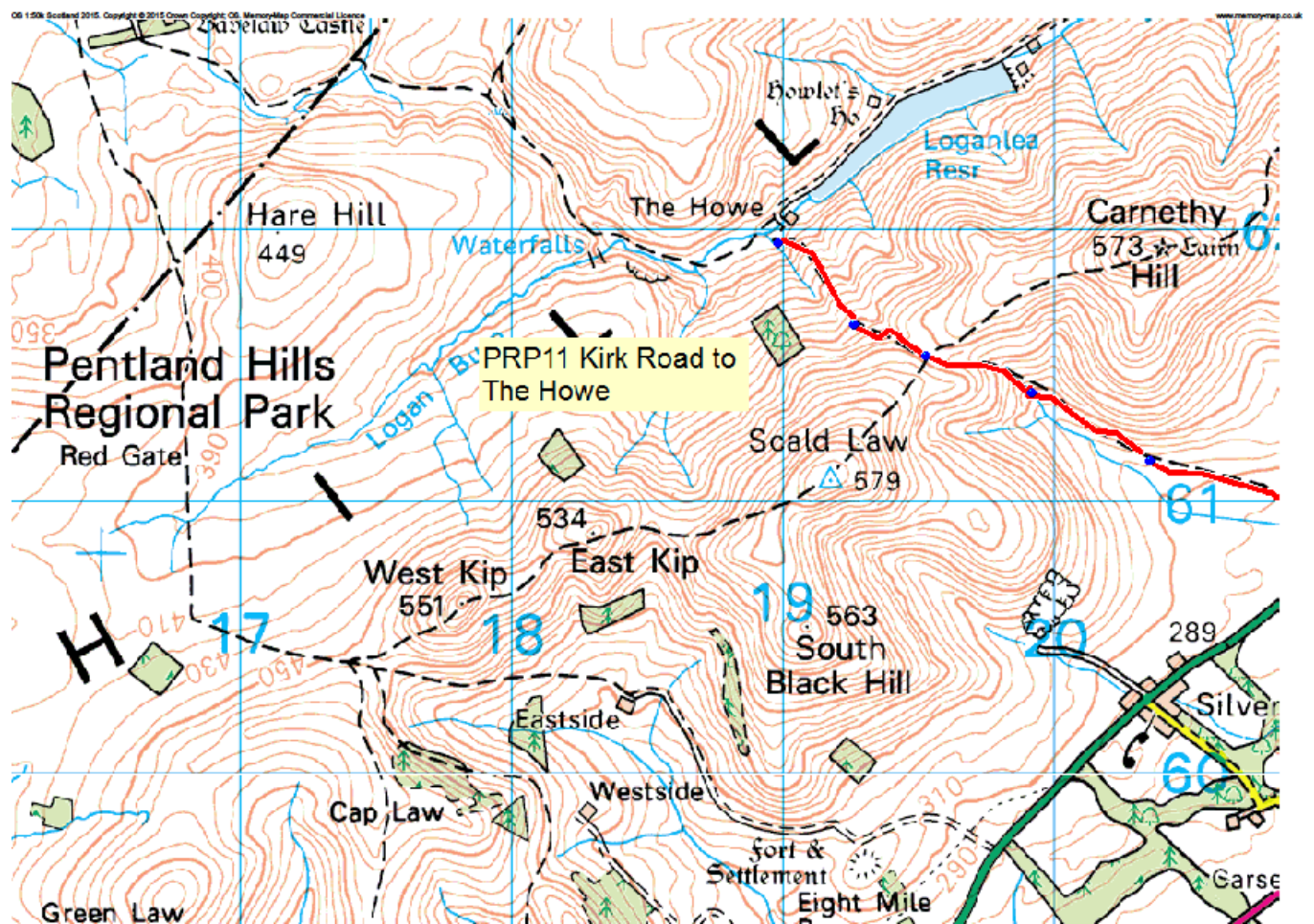
Section 4



Section 5



Site Map



Cairngorms Outdoor Access Trust

Weather
cold, clear

Date
6th March 2016

Audit No
PRP 11

Path Name
Kirk Road to The Howe

Surveyor
Dougie Baird

Start End NT 21049 60833
NT 18674 61868

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough- ness	Drain- age	Erosion	Cond- ition	Dyna- mism	Priority	Maint (md/py)	Capital Cost
1	770	NT 21049 60833	mud/grass	start	1/2	0.80	3.00	0.2	6/8	3	2	3	3	3	3	1	£26,950

Built Features

XD		Pitching		SD		Revet	
WB		Agg.		.....		PC	

Description

Very wet and boggy start to path as it crosses grazing land, then pulls up to the gate. Full Machine Build

2	485	NT 20354 61143	Agg.	gate	1/1	1.00	2.2	0.1	8/18	4	2	3	3	3	3	1	£16,975
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.			PC	

Description

Thin aggregate path with clear braiding traversing the slope, breaking down. Full Machine Build

3	867	NT 19919 61393	agg/mud	Stile	1/1	1.20	2	0.1	4/7	3	2	3	3	3	3	2	£17,340
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		BW Bridge		

Description

Track to burn crossing. There is evidence onsite of bridge foundations for a new bridge to be installed. If so this would be a great help. Track worn in places, needs drainage badly, plus skimmed and raised 100mm

4	238	NT 18463 61903	mud	burn x	1/1	0.8	2.00	0.2	4/9	2	3	4	4	3	3		£10,710
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		SB		...	

Description

broken down section to burn crossing. If a new bridge is to be built the path could be realigned to cross the burn earlier, which would improve things markedly


Total	2360														3	4	£71,975
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Built Features

XD	0	Pitching	0	SD	0	Revet	0
WB	0	Agg.	0	...	0	PC	0

Description

Section 2 has been heavily built to a good standard, though require lateral drainage to protect what is there. Sections 1, 3 and 4 could all use machine build work to upgrade them.

Path Number: PRP12	Path Name: Col to Kirk Rd Col via Main Ridge	Distance: 2.735km	Location: NT 17472 60393 to NT 19519 61523
Landowner: Alistair Cowan	Designations: None	Land Management Priorities: Farming	
Use: The Route offers a traverse of East Kip, West Kip and Scald Law, offering great views of the Pentland Hills and surrounding area. The path is popular with walkers of all abilities.			
Previous Path Management: <ul style="list-style-type: none">Water bars have been installed on the East slope of Scald Law, and these have done well to slow down the rate of erosion, but are beginning to fail now.			
Path Management Constraints: <ul style="list-style-type: none">Terrain is mixed with some sections restricted to hand build only techniques, and others accessible by machine for a mixed hand build/machine approachThe area is used for livestock farming, and any works would need to fit around related constraintsStone for construction of drainage features and pitched surfaces is in short supply and would need to be imported			
			

Path Condition:

- The path is breaking down along its length, even though it is on generally fairly robust ground.

Recommendations:

- The path needs built along its entire length to provide a sustainable route into the future
- Mixed Machine and Hand Build techniques

Maintenance:

- Once complete the path will require a regular maintenance schedule to prevent deterioration

**Indicative Photographs of Path Condition
Section 1.****Section 2****Section 3****Section 4****Section 4****Section 5**



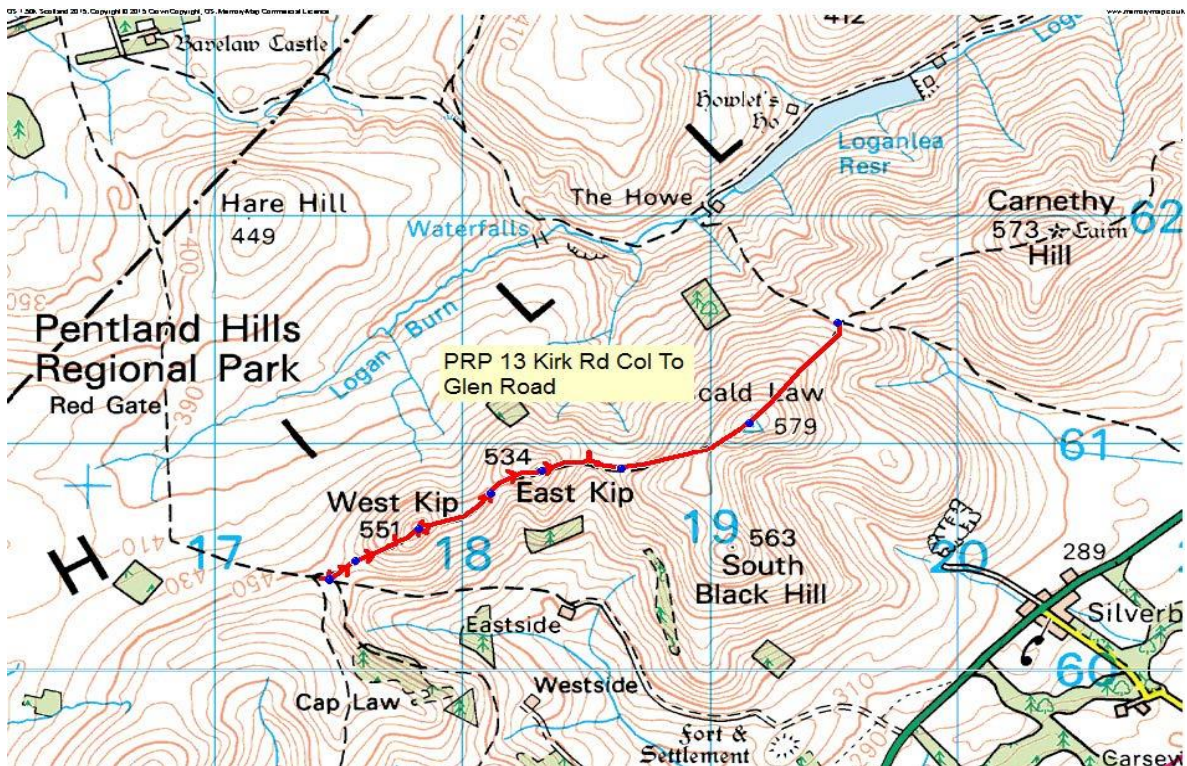
Section 7



Section 7



Site Map



Cairngorms Outdoor Access Trust


Weather cold, wintery showers
Date 26th February 2016
Audit No PRP12
Path Name Col to Kirk Rd Col via Main Ridge
Surveyor Dougie Baird
Start End NT 17472 60393 NT 19519 61523

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough-ness	Drain-age	Erosion	Cond-ition	Dyna-mism	Priority	Maint (md/py)	Capital Cost
1	162	NT 17472 60393	mud/agg	Glen Rd Cd	2/3	2.00	5.00	0.3	6/11	3	2	3	3	3	3	1	11,340
Built Features										Description Wet muddy wide eroding path on shallow gradient. Full Build Required							
			XD	Pitching	SD		Revet										
			WB	Agg.	BW sect		FB										
2	348	NT 17573 60473	agg/mud	steepens	2/2	1.20	3	0.3	17/23	3	2	3	3	3	3	1	33,060
Built Features										Description Steep pull up to West Kip, pigeon holing now connecting up, and likely to break down badly in the near future. Mix machine and Hand Build							
			XD	Pitching	SD		Revet										
			WB	Agg.	BW Sect		PC										
3	357	NT 17828 60613	Agg.	West Kip	2/3	1.20	2.8	0.2	16/22	2	2	2	2	2	2	1	28,560
Built Features										Description Steep drop to col between West and East Kip. Multiple braid lines on steep slope. Full mix machine/Handbuild required							
			XD	Pitching	SD		Revet										
			WB	Agg.	BW Bridge		.....									
4	251	NT 18118 60768	Agg.	col	1/2	0.8	2	0.2	14/18	3	3	3	3	3	3	1	15,060
Built Features										Description Steep path up to East Kip, muddy trod - breaking down - machine build							
			XD	Pitching	SD		Revet										
			WB	Agg.	BW Sect		Bridge										
5	461	NT 18323 60868	Agg.	East Kip	1/1	0.9	2.50	0.2	13/18	3	3	3	3	3	3	1	32,270
Built Features										Description Steep drop to col between East Kip and Scald Law. Eroding path line with braids, mix machine and hand build							
			XD	Pitching	SD		Revet										
			WB	Agg.	BW Secto		...										
6	573	NT 18643 60878	Agg.	col	2/2	1	3.00	0.2	17/19	3	2	3	3	3	3	1	45,840
Built Features										Description Eroding steep path to Scald Law. Full Hand build required							
			XD	Pitching	SD		Revet										
			WB	Agg.	SB		...										
7	583	NT 19164 61083	Agg.	Scald law	1/1	1.2	2.00	0.2	14/19	3	3	3	3	3	3	1	40,810
Built Features										Description steep eroding pat with water bars, which have slowed down deterioration. The path does need fully built now to provide a sustainable route							
			XD	Pitching	SD		Revet										
			WB	Agg.	SB		...										
Total	2735														3	5	206,940
Built Features										Description							

Cairngorms Outdoor Access Trust

XD	0	Pitching	0	SD	0	Revett	0
WB	0	Agg.	0	BW Sect	0	Bridge	0

High Ridge path traversing the Kips and Scald Law. The route is eroding on fairly robust ground. To make it sustainable in the long term it really needs built with a hardened surface, using a mixture of machine and handbuild path techniques. There is very little rock material available for features, though aggregate looks plentiful.

Path Number: PRP13	Path Name: Kirk Rd Col to Glen Rd via Main Ridge	Distance: 4.257km	Location: NT 19539 61528 to NT 22885 63088
Landowner(s): Alistair Salvesen/Mr Alex Moir	Designations: None	Land Management Priorities: Farming	
Use: This is one of the most popular routes in the Pentland Hills, despite being steep and badly eroded in many sections. It seems popular with a very wide range of users including walkers, families, casual users and people that do not look to be well equipped for the journey. It may be worth considering if upgrade and better marketing of the lower routes elsewhere in the Pentlands might offer many of the path users a preferable route for the day.			
Previous Path Management: <ul style="list-style-type: none">Water bars have been installed on the East slope of Carnethy and these are failing.			
Path Management Constraints: <ul style="list-style-type: none">Terrain is mixed with some sections restricted to hand build only techniques, and others accessible by machine for a mixed hand build/machine approachThe area is used for livestock farming, and any works would need to fit around thisStone for construction is in short supply and would need to be imported			
			

Path Condition:

- The path is breaking down along its length, even though it is on generally fairly robust ground. There is multiple braiding, many wet muddy areas where the fabric of path is breaking, and other sections where the steeper sections are scouring, gullying and approaching a critical point in their condition

Recommendations:

- The path needs built along its entire length to provide a sustainable route into the future
- Mixed Machine and Hand Build techniques

Maintenance:

- Once complete the path will require a regular maintenance schedule to prevent deterioration

**Indicative Photographs of Path Condition
Section 1.****Section 2****Section 3****Section 4**

Section 5



Section 6



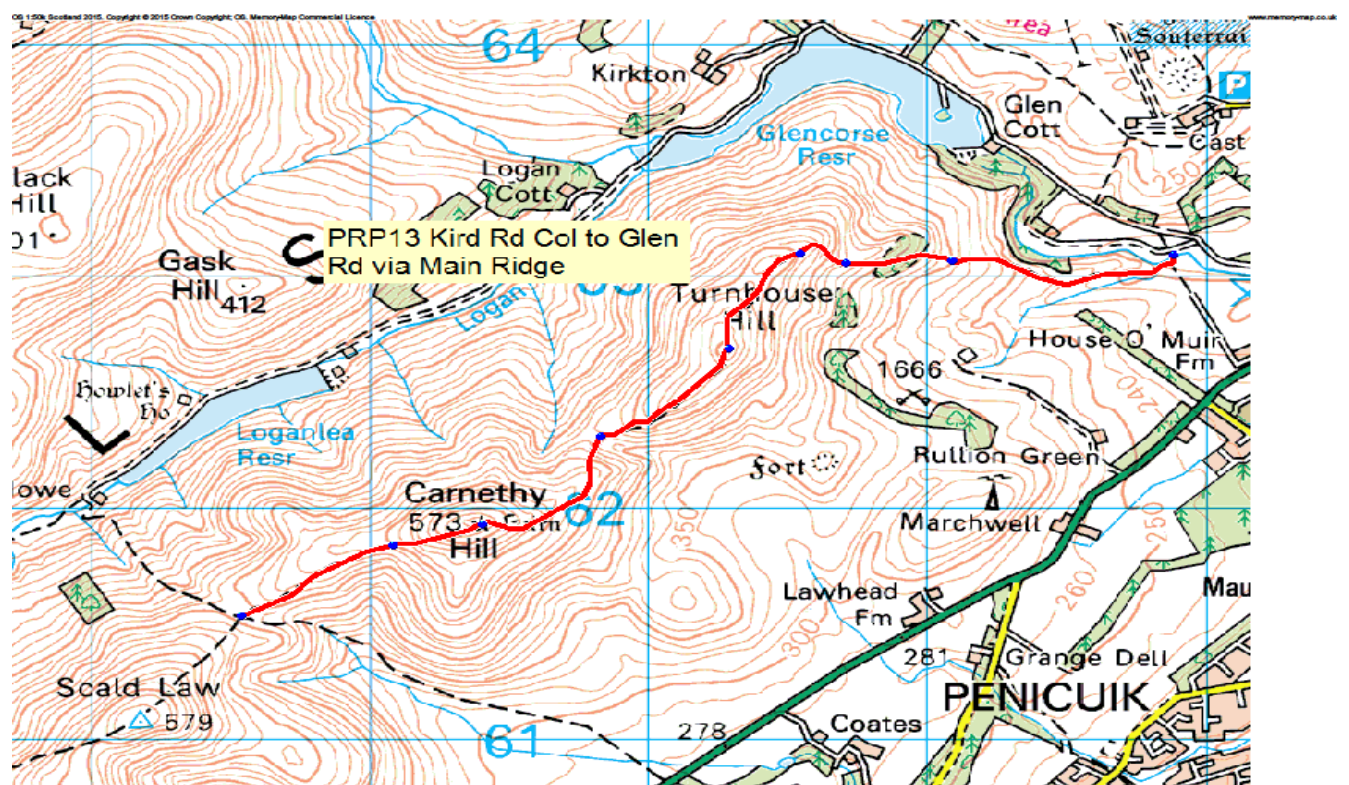
Section 7



Section 8



Site Map



Cairngorms Outdoor Access Trust

Weather cold, wintery showers
Date 5th March 2016
Audit No PRP13
Path Name Kirk Rd Col to Glen Rd via Main Ridge
Surveyor Dougie Baird
Start NT 19539 61528
End NT 22885 63088

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough-ness	Drain-age	Erosion	Cond-ition	Dyna-mism	Priority	Maint (md/py)	Capital Cost
1	629	NT 19539 61528	mud/agg	Kirk Rd Col	2/3	2.00	6.00	0.3	6/18	3	2	2	2	2	2	1	18,870
Built Features										Description Wide muddy path, multiple braidlines and deteriorating badly. Full Machine Build required							
XD			Pitching		SD		Revet										
WB			Agg.		BW sect		FB										
2	334	NT 20084 61833	agg/mud	steepens	2/4	3.00	10	0.3	18/24	2	2	2	2	2	2	1	23,380
Built Features										Description Steep pull up to Carnethy Hill,widespread erosioin, dynamic. Machine and Handbuild path							
XD			Pitching		SD		Revet										
WB			Agg.		BW Sect		PC										
3	672	NT 20404 61923	Agg.	Carnethy	1/2	1.20	2.8	0.2	16/22	3	2	3	2	2	2	1	60,480
Built Features										Description Steep path descends to Col between Carnethy and Turnhouse Hill. Some old waterbars now breaking down, and full route needs hand build construction							
XD			Pitching		SD		Revet										
WB			Agg.		BW Bridge		.....									
4	637	NT 20829 62303	Agg.	col	1/2	1.2	2.5	0.2	14/18	2	2	2	3	2	2	1	38,220
Built Features										Description Path from gate to Turnhouse summit. Eroded path, braided, peaty and wet in places, gullied and breaking down elsewhere. Full machine build if accessible							
XD			Pitching		SD		Revet										
WB			Agg.		BW Sect		Bridge										
5	519	NT 21289 62683	Agg.	Turnhouse	2/4	1.5	8.00	0.2	5/18	3	2	2	2	2	2	1	20,760
Built Features										Description multiple paths and braidlines across broad ridge. Full machine build required							
XD			Pitching		SD		Revet										
WB			Agg.		BW Secto		...										
6	214	NT 21544 63093	Agg.	top of ridge	2/2	1.5	5.00	0.2	19/25	2	2	2	2	1	2	1	38,520
Built Features										Description Steep drop off broad ridge, with 2 routes, braiding. Very steep and dynamic. No materials. Full Hand Build required							
XD			Pitching		SD		Revet										
WB			Agg.		SB		...										
7	388	NT 21709 63053	Agg.	bottom ridge	1/1	1.2	2.00	0.2	8/14	3	3	3	3	3	3	1	15,520
Built Features										Description Low angled path through open pasture. Wet spread eroding, Full Machine Build required							
XD			Pitching		SD		Revet										
WB			Agg.		SB		...										
8	864	NT 22090 63063	Agg.	Gate	1/2	1.8	5.00	0.2	5/8	3	3	3	3	3	3	1	25,920
Built Features										Description Path to bridge at bottom of path, worn, wet muddy and eroding. Full Machine Build Required							
XD			Pitching		SD		Revet										
WB			Agg.		SB		...										

Cairngorms Outdoor Access Trust



Total	4257														3	8	£241,670
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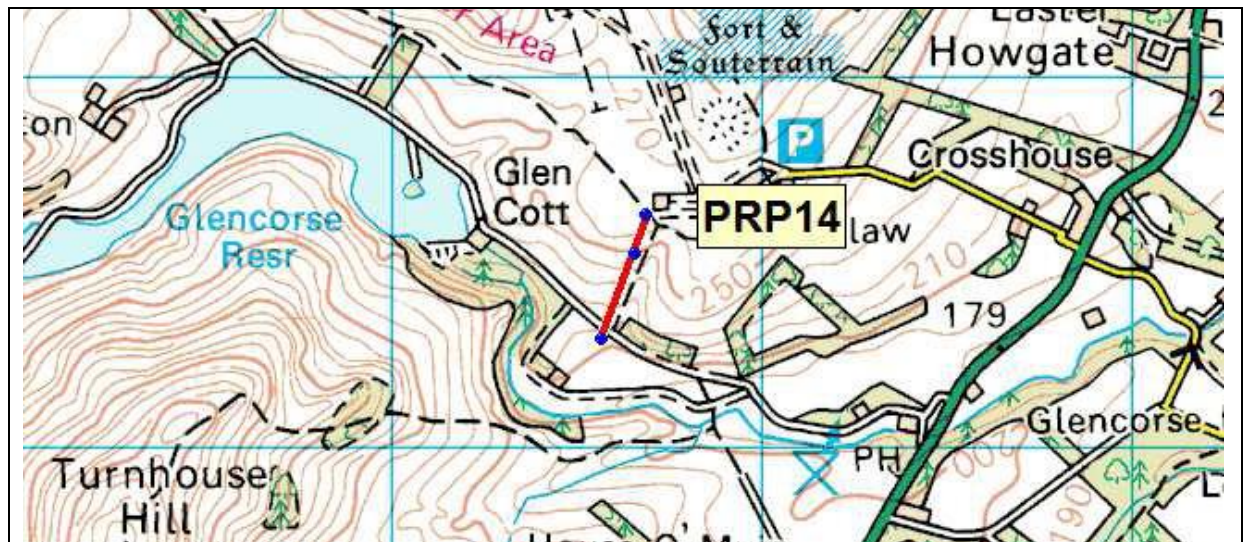
Built Features

XD	0	Pitching	0	SD	0	Revett	0
WB	0	Agg.	0	BW Sect	0	Bridge	0

Description

High ridge path crossing Carnethy and Turnhouse Hills, and one of the most popular routes in the Pentlands. Eroded along entire length and requiring full build construction along entire length
--

Path Number: PRP14	Path Name: Glen Rd to Castlelaw Farm	Distance: 382m	Location: NT 22590 63295 to NT 22710 63630
Landowner: M.O.D	Designations: None	Land Management Priorities: Training/Farming	
Use: <ul style="list-style-type: none"> Walkers completing a circular route 			
Previous Path Management: <ul style="list-style-type: none"> Section 1 has had workdone in the past Section 2 has had no previous work 			
Path Management Constraints: <ul style="list-style-type: none"> Possible livestock but none during survey 			
Path Condition: <ul style="list-style-type: none"> Section 1 is generally good. Section 2 is wet under foot. 			
Recommendations: <ul style="list-style-type: none"> Some maintenance work on section 1 rebuilding some waterbars Machine build section 2 			
Maintenance: <ul style="list-style-type: none"> Annual maintenance run 			
Section 1. 		section 2 	



Cairngorms Outdoor Access Trust

Weather wet
Date 5th April 2016
Audit No 14
Path Name Glen Rd to Castlelaw Farm
Surveyor Donald Mackenzie
Start NT 22590 63295
End NT 22710 63630

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough-ness	Drain-age	Erosion	Cond-ition	Dyna-mism	Priority	Maint (md/py)	Capital Cost
1	264	NT 22590 63295	Agg.	start	1/0	1.20	1.2	0	12/3	4	4	4	4	4	4	1	3,168

Built Features

XD		Pitching		SD		Revett	
WB	9	Agg.		Pipe C		AB	2

Description

Generally good condition. Some waterbars need rebuilt and some additional anchor bars are needed. Would suite a handbuild maintenance contract

2	118	NT 22679 63525	Veg	surface change	1/0	0.50	3.80	0	4/2	4	3	4	3	4	3	1	2,950
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Built Features

XD		Pitching		SD		Revett	
WB		Agg.		

Description

118m of built path needed with drainage features





Total	382														3	2	6,118
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Built Features

XD	0	Pitching	0	SD	0	Revett	0
WB	9	Agg.	0	Other	0	AB	2

Description

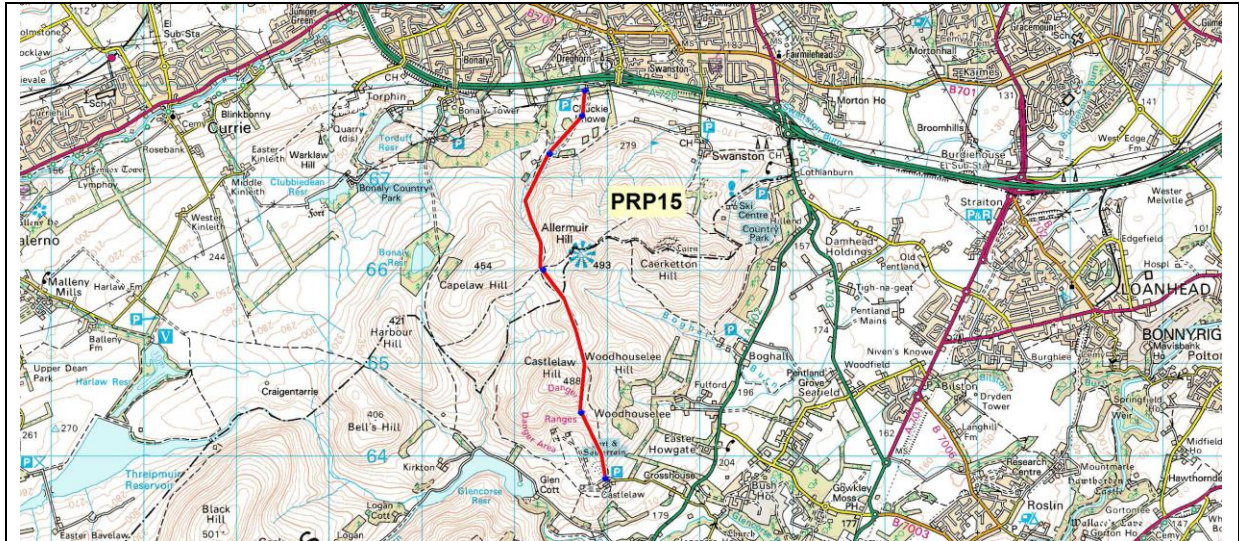
Maintenance required on section 1. Stone available on site. Machine build section 2

Path Number: PRP15	Path Name: Castlelaw Farm to Dreghorn via Howden Glen	Distance: 4.903km	Location: NT 23000 63759 to NT 22787 67937
Landowner: M.O.D	Designations:		Land Management Priorities:
Use: <ul style="list-style-type: none">Walkers, Mountain bikes, runners.			
Previous Path Management: <ul style="list-style-type: none">Sections 1 to 3 follow a well maintained vehicle track			
Path Management Constraints: <ul style="list-style-type: none">Livestock grazing on sections 4 & 5			
Path Condition: <ul style="list-style-type: none">Sections 4 & 5 are wet and muddy.			
Recommendations: <ul style="list-style-type: none">Recommend full machine construction on sections 4 & 5 to link up with the Dreghorn car park			
Maintenance: <ul style="list-style-type: none">Minimal maintenance requirements with a machine build.			
Section 1. 		section 2 	
Section 3 		Section 4 	

Section 5



Section 6



Cairngorms Outdoor Access Trust

Weather Wet
Date 5th April 2016
Audit No PRP15
Path Name Castlelaw farm to Dregghorn
Surveyor Donald Mackenzie
Start End NT 23000 63759 NT 22787 67937

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough- ness	Drain- age	Erosion	Cond- ition	Dyna- mism	Priority	Maint (md/py)	Capital Cost
1	1324	NT 23000 63759	Agg.	Start	1/0	2.50	2.5	0	6/15	5	5	5	5	5	5	0	0

Built Features

XD		Pitching		SD		Revett	
WB	3	Agg.		Pipe C	5	.....

Description

Landrover track in good condition. No work required

2	1172	NT 22740 64466	Agg.	Junction	1/0	2.50	2.5	0	8/11	5	5	5	5	5	5	0	0
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Built Features

XD		Pitching		SD		Revett	
WB		Agg.		Pipe C	7	

Description

Landrover track in good condition. No work required

3	1270	NT 22335 66009	Agg.	Col	1/0	3.00	3.00	0	4/6	5	5	5	5	5	5	0	0
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Built Features

XD		Pitching		SD		Revett	
WB		Agg.		Pipe C	6	

Description

Landrover track in good condition. No work required

4	251	NT 22226 67116	Veg	Junction/hut	1/2	4.50	6	0.3	2/3	4	2	3	3	4	2	1	6,275
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Built Features

XD	0	Pitching	0	SD	0	Revett	0
WB	0	Agg.	0	

Description

Very wet and muddy with path spread. Used by agricultural vehicles
Full machine build

5	578	NT 22401 67257	Veg	Gate	1/2	2.80	7	0.2	2/3	4	2	3	3	4	2	1	14,450
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Built Features

XD		Pitching		SD		Revett	
WB		Agg.		

Description

Wet with path spread. Full machine build.

6	308	NT 22749 67671	Agg.	tarmac	1/0	3.00	3.00	0	2/0	5	5	5	5	5	5	1	0
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Built Features

XD		Pitching		SD		Revett	
WB		Agg.		

Description

Tarmac path. No work required.



Total	4,903														4	3	20,725
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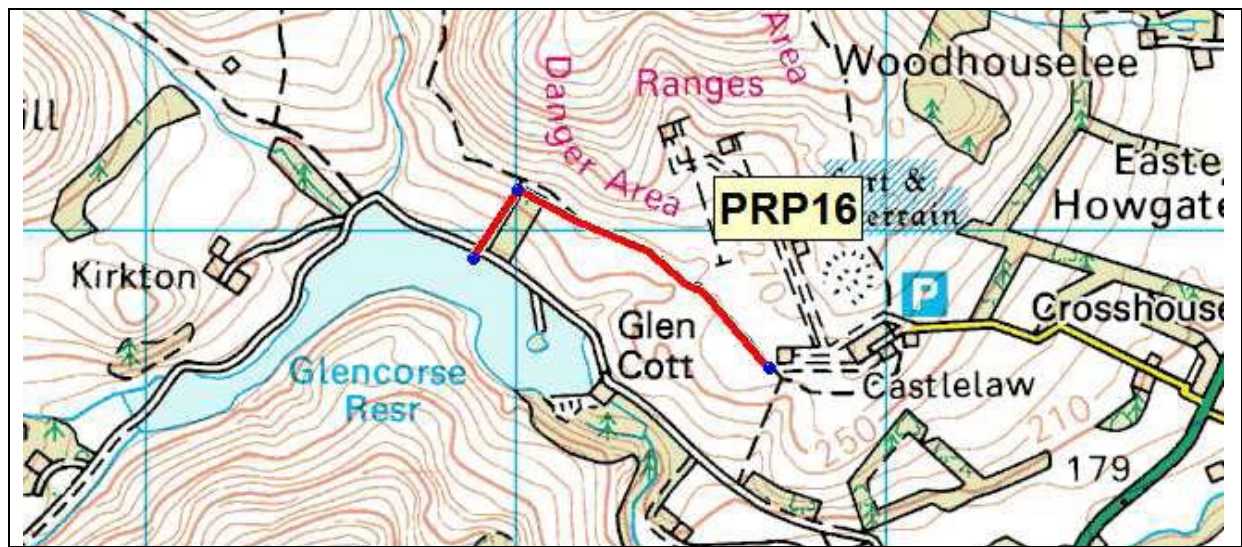
Built Features

XD	0	Pitching	0	SD	0	Revett	0
WB	3	Agg.	0	Pipe C	18	Pc	0

Description

Sections 1 to 3 follow a landrover track which is in very good condition. Recommend full machine bild on sections 4 & 5 to lik up with the carpark at Dregghorn. Machine access is straightforward.

Path Number: PRP16	Path Name: Glencorse Res tp Castlelaw Farm	Distance: 1.1km	Location: NT 21912 63929 to NT 22710 63630
Landowner: M.O.D	Designations: None		Land Management Priorities: Training/Farming
Use: <ul style="list-style-type: none">Walkers making a circular route			
Previous Path Management: <ul style="list-style-type: none">Section 1 is a recently constructed pathSection 2 is a vehicle track			
Path Management Constraints: <ul style="list-style-type: none">None			
Path Condition: <ul style="list-style-type: none">In good condition			
Recommendations: <ul style="list-style-type: none">No work required			
Maintenance: <ul style="list-style-type: none">None required			
Section 1. 		section 2 	



Cairngorms Outdoor Access Trust

Weather
wet

Date
5th April 2016

Audit No
16

Path Name
Glencorse Res to Castlelaw Farm

Surveyor
Donald Mackenzie

Start
End NT 21912 63929
NT 22710 63630

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough-ness	Drain-age	Erosion	Cond-ition	Dyna-mism	Priority	Maint (md/py)	Capital Cost
1	230	NT 21912 63929	Agg.	start	1/0	1.50	1.5	0	10/2	5	5	5	5	5	5	0	0

Built Features

XD		Pitching		SD		Revett	
WB	6	Agg.		Pipe C		steps	4

Description

Good solid footpath constructed over tree routes. Good drainage. No work required

2	881	NT 22030 64113	Agg.	junction	1/0	2.50	2.50	0	4/6	4	3	4	4	5	5	0	0
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Built Features

XD		Pitching		SD		Revett	
WB		Agg.		

Description

Landrover track used by the army runs all the way to the farm
No work required.





Total	1,111														5	0	0
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Built Features

XD	0	Pitching	0	SD	0	Revett	0
WB	6	Agg.	0	Other	0	steps	4

Description

No work needed on this route.

Path Number: PRP17	Path Name: Boghall to Windy door nick	Distance: 1.585km	Location: NT 24151 65230 to NT 23228 66288
Landowner: Mr Alex Moir	Designations: None		Land Management Priorities: Farming
Use: The first two sections are mainly used by the Scottish Agricultural College to access hill parks			
Previous Path Management: Section 1 is a built access track. No formal work elsewhere.			
Path Management Constraints:			
Path Condition: <ul style="list-style-type: none">Does not appear to be a heavily used route. The path is well contained higher up by the cross slope.			
Recommendations: <ul style="list-style-type: none">No work required.			
Maintenance: <ul style="list-style-type: none">None required.			
Section 1. 		section 2 	
Section 3 		Section 4 	



Cairngorms Outdoor Access Trust

Weather Showery
Date 6th April 2016
Audit No 17
Path Name Boghall to windy Door Nick
Surveyor Donald Mackenzie
Start End NT 24151 65230 NT 23228 66288

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough-ness	Drain-age	Erosion	Cond-ition	Dyna-mism	Priority	Maint (md/py)	Capital Cost
1	741	NT 24151 65230	Agg.	start	1/0	3.00	3.5	0	12/15	3	3	4	4	4	5	0	0

Built Features

XD		Pitching		SD		Revet	
WB		Agg.		Pipe C		.....

Description

vehicle track onto hill used by 4x4, tractors farm vehicles
No work required.

2	298	NT 23564 65609	Veg	gate	1/0	0.40	1.50	0.2	8/3	4	3	4	4	4	5	0	0
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

Route crosses through hill park. No work required.

3	394	NT23408 65810	Agg.	gate	1/0	0.50	1.20	0.2	5/14	4	3	4	4	4	5	0	0
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

path traverses side slope. Well contained and firm underfoot.
no work necessary

4	152	NT 23278 66144	Veg	stile	1/0	0.20	0.80	0	8/5	4	4	4	4	4	4	0	0
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

Grassy line up to col. No work required.





Total	1,585														5	0	0
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Built Features

XD	0	Pitching	0	SD	0	Revet	0
WB	0	Agg.	0	Other	0	Pc	0

Description

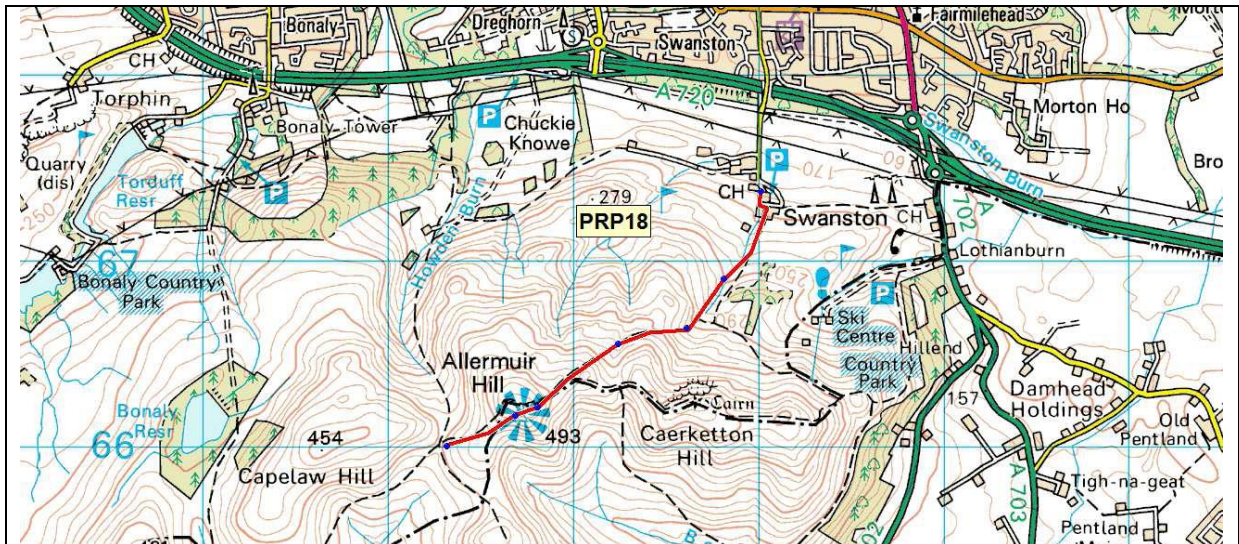
Does not seem to be a well used route. Path line in geneareally in good condition. No work necessary.

Path Number: PRP18	Path Name: Swanston to Allermuir/Capelaw col	Distance: 3.187	Location: NT 24035 67375 to NT 22341 66007
Landowner: Alistair Maclung	Designations: n/a		Land Management Priorities: farming
Use: Start of the Pentland way. Walkers, Cyclists, horse riders, runners			
Previous Path Management: <ul style="list-style-type: none">No formal path on sections 3 - 6			
Path Management Constraints: <ul style="list-style-type: none">Lack of building stone			
Path Condition: <ul style="list-style-type: none">Generally firm under foot.			
Recommendations: <ul style="list-style-type: none">A machine constructed path along sections 3, 4 & 6. Handbuild section 5			
Maintenance: <ul style="list-style-type: none">Annual maintenance			
Section 1. 		section 2 	
Section 3 		Section 4 	

Section 5



Section 6



Cairngorms Outdoor Access Trust

Weather Showery
Date 6th April 2016
Audit No 18
Path Name Swanston to Allermuir
Surveyor Donald Mackenzie
Start End NT 24035 67375 NT 22341 66007

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough- ness	Drain- age	Erosion	Cond- ition	Dyna- mism	Priority	Maint (md/py)	Capital Cost
1	597	NT 24035 67375	Agg.	start	1/0	3.00	3	0	7/4	5	5	5	5	5	5	0	0

Built Features

XD		Pitching		SD		Revet	
WB		Agg.		Pipe C		.....

Description

From car park through golg course to kissing gate. Good vehicle track
No work required.

2	350	NT 23833 66907	Agg.	gate	1/0	2.20	3.50	0	10/3	4	3	4	4	4	4	1	14,000
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

From gate to path function. Cattle and horses are chewing up path edges resulting in a muddy surface. Any work would need to be fenced. Machine build

3	410	NT 23637 66641	veg	junction	1/3	0.50	6.00	0	18/7	4	4	4	4	4	4		16,400
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

Grass covered route. Solid under foot. Pigeon holes on steeper sections and some damage from horses. Not an priority but machine build.

4	569	NT 23267 66556	veg	burn	1/4	0.50	2.50	0.3	8/4	4	3	4	4	4	4	1	22,760
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

Multiple tram lines but solid under foot. Machine build

5	203	NT 22828 66219	veg	I.A	1/2	0.80	7.00	0.3	15/2	4	3	4	4	4	4		40,600
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

Steep section to summit cairn. Pigeon holed. Any formal work would require block pitching the whole section but containment would be an issue.

6	461	NT 22708 66172	veg/agg	trig point	1/5	2.00	9.00	0.4	18/3	3	3	3	3	4	3	1	18,440
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

machine build possible by re-routing steeper section towards the fence line.





Total	2,590														4	3	112,200
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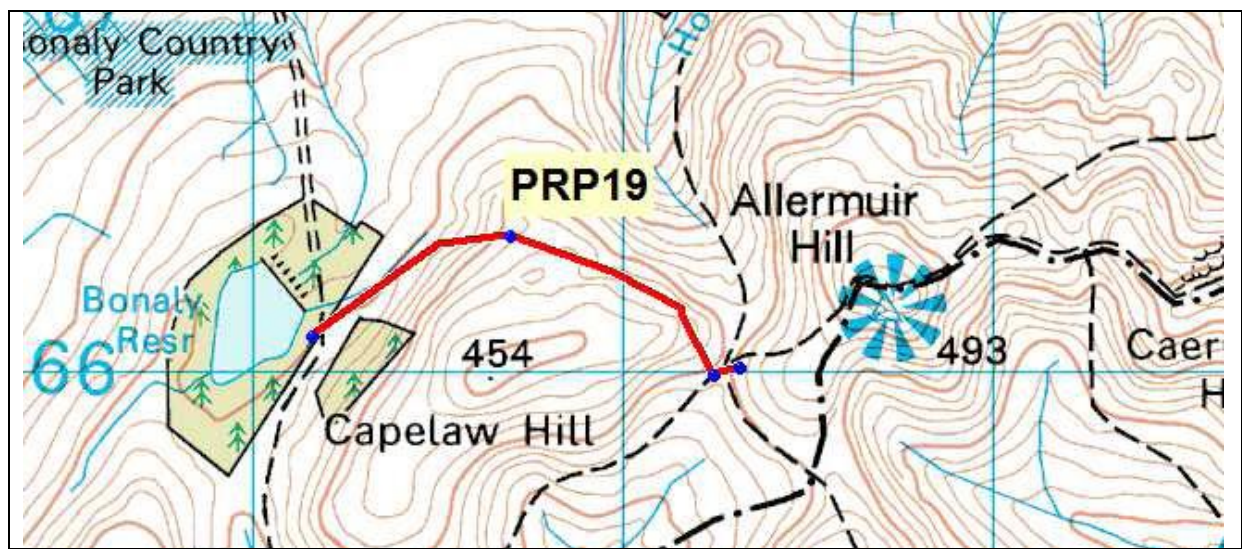
Built Features

XD	0	Pitching	0	SD	0	Revet	0
WB	0	Agg.	0	Other	0	Pc	0

Description

Work from the col back to the summit of Allermuir is more of a priority. A machine build is possible.

Path Number: PRP19	Path Name: Allermuir/Capelaw to Bonaly Res	Distance: 1.582km	Location: NT 22340 66011 to NT 21185 66098
Landowner: M.O.D	Designations: None		Land Management Priorities: Military/Farming
Use: <ul style="list-style-type: none">Walkers, runners, cyclists			
Previous Path Management: <ul style="list-style-type: none">No previous path management			
Path Management Constraints: <ul style="list-style-type: none">Lack of available stone			
Path Condition: <ul style="list-style-type: none">Very wet underfoot.			
Recommendations: <ul style="list-style-type: none">Full machine build. One short steep section will need to be pitched on section 3			
Maintenance: <ul style="list-style-type: none">Will need maintained annually after construction.			
Section 1. 		section 2 	
Section 3 		Section 3 	



Cairngorms Outdoor Access Trust

Weather wet
Date 5th April 2016
Audit No PRP19
Path Name Capelaw Col to Bonaly Res
Surveyor Donald Mackenzie
Start End NT 22340 66011 NT 21185 66098

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough-ness	Drain-age	Erosion	Cond-ition	Dyna-mism	Priority	Maint (md/py)	Capital Cost
1	87	NT 22340 66011	Agg.	Col	1/2	1.20	2	0.3	4/6	4	2	3	3	4	3	1	2,175

Built Features

XD		Pitching		SD		Revet	
WB		Agg.		Pipe C		.....

Description

Very wet with no drainage resulting in gullying. Machine build recommended

2	764	NT 22268 65994	Veg/Agg	Gate	1/4	1.50	4.50	0.2	3/15	4	2	3	3	4	3		19,100
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

Multiple braids as pathline skirts around Capelaw hill. Full machine build

3	731	NT 21719 66367	Veg/Agg	D.A	1/3	1.50	3.50	0.4	7/12	4	2	4	3	4	3	1	37,375
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

Machine build section apart from one steep section at NT21551 66392 which requires 80m of pitching. A machine can be used to cut the tray





Total	1,582														3	2	58,650
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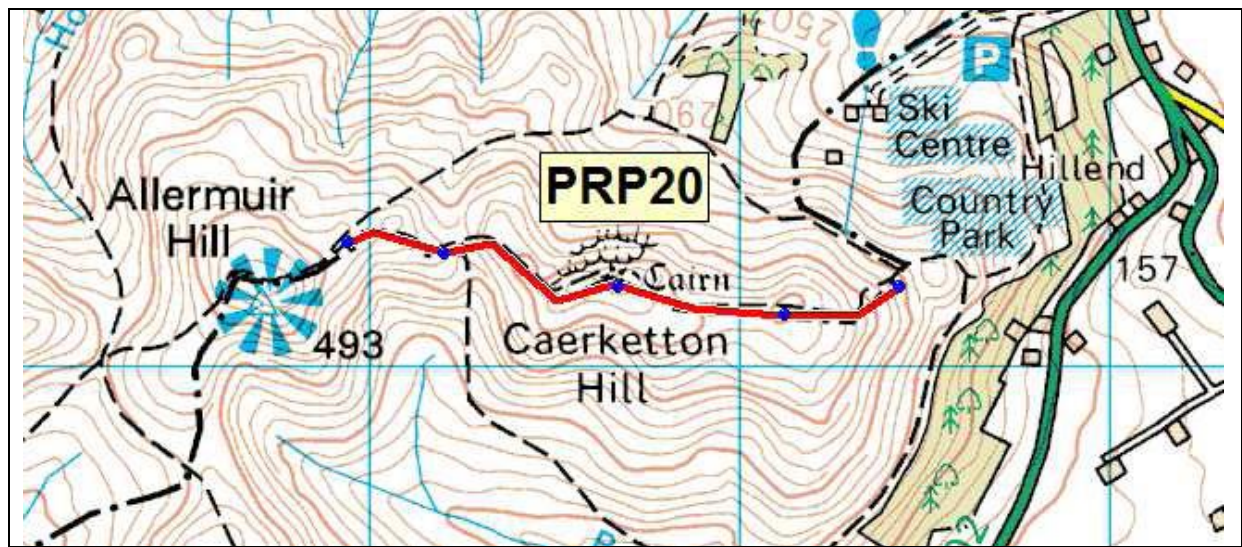
Built Features

XD	0	Pitching	0	SD	0	Revet	0
WB	0	Agg.	0	Other	0	Pc	0

Description

Easy machine access and good material under the surface for constructiong a path. Lack of stone will require an airlift for the steep section that needs pitched.

Path Number: PRP20	Path Name: Hillend to Allermuir	Distance: 1.853km	Location: NT 24455 66216 to NT 22964 66338
Landowner: Mr Alex Moir	Designations: None		Land Management Priorities: Farming
Use: Used by Walkers, runners, Mountain bikes.			
Previous Path Management: <ul style="list-style-type: none">No previous path management			
Path Management Constraints: <ul style="list-style-type: none">Due to steepness of slope section 1 would need to be hand built			
Path Condition: <ul style="list-style-type: none">Although there is braiding in places the route is generally firm under foot.			
Recommendations: <ul style="list-style-type: none">If section 1 is pitched recommend a wide path with block pitchingThe remainder of the route would suit a machine built path			
Maintenance: <ul style="list-style-type: none">Maintenance requirements will be minimal.			
Section 1. 		section 2 	
Section 3 		Section 4 	



Cairngorms Outdoor Access Trust

Weather Showery
Date 6th April 2016
Audit No 20
Path Name Hillend to Allermuir col
Surveyor Donald Mackenzie
Start End NT 24455 66216 NT 22964 66338

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough- ness	Drain- age	Erosion	Cond- ition	Dyna- mism	Priority	Maint (md/py)	Capital Cost
1	440	NT 24455 66216	veg	start	2/3	0.8	15	0.5	28/4	3	4	3	3	4	4	2	96,800

Built Features

XD		Pitching		SD		Revett	
WB		Agg.		Pipe C		.....

Description

very steep section would need and built with block pitching. No stone on site so airlift needed.

2	509	NT 24144 66144	agg/veg	cairn	1/3	2.00	7.00	0	2/4	4	3	4	4	4	4	1	15,270
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Built Features

XD		Pitching		SD		Revett	
WB		Agg.		

Description

Path follows ridgeline. Firm under foot but wet areas leading to path spread
Machine built 'high and dry' path would be suitable

3	610	NT 23696 66216	agg/veg	cairn	1/5	2.50	8.00	0.5	10/2	3	3	3	3	3	3	1	30,500
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Built Features

XD		Pitching		SD		Revett	
WB		Agg.		

Description

From summit cairn down to col. Multiple tram line braids.
Machine built path would be best option. No stone on site.

4	294	NT 23226 66305	veg/agg	col	1/3	1.00	7.00	0.4	11/4	3	3	3	3	3	3	1	10,290
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Built Features

XD		Pitching		SD		Revett	
WB		Agg.		

Description

Firm under foot but poor drainage in areas is leading to path spread.
Machine build.



Total	1,853														3	5	152,860
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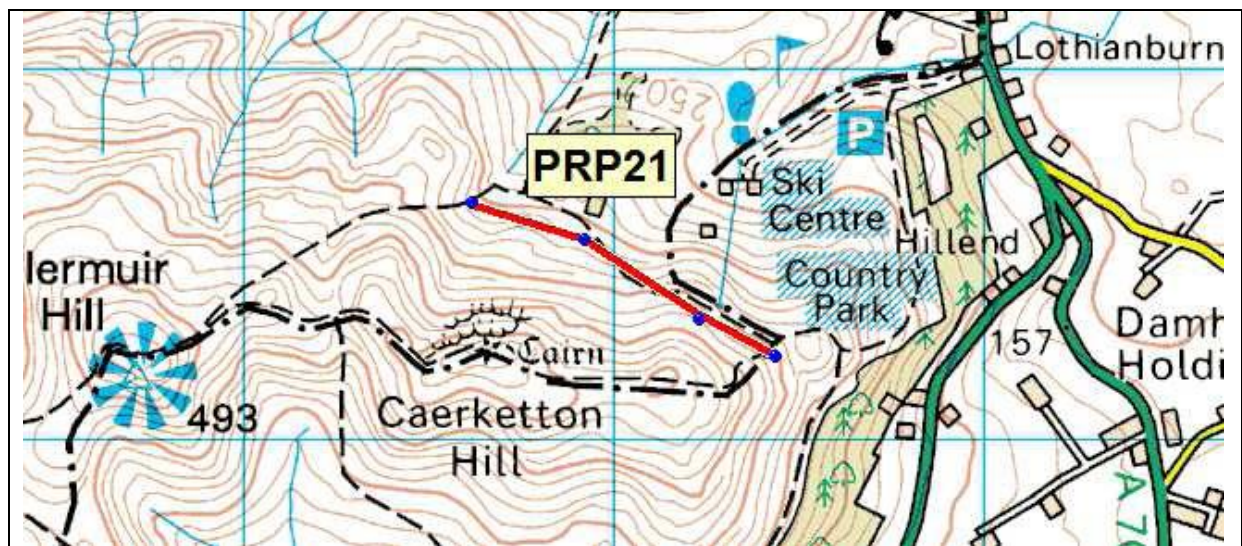
Built Features

XD	0	Pitching	0	SD	0	Revett	0
WB	0	Agg.	0	Other	0	Pc	0

Description

machine build sections 2 -4. Section 1 would need to be hand built.

Path Number: PRP21	Path Name: Hillend to Swanston Path Junction	Distance: 1.069km	Location: NT 24463 66229 to NT 23641 66641
Landowner: Mr Alex Moir	Designations: None		Land Management Priorities: Farming
Use: <ul style="list-style-type: none">Walkers, Mountain bikes, Horse riders. Path is signposted as part of the city view walk			
Previous Path Management: <ul style="list-style-type: none">Section 3 follows an access track			
Path Management Constraints: <ul style="list-style-type: none">Steep cross slope on section 1 rules out a machine buildUse by horsesCattle grazing			
Path Condition: <ul style="list-style-type: none">very muddy underfoot on sections 1 & 2			
Recommendations: <ul style="list-style-type: none">Hand build section 1Machine build section 2			
Maintenance: <ul style="list-style-type: none">Annual maintenance after completion			
Section 1. 		section 1 	
Section 2		Section 3	



Cairngorms Outdoor Access Trust

Weather Showery
Date 6th April 2016
Audit No 21
Path Name Hillend to Swanston path junction
Surveyor Donald Mackenzie
Start End NT 24463 66229 NT 23641 66641

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough-ness	Drain-age	Erosion	Cond-ition	Dyna-mism	Priority	Maint (md/py)	Capital Cost
1	289	NT 24463 66229	veg	gate	1/0	0.50	0.5	0.3	7/30	3	3	3	3	3	3	2	23,120

Built Features

XD		Pitching		SD		Revett	
WB		Agg.		Pipe C		.....

Description

Well contained due to cross slope but very muddy. cross slope constraints will rule out machine build

2	438	NT 24257 66326	veg/agg	ski centre	1/0	1.20	2.00	0.2	12/22	4	3	4	4	4	3	1	13,140
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Built Features

XD		Pitching		SD		Revett	
WB		Agg.		

Description

A machine build is possible on this section but frequent use by horse riders would chew up any path work.

3	342	NT 23947 66544	Agg.	junction	1/0	3.00	3.00	0	2/6	4	4	4	4	4	5		0
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Built Features

XD		Pitching		SD		Revett	
WB		Agg.		

Description

farm access track no work required





Total	1,069														4	3	36,260
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Built Features

XD	0	Pitching	0	SD	0	Revett	0
WB	0	Agg.	0	Other	0	Pc	0

Description

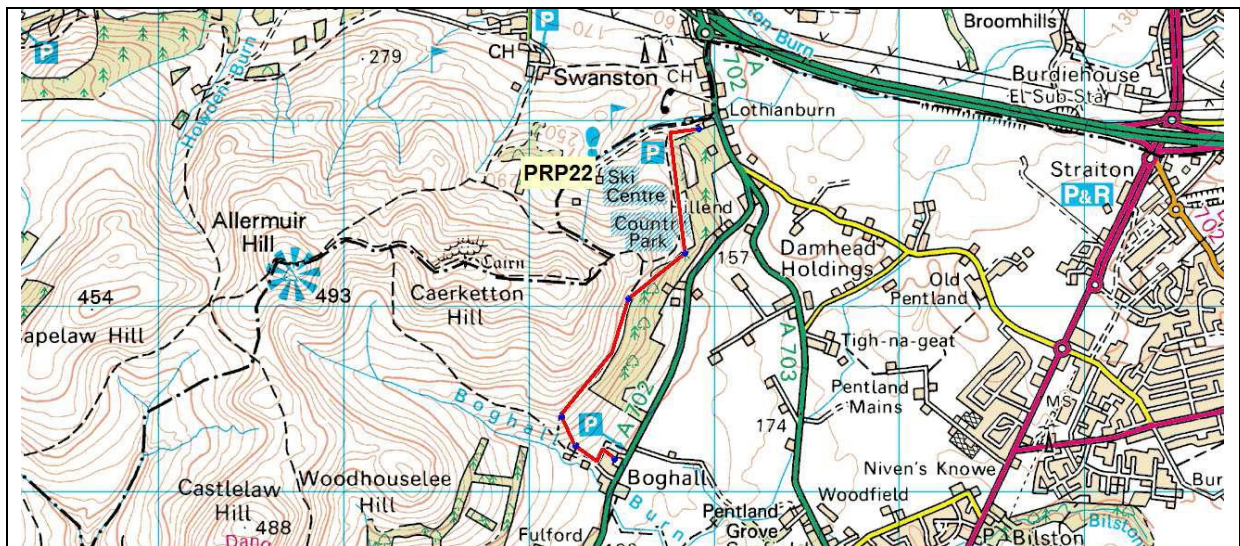
Route signposted as 'capital view walk' and appears popular. Any path design should take into account that the route is used by horse riders.

Path Number: PRP22	Path Name: Hillend to Boghall	Distance: 2.637km	Location: NT 24942 66957 to NT 24486 65177
Landowner: Mr Alex Moir/	Designations: None		Land Management Priorities: Farming
Use: Does not seem to be a popular route.			
Previous Path Management: Some work has previously been done on sections 2 & 3			
Path Management Constraints: <ul style="list-style-type: none">Steep cross slope on sections 2 & 3			
Path Condition: <ul style="list-style-type: none">Fairly good.			
Recommendations: <ul style="list-style-type: none">Sections 1 & 5 are suitable for a machine buildAny work on sections 2 & 3 would need to be hand built.			
Maintenance:			
Section 1. 		section 2 	
Section 3 		Section 4 	

Section 5



Section 5



Cairngorms Outdoor Access Trust

Weather Showery
Date 6th April 2016
Audit No 22
Path Name Hillend lower carpark to Boghall
Surveyor Donald Mackenzie
Start End NT 24942 66957 NT 24486 65177

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough-ness	Drain-age	Erosion	Cond-ition	Dyna-mism	Priority	Maint (md/py)	Capital Cost
1	810	NT 24942 66957	Veg	start	3/2	5.00	18	0	6/10	4	4	4	4	4	4	2	24,300

Built Features

XD		Pitching		SD		Revet	
WB		Agg.		Pipe C		.....

Description

From carpark through woods to gate. Multiple paths and braids
Suitable for a machine build

2	486	NT 24867 66287	Veg	gate	1/1	0.5	1.00	0.2	7/23	3	4	4	4	4	4	1	29,160
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

Narrow track through woods to the stile. Steep cross slope rules out a machine build. Work not a priority

3	789	NT 24561 66042	veg	stile	1/1	0.5	7.00	Apr-17	4	4	3	4	4	4	4	2	47,340
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

narrow path similar to a sheep track. Ground is robust. Steep cross slope would mean any work would be hand built.

4	321	NT 24199 65406	veg	stile	1/0	0	1.50	0	12/8	4	4	4	4	4	5	1	0
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

Route cuts across fields. No work required.

5	231	NT 24276 65248	veg	gate	1/0	1.20	1.20	0	4/3	4	3	4	4	4	4		6,930
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

Path is fenced off between fields. A mini digger could be used to create a raised path with a camber to provide a dry surface.





Total	2,637														4	6	107,730
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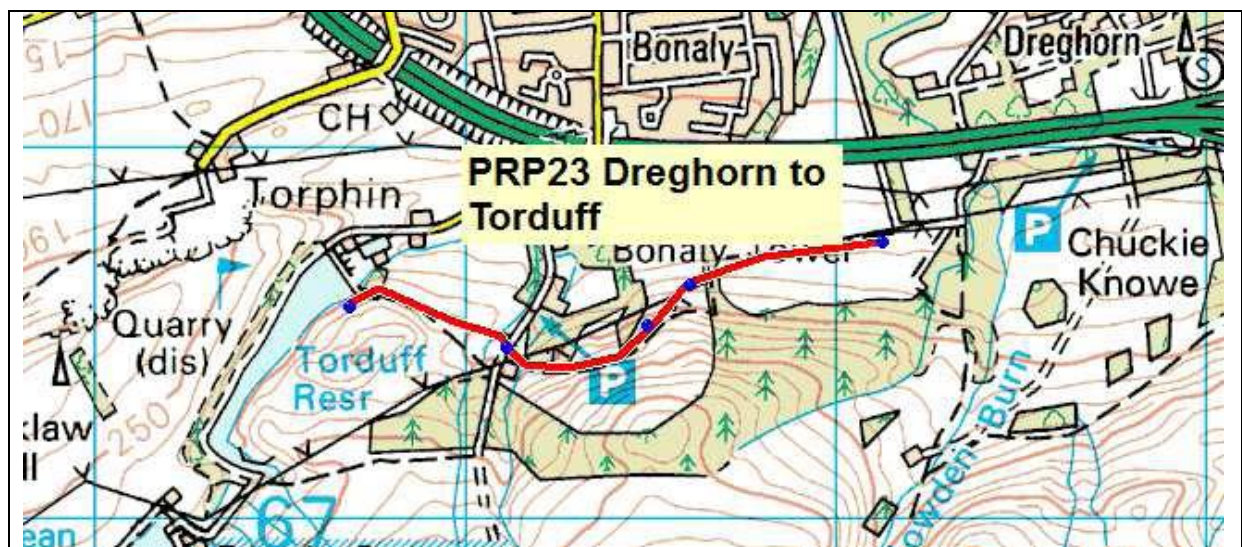
Built Features

XD	0	Pitching	0	SD	0	Revet	0
WB	0	Agg.	0	Other	0	Pc	0

Description

work at either end (sections 1&5) can be done by machine and would help make the route more attractive.

Path Number: PRP23	Path Name: Dreghorn to Torduff	Distance: 1.784km	Location: NT 22151 67746 to NT 20707 67572
Landowner: Alistair McClung	Designations: None		Land Management Priorities: Farming
Use: Popular with dog walkers			
Previous Path Management: Work as recently been carried out on this path on section 3.			
Path Management Constraints: <ul style="list-style-type: none">Very steep cross slope on section three rules out the use of a machine on this section.			
Path Condition: <ul style="list-style-type: none">The path is in good condition and does not require any capital works			
Recommendations: <ul style="list-style-type: none">Maintenance work only			
Maintenance:			
Section 1. 		section 2 	
Section 3 		Section 4 	



Cairngorms Outdoor Access Trust

Weather
showery

Date
7th April 2016

Audit No
PRP23

Path Name
Dreghorn toTorduff Res

Surveyor
Donald Mackenzie

Start
End NT 22151 67746
NT 20707 67572

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough- ness	Drain- age	Erosion	Cond- ition	Dyna- mism	Priority	Maint (md/py)	Capital Cost
1	551	NT 22151 67746	Veg	start	1/0	0.30	2	0	2/5	5	4	4	4	5	5		

Built Features

XD		Pitching		SD		Revett	
WB		Agg.		Pipe C		.....

Description

Route crosses grassy fields. No work necessary

2	173	NT 21629 67633	Agg.	gate	1/0	1.00	1.00	0	5/7	5	5	5	5	5	5		
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Built Features

XD		Pitching		SD		Revett	
WB		Agg.		

Description

Good machine constructed path. No work required.

3	541	NT 21515 67521	Agg.	I.A	1/0	1.20	1.50	0	14/27	4	3	4	4	4	5		
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Built Features

XD		Pitching		SD		Revett	
WB		Agg.		Pipe C	3	Bridge	1

Description

Path is benched along hillside through woods. Recent work has been carried out to install steps and surface.

4	519	NT 2113567462	Agg.	junction	1/0	2.00	2.00	0	6/29	5	5	5	5	5	5	2	
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Built Features

XD		Pitching		SD		Revett	
WB		Agg.		

Description

Well contained machine constructed path. No further work required.


Total	1,784														5	2	0
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Built Features

XD	0	Pitching	0	SD	0	Revett	0
WB	0	Agg.	0	Pipe C	3	Bridge	1

Description

This path is in good condition and only will require ongoing maintenance on section 3.

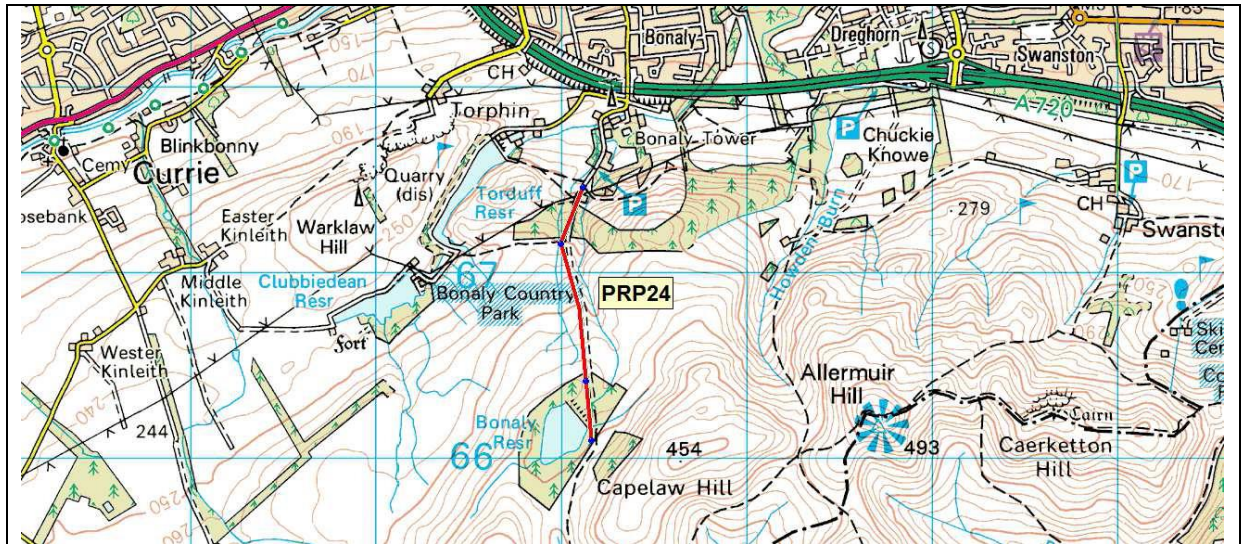
Path Number: PRP24	Path Name: Bonaly to Bonaly Reservoir	Distance: 926m	Location: NT 21137 67463 to NT 21182 66097
Landowner: Bonaly Country Park	Designations: None		Land Management Priorities: Recreation
Use: Walkers and cyclists			
Previous Path Management: Vehicle track			
Path Management Constraints:			
Path Condition: <ul style="list-style-type: none"> The whole route is in good condition 			
Recommendations: <ul style="list-style-type: none"> No work required 			
Maintenance:			
<p style="text-align: center;">Section 1.</p> 			

Section 2



Section 3





Cairngorms Outdoor Access Trust

Weather wet
Date 5th April 2016
Audit No PRP24
Path Name Bonaly to Bonaly Res
Surveyor Donald Mackenzie
Start End NT 21137 67463 NT 21182 66097

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough- ness	Drain- age	Erosion	Cond- ition	Dyna- mism	Priority	Maint (md/py)	Capital Cost
1	337	NT 21137 67463	Agg.	Start	1/0	2.50	2.50	0	10/4	4	5	5	5	5	5		0

Built Features

XD		Pitching		SD		Revet	
WB		Agg.		Pipe C		.....

Description

Landrover track. In good condition. No work required.

2	244	NT 21019 67155	Agg.	Gate	1/1	2.50	4.50	0	4/2	5	5	5	5	5	5		0
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

Landrover track in good condition. There is a braid to the left of the track along part of this section.

3	345	NT 21155 66415	Agg.	Gate	1/0	2.50	2.50	0	2/3	5	5	5	5	5	5		0
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

Landrover track. In good condition. No work required.

Total	926														5	0	0
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Built Features

XD	0	Pitching	0	SD	0	Revet	0
WB	0	Agg.	0	Other	0	Pc	0

Description

This is a landrover track in good condition. No work is required.

Path Number: PRP25	Path Name: Bonaly Res to Path Junction	Distance: 2123km	Location: NT 21180 66095 to NT 21393 64251
Landowner: M.O.D	Designations: None		Land Management Priorities: Military/Farming
Use: Walkers and Cyclists			
Previous Path Management: <ul style="list-style-type: none">Evidence of some work in the past to help drainage but it has been insufficient.			
Path Management Constraints: <ul style="list-style-type: none">Part of the route crosses MOD land. Access is sometimes restricted during training.			
Path Condition: <ul style="list-style-type: none">This route is very wet and in poor condition for the entire length.			
Recommendations: <ul style="list-style-type: none">Recommend a full machine build			
Maintenance:			

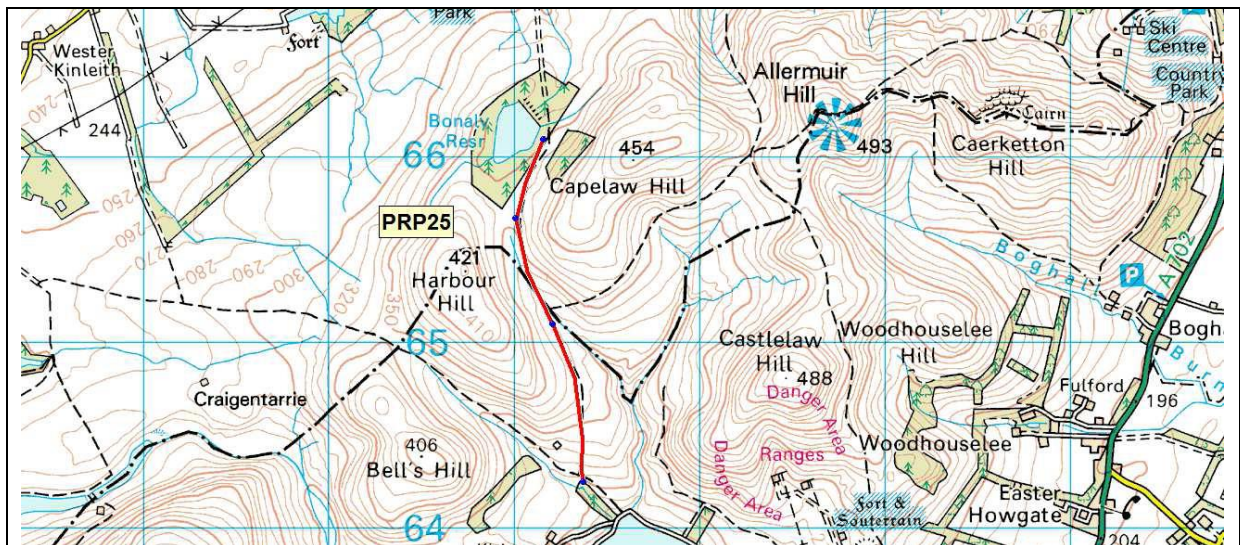
Section 1.



Section 2



Section 3



Cairngorms Outdoor Access Trust

Weather wet
Date 5th April 2016
Audit No 25
Path Name Bonaly Res to Path Junction
Surveyor Donald Mackenzie
Start End NT 21180 66095 NT 21393 64251

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough-ness	Drain-age	Erosion	Cond-ition	Dyna-mism	Priority	Maint (md/py)	Capital Cost
1	465	NT 21180 66095	Agg/Veg	start	1/3	1.50	3	0.4	2/8	3	2	3	3	3	3	1	11,625

Built Features

XD	4	Pitching		SD		Revett	
WB	2	Agg.		Pipe C	4	.....

Description

very wet leading to path spread. Some old drainage features need re-built
Recommend full machine build.

2	701	NT 21029 65673	Agg/Veg	junction	1/5	2.00	7.00	0.3	7/14	3	2	3	2	3	3	1	17,525
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Built Features

XD	4	Pitching		SD		Revett	
WB		Agg.		Pipe C	2	bridge	4

Description

Wet with braids. Some minor work has been carried out. Full machine build recommended.

3	957	NT 21227 65102	Agg/Veg	gate	2/3	1.50	7.00	0.4	10/3	3	2	3	3	3	3	1	23,925
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Built Features

XD		Pitching		SD		Revett	
WB		Agg.		Pipe C	10	

Description

Small piped culverts are mostly blocked. Poor drainage leading to path spread.
Machine build.





Total	2,123														3	3	53,075
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Built Features

XD	8	Pitching	0	SD	0	Revett	0
WB	2	Agg.	0	Pipe C	16	bridge	4

Description

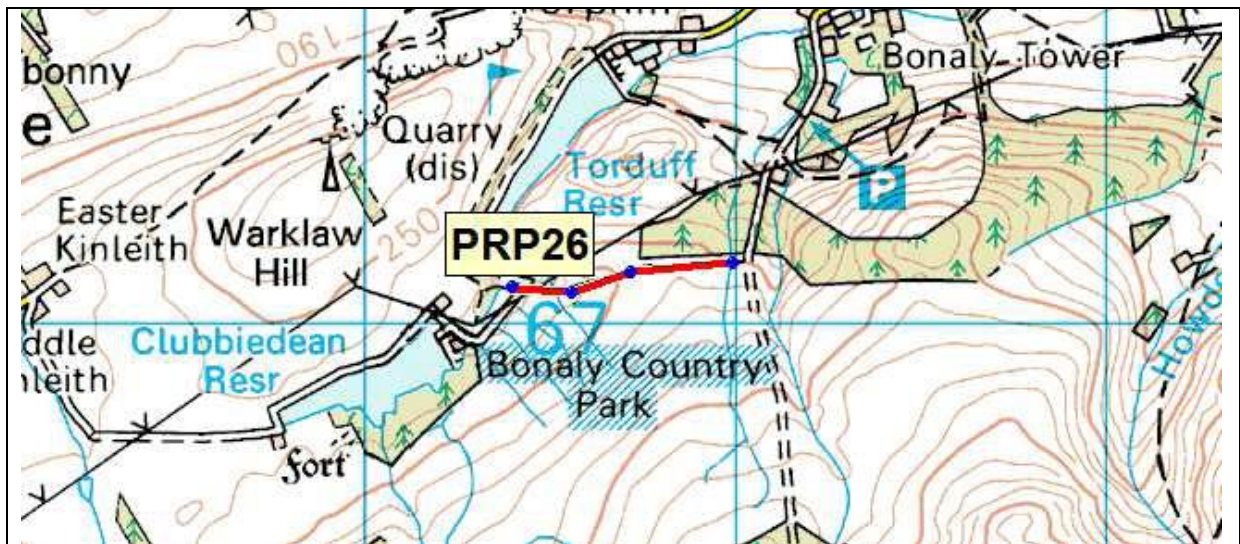
Poor drainage on clay soils leading to pathine widening. Ideal for a machine built path with easy access.

Path Number: PRP26	Path Name: Bonaly Sanctuary wood to Clubbiedeen	Distance: 707km	Location: NT 21015 67165 to NT 20417 67104
Landowner: Bonaly Country Park	Designations: None		Land Management Priorities: Recreation
Use: Popular route with dog Walkers			
Previous Path Management: Section 2 has a few drainage features.			
Path Management Constraints: Good access for a machine.			
Path Condition: <ul style="list-style-type: none">Route is well spread through section 1 and muddy underfoot for the entire length.			
Recommendations: <ul style="list-style-type: none">Full machine constructed path			
Maintenance: <ul style="list-style-type: none">Minimal maintenance will be required after construction.			
Section 1. 		section 1 	
Section 2 		Section 2 	

Section 3



Section 3



Cairngorms Outdoor Access Trust

Weather wet
Date 5th April 2016
Audit No 26
Path Name Bonaly Wood to Clubbiedean
Surveyor Donald Mackenzie
Start End NT 21015 67165 NT 20417 67104

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough-ness	Drain-age	Erosion	Cond-ition	Dyna-mism	Priority	Maint (md/py)	Capital Cost
1	297	NT 21015 67165	Veg	start	1/4	3.50	15	0.4	4/2	3	3	3	3	4	3	1	7,425

Built Features

XD		Pitching		SD		Revet	
WB		Agg.		Pipe C		.....

Description

Section through woods. Wide path spread would be worse but tree roots help drainage. Suitable for a machine build.

2	212	NT 20738 67142	Veg/Agg	gate	1/1	3.00	5.00	0.3	10/4	4	3	4	3	4	3	1	5,300
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Built Features

XD	1	Pitching		SD		Revet	
WB	2	Agg.		

Description

Ideal for a machine built path

3	198	NT 20586 67086	Agg/Veg	gate	1/0	1.80	3.50	0.3	12/5	3	3	4	3	4	3	1	4,950
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

Wet and muddy section. Suitable for a machine built path





Total	707														3	3	17,675
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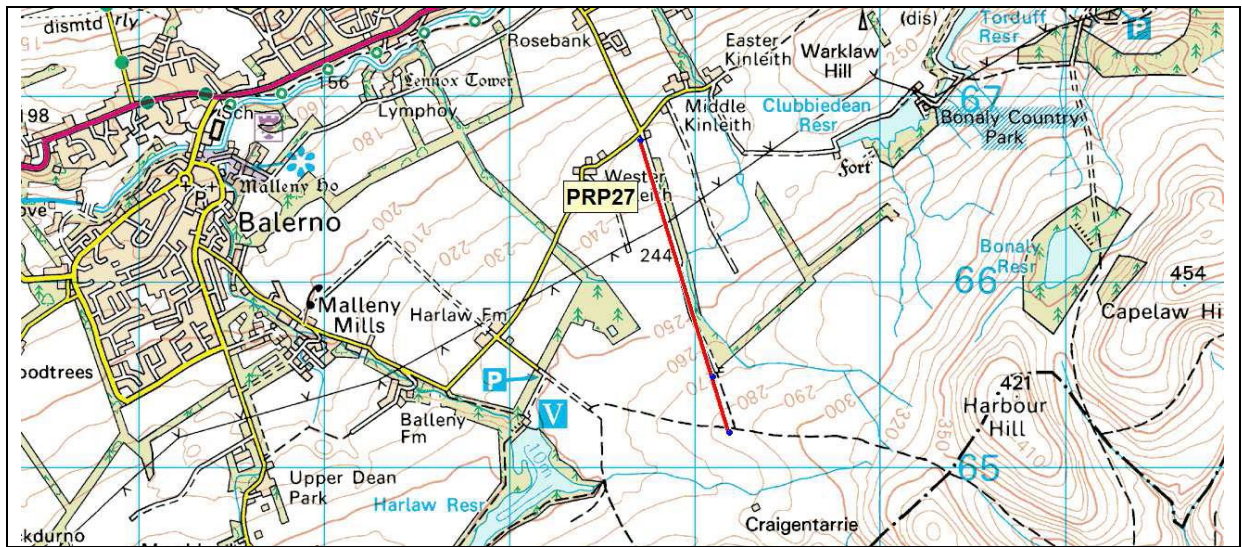
Built Features

XD	1	Pitching	0	SD	0	Revet	0
WB	2	Agg.	0	Other	0	Pc	0

Description

Seems a popular route. Suitable for a machine built path.

Path Number: PRP27	Path Name: Ranges Road	Distance: 1.569km	Location: NT 19209 65192 to NT 18726 66769
Landowner: Bonaly Country Park	Designations: None		Land Management Priorities: Recreation
Use: Walkers and cyclists.			
Previous Path Management: Vehicle track with a short section of machine built path linking to the surrounding path network			
Path Management Constraints:			
Path Condition: <ul style="list-style-type: none">Solidly constructed track. The surfacing in section 1 is washing off in places.			
Recommendations: <ul style="list-style-type: none">Suggest resurfacing section 1 with a camber with additional waterbars			
Maintenance: <ul style="list-style-type: none">Low maintenance path.			
Section 1. 		section 1 	
Section 2 		Section 2 	



Cairngorms Outdoor Access Trust

Weather
showery

Date
7th April 2016

Audit No
PRP27

Path Name
Ranges Road

Surveyor
Donald Mackenzie

Start
End

NT 19209 65192
NT 18726 66769

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Roughness	Drainage	Erosion	Condition	Dynamism	Priority	Maint (md/py)	Capital Cost
1	314	NT 19209 65192	Agg.	start	1/0	1.2	1.2	0	4/2	5	4	4	5	5	5	1	7,850

Built Features

XD		Pitching		SD		Revet	
WB		Agg.		Pipe C	5	.....

Description

solid machine built path. Some water seepage and teram showing
Resurface with a camber.

2	1255	NT 19118 65492	Agg.	gate	1/0	6	6	0	5/0	4	4	4	4	5	5		0
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

Wide landrover track. No work required





Total	1,569														5	1	7,850
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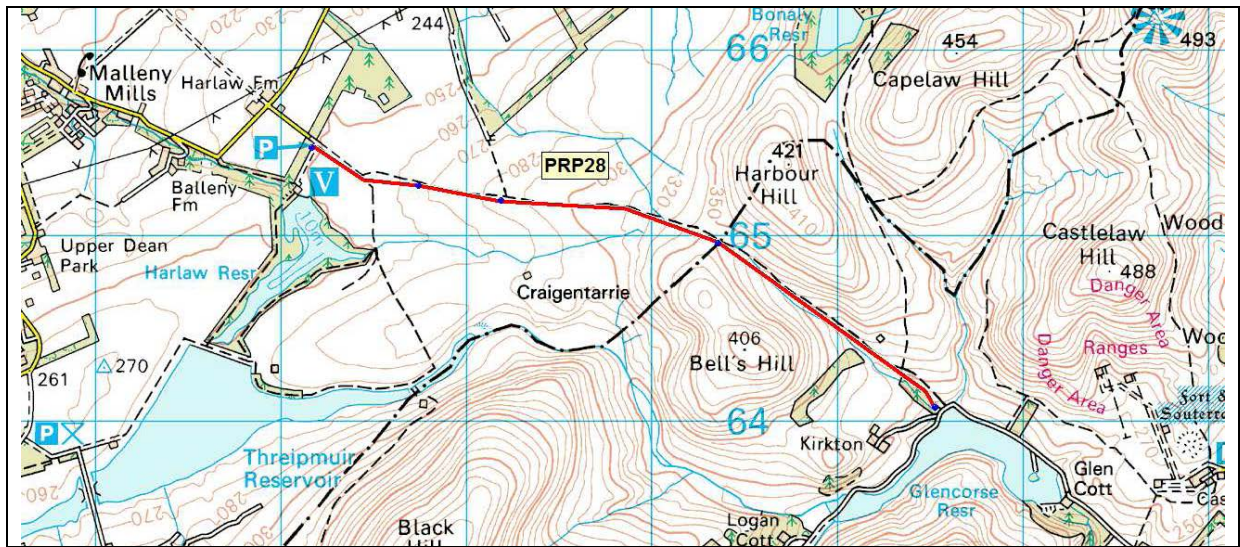
Built Features

XD	0	Pitching	0	SD	0	Revet	0
WB	0	Agg.	0	Pipe C	5		0

Description

The first section between the junction and the vehicle track would benefit from re-surfacing.

Path Number: PRP28	Path Name: Harlaw to Glencorse	Distance: 3948km	Location: NT 18187 65479 to NT 21551 64077
Landowner: Bonaly Country Park	Designations: None		Land Management Priorities: Recreation
Use: Walkers, runners, cyclists, horse riders.			
Previous Path Management:			
Path Management Constraints:			
Path Condition: <ul style="list-style-type: none">Generally in good condition. The route has a fully constructed path covering the entire length.			
Recommendations: <ul style="list-style-type: none">Section 3 would benefit from re-surfacing it it is not a priority			
Maintenance: <ul style="list-style-type: none">Low maintenance path			
Section 1. 		section 2 	
Section 3 		Section 4 	



Cairngorms Outdoor Access Trust

Weather
showery

Date
7th April 2016

Audit No
PRP28

Path Name
Harlaw to Glencorse

Surveyor
Donald Mackenzie

Start
End NT 18187 65479
NT 21551 64077

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough-ness	Drain-age	Erosion	Cond-ition	Dyna-mism	Priority	Maint (md/py)	Capital Cost
1	648	NT 18187 65479	Agg.	start	1/0	3.00	3	0	2/2	5	5	5	5	5	5		0

Built Features

XD		Pitching		SD		Revet	
WB		Agg.		Pipe C		.....

Description

vehicle track skirting around fields. No work required.

2	470	NT 18764 65271	Agg.	gate	1/0	1.50	1.50	0	5/2	5	5	5	5	5	5		0
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		Pipe C	9	

Description

Solid machine built path . No work required.

3	1278	NT 19211 65191	Agg.	gate	1/3	2.00	5.00	0.3	12/3	4	3	4	4	4	4	2	25,560
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		Pipe C		AB	8

Description

worn machine built path. Would benefit from re-surfacing with a camber

4	1552	NT 20379 64960	Agg.	wall	1/0	3..5	5.00	0.4	12/5	3	3	4	4	4	4		0
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

built vehicle track. Open borrow pits along route suggests ongoing work.





Total	3,948														4	2	25,560
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Built Features

XD	0	Pitching	0	SD	0	Revet	0
WB	0	Agg.	0	Pipe C	0	Pc	0

Description

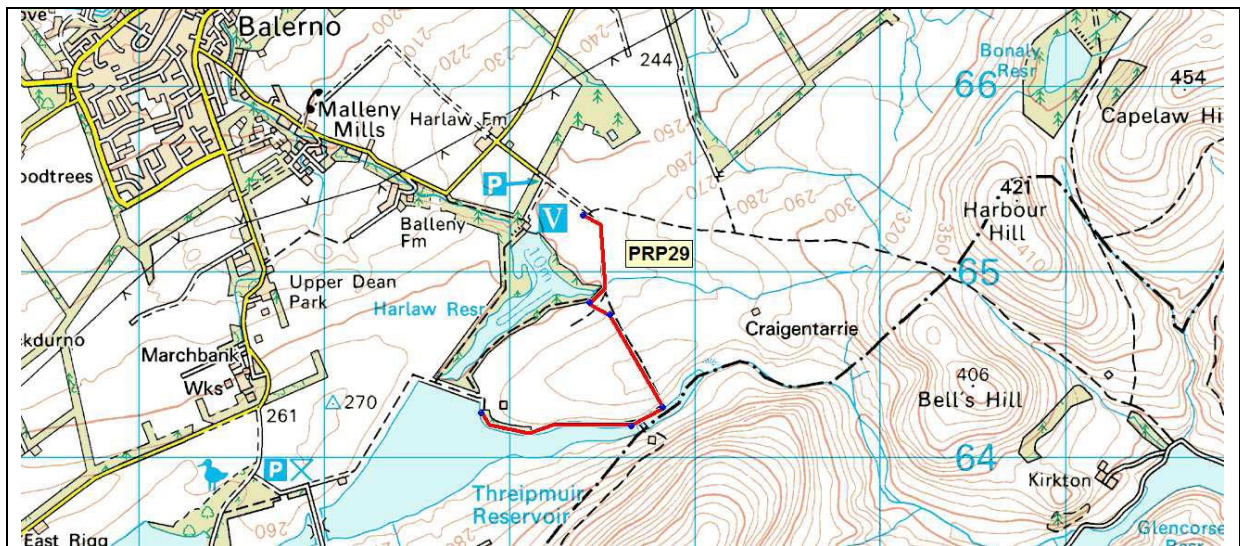
good solid path popular with mountain bikes. Section 3 needs re-surfaced.

Path Number: PRP29	Path Name: Harlaw Res to Threipmuir dam	Distance: 2.415km	Location: NT 18418 65309 to NT 17870 64244
Landowner: Dalmeny Estates	Designations: None		Land Management Priorities: Recreation
Use: Walkers, dog walkers, cyclists. Fishermen.			
Previous Path Management:			
Path Management Constraints:			
Path Condition: <ul style="list-style-type: none">Generally in poor condition. Very muddy under foot			
Recommendations: <ul style="list-style-type: none">Full machine build sections 2 - 5			
Maintenance: <ul style="list-style-type: none">A machine built path should need minimal maintenance			
Section 1. 		section 2 	
Section 3 		Section 4 	

Section 5



Section 5



Cairngorms Outdoor Access Trust

Weather showery
Date 7th April 2016
Audit No PRP29
Path Name Harlaw Res to Threipmuir dam via Black Springs
Surveyor Donald Mackenzie
Start End NT 18418 65309 NT 17870 64244

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Rough- ness	Drain- age	Erosion	Cond- ition	Dyna- mism	Priority	Maint (md/py)	Capital Cost
1	539	NT 18418 65309	Agg.	start	1/0	3	3	0	4/2	4	4	4	4	4	5		

Built Features

XD		Pitching		SD		Revet	
WB		Agg.		Pipe C		.....

Description

vehicle track. No work needed.

2	149	NT 18454 64836	veg	stile	1/4	0.80	4.50	0	5/3	4	3	4	3	4	3		3,725
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

Route crosses a field. Machine build.

3	617	NT 18564 64774	veg	gate	1/2	1.80	3.00	0.2	10/3	3	3	3	3	4	3	1	15,425
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

muddy surface on route through trees is leading to path spread.
Machine build.

4	198	NT 18850 64270	veg	gate	1/3	2.00	3.50	0.4	2/5	3	3	4	3	4	2	1	4,950
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

path along side of reservoir to small dam.Needs full machine build.

5	912	NT 18679 64172	veg	dam	1/0	2.50	3.00	0	2/0	4	3	4	4	4	2	1	22,800
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

wider trample width to Threipmuir dam. Full machine build

Total	2,415														3	3	46,900
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Built Features

XD	0	Pitching	0	SD	0	Revet	0
WB	0	Agg.	0	Other	0	Pc	0

Description

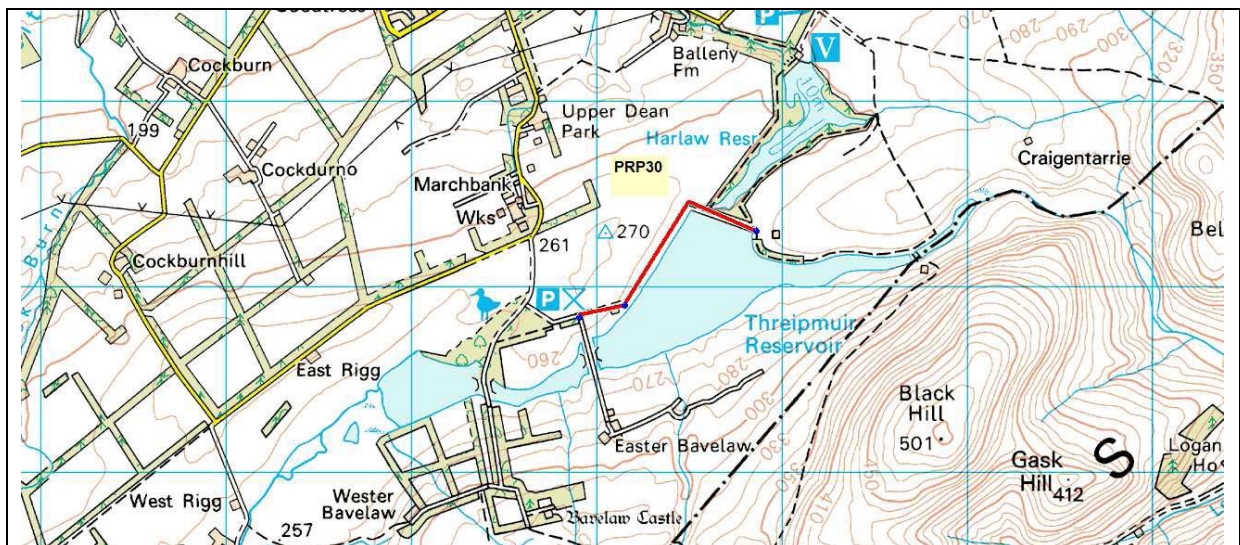
Very popular walk. Recommend full machine build sections 2 - 5

Path Number: PRP30	Path Name: Threipmuir to Threipmuir Dam	Distance: 1.337km	Location: NT16930 63839 To NT17881 64300
Landowner: TW Howden and Sons	Designations: None		Land Management Priorities: Farming
Use: Dog walkers, cyclists.			
Previous Path Management: Work has been undertaken in the past			
Path Management Constraints: <ul style="list-style-type: none">• Very busy route			
Path Condition: <ul style="list-style-type: none">• Good condition.			
Recommendations: <ul style="list-style-type: none">• No work required.			
Maintenance: <ul style="list-style-type: none">• None required.			

Section 1.



Section 2



Cairngorms Outdoor Access Trust

Weather
showery

Date
7th April 2016

Audit No
PRP30

Path Name
Threipmuir to Threipmuir Dam

Surveyor
Donald Mackenzie

Start
End NT 16930 63839
NT 17881 64300

Section	Length	Grid Ref	Surface Type	Features	Paths/ Braids	Bare Width	Tramp Width	Gully Depth	LG/ XF	Roughness	Drainage	Erosion	Condition	Dynamism	Priority	Maint (md/py)	Capital Cost
1	300	NT 16930 63839	Agg.	start	1/0	3.00	3	0	3/2	5	5	5	5	5	5	0	0

Built Features

XD		Pitching		SD		Revet	
WB		Agg.		Pipe C		.....

Description

Access road in good condition. No work required.

2	1037	NT 17172 63903	Agg.	gate	1/0	3.00	3.00	0	2/0	5	5	5	5	5	5	0	0
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Built Features

XD		Pitching		SD		Revet	
WB		Agg.		

Description

Well constructed footpath. No problems. No work required.

Total	1,337														5	0	0
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Built Features

XD	0	Pitching	0	SD	0	Revet	0
WB	0	Agg.	0	Other	0	Pc	0

Description

Footpath is in good condition and is low maintenance. No works required.