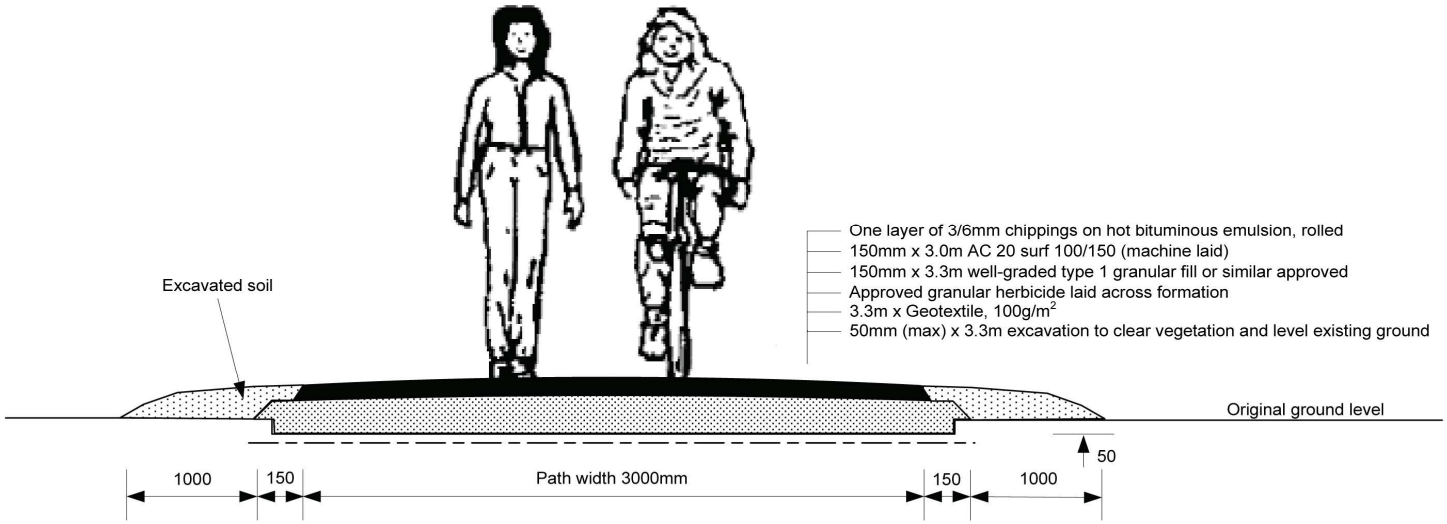
On the following pages are standards for certain types of path. For the Cycleway and Walkway, a clear 2 metre wide central strip is required. There will be a buried edge both sides as depicted making a total width of about 3m.

Standards for A Cycleway and Walkway – Sustrans – From Oldmeldrum School Roundabout to Lochter 1212m
Possibly from Inverurie relief road into Inverurie (possibly Rail Station) not counted or costed.

Notes:

1. Centre line of path is as indicated on General Arrangement Plans.
2. Soft and woody vegetation to be cleared 2 metres from edges of path and 3.5 m above path surface. No works to specimen trees other than as directed by approved arboriculturalist.
3. All cleared vegetation to be chipped and spread locally on site. Larger timber to be supplied to land owner if required or stacked into habitat piles on site.
4. Excavation to level existing track to be kept to a minimum. Arisings to be temporarily stored for subsequent use as support to edges of path. Excess spoil to be spread locally on site.
5. Finished surface to be laid to 2.5 % cross fall/camber, to be free draining, free of undulations and / or steps and should not pond or hold water.
6. This drawing to be read in conjunction with all other drawings.
7. Asphalt to BS EN 13108-1



Standard DBM path with surface dressing (chips) cross section

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland)

Do not scale from this drawing

Health and Safety Information:

Rev	Description	Drawn	Date
A	First Issue	SP	3/6/11

sustrans
JOIN THE MOVEMENT
George Nott House
119 Holloway Head
Birmingham B1 1QP
Tel: 0121 633 5500
Fax: 0121 643 1214

Status: **Standard detail**

Project: **National Cycle Network**

Title: **Standard DBM path with surface dressing (chips) cross section**

Drawn and designed by: **SP** | Checked by: **HD**

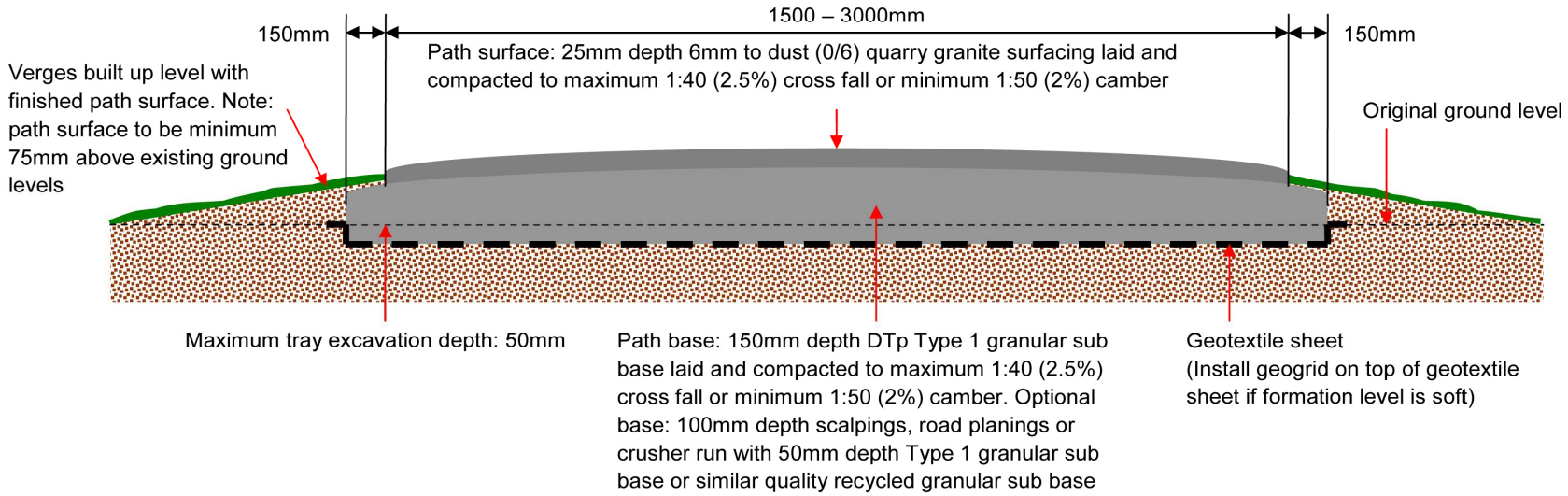
Scale: **Not to scale**

Drawing No: **SD/08** | Revision: **A**

Standard Path Construction, Paths For All. For the bulk of the route this type of path will be required over fields with a heavy loam, silty/clay loam. Where the ground is soft and pliable a geogrid sheet on top of a Terram layer will be required. On the route of the old railway, a check is required to see whether Terram is required. It does not look like it is required here.

Construction notes:

1. Stripped turfs and excavated soil to be re-used to form verges and stabilise path edges.
2. Lay path base and surface with drag box if available.
3. Path base and surface to be laid to maximum 1:40 (2.5%) cross fall or minimum 1:50 (2%) camber and compacted to refusal using heavy vibrating roller (minimum 120 type roller recommended).
4. Surface regularity - maximum 10mm gap under 3.0 metre straight edge placed along the base surface and maximum 5mm gap for path surface.
5. Soft spots to be excavated and filled with lower quality sub base e.g. scalpings, crusher run, crushed demolition waste.
6. This drawing should be read in conjunction with specification details SPEC/GDP/02. Granular sub base to be produced in accordance with SHW Clause 803.



This standard detail is indicative only and not intended to be relied upon in specific site cases. A designer should satisfy themselves of site conditions and vary details and dimensions to suit. Paths for All accept no liability for any inaccuracies or for any loss, expense, damage or injury or accident arising from the use or application of information contained here in.

paths for all	Granite Dust Path (Semi Tray Excavation) Standard Detail	Date: 08/06/11 Scale: Not to scale Drawn by: Technical Officer Drawing nr: SD/GDP/02

SECTION BY SECTION CONSTRUCTION REQUIREMENTS OF A POSSIBLE ROUTE

SUBJECT TO CHANGES

Location and Distance to Next in metres	Description / notes	S / E Side Path	Centre 2 m wide minimum	N/W Side Path	For Notes
NJ 799272 > 796273 323m	Bypass roundabout to Sewage works road	N Possible stock fencing	GDP (STE) as above With Terram Or Sustrans DBM	N	
NJ 796273 > 790273 640M	Sewage works road to Lochter border Field border in centre of section will require clearing, levelling and culvert put in	N	GDP (STE) as above With Terram Or Sustrans DBM	N	
NJ 790273 3.5M	Lochter border bridge e Over ditch	Side railing 0.7 m high	3.5 m bridge	Side railing 0.7m high	
NJ 790273 > 785272	Lochter roadside	N	GDP (STE) + Terram For all or half Sustrans DBM to Lochter entrance	N	
NJ 785272 4.5m	Lochter Border bridge w over wide ditch	Side railing 0.7m high	4.5 m bridge	Side railing 0.7m high	
NJ 785272 > 786269 293m	From bridge along ditch to riverside track	N	GDP (STE) as above With Terram	Probable stock fence	

NJ 786269 > 779269 640m	From Riverside track to M of B bridge	N	GDP (STE) as above no Terram for bulk	N	
NJ 779269 10m	Bridge	0.7m railings	Metal engineered bridge	0.7m railings	
NJ 779269 >772258 1,500m	M o B road to Mill O Bourtie road	N	GDP (STE) as above no Terram	N	
NJ 772258 > 772256 160m	Mill o Bourtie road to new bridge	0.7m tall rail	Raised bridges and part causeway section Designed so as not to divert water flow	0.7m tall rail	
NJ 772256 6.5m	New Bridge	0.7m railings	Bridge 2m x 6.5m Non slip	0.7m railings	
NJ 772256 >771253 350m	Raised causeway with large circular culvert pipes in body. Some bridged gaps if required	0.7m rail	Causway- See possible using farm stones section.	0.7m rail	
NJ 771253 6.5m	New Bridge	0.7m railings	Bridge 2m x 6.5m Non slip	0.7m railings	
NJ 771253 > 770249 510m	From near clatterin brig to field track.	N	GDP (STE) as above With Terram	N	
NJ 770249 > 769246 364m	Field track end to road at lethenty	N	GDP (STE) as above Terram Beside existing track	N	
NJ 769246 > 769245	Road crossing	N	Road and guard rails	N	

NJ 769245	River crossing. Platform or new bridge	0.7m railings	Bridge 2m x 10m	0.7m railings	
NJ 769245 > 769243 Platform to Lethenty house border 200m	Either old track with creep (see problems) Or Raised riverside traverse	Stock fence N	GDP (STE) as above No Terram With Terram	Stock Fence Stock Fence	
NJ 769243 Possible bridge to Collyhill ground 7.5m	Possible river crossing	0.7m railings	2m x 7.5m	0.7m railings	
NJ 769243 > 767239 415m	Is ON old track an option to avoid flooding area?	Stock fence ?	GDP (STE) as above No Terram	Stock fence	No Permission from A Maitland currently.
NJ 769243 > 767239 435m	From new bridge to join site of old missing 10m bridge.	Stock fence	GDP (STE) as above With Terram Raised causeway section	N Possible screening	
NJ 767239 > 767235 458m	From old missing 10m bridge to missing Portstown/W balhagardy bridge.	Stock fence + access gate crossing	GDP (STE) as above No Terram Drainage necessary Reinstate drains	Stock fence + access gate crossing	Note to Sustrans dbm standard to Inverurie from here as housing development gain
NJ 767235	New Portstown Bridge	0.7m railings	2m x 9m non slip bridge, aerodynamic supports.	0.7m railings	
NJ 767235 > 767229 565m	From Portstown bridge to Urie bridge	Stock Fence?	GDP (STE) as above With Terram Raised causeway section	Road barrier to specification	1

NJ 767229 24m	River Bridge over Urie	Railings 0.7m	2.25m x 24m	Railings 0.7m	
NJ 767229 > 766228	Urie Bridge to Rail bridge	Rail 0.7	Sustrans dbm	Road barrier	1
NJ 766228	Rail Bridge Widening, new additional pedestrian bridge.	Railings 0.7	2.25 x	Railings 0.7m	

The above is a possible scenario, and many other possibilities may exist.
The views expressed above are for discussion and serve as a foundation to help secure a practical route.

For commuting cycling and disabled users a Sustrans dbm path would be best, but might deter horse riders due to possible slipping. Cost would be high but long term maintenance much lower.

Clay pigeon shooting close to the route of the proposed path as it emerges from the cutting here is a concern. Both council representative Linda Mathieson and Paths for All representatives Fiona McInally and Kevin Fairclough do not see too much of a problem here. They regard the path and the shooting as being compatible. Personally I would still think a short length of wall, with wire cages retaining blocks of stones that can be built up to a safe height might be desirable as shown below. A 5 ply wooden frontage on the range side would prevent ricochets.
A red flag for hard of hearing path users would be a good idea.

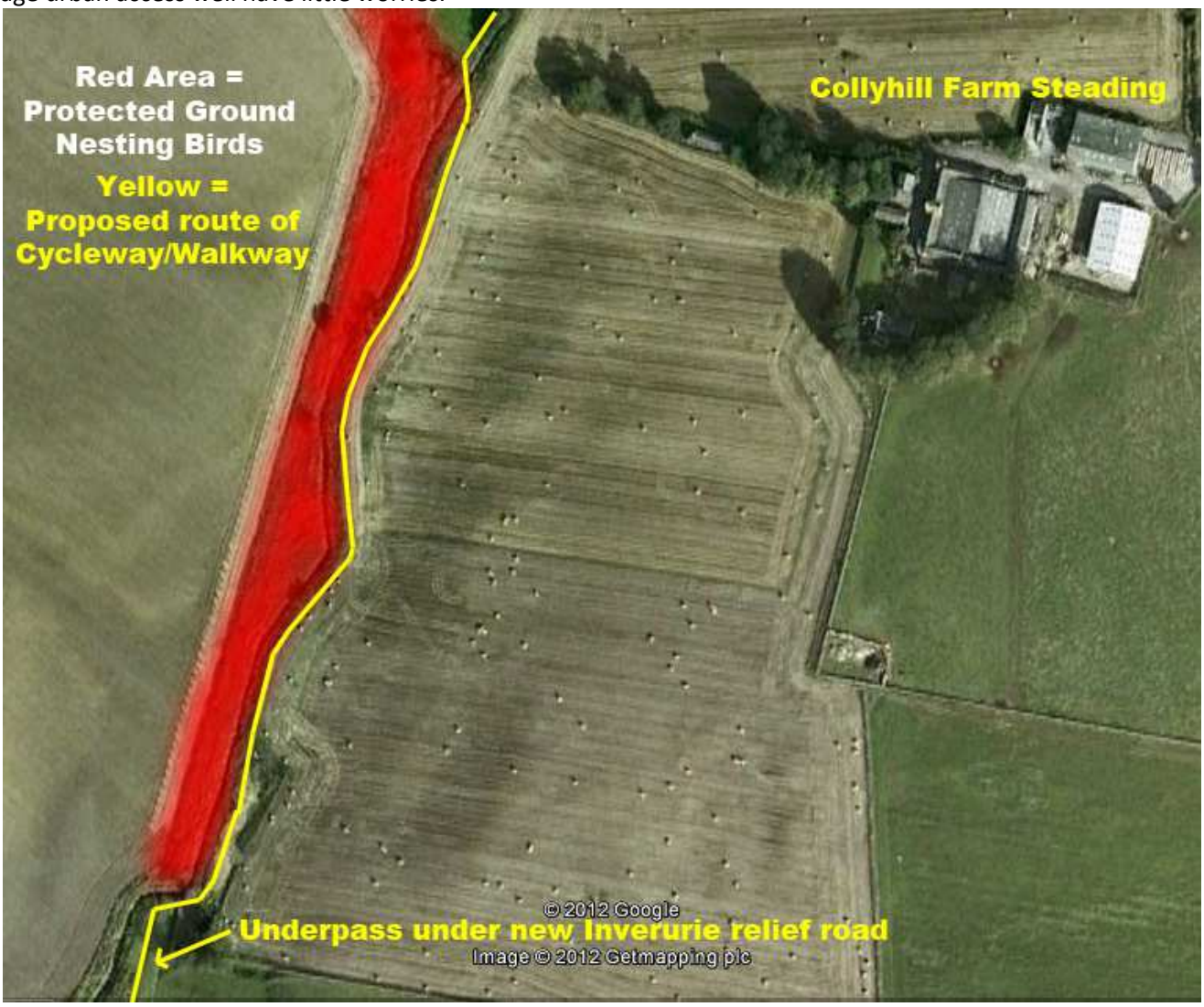
ON EAST BALHAGARDY RAILWAY LINE, GROUND NESTING BIRDS – Namely Redshank, Snipe and Partridges

This summer an ornithologist can possibly report on numbers and occurrence for future reference to ensure any nearby development is not having an adverse effect. As the Uriebank development goes ahead the close proximity of many growing children is the most likely reason for disturbance occurring. Future winter shoots over the area by the owner may well become problematic.

A deviation away from the old rail route is not desirable, due to flooding here on the Collyhill side.

The only other possible option is dependent on co-operation from the adjoining landowner; J Green & Sons, Collyhill.

Efficient screening by a live woven willow hedge (willows from Ian Cruickshank, Fisherford) along the cycleway/walkway here will aid the protection of the bird nesting areas as the easy route is the likely route to be taken. This management of urban populations has been used to good effect around the country. Give the residents paths and they will follow them. Deny them paths and they will go where they are not welcome. Landowners who manage urban access well have little worries.



Other suggestions for a natural screen could be a hawthorn hedge which well managed can be impenetrable and a nesting site to boot. Not to mention the benefit of the blossoms and berries for wild life.

The SSE (Scottish and Southern Electricity company) are planning a line of high voltage poles over here, so this complication, will have to be taken on board.

Appendix – 1 Meldrum Meg Concerns and Possible Solutions - Update

Ospreys are one of the most protected of bird species and no new development can usually take place within 300 metres of a nest.

The ospreys at Lochter came to fish and they nested elsewhere initially.

Try as he might with a pole and artificial nest on the east side of his own ground, Euan Webster of Lochter could not get them to nest. When the artificial nest and pole was moved into the middle of a copse of pines on adjoining Muirton Of Barra ground, they soon twigged to the fact that now here was comfy lodgings available, with no need to fly 3 or 4 miles to their nest.

They returned for a third or fourth year to nest in mid April 2012.

Left the base of the artificial tree.

Above the top of the pole with nest and camera wired into the big screen at Lochter Activity Park.

Vicarious liability as governed by the WANE act is a matter for consideration for Euan Webster, Richard Stephen and developers of the Meldrum Meg Way says Hywel Maggs, conservation officer RSPB . The SNH officer Estelle Gill assigned to the case, does not believe this law applies, but existing laws are protective. On inspection of the alternative options Option B described below would be an acceptable solution to the problem of the ospreys she advises.

For Information Only _The Wildlife and Natural Environment [Scotland] 2011 act (WANE) is implemented largely by Scottish Natural Heritage.

Vicarious liability _ What it means.

New criminal law provision makes shooting business land owners and managers responsible for certain crimes committed against wild birds on their land by their employees, contractors and agents. However there will be no conviction under vicarious liability unless it can be shown that a crime was committed and that it was the owner's or manager's employee, contractor or agent who was responsible.

Defence to vicarious liability for a land owner/manager to show he/she did not know about the crime and took all reasonable steps and due diligence to prevent it.
Introduced to prevent raptor poisoning Hywel is perhaps stretching a point here but consultation as he advises with SNH will be required as well as the ongoing consultations with landowners. This has been concluded as mentioned earlier.

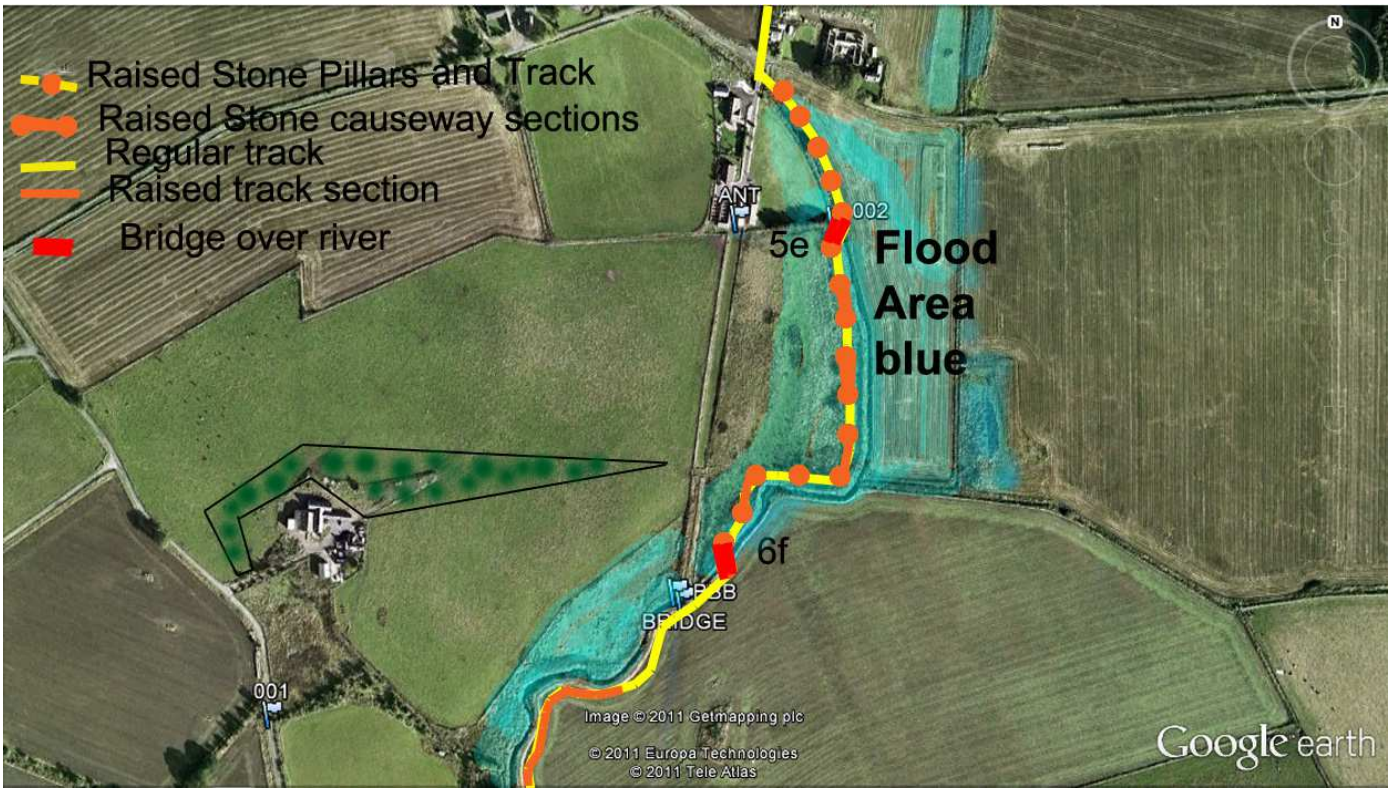
He states that in some situations nesting Ospreys may well become habituated to human activity and this could well be the case at Lochter. However, it would be necessary to satisfy governing bodies that this proposal will not disturb breeding Ospreys before it could be progressed. This has now been done.

There is an existing path through Lochter near to the river following the line of the old railway for option A but SNH do not see this as desirable.

With a covered section as well (as seen in this diagrammatic representation) this would in effect be a tunnel. A coloured polytunnel roofing similar to that used in fruit farms.
Height of dome centre to be 3.5m


B
B3.5
E
WEBSTER
LOCHTER
B3.5
B6.3
A
large culvert
ditch bridge
P SLEIGH
WEST FINGASK
C
osprey nest
Clays Shooting
P SLEIGH WF
© 2012 Google
Image © 2012 Getmapping plc
319 m

COPING WITH THE FLOODING ALONG THE LINE
MILL OF BOURTIE SECTION



The above illustrates the extent of flooding. Depth of flooding in centre area adjoining Lochter Burn expected to be 1.3 m deep in parts every 2 years or so shown in blue. Proposed direct route of cycleway shown here will necessitate the building of a causeway as described below.

There are obviously possible alternatives routes avoiding the flooding area shown, but landowner concerns is an issue a feasibility study would require to address to see if avoidance of the flood area is possible.

At the north section raised stone pillars and track is denoted. The diagrammatic representation below is what is meant by this. It is one suggestion only. No "hard engineering" is involved as defined in the SEPA "The Water Environment (Controlled Activities)(Scotland) Regulations 2011 so planning permission from the council only would be required. Steel spans and anchoring struts can be seen here. Wooden construction is also possible and would make replacement of structural sections easier in time.

Gaps with spans are present so as not to redirect water flow at this change of direction of the Lochter burn. The design of the stone

supports will be such that water flow will not be diverted.

Above diagrammatic representation looking north to proposed bridge 5e.

The type of bridge envisaged for 5e and 6f in the satellite map image is represented above and below.
It is a typical small (2m wide x 6.5m long) steel Sustrans style bridge found all over the country. It is wide enough at 2m to allow two cyclists or a pram and cyclist to pass safely. They have a non slip surface. They can be arched as above or flat as below. **Below how bridge 6f might look**.

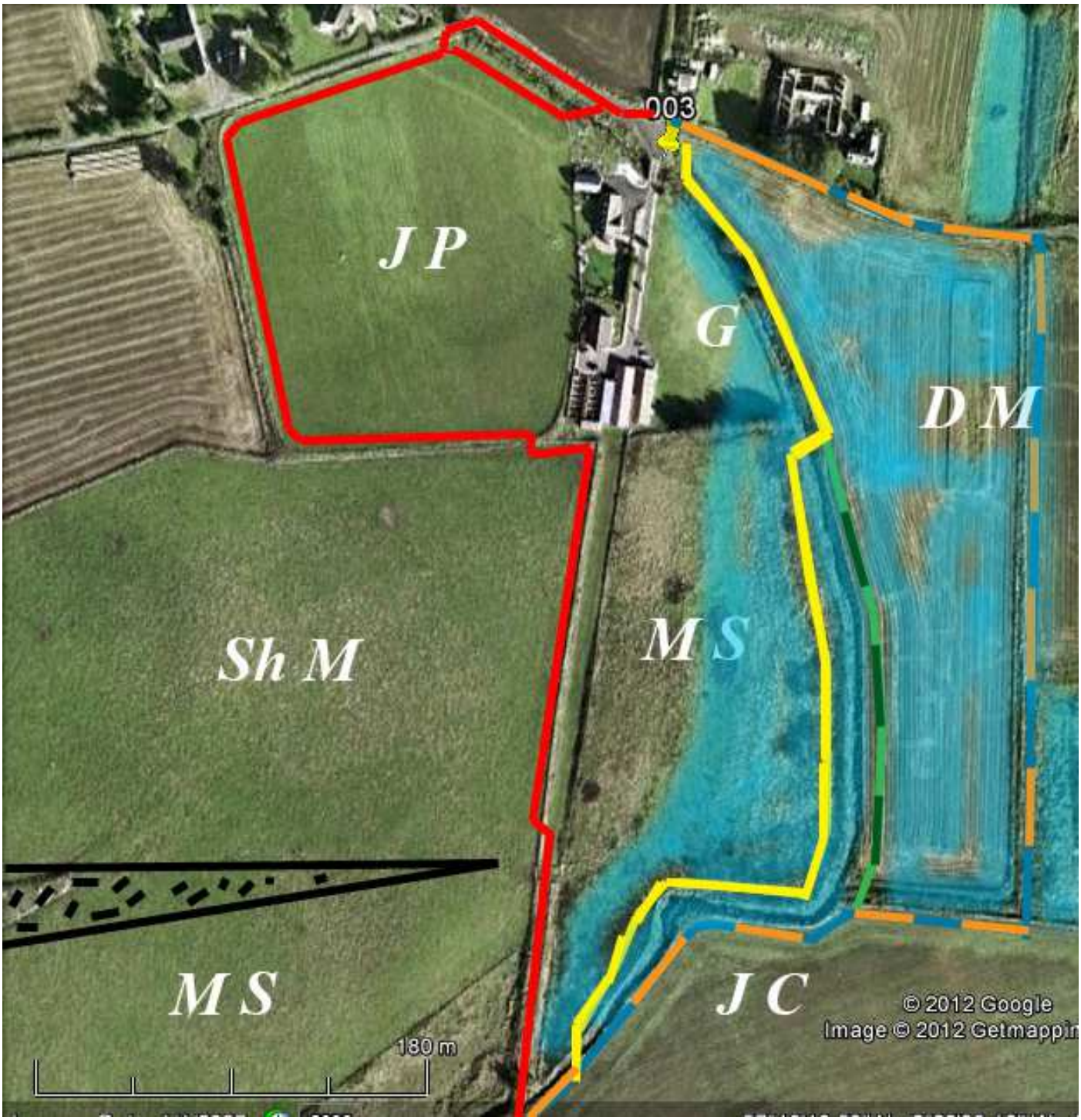
The raised stone causeway section is also diagrammatically represented above with large cylindrical culverts built into the causeway, spanning its width and directed so as not to impede the flow of water over the flood plain. Stones for the culvert can possibly be derived from local farm stone heaps gathered over the centuries and by potato destoners at a massive rate currently.

This donation of stones is a topic that might be covered by the feasibility study.
See **Appendix 3 - Site and estimated size of stone dumps nearby.**

Grading of stones on the walkway will be required with a base and sides of large flat stones, a centre of football size and fine stones, with small stones and granite dust surfacing on the top. As only clean natural stones will be used no SEPA involvement is required (SEPA advises) but council planning procedures will need to be followed.

Where the span of the bridge is greater than 5 metres and hard engineering is required to give a firm foundation to the bridge, then SEPA will need to be involved.

The soil in this area is silt, and crumbles easily by the edges of the river and ditches. Firm foundations back from the edges will be required.



Alternative solutions come from re routing away from the flood plain. As badgers are not a problem, continuing along the original rail line over a new bridge (3.7 + 3.7 + 3.7 m = 11.1m total span) along the red path might be possible if owner approval is forthcoming. i.e. Martin Sissons. His plans for a future hydro scheme using the bridge supports, may well be compatible.

Next would come a small section on the dog kennel owners land to bypass the hiatus that exists by the gate crossing here. About 15m x 3m = 45m^2 of ground would be required off G. The end of the forestry strip marks a property boundary and cannot be shifted.

The man from Shetland who owns the the next field (Sh M) would need to be contacted and consulted.

John Penny Snr. Of Jadoshah, Mill Of Bourtie would also need to agree to the route. To avoid possible problems of families on bikes sharing a narrow bridge with traffic, it would probably be best to build a separate bridge as indicated for the path at NJ 77181-25819

View across Lochter Burn (SW) at NJ77181-25819 [B8m] Existing road bridge with JP stock drinking area in river

A small section (100m) along the public road and over the existing road bridge could do away with this new bridge. The building of a path would prevent stock accessing the river to drink; but is this allowable under SEPA rules now?

The orange and blue alternative route over D Michie ground again does away with a bridge, but there are problems.
The side of the cropping field still floods in the bottom section.
The south area floods well into the field, and a large deviation would be required into the centre of a field.
The rushy section, is home to 2 or 3 pairs of nesting skylarks, protected ground nesting birds.
The public road section to be traversed by families would be about 200m.
Could a deviation around the back of the houses be made? This would lessen this distance to about 50m, and rejoin the old railway about 50m in from the road, where there is a shared public access immediately adjacent to a cottage.

All issues to be explored with D Michie, and then also J Green, as a much longer traverse of his ground is being made with this option.
A 5m bridge would be required as only one stream is being crossed, not two as lower down.
There are wild small trout (3 to 4 inches in size) in the stream here.

Left:- the 1.5 acre or more rushy area with 2 to 3 breeding pairs of skylarks.

Appendix – 1 Meldrum Meg Concerns and Possible Solutions - Update

Flood damage to the existing bridge structure below Collyhill. This will need to be repaired. SEPA need to be informed as hard engineering is required. A rat or a water vole was spotted just to the left on the bank in this picture. A rat is no problem but a water vole presents conservation issues. OS Ref NJ 768 240

Due to the length of the hard engineering repair being smaller than the SEPA threshold, no involvement from SEPA is required I was advised by a SEPA advisor.

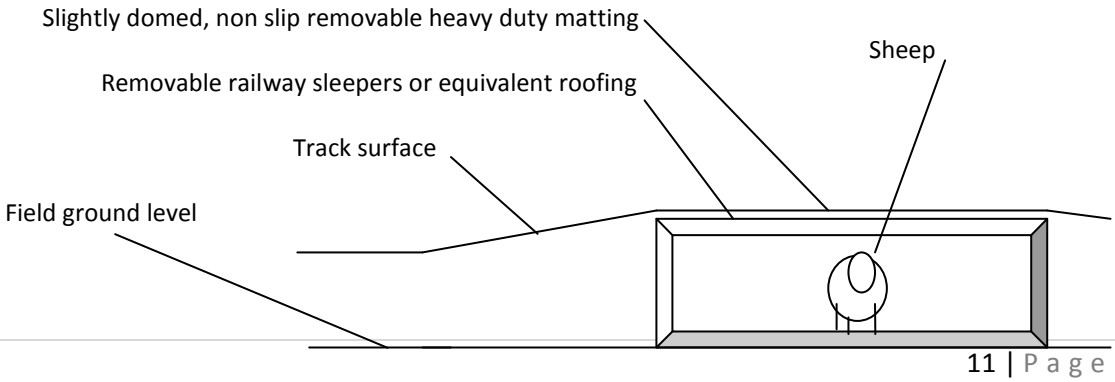
Damage on the west edge of Lochter caused by flood damage and poor engineering in the construction of a large bridge/culvert will require to be repaired.

Lethenty House Field Division

Tree avenue by old rail line. Sustrans standards is for 3.5 m clear of branches for horse riders.

If passage along the old rail line proves possible, here and further on over A Maitland ground to avoid flooding areas, thought needs to be put into designing a creep and gateways to allow free passage of sheep when required, and farm machinery. This is as "no splitting" of the land has been stated as a concern by the owner.

Possibly gates for machinery is fine, and the surface of the path can be cemented in this crossing area.
To keep any dogs away from stock, fencing would be required.
A suitable creep for the sheep's free passage when required would need to be agreed on if this solution is acceptable to raise the path off the flood level.



Appendix 2 – Possible use of Farm Stone Dumps

Centered on the possible causway area, this map depicts with red dots where various stone dumps exist that are easily seen. There are many more within the scope of this map, and many more again within a few kilometres outwith the scope of the map. It serves to illustrate the point. The following pages are a brief note on them.

Appendix 2 – Possible use of Farm Stone Dumps

The causway itself will be about 120 m on bridged sections opposite the kennels to the public road. With seven 6m bridges, with an overlap of 0.5 m, this leaves a solid stone support coausway structure 85m long x 2.5m widex1.5m deep on average = 320 m^3 of actual stones.

On M Sissons ground a further 320 m length of causway is required. Access could be an issue as would damage to habitat.

A temporary army baillie bridge over from D Michie's ground might be the only possible way of achieving this. If the army require an exercise in the community, this would be a real challenge for them to undertake.

Actual volume of culverts (1 culvert to every 10m) at 1m diameter x 3m in length = 9m^3 x 10 = 90m^3.

320m x 1.5m x 3m = 1,440m^3 – 90m^3 = 1350 m3 of stones

1350 + 320 = total volume of stones big and small of 1670m3.

Stones from around orange size upwards will be individually moved from heaps to ensure cleanliness going onto a floodplain.

Quarried stones for filling and surfacing, must again be clean material. An estimate only of the quantity of these stones can be made. 320m x 2.5m x 0.3m = 240m^3 of filling / top stones.m3 Can around 1670m^3 of stones be sourced from farmer dumps? At a SG of 1.6 = 2,670 tonnes. The answrer is most definitely yes, and within a relatively short distance landowners allowing.

Above by lochend of Barra – about 20m^3.

Near Hillhead of Lethenty about 20m

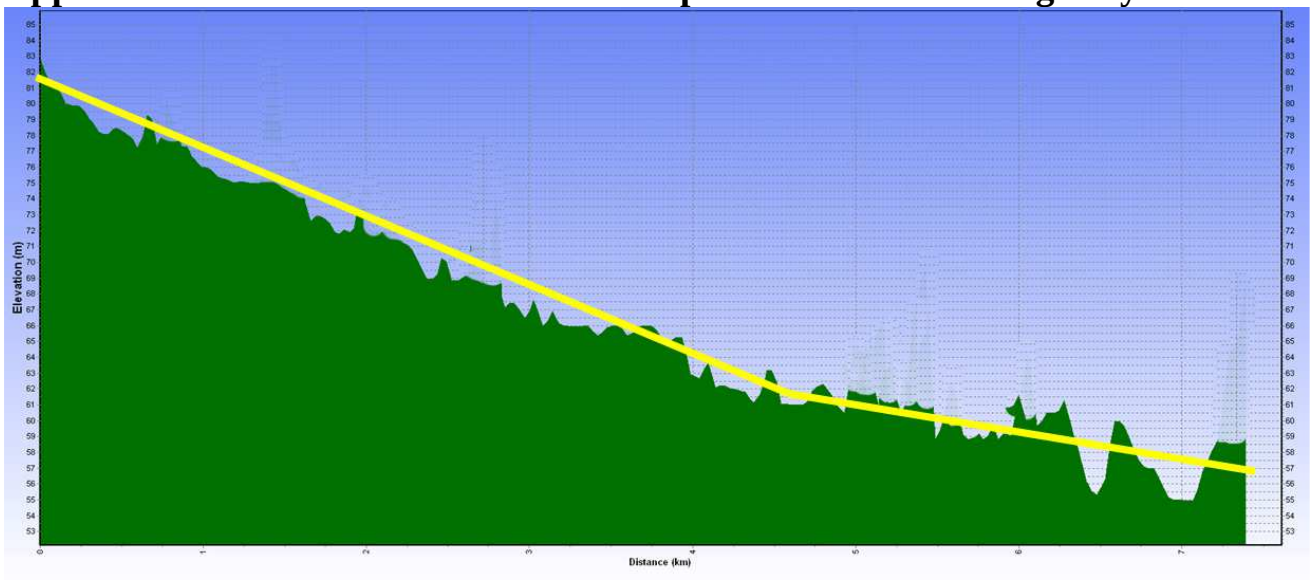
Appendix 2 – Possible use of Farm Stone Dumps

Above near Auchencleith, Daviot 20m3.

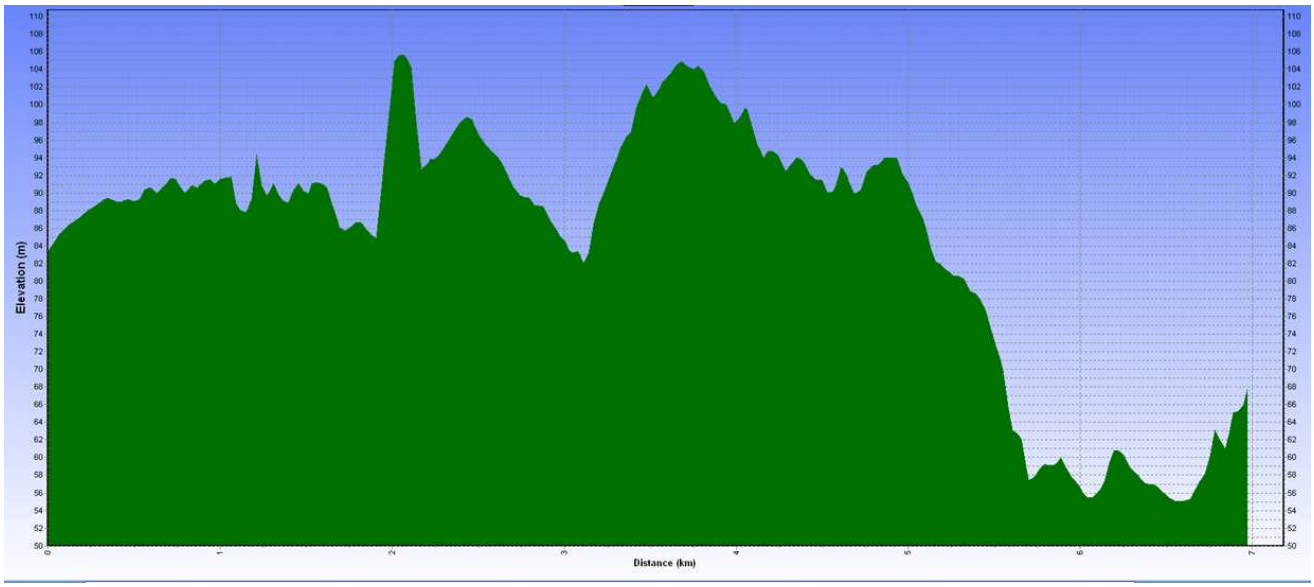
By Mill Of Bourtie Junction, 45m3

Another 15 m3

Appendix 3 – Possible Roadside Path Compared to Meldrum Meg Way Path



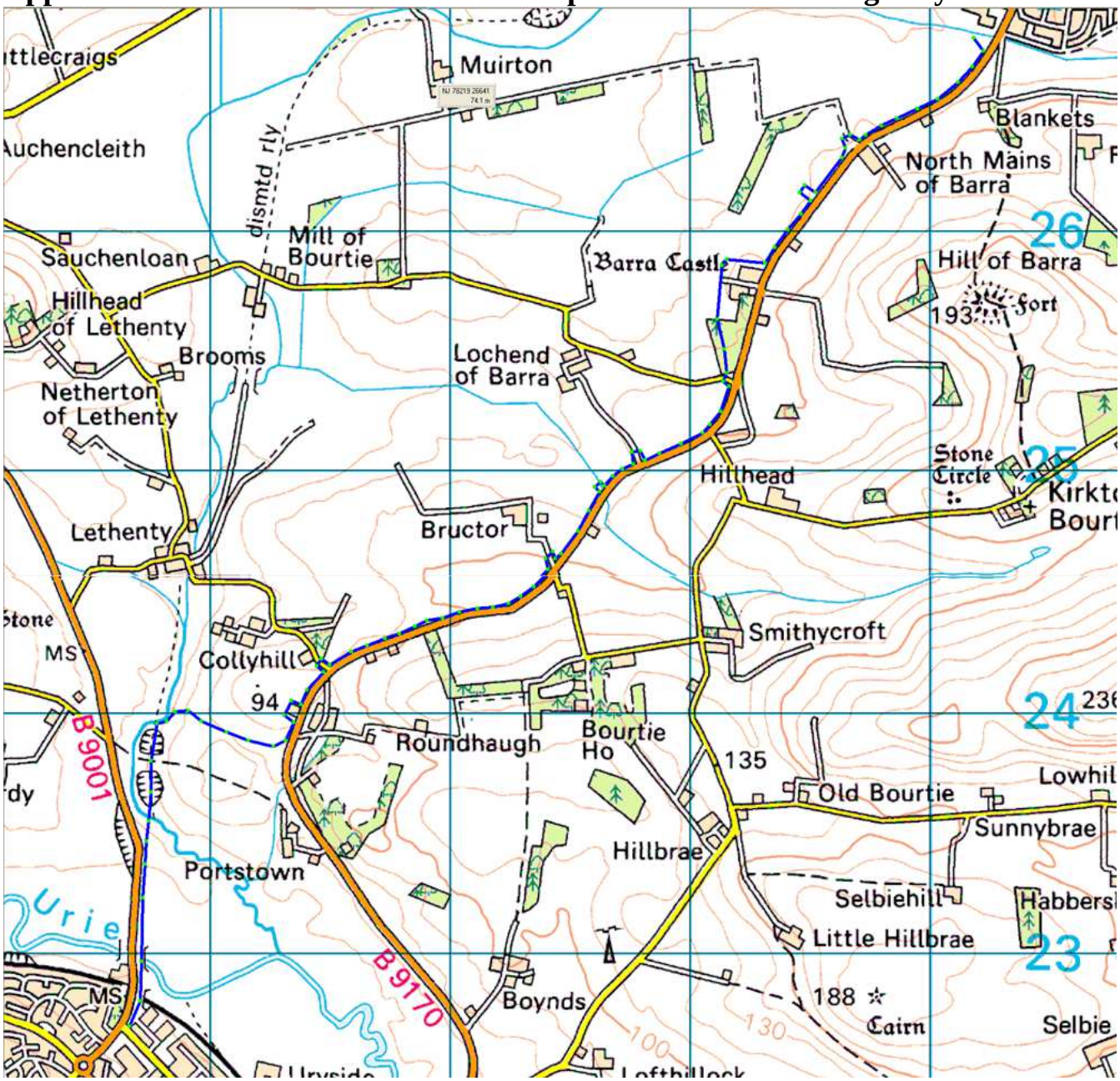
The Meldrum Meg Way (mainly along the old railway line) is seen to be 7.4 km in length and importantly a gradual incline. Suitable for all ages of walkers and cyclists.



The Roadside option is 7 km in length but where the path descends from Bourtie works to the Lochter Burn a steep incline of 50 m in about 600m (1 in 10/12) occurs. In places it will be greater than this. This is not suitable for young cyclists.

With the consideration of safety being the important element to get right; the following routes would appear to be the safest routes. Starting from by Garioch Glazing in Oldmeldrum, and stopping at the junction of Harlaw road in Inverurie.

Appendix 3 – Possible Roadside Path Compared to Meldrum Meg Way Path



Roadside Route (Blue dashes)

Missing is the Meldrum Bypass and the Inverurie relief road which will run alongside the path from Bourtie works down to the Lochter burn. Picture them in.
Apart from a few hundred metres around Barra Castle and below Portstown, the route runs alongside a busy road.
Near Bructor, Lochend of Barra and possibly North Mains of Barra; crash barriers will be required as well as the safety rails and wire fencing essential for by road sections of path due to the exceptionally high incidence of vehicles that lose control and land up in the fields here.

Wooden safety rails and sheep fencing to keep dogs in will be required all the way of the route . 7 km X 2 = 14 km of galvanised rylock sheep fencing.
Five small span bridges required. 3m X 2m wide with side rails. One curved span over Lochter burn 12m X 2m and widening of road/river and road/ railway bridges in Inverurie. Red text planned as part of Uryside development.

Path width is a minimum 3m in between fences, of which 2m is prepared hard surface.

Appendix 3 – Possible Roadside Path Compared to Meldrum Meg Way Path

10 farm track and farm gate entrance gates required (priority to cyclists and walkers) and also 2 road crossing barriers (cyclists stop and give way to vehicles). Underpass by Portstown.

Meldrum Meg Way Route (Green dashes with red dots)

This route runs alongside a busy road for 1 km from the Lochter Burn below Portstown to Inverurie. The remaining 6.4 kms is in a rural environment; a much more amenable environment to exercise in and travel through.
It will be a great educational resource for growing children to learn about farming practices, biodiversity, ecosystems, possibly water power in time, sporting, angling, cycling, running, horse riding if a small livery is set up along the route, café stops, and much more. Few of these are options with the roadside route.

Road crossings = 2 (Barriers- cyclists and walkers give way to vehicles)
Farm Road /Track crossings = 4 (barriers or gates {gates give priority to cyclists and walkers})
Wooden fence and sheep fence for estimated 3 km. Sheep fence for est. 4 km

Appendix 3 – Possible Roadside Path Compared to Meldrum Meg Way Path

Widening of Inverurie road/railway and road/river bridges. 12m x 2m curved span of Lochter burn below Portstown.

3 wooden or steel bridges 6m x 2m , 2 wooden bridges 3m x 2m, one 8m x 2m steel bridge (Muirton Of Barra crossing).

Use of Lethenty Platform necessitates railings to be erected for safety.

Hard surface minimum 2m wide along route, plus 0.5 m either side on embankments to be level.

Type of bridge envisaged for Muirton Of Barra River Crossing. Above Sustrans route 7 near Stanley, Teeside. Possible adornment would be sleepers rails and a set of running gear to remind one that this was once a railway. Cost minimal, as materials would be recycled and labour / expertise (welding, lifting, transportation etc) would be a community project.

Appendix 3 – Possible Roadside Path Compared to Meldrum Meg Way Path

Above Sustrans route 14 near Lanchester, County Durham showing wooden and rylock sheep fencing (outside of track side). This would be the standard required for roadside tracks and tracks going through fields with stock like sheep and horses in. For Cattle a further barbed wire fence high on field side might be required.

10 rails (3cm x 10cm) x 14000 m = 140,000m of wooden railing for road option.

10 rails x 3000 m = 30,000m of wooden railing for Meldrum Meg Way Option.

Please note that 20,000 m of wooden railing for both options would most likely be covered by the Urie Development planning gain option if such would be required. It could be all built up soon.

Please note that between Garioch Glazing and Mains of barra, Mains Of Barra and Barra Castle, two field entrances would have to be set back 12m from the road to allow tractors with ploughs and combines to park off the road before opening gates to enter fields.
This would be the case as well by the farm tracks opposite Mains of Barra, to Lochend of Barra and also to Bructor.

Crash barriers near Bructor and Lochend Of Barra will extend to a minimum of 1km; a major cost.

Appendix 3 – Possible Roadside Path Compared to Meldrum Meg Way Path

Above a young horse and rider being led and trained on Sustrans route 7 near Stanley. Possible on Meldrum Meg Way

Buchan and Formartine way cyclists.

For Cycling a route that is not too steep and is without sharp bends is essential for use as a commuter route..

Appendix 3 – Possible Roadside Path Compared to Meldrum Meg Way Path

Dog Waste is a major distraction for all users and good planning will be required to stop it becoming a problem.

Though it is a criminal offence to allow one's dog to foul public places and fines of £2,500 to £3,500 can be levied, some irresponsible dog owners persist in thinking it acceptable to throw plastic bags full of dog waste into the public areas surrounding the actual track.

Dog fouling is becoming a common occurrence all over and dog owners who are responsible can help ensure it does not occur on the Meldrum Meg way.

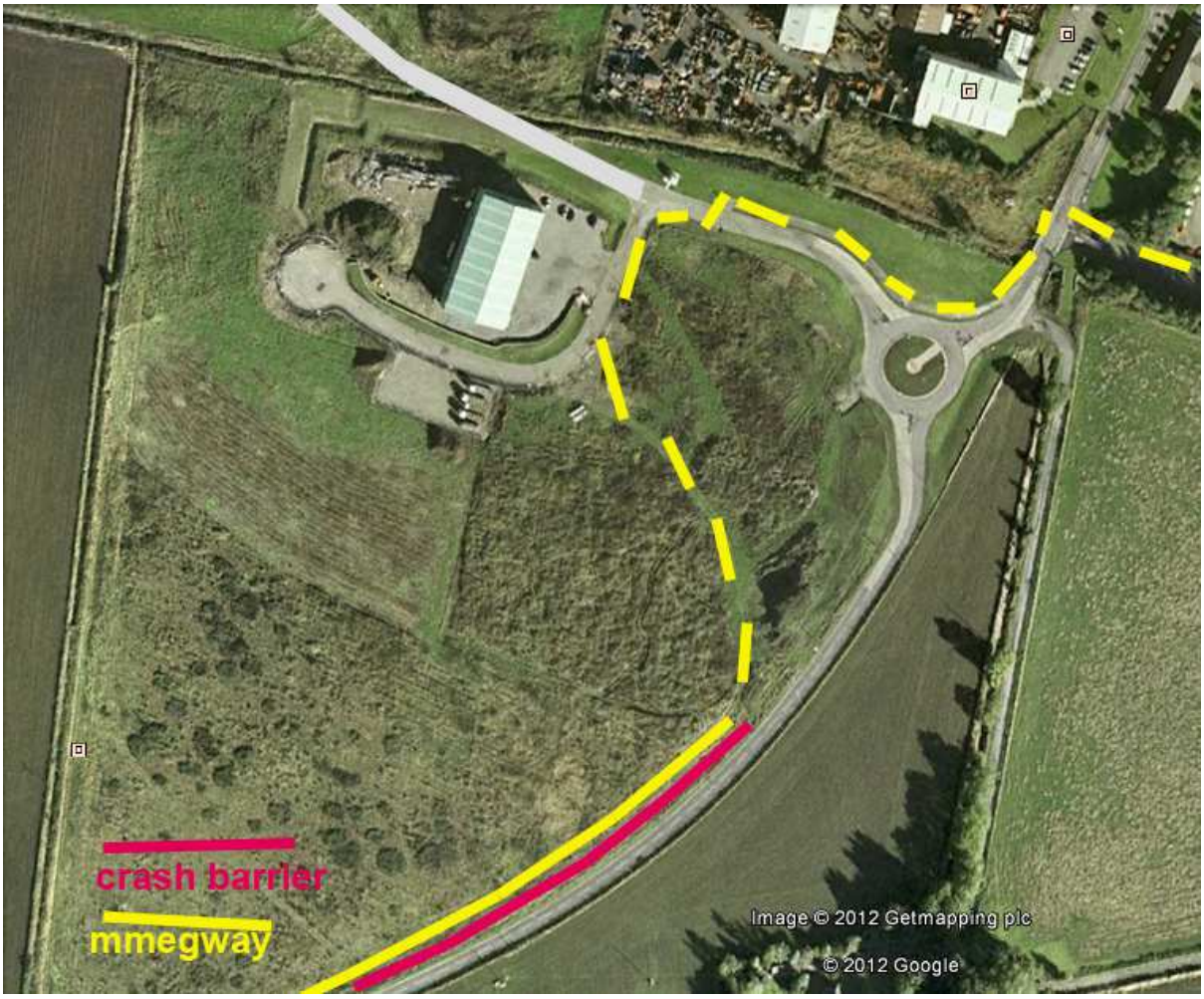
Dog owner participation in the planning process will be crucial in ensuring success in avoiding this becoming a problem.

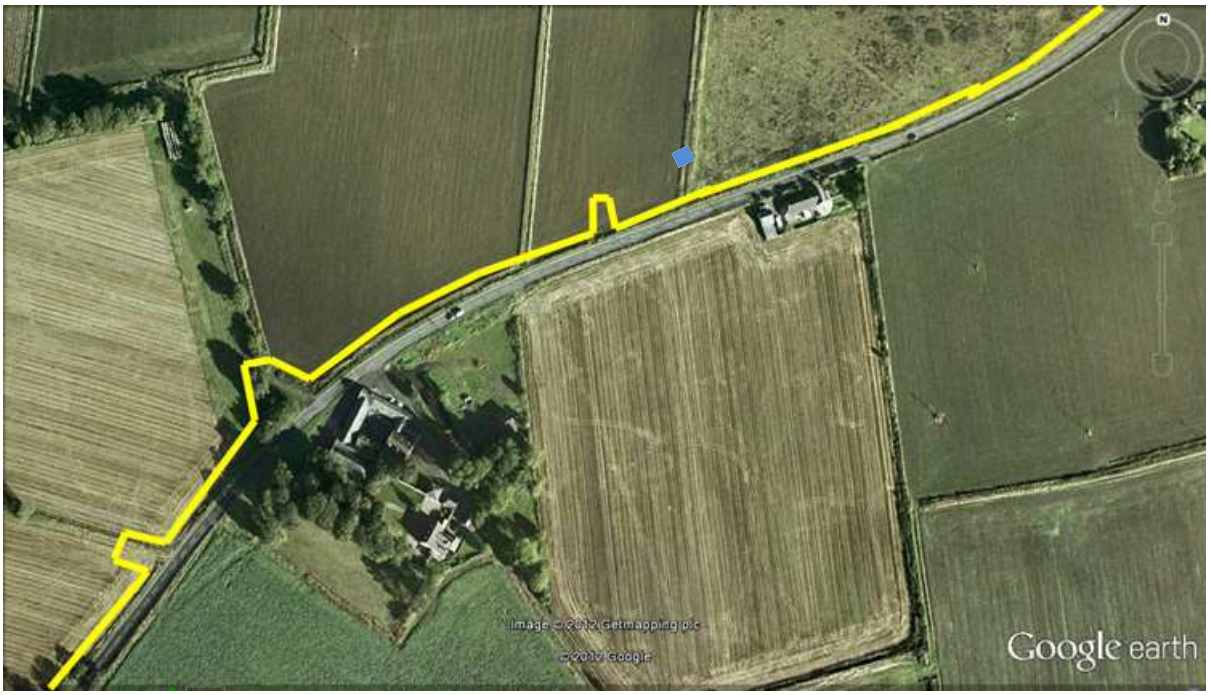
Where to put bins, educating owners of the dog owners responsibility under the access code and use of short leads only when required.

Possibly volunteer dog owners/wardens emptying dog waste bins and if necessary reporting and fining offenders.

Appendix 3 – Possible Roadside Path Compared to Meldrum Meg Way Path

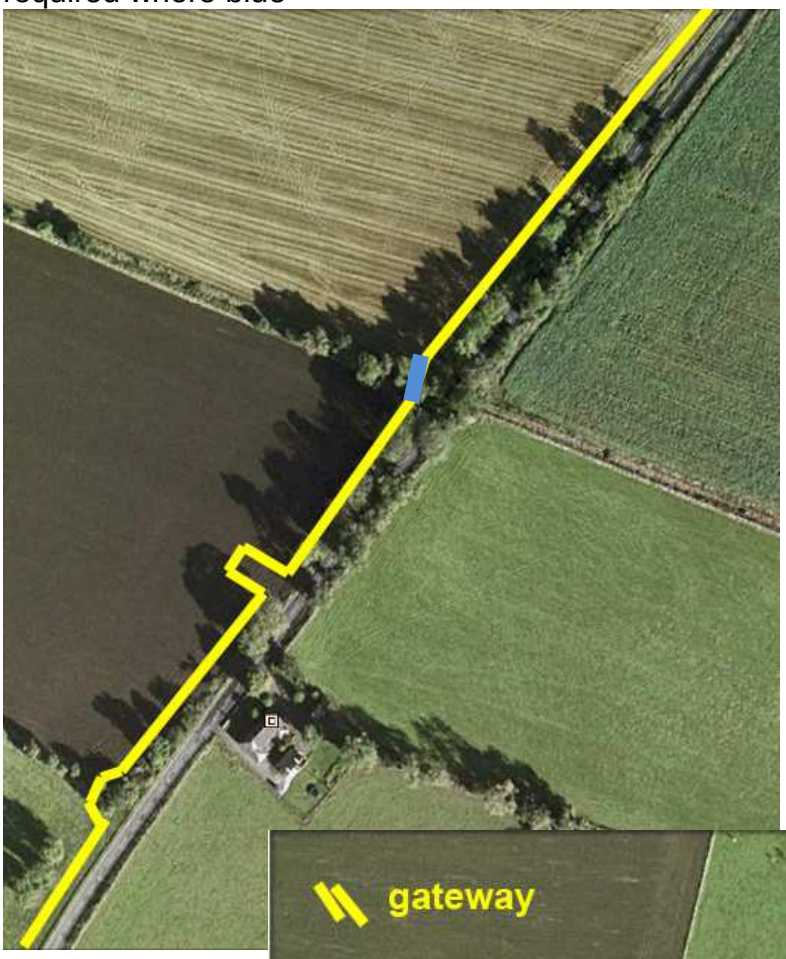
The following images are of the route with crash barrier placement and gateway deviations shown. From below Portstown to Inverurie, the improved access from the Urie Development that follows the Old rail line will be used. This will come with the Inverurie Relief road.





Appendix 3 – Possible Roadside Path Compared to Meldrum Meg Way Path

The necessary 12 metre deviation into fields to allow tractors and ploughs to pull in off the road to open gates can be seen. Pedestrians and cyclists have priority here. Stream/ditch bridge required where blue



A burn will require a small bridge structure to be built here and again a 12m deviation can be seen.

Below Barra Castle and Farm will require at least two, possibly three gates from field to field or from steading to fields.

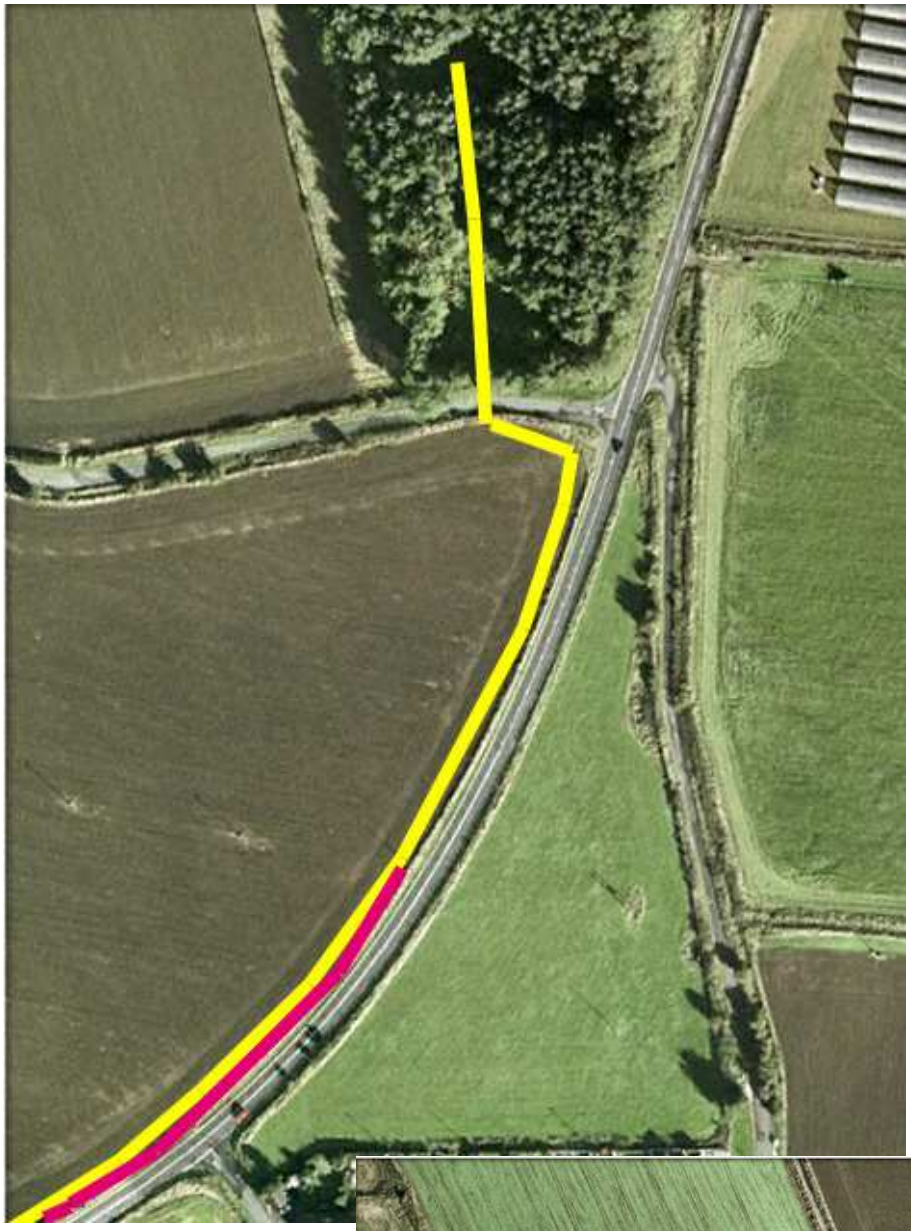
An issue of privacy comes into play around the castle grounds, but on a roadside option there is no alternative here.

A cutting through the woodland will be required. Not many trees will require to be felled as there are some openings currently.

One possibly two bridges required here.

Appendix 3 – Possible Roadside Path Compared to Meldrum Meg Way Path

Bridge over stream in forrest as shown in blue



After the trees, the first road crossing near a junction requires the path crossing to be set well back from the junction as shown. Traffic has priority here. Cyclists and walkers give way.

Note the start of the crash barriers a necessary extra expense on these sections as well as a loss land.

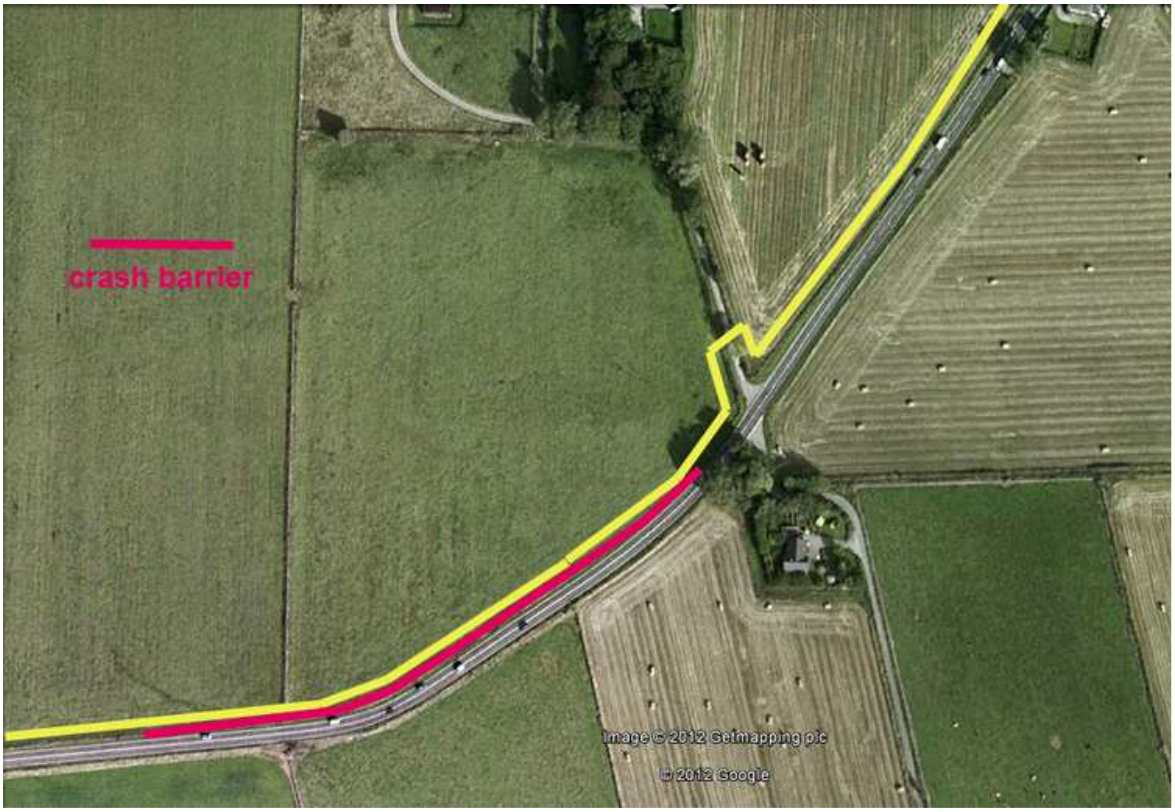
All along wooden rails and sheep rylock fencing to keep dogs etc in is a necessary expense on this road option.

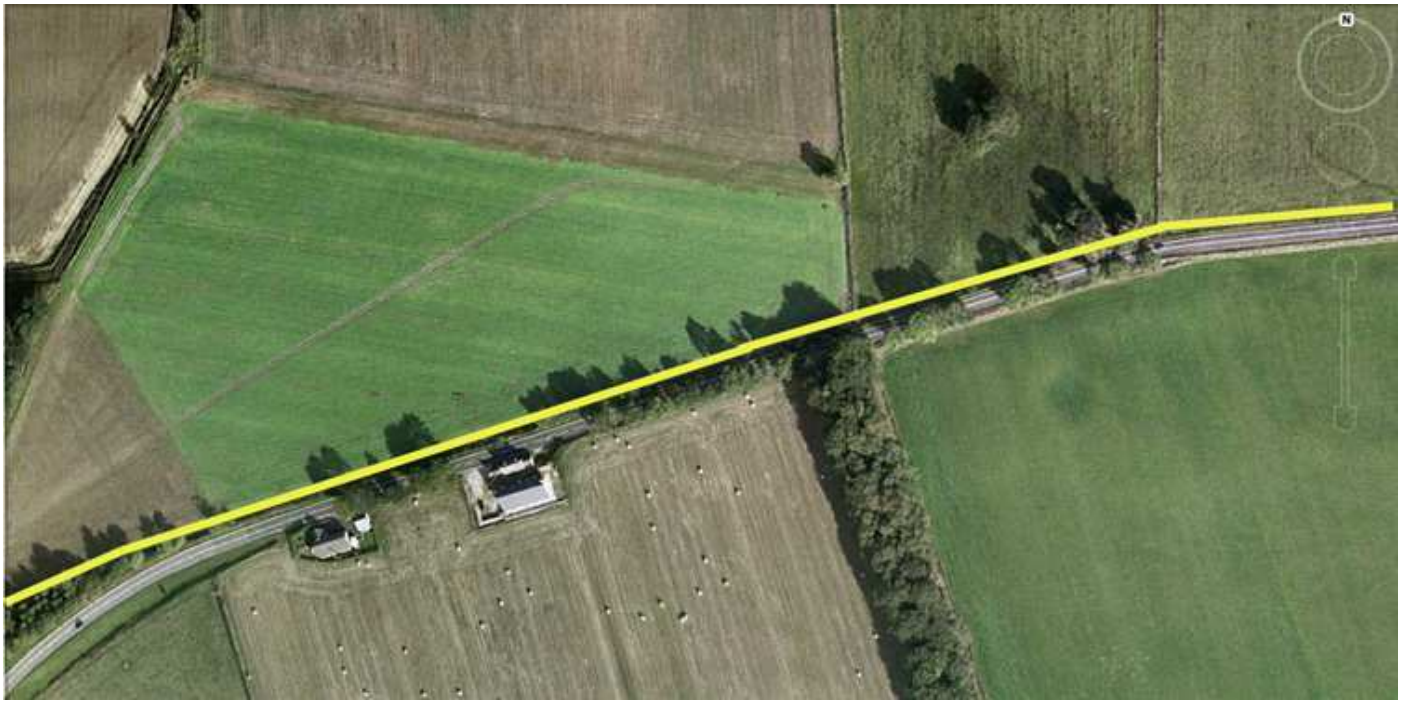
Crash barrier sections of path must be set a safe distant back from the crash barrier, which could be as much as 4 to 5 metres, which adds up to a large loss of agricultural land.

Left a farm entrance to negotiate and essential crash barriers to erect.

Bridge over stream required marked blue

Appendix 3 – Possible Roadside Path Compared to Meldrum Meg Way Path





Along this section there is quite a drop from the road to the walkway/cycleway and the prospect of road spray soaking walkers and safety would mean a loss of productive agricultural land as the route would be set back from the road somewhat.

Appendix 3 – Possible Roadside Path Compared to Meldrum Meg Way Path

By Bourtie works a roundabout will be present where the road leaves the bottom of the image.

For gradient purposes a cutting will be present along the wall shown here which it appears means that the path will have to take up agricultural area.
A distinct privacy issue arises about the house opposite Bourtie works.

Route of Inverurie relief road shown in this image.

The steep incline from the old railway route to the Bourtie works would be difficult for young cyclists.

Appendix 3 – Possible Roadside Path Compared to Meldrum Meg Way Path

For Meldrum meg way comparison, see pages 28 – 30. Section by section.

To conclude the old railway route may be a little more expensive to build, but with volunteer labour and assistance, costs could even be lower than a road option.

No privacy issues around private dwelling houses arise, but there are concerns at Lochter. These have not been made clear, possibly for security reasons.

As these concerns become known by a professional consultant, they can be addressed with a spirit of good will and co-operation.

Far less productive agricultural land will be lost with the Meldrum Meg Rail route. 0.36 Ha lost with Mmeg route, and over 2.0 Ha with the road side route.

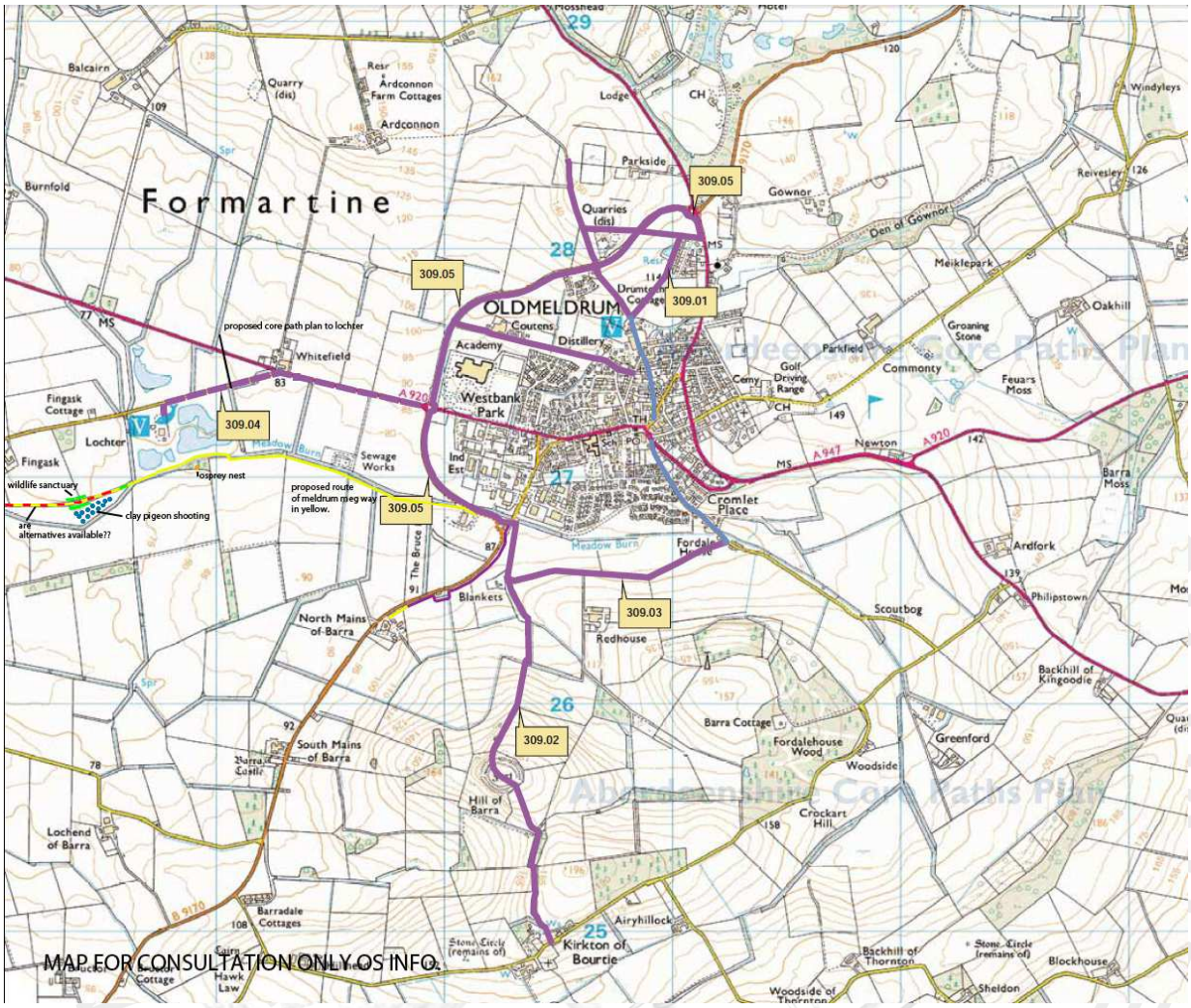
There is little doubt of the overwhelming desire for a safe cycleway and walkway by the residents of Oldmeldrum and Inverurie, but a next step will soon be to canvas peoples views to be sure of this, to measure response as this is an exercise required for grants to be awarded..

When this questionnaire goes out, expectations will be raised.

Let us hope that a spirit of goodwill and co-operation in building the Meldrum meg Way ensues.

Appendix 4 – The Core Path Plan & Inverurie Relief Road

The first core path consultation was in 2006 when 18 workshops were held across Aberdeenshire and provided an opportunity for communities, land managers and access user groups to identify potential routes in and around local areas. The second consultation was the publication of the informal consultative draft of the Plan. This consultation ran between June and September 2008.



This resulted in publication of the core path plan maps. It is disappointing to see so few paths mapped out for Oldmeldrum.

What was the old turnpike road to the north of the town, and is often walked has been left out. This was always walked as far as town residents can remember.

The millennium path over Barra Hill is marked as is the farm track below Redhouse.

There is a path out as far as Lochter which comprises part of the aspirational core path to Inverurie.

Now a path has been constructed privately in fields along the east side of the Inverurie road to North Mains Of Barra to access Hoodles safely.

The core paths plan maps do not appear to impinge on the countryside between Lochter and Lethenty, but it appears again below Portstown Farm, near Inverurie.

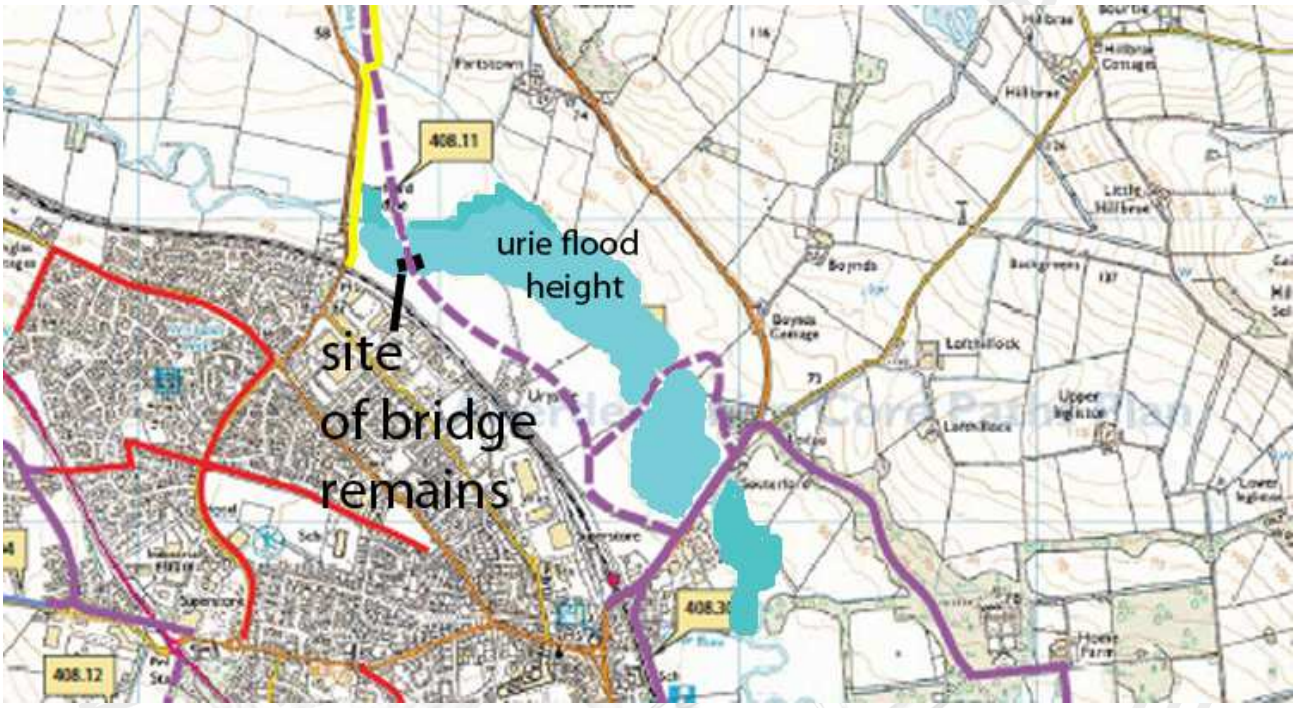
The core path plan does cater for the provision of paths as depicted by the dashed purple lines.

Appendix 4 – The Core Path Plan & Inverurie Relief Road

These suggested routes have two problems. They flood and they cut through farmland which is cropped on an annual basis. To be effective they would have to built on raised embankments, up to 2.25m in height in places, which would hamper and interfere with farming activities even more, as well as adversely affecting flooding upstrean.

The proposed Meldrum Meg Way in yellow only has to be raised 0.5 to 0.75 m along the flood section to be clear. **Of interest on the map is the fact that the core path plan would appear to cater for a path continuing along the old rail line, the Meldrum Meg Way to Lethenty and beyond?**

The aim of this core path as other core paths, is to improve the quality of life for the residents of Inverurie and Oldmeldrum. Reduction in CO_2 production is another important aim.

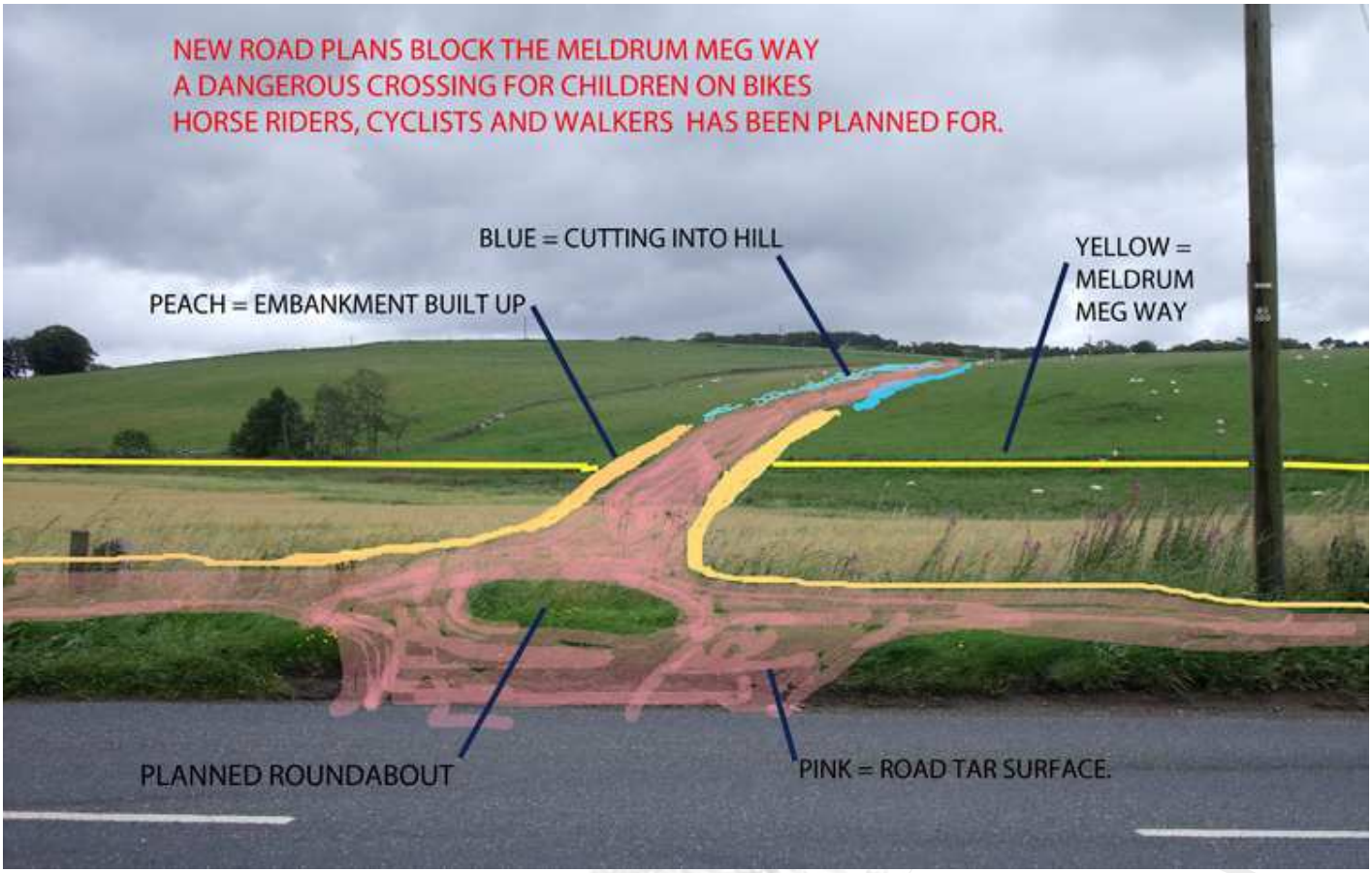


Reducing traffic in the centre the aim of the Inverurie relief road, does not meet the government directorate to improve the facility for promoting better long term health through exercise, thus in turn the drain on the NHS services as society ages. Yes reduce traffic, but not at the long term expense that will result. Providing an underpass here will make the Way safer and save society in the long run

The following is a photograph taken from the Balhagardy, Harlaw road end junction with a sketch over to illustrate the route of the approved relief road for Inverurie town centre.

Appendix 4 – The Core Path Plan & Inverurie Relief Road

Height of this road above the height of the Meldrum Meg Way at the intersection will probably be around at least 3.3 to 5 m. Road engineers will know the correct height.



THE LINE TO DAY AUGUST 2011

Whatever; an underpass can be included if the people of Inverurie and Oldmeldrum require it and have a word with their councillor in the first instance.

Overleaf a possible look to the underpass situation in a few years time and as it is to day.

All images are as from one point before and after the relief road is built. How to build it here is the question.

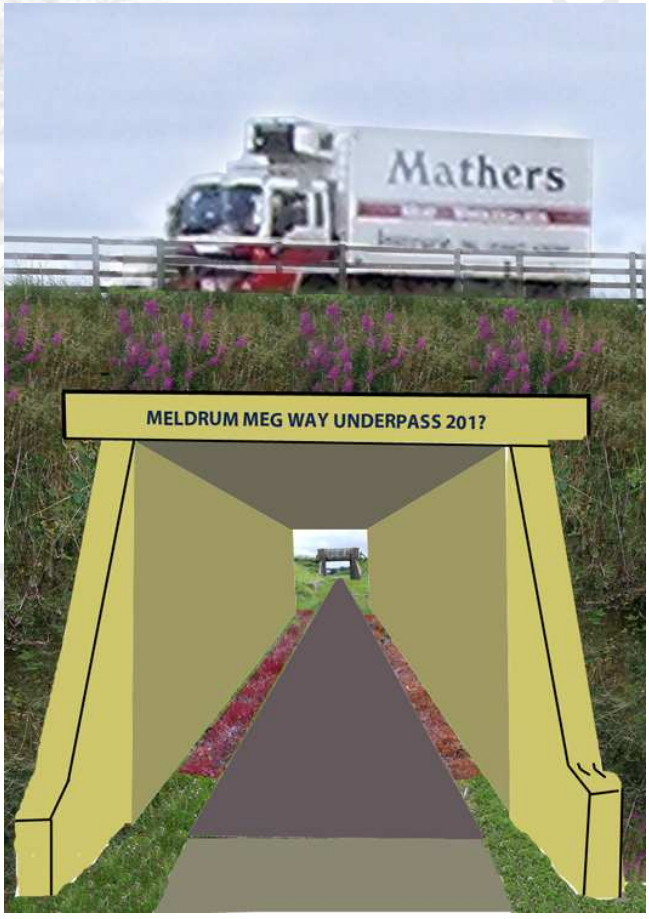
Appendix 4 – The Core Path Plan & Inverurie Relief Road

No through way for the Meldrum Meg Way.

The people of Oldmeldrum and Inverurie have the right to voice their choice for shaping the future.

DO NOTHING and you will have the image on the left in years to come.

VOICE your demands for a **MELDRUM MEG WAY UNDERPASS** in sufficient numbers, with conviction and you will have the walkway, cycleway, horse riding and disability buggy route for improving health by exercise that you deserve.



As the proposed cycle and walkway enters Inverurie via the rail bridge, a sensible option would be to ensure provision is made for a direct link to the train platform in Inverurie.

The proposed route of this commuter cycle rail link is in bright lime yellow on the map.

As the old rail bridge parapet is damaged on the east side and flooding occurs to a depth of around 1.3 metres around the landward side of the parapet, it is not feasible to use this old route of the railway. Cropping also occurs.

For how long cropping will be an issue is not clear, but building a path on a flood plain is to be avoided if at all possible and here it is possible.

Left the old bridge supports from the north west.

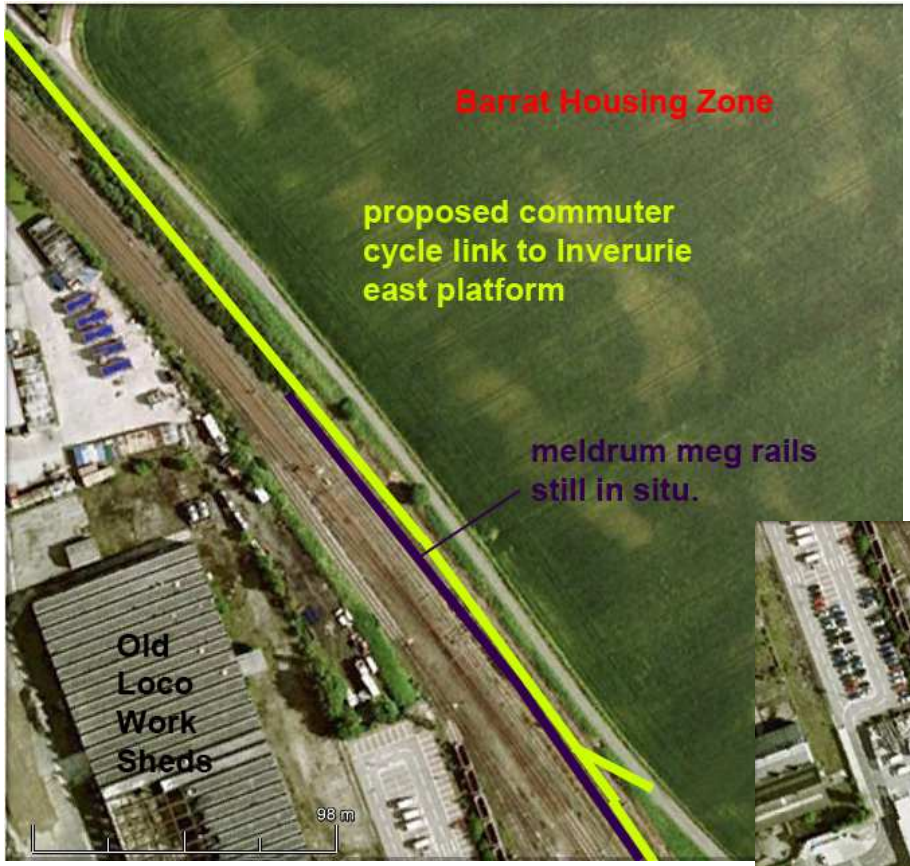
Right from on top of the west bridge support, looking west. Flooding occurs both sides of this old bridge site.

The proposed route would follow the side of the Network Rail border fence until it met the wide area of rough ground that was once occupied by the actual Meldrum Meg railway.

Here it then goes in a fenced off corridor separating it from the railway to the signal box, and then to the east platform at Inverurie train station in a direct line near enough.

Looking at the aerial photographs, remains of a circular embankment the shape of a bronze age cattle enclosure (possibly) appears. Having grown up on a farm named after one of these, it appears to be the correct size and shape and in the right type of location by a river where the cattle could drink. They are commonly found all around the country.

Above looking north over rough ground to the old bridge parapet.



The last few map sections shows the proposed commuter cycleway link arriving at Inverurie Train Station.

With the Uriebank Housing development planned, such a link cycle path would be a sensible planning gain condition, Network rail being agreeable.

Increased rail commuter traffic is sure to come with some encouragement. That could be ample carriage space for cycles on trains so that the commute can be carried on at the other end of their journey into Dyce, Aberdeen or Altens on Sustrans Route 1 and other cycle lanes.

The new retail complex is shown and could have an opening in off the track in front of Currys.

With a speed restriction on the Oldmeldrum to Tarves road, and maybe local vehicular traffic only allowed, a day out cycling from Aberdeen could involve a train trip to Inverurie, then onto the Meldrum Meg Way stopping to watch the ospreys at Lochter and get some refreshments there or in the village centre of Oldmeldrum or Tarves.

Then onto the Buchan and Formartine line back into Aberdeen along Sustrans Route 1.

Above the white signal box (hidden) on left, the platforms and station with the rough ground where the course of the commuter link could be. Fenced off from the railway for safety.

Left are the actual rails last used in the 1960s when the Meldrum Meg Way was still an operational railway. A nostalgic piece of history, worth preserving somewhere perhaps.

Time now to look forward into time and act now to reduce our carbon footprint by making steps or cycling along the Meldrum Meg Way.

The Probable Next steps In the Process

	2012							2013					
Next Steps	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
MPG Agreement to Findings													
Questionaire finalised and out to Inverurie & Meldrum													
Further Landowner Discussions													
Wider Public Consultation													
Secure Access through Agreement													
Prepare Funding Case & Secure Funding													
Detailed Design and Costing													
Planning Permission													
Implementation (By Phases)													
Networking and Publicity													

The calendar is for illustration purposes only. The first step is to present this information pack with tenders for a full feasibility report by a professional. Then MPG will agree with the findings of the feasibility report. It is not a binding plan, it is an indication of the normal procedures that are followed in establishing paths. A month may turn out to be three!

I have I believe thoroughly investigated the factors that will impinge on the building of a priority core path plan route.

I trust that by recording my findings into this information pack that the person appointed as the feasibility professional finds his task that much easier to undertake and takes less time than it would otherwise have done. It is a valuable document. We look forward to your tender.

Google Earth Images used as template for illustration only.

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Compiled and printed by R John Hughes