

**[Extract from the Old Logging Way Path Agreement]**

**Annex 2: Inventory and details of installations and structures subject to this Agreement**

The path

- All path formation including, base, sub base and associated earthworks;
- All path edges and verges;
- All bridges, culverts, gabions, retaining walls, revetments and stone walls;
- All surfacing material; and
- All drainage features that manage water away from or across the path including ditches, pipes, drains, cross drains, culverts and silt traps.

Other structures

- All orientation signage directing visitors to the start of the route;
- All way marking posts at each intersection;
- All barriers that have been installed to prevent vehicular use of the path; and
- All barriers that have been installed to reduce users speed exiting the path adjacent to roads and tracks.
- Modifications to fencing disrupted by the pathworks for the prevention of the movement of farmed livestock and red and roe deer.
- Scottish Water pipe under grounding

### Annex 3: Management and maintenance of the route

The route has been designed as an off-road route and to meet property management requirements, outlined at point 8 in the agreement, and must be used in a way that will not damage the Natura interests of the adjoining land.

The fragility and importance of the biodiversity of the forest in the vicinity of the route has been recognised through a Natura 2000 designation and, together with the expected level of use and the significance of the paths that complete the popular circular routes between Aviemore and Glenmore, is unsurpassed.

The parties recognise that irresponsible use of the route could lead to damage to the forest and wildlife and that the best way of avoiding that is to provide a welcome and high standards of management and maintenance.

The parties therefore agree that exceeding the high levels of public expectation for aftercare of this route is an essential part of the work required to encourage responsible use by all and to the work necessary to meet the Natura obligations.

It is agreed that public expectations include the following which will be monitored by estate feedback forms and by periodic surveys as mutually agreed. The route will

1. Give an excellent experience of the Ancient Caledonian Forest.
2. Have pre-arrival information to enable informed choices.
3. Be appropriately signed including welcome, orientation, direction, distance, interpretation and other details all in accordance with SOAC.
4. Have good surfaces, including for push-chairs and wheel-chairs as appropriate with no braiding of paths.
5. Have safe road crossing points.
6. Be safe to use for all.
7. Have a feeling of safety, especially in relation to multi-use.
8. Enable segregation of users as appropriate, in time, space or frequency of use according to the Scottish Outdoor Access Code.
9. Be clean, no litter (not more than three pieces of visible litter from the path per mile at any time.)
10. Have no apparent dog excrement
11. Have no accumulation of horse or grazing animal excrement.
12. Be responsibly used, especially in relation to fire, so that the surroundings are kept in good condition; fire brooms to be provided for emergency use
13. Be served by appropriate information, interpretation, toilets and dog runs.
14. Be served by car parking and public transport as appropriate.
15. Have snow/ice according to weather and for skiers, etc.
16. Be cleared of snow or ice on public road sections only, as part of the public road maintenance programmes.

17. Changing maintenance schedule according to feedback; all changes from the schedule below to be mutually agreed, for which agreement is not to be unreasonably withheld.

**Schedule of inspection, management and maintenance standard (the standard necessary for popular routes through the Rothiemurchus Natura 2000 Native Pinewood site)**

<b>Item</b>	<b>Task</b>	<b>Quantity</b>	<b>Frequency</b>
	<b>Vegetation Maintenance</b>		
1	Cut verges, 0.5m beyond path edge using strimmer or hedge clipper as required.	5165m	Up to once a year, grass areas up to 3 times a year
2	Cut back branches and shrubs to clear a 4m walking/riding tunnel 1.5m back from path edge.	5165m	Once a year
3	Clear standing deadwood within falling distance of path where it presents a hazard.	5165m	Once a year
4	Re-seat loose turf and replace failed turf to prevent erosion from verges. Re-sow failed seeding to establish vegetation using approved seed mix.	5165m	On inspection and once a year.
	<b>Drainage Maintenance</b>		
5	Clear vegetation, silt and other extraneous material from all drainage ditches and other water management features.	5165m	Monthly by hand, every three years by machine as appropriate and following extreme weather events.
6	Maintain drainage ditch profiles.	5165m	monthly
	<b>Path surface maintenance</b>		
7	Clear litter from path surfaces and verges.	5165m	monthly
8	Clear leaves/pine needles from path surface as required	5165m	November and March
9	Maintain the integrity of the path surface by controlling weeds and repairing surface defects and damage, including washouts and erosion <sup>1</sup> . Note that the 300 metre shared section of private road to the East is tarred and surface maintenance costs will	5165m	Monthly, and surface dressing on a five year cycle, or according to experience as mutually agreed.

<sup>1</sup> All works in the 12 month period after contract sign-off will be subject to snagging by the contractor. The maintenance contractor is required to advise CNPA (or its appointee agent) of any such work required within this period.

**CAIRNGORMS NATIONAL PARK AUTHORITY**  
**Finance Committee Paper 2 Annex 2 11/05/12**

	be shared on a proportion of wear basis.		
10	Provide scoopers, bags and bins at entry points and remove dog excrement from path surface, bins and immediate surrounds	5165m	As required
11	Clear horse excrement.	5165m	monthly
12	<b>Inspection and other maintenance regimes</b> Effect safety inspections and maintenance of stone headwalls and culverts	All	quarterly
13	Visual inspection of bridges and abutments and repair any damage or deterioration.	All	quarterly
14	Engineering inspection of bridges and abutments <sup>2</sup>	All	every two years
15	Inspect roadside user barriers for signs of impact damage or corrosion and instigate repair where required.	All	quarterly
16	Inspect information and interpretation signs and barriers. Paint and replace as required.	All	Quarterly inspection and three year rolling programme for painting/replacement.
17	Respond to one-off emergencies e.g. fallen trees and branches, flooding, slumping etc	n/a	As required

<sup>2</sup> To be undertaken by a qualified structural engineer

## **Annex 4: An Information and signage framework for the Aviemore to Glenmore off road route**

### **Background**

The Aviemore to Glenmore off road route will provide a near traffic free link between Aviemore and Glenmore. This plan has three principal objectives. The first is to help people orientate themselves to the route, from whichever direction they may wish to access the route. The second objective is to ensure that the route is easy to follow by appropriate way marking. The third is to advertise and raise awareness of the existence and responsible use of the path.

### **Orientation**

At present there is no orientation for non motorised users from Aviemore. The National Cycle Network has a finger post located at the junction of the Glenmore road which shows the alternative NCN7 route to Boat of Garten. There is no orientation in the centre of Aviemore, either at The Dell of Spey, or the Speyside Way or the Railway station. Other orientation panels along the length of the route should also be updated.

Proposal 1 – As a minimum, a direction arrow to be added to the existing NCN finger post which states “Glenmore x miles” and Rothiemurchus x miles.

Proposal 2 – In the current development of interpretation and signage around Aviemore, consideration is given to providing directional signage from the terminus of the Speyside Way and the Railway Station.

In Glenmore the current signage indicates a walk/cycleway and there is a waymarking sign adjacent to the beginning of the route. It is not clear if the preference is to route users around the back of the hostel from the Glenmore Forest Centre or to take them in front of it, along the road and then on to the off road route. There are 2 further locations that should be considered for orientation signage. These are at the end of the tarred road adjacent to Glenmore Lodge and at the Coire Cas car park.

Proposal 3 – FCS to determine which route they would prefer to take users onto the start of the off road route. A direction indicator with the destination and mileage be installed which could incorporate the existing sign to state: Cyclists / Walkers Aviemore x miles.

Proposal 4 – A sign installed at the end of the tarred road adjacent to Glenmore Lodge, immediately before the new path which indicates cyclists / walkers Aviemore x miles.

Proposal 5 – At the start of the Allt Mor path in Coire Cas, a sign which indicates walkers Aviemore x miles.

Proposal 6- At the West and East ends Of Loch Morlich

Proposal 7\_ At the South end of the Sluggan Road at its junction with the tarred public road.

### **Waymarking**

The purpose of waymarking is to provide comfort and reassurance to those already on the route that they have remained on the route. The principle that is being followed is to sign at all the main junctions where the public is presented with choices.

Waymark 1 – at the beginning of the in-road solution on the outskirts of Aviemore

Waymark 2 – at the Inverdrue junction (possibly 2 signs needed)

Waymark 3 – at the Coylumbridge junction (2 signs needed, one North of the bridge, another West of the Lairig Path entrance)

Waymark 4 – at both sides of the road crossing

Waymark 5 – at the Moormore road end,

Waymark 6 – at the Badaguish road end,

Waymark 7 – at the junction with the tarred road in Badaguish

All signs should be functional in either direction of travel and contain a directional arrow and the destination e.g. Rothiemurchus and Aviemore → or Rothiemurchus and Glenmore

### **Design**

At present, there are 3 different styles of sign being used. The NCN use their standard metal white writing on a blue background with the NCN number shown in white on a boxed red background. FCS use routed wooden signs with white writing on a green background. The threshold sign also contains the FCS logo of the twin trees. Rothiemurchus use routed wooden signs on a brown background for off road signage and red on public roads with the Scots pine logo. The logo however is not essential on directional signs. Whilst it would be ideal to have a single style of sign throughout the route which would make them easier to follow, in practical terms reaching such an agreement might prove problematic. A more pragmatic solution will be to ensure consistency over the information contained on the orientation and waymarking signs. This should ensure that all signs are functional and fit for purpose.

### **Promotion**

FCS, Cairngorms National Park Authority and Rothiemurchus Estate will consult each other when preparing information that relates to the promotion of, or provides advice on, the use of the route.