



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA

Aviemore to Carrbridge

Non-Motorised User (NMU) Route Study

Public exhibition

transport.gov.scot

Welcome

Welcome to this public exhibition about the **Aviemore to Carrbridge Non-Motorised User (NMU) Route Study**.

The purpose of today's event is to:

- Explain the background of the study
- Present the findings of our baseline assessment
- Outline the next steps for the route study
- Provide you with an opportunity to submit your feedback on the NMU route corridor options.

Transport Scotland and their consultant, Atkins Mouchel Joint Venture (AMJV), will be happy to assist you with any queries you may have and talk you through any aspect of the project.

ATKINS **mouchel** 



Prepared in consultation with:

Background

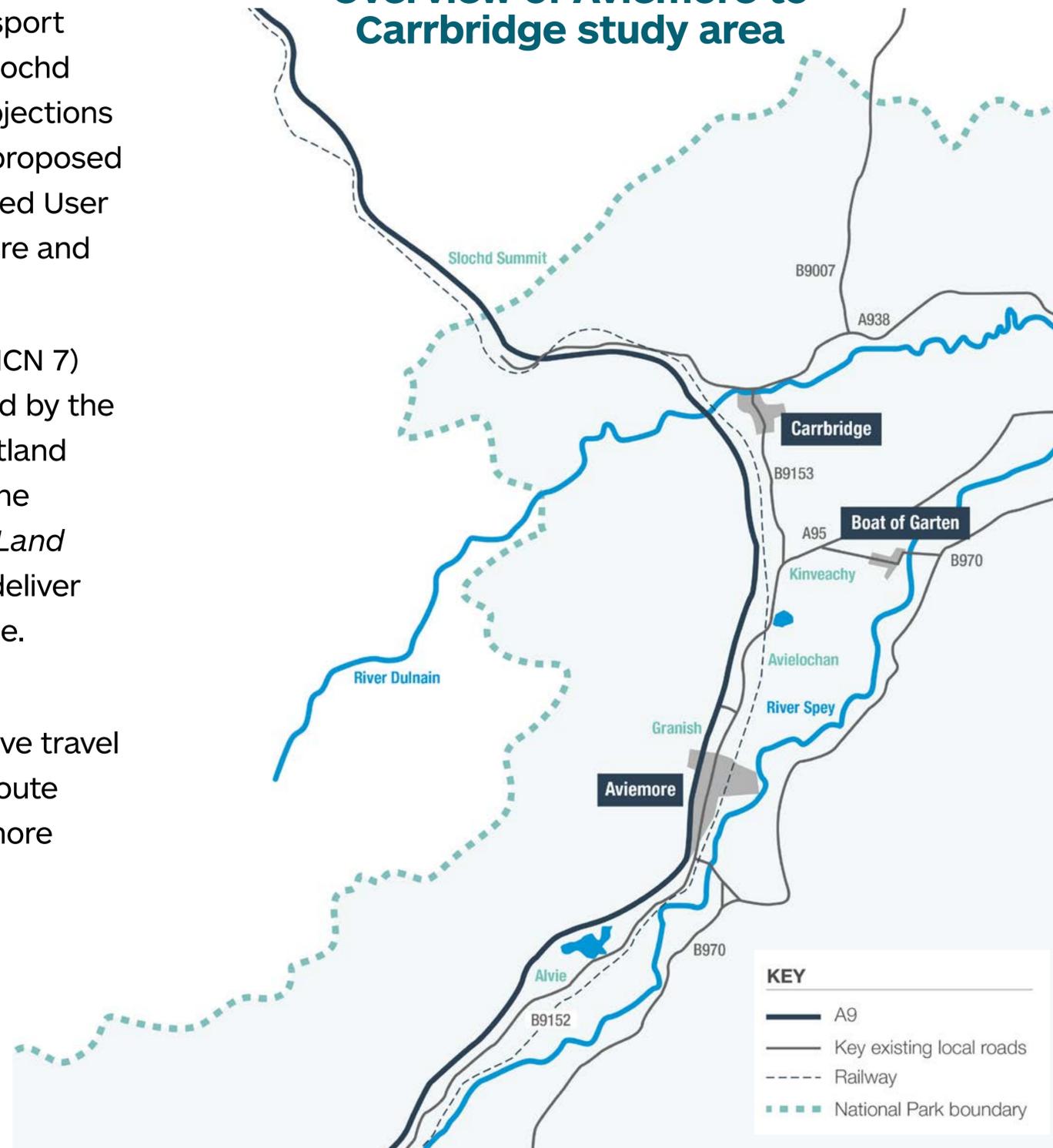
Following publication of the draft Orders for Transport Scotland's A9 Dualling Programme, Dalraddy to Slochd project on 28 August 2018, a number of formal objections were received. These were on the basis that the proposed project did not include a segregated Non-Motorised User (NMU) facility between the settlements of Aviemore and Carrbridge.

As the existing National Cycle Network Route 7 (NCN 7) between Aviemore and Carrbridge is not impacted by the A9 Dualling Programme proposals, Transport Scotland cannot use compulsory purchase powers under the *Roads (Scotland) Act 1984* and the *Acquisition of Land (Authorisation Procedure) (Scotland) Act 1947* to deliver such a route as part of the A9 Dualling Programme.

Despite this, and in recognition of the Scottish Government's wider commitment to promote active travel in Scotland, Transport Scotland is progressing a route study into the potential NMU links between Aviemore and Carrbridge.

The NMU route study is being progressed separately to the A9 Dualling project.

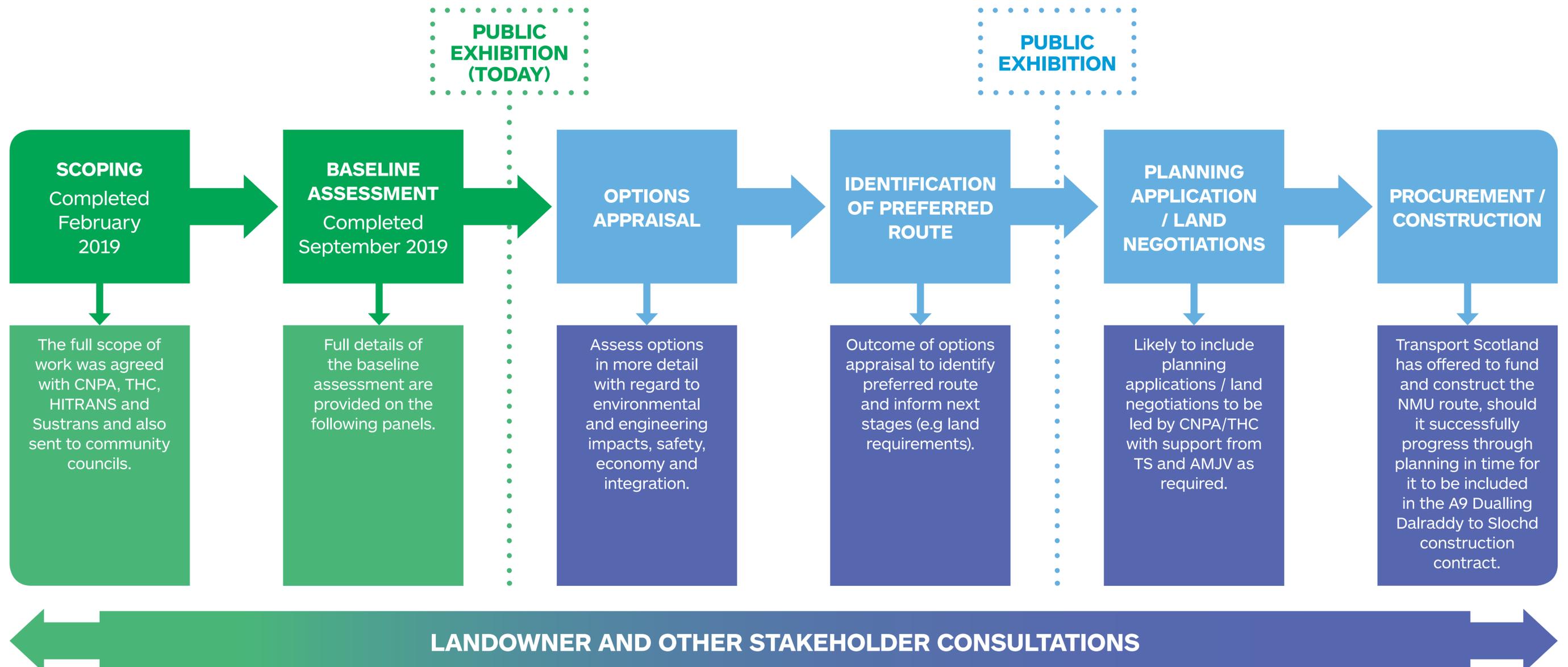
Overview of Aviemore to Carrbridge study area



Project development process

Since January 2019, Transport Scotland has been working in consultation with **Cairngorms National Park Authority (CNPA)**, **The Highland Council (THC)**, **Highlands and Islands Transport Partnership (HITRANS)** and **Sustrans** to agree the scope for this Non-Motorised User (NMU) Route Study.

An outline of the process and envisaged next steps are illustrated below.



Baseline assessment – summary

Transport Scotland has carried out a baseline assessment in consultation with key stakeholders.

This included the following:

- A review of existing policies and plans
- A review of Non-Motorised User (NMU) guidance and design standards
- A review of existing NMU routes and facilities in the study area (drawings of all the existing facilities are available to view at this exhibition)
- Data collection from CNPA, THC, HITRANS, Sustrans and community councils
- NMU corridor identification and assessment
- Meeting with CNPA, THC, HITRANS and Sustrans
- Identification of corridors to progress to the options appraisal
- Today's public exhibition.



Existing NMU route in the study area

The key output of the baseline assessment was the publication of the *Aviemore to Carrbridge Non-Motorised User (NMU) Route Study Baseline Assessment Report*, which is available to view here today. It has also been published on Transport Scotland's website:

transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study

Baseline assessment – initial corridor identification and assessment

As part of the baseline assessment, a range of Non-Motorised User (NMU) corridors between Aviemore and Carrbridge were identified, based on a review of engineering and environmental constraints, existing NMU routes and a review of data received from the key stakeholders.

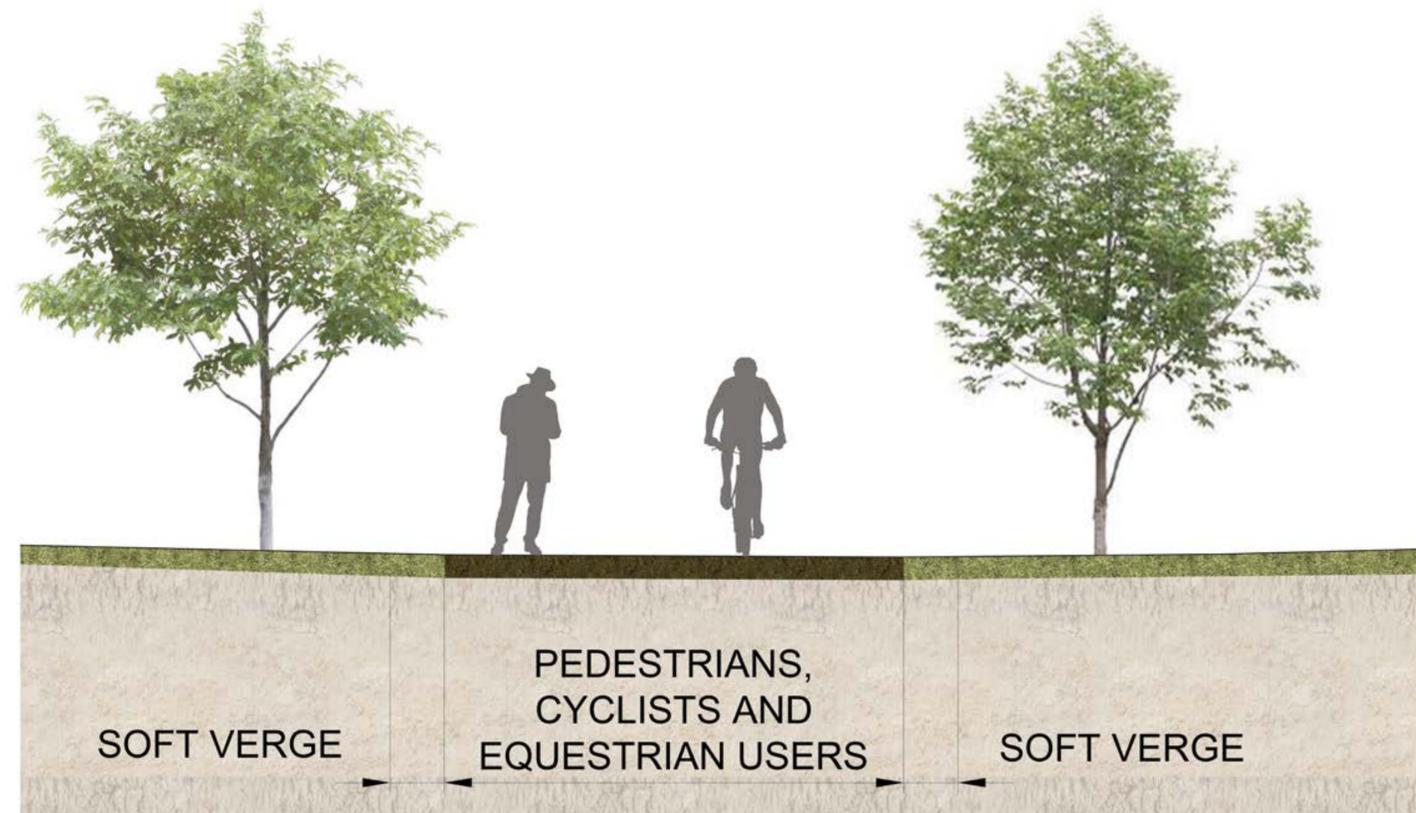
A total of ten corridors were identified, and these can be viewed on the drawings displayed here today.

All ten corridors were assessed against a range of criteria including:

- Safety
- Cohesion with other cycle routes and transport connections
- Directness
- Comfort
- Attractiveness
- Cultural heritage
- Ecology and nature conservation
- Landscape and visual
- Water environment
- Property and land take
- Outline cost.

Following this assessment, **eight corridors were sifted out** based on potentially significant impacts.

Therefore, **two corridors are now proposed** to progress to the options appraisal stage. These two corridors can be viewed on the following panels and on drawings on display at this exhibition.



INDICATIVE NMU CROSS-SECTION*

* EXACT CROSS-SECTION, SURFACING AND ANY SEGREGATION BETWEEN TYPES OF USERS WILL BE CONFIRMED AS PART OF THE OPTIONS ASSESSMENT AND WILL BE LOCATION DEPENDENT.

Full details of the assessment are included in the [Aviemore to Carrbridge Non-Motorised User \(NMU\) Route Study Baseline Assessment Report](#).



Carrbridge

B9153

A95

Boat of Garten

Kinveachy

Avielochan

A95

Granish

Aviemore

B9152

Progressing to options appraisal – Corridor 3

Corridor 3 follows existing Non-Motorised User (NMU) facilities along the B9152, A95 and B9153.

Corridor length: 9.9km

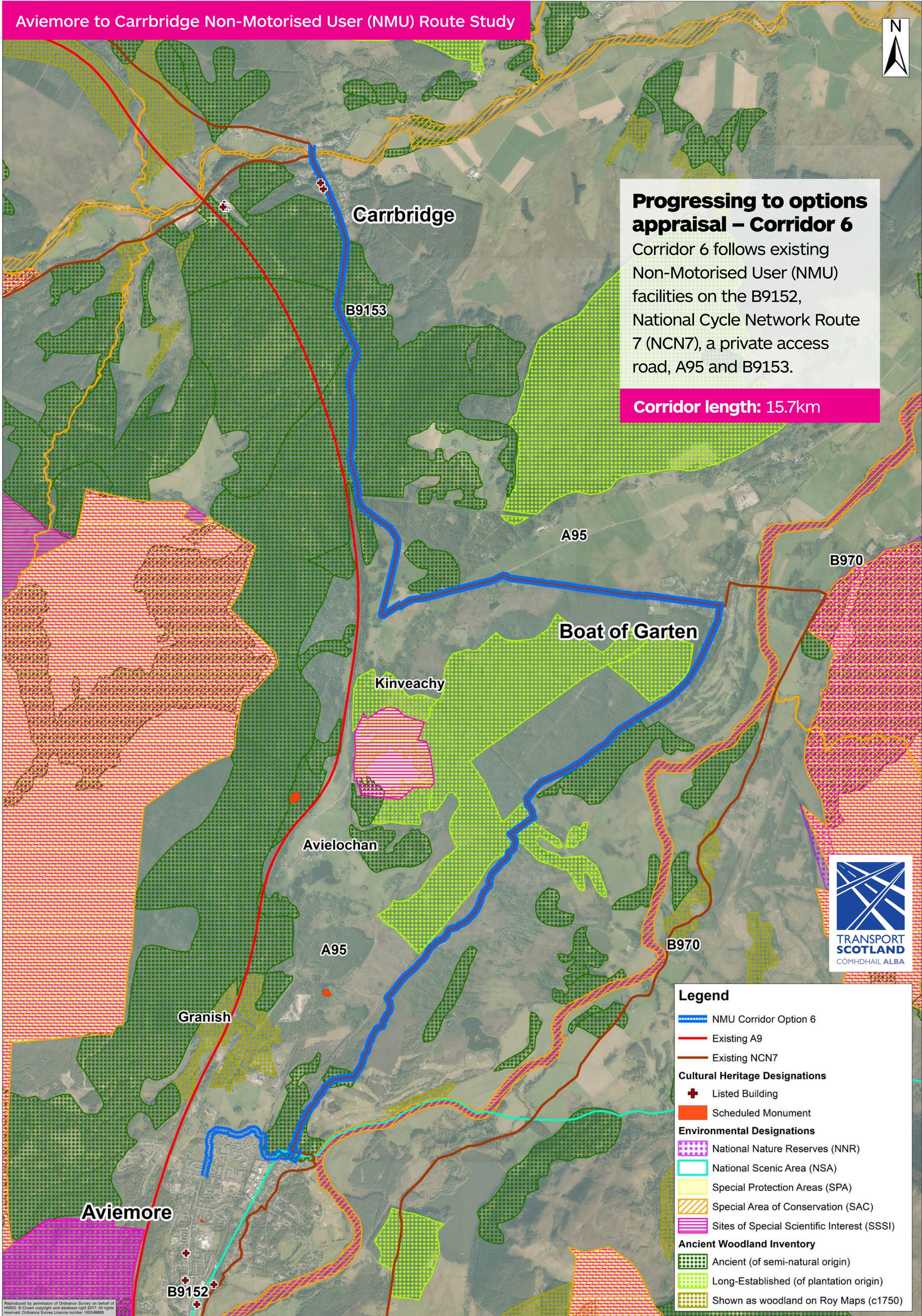


Legend

-  NMU Corridor Option 3
-  Existing A9
-  Existing NCN7
- Cultural Heritage Designations**
-  Listed Building
-  Scheduled Monument
- Environmental Designations**
-  National Nature Reserves (NNR)
-  National Scenic Area (NSA)
-  Special Protection Areas (SPA)
-  Special Area of Conservation (SAC)
-  Sites of Special Scientific Interest (SSSI)
- Ancient Woodland Inventory**
-  Ancient (of semi-natural origin)
-  Long-Established (of plantation origin)
-  Shown as woodland on Roy Maps (c1750)



Progressing to options appraisal – Corridor 6
 Corridor 6 follows existing Non-Motorised User (NMU) facilities on the B9152, National Cycle Network Route 7 (NCN7), a private access road, A95 and B9153.
Corridor length: 15.7km



- Legend**
- - - - - NMU Corridor Option 6
 - Existing A9
 - Existing NCN7
 - Cultural Heritage Designations**
 - + Listed Building
 - Scheduled Monument
 - Environmental Designations**
 - National Nature Reserves (NNR)
 - National Scenic Area (NSA)
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What happens next?

Following today's public exhibition, your comments and feedback will be considered and will inform the next stage of the process – [the Non-Motorised User \(NMU\) Route Options Appraisal](#).

The options appraisal will assess the remaining [two corridors \(3 and 6\)](#) in more detail and will be informed by additional consultation with key stakeholders.

The outcome of the options appraisal will be the identification of the preferred route option. This will determine the preferred route within the corridor, the associated engineering and environmental impacts, the cost and land requirements.



Existing NMU route in the study area



View of existing public right of way HB47



Comments and feedback

Thank you for attending this public exhibition.

Transport Scotland welcomes your comments and feedback. Please take time to consider the information presented and provide any comments you may have as soon as possible and by:

25 October 2019

Your vital feedback will be considered during the options appraisal. Comments can be made on the feedback forms provided here today, and placed in the feedback box at the exhibition, or sent by email or post.

Feedback forms are also available to download from the Transport Scotland website: transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study

Should you have any specific accessibility requirements, the summary overview leaflet, feedback form and information panels can be made available in alternative formats on request by contacting the project team.

transport.gov.scot

Please email your comments to:
ACNMU@wsp.com

or alternatively please post to:
**AMJV Stakeholder Team,
Atkins Mouchel Joint Venture (AMJV),
WSP, 7th floor,
110 Queen Street,
Glasgow G1 3BX**



Transport Scotland will consider your comments and feedback as part of the options appraisal, and all submissions will be shared with our consultants. We may also use your submission to inform future reports or public documents related to this scheme.

If you choose to provide contact details with your submission, Transport Scotland will be able to send you updates about the scheme, for example invitations to future public engagement events. If you wish us to do so, please provide your consent when you contact us using the details above. You can withdraw your consent at any time by contacting the project team.

The provision of contact details is optional and your comments will still be considered if provided anonymously, however Transport Scotland will be unable to respond to you if you choose not to provide these details.