

Appendix G – Individual Appraisal Summary Tables

Aviemore to Carrbridge NMU - Individual Route Appraisal Summary Table O1

Assessment Criteria	Explanation of Criteria	Assessment - Qualitative
Safety	Actual and perceived accident risk for all users should be minimised.	Option O1 includes the widening of a short section of Core Path LBS116 (Speyside Way) which is remote from the B9152 and is therefore unlikely to present any safety concerns. There is an existing uncontrolled crossing at Dougal Drive which may have increased usage as a result of this scheme; however, this could be mitigated with appropriate signage and markings in line with current design standards.
Coherence	There should be strong cohesion with other NMU routes and onward connections.	Option O1 provides good connectivity with existing core paths including an onward connection to NCN7. Option O1 is also adjacent to the B9152 which is a key route linking onward connections into Aviemore.
Directness	The option should involve minimal geographical detour and enforced stoppages.	Option O1 is 600m (approx.) in length and runs parallel to the B9152 which closely aligns with the desire line of the overall route.
Attractiveness	User enjoyment should be maximised, perceived and actual personal security risk should be minimised.	Option O1 is situated within the settlement of Aviemore, is remote from the B9152, runs through a lightly wooded area and is adjacent to residential properties. It is considered that the personal security risk is likely to be perceived to be low.
Accessibility and Socio-economic Inclusion	There should be significant improvement to community accessibility for local trips. Local businesses should benefit from the route option.	Option O1 is considered vital link as it is common to all options and as such maintains NMU links into and out of Aviemore.
Implementability (including land use and private assets)	Technical and physical constraints and stakeholder objections should be overcome within delivery timeframe.	No foreseeable implementability issues associated with Option O1. No impact on private property frontages.
Design compliance	The level of compliance with current design standards and guidance. Matters to be considered include geometry, cross sectional width and surfacing.	No issues.
Utilities	Level of potential conflict with overhead and underground Public Utilities within the extent of the project.	There are a number of existing utilities along Option O1; however, it is not anticipated there will be significant protection/diversion work due to the nature of the proposals. The existing utility apparatus includes underground High/Low voltage cables and Scottish Water Main.
Ecology and Nature conservation (biodiversity)	Considers statutory designated sites, non-statutory designated sites, ancient woodland (as listed on the Ancient Woodland Inventory), protected and priority species records (obtained through a data request to the North East Scotland Biological Records Centre and National Biodiversity Network Gateway), capercaillie records (obtained through the RSPB), wildcat records (obtained through Scottish Wildcat Action).	Option O1 is located within an urban area adjacent to the B9152. It will have no effects (direct or indirect) on any designated sites or areas of ancient woodland. Due to its location it is highly unlikely to affect any protected or priority species.
Landscape	Considers anticipated changes to the landscape/landscape related designations (CNP, NSA, Gardens and Designed Landscapes, Special Landscape Areas etc.), ancient woodland (as listed on the Ancient Woodland Inventory), Landscape Character Areas (from Cairngorms National Park Landscape Assessment) and Special Landscape Qualities of the CNP.	There will be little perceptible change to the localised landscape character.
Visual	Considers anticipated changes to visual receptors (residential, recreational and commercial).	There will be little or no perceptible change to views.
Cultural Heritage	Considers impacts on Scheduled Monuments, Listed Buildings, Conservation Areas and Gardens and Designed Landscapes	There are no designated cultural heritage assets.
Water Environment	Considers impacts on watercourses and waterbodies. Existing drainage, river and surface water flood mapping from SEPA indicative flood maps (http://map.sepa.org.uk/floodmap/map.htm)	There are no notable watercourse crossings.
Outline Cost	The estimated outline cost of the route	£175,850

Aviemore to Carrbridge NMU - Individual Route Appraisal Summary Table B1

Assessment Criteria	Explanation of Criteria	Assessment - Qualitative
Safety	Actual and perceived accident risk for all users should be minimised.	Option B1 is an off-carriageway route parallel to the B9152 which utilises an existing NMU route for 600m (approx.). It continues a further 500m (approx.) to the north side of the roundabout included in the proposed A9 Dualling scheme. There may be a need to provide a crossing of the A95 at this location depending on the preferred sub-option to the north. The exact location of the crossing will be confirmed at detailed design; however, the indicative location has been selected due to the likely reduced vehicle speeds at the roundabout. It is unlikely that Option B1 will present any safety risks.
Coherence	There should be strong cohesion with other NMU routes and onward connections.	Option B1 offers linkages to existing NMU routes such as the Aviemore Orbital, Speyside Way, NCN7 other local NMU routes within this section.
Directness	The option should involve minimal geographical detour and enforced stoppages.	Option B1 is 1.1km (approx.) in length and runs parallel to the B9152 which closely aligns with the desire line of the overall route.
Attractiveness	User enjoyment should be maximised, perceived and actual personal security risk should be minimised.	Option B1 will appeal to commuters due to it being a direct route close to the B9152, but with a comfortable offset and its rural setting.
Accessibility and Socio-economic Inclusion	There should be significant improvement to community accessibility for local trips. Local businesses should benefit from the route option.	Option B1 provides link to go-karting business and potential link to nearby campsite.
Implementability (including land use and private assets)	Technical and physical constraints and stakeholder objections should be overcome within delivery timeframe.	No foreseeable implementability issues associated with Option B1.
Design compliance	The level of compliance with current design standards and guidance. Matters to be considered include geometry, cross sectional width and surfacing.	Option B1 is generally compliant with current design standards; however, there are non-compliant gradients along approximately 80m within this section. There are also short sections with non-compliant horizontal radii.
Utilities	Level of potential conflict with overhead and underground Public Utilities within the extent of the project.	Option B1 presents a potential conflict with an underground BT cable along approximately 100m of this route. This may lead to diversion/protection works.
Ecology and Nature conservation (biodiversity)	Considers statutory designated sites, non-statutory designated sites, ancient woodland (as listed on the Ancient Woodland Inventory), protected and priority species records (obtained through a data request to the North East Scotland Biological Records Centre and National Biodiversity Network Gateway), capercaillie records (obtained through the RSPB), wildcat records (obtained through Scottish Wildcat Action).	Option B1 runs alongside the B9152. Although there will be no direct land take of any designated sites, SPAs designated for the protection of capercaillie do occur within the study area and as such areas of functional land that contribute to the maintenance of these populations may be present along the route. It will result in the loss of an area (Approx 3390 sq. m) of ancient woodland (Category 3 - shown as woodland on Roy Maps (Figure B.2)). This Route Option will cross 3 watercourses. Badger have been recorded within the Study area to the east of this section. Capercaillie are present within the Study area to the west of the A9.
Landscape	Considers anticipated changes to the landscape/landscape related designations (CNP, NSA, Gardens and Designed Landscapes, Special Landscape Areas etc.), ancient woodland (as listed on the Ancient Woodland Inventory), Landscape Character Areas (from Cairngorms National Park Landscape Assessment) and Special Landscape Qualities of the CNP.	Option B1 would not compromise the Landscape Character elements or the Special Landscape Qualities of the CNP and would integrate with existing landscape character.
Visual	Considers anticipated changes to visual receptors (residential, recreational and commercial).	There would be little or no change in views for these receptors.
Cultural Heritage	Considers impacts on Scheduled Monuments, Listed Buildings, Conservation Areas and Gardens and Designed Landscapes	There are no designated cultural heritage assets.
Water Environment	Considers impacts on watercourses and waterbodies. Existing drainage, river and surface water flood mapping from SEPA indicative flood maps (http://map.sepa.org.uk/floodmap/map.htm)	There are 3 minor watercourse crossings. The SEPA flood mapping identifies isolated pockets of surface water flooding although, it is anticipated this could be mitigated through the scheme design. There is a risk of fluvial flooding to the B9152 from the Allt na Criche watercourse. It is anticipated this could be mitigated through the scheme design.
Outline Cost	The estimated outline cost of the route	£316,850

Aviemore to Carrbridge NMU - Individual Route Appraisal Summary Table B2

Assessment Criteria	Explanation of Criteria	Assessment - Qualitative
Safety	Actual and perceived accident risk for all users should be minimised.	Option B2 is offset from the A95 with safety margin in line with current design standards. Option B2 will require the introduction of an uncontrolled crossing on the A95; however, this shouldn't present significant safety concerns if the location is carefully selected and appropriate signage and markings are provided.
Coherence	There should be strong cohesion with other NMU routes and onward connections.	Option B2 provides a link to existing local NMU route and to other existing Core Paths via a connection to adjoining proposed sections.
Directness	The option should involve minimal geographical detour and enforced stoppages.	Option B2 is 1.2km (approx.) in length and runs parallel to the A95. The alignment of Option B2 closely follows the desire line for the overall route.
Attractiveness	User enjoyment should be maximised, perceived and actual personal security risk should be minimised.	Option B2 runs through woodland at the toe of the adjacent road embankment. It is likely to be considered as an attractive setting for a path; however, the remoteness of the route may cause some perceived personal security concerns.
Accessibility and Socio-economic Inclusion	There should be significant improvement to community accessibility for local trips. Local businesses should benefit from the route option.	Option B2 could potentially help to improve connectivity to Aviemore from Avielochan and nearby farms.
Implementability (including land use and private assets)	Technical and physical constraints and stakeholder objections should be overcome within delivery timeframe.	No significant implementability issues.
Design compliance	The level of compliance with current design standards and guidance. Matters to be considered include geometry, cross sectional width and surfacing.	No design non-compliance issues associated with Option B2.
Utilities	Level of potential conflict with overhead and underground Public Utilities within the extent of the project.	Option B2 potentially conflicts with BT and Scottish Power apparatus in the eastern verge of the A95 which may require minor diversion/protection over a length of 250m (approx.).
Ecology and Nature conservation (biodiversity)	Considers statutory designated sites, non-statutory designated sites, ancient woodland (as listed on the Ancient Woodland Inventory), protected and priority species records (obtained through a data request to the North East Scotland Biological Records Centre and National Biodiversity Network Gateway), capercaillie records (obtained through the RSPB), wildcat records (obtained through Scottish Wildcat Action).	Option B2 runs along the eastern side of the B9152 / A95. Although there will be no direct land take of any designated sites, SPAs designated for the protection of capercaillie do occur within the study area and as such areas of functional land that contribute to the maintenance of these populations may be present along the route. It will result in the loss of an area (Approx 1268 sq. m) of ancient woodland (Category 3 - shown as woodland on Roy Maps (Figure B.2)). This Route Option will cross one watercourse. Red squirrel have been recorded in the vicinity of this section however this was on the opposite side of the A95. One record of Northern damselfly was noted adjacent to the route on the eastern side at Granish. Capercaillie are present within the Study area to the west of the A9.
Landscape	Considers anticipated changes to the landscape/landscape related designations (CNP, NSA, Gardens and Designed Landscapes, Special Landscape Areas etc.), ancient woodland (as listed on the Ancient Woodland Inventory), Landscape Character Areas (from Cairngorms National Park Landscape Assessment) and Special Landscape Qualities of the CNP.	Option B2 would slightly diminish the localised landscape character.
Visual	Considers anticipated changes to visual receptors (residential, recreational and commercial).	The main visual change would be related to the reduction in trees adjacent to the southbound lane which would result in some of the quarry buildings being more visible for a short part of the route.
Cultural Heritage	Considers impacts on Scheduled Monuments, Listed Buildings, Conservation Areas and Gardens and Designed Landscapes	There are no designated cultural heritage assets.
Water Environment	Considers impacts on watercourses and waterbodies. Existing drainage, river and surface water flood mapping from SEPA indicative flood maps (http://map.sepa.org.uk/floodmap/map.htm)	There is 1 minor watercourse crossing. The SEPA flood mapping identifies several isolated pockets of surface water flooding although, it is anticipated this could be mitigated through the scheme design.
Outline Cost	The estimated outline cost of the route	£618,800

Aviemore to Carrbridge NMU - Individual Route Appraisal Summary Table B3

Assessment Criteria	Explanation of Criteria	Assessment - Qualitative
Safety	Actual and perceived accident risk for all users should be minimised.	Option B3 is adjacent to the A95 with a separation of 1m from live traffic within the footprint of the proposed A9 Dualling Scheme Granish junction and 1.5m for the remainder. Option B3 would require an uncontrolled crossing of the A95 and the link road within the proposed Granish Junction. Exact location of crossing to be carefully selected with appropriate signage and markings to mitigate any safety concerns.
Coherence	There should be strong cohesion with other NMU routes and onward connections.	Option B3 utilises a crossing of the proposed A9 Dualling Scheme NMU route associated with the Granish junction. This would provide good linkages with existing NMU routes to the west of the A9. Option B3 also provides a link to existing NMU links to the north and south of this section.
Directness	The option should involve minimal geographical detour and enforced stoppages.	Option B3 is approx. 1500m in length and runs parallel to the A95. The alignment of Option B3 closely follows the desire line for the overall route.
Attractiveness	User enjoyment should be maximised, perceived and actual personal security risk should be minimised.	Option B3 is positioned within a rural setting and integrates well with proposed A9 Dalraddy to Slochd Granish Junction.
Accessibility and Socio-economic Inclusion	There should be significant improvement to community accessibility for local trips. Local businesses should benefit from the route option.	Option B3 improves NMU links to residences on the west of the A95 such as Avielochan Farm.
Implementability (including land use and private assets)	Technical and physical constraints and stakeholder objections should be overcome within delivery timeframe.	No significant implementability issues associated with Option B3.
Design compliance	The level of compliance with current design standards and guidance. Matters to be considered include geometry, cross sectional width and surfacing.	No design non-compliance issues associated with Option B3.
Utilities	Level of potential conflict with overhead and underground Public Utilities within the extent of the project.	It is unlikely that Option B3 affects any existing utility apparatus.
Ecology and Nature conservation (biodiversity)	Considers statutory designated sites, non-statutory designated sites, ancient woodland (as listed on the Ancient Woodland Inventory), protected and priority species records (obtained through a data request to the North East Scotland Biological Records Centre and National Biodiversity Network Gateway), capercaillie records (obtained through the RSPB), wildcat records (obtained through Scottish Wildcat Action).	Option B3 runs along the western side of the A95. Although there will be no direct land take of any designated sites, SPAs designated for the protection of capercaillie do occur within the study area and as such areas of functional land that contribute to the maintenance of these populations may be present along the route. It will result in the loss of an area (Approx 5338 sq. m) of ancient woodland (Category 1a and 2a - Ancient (of semi-natural origin) (Figure B.2). Badger have been recorded along the A95 adjacent to this section. Capercaillie are present within the Study area to the west of the A9.
Landscape	Considers anticipated changes to the landscape/landscape related designations (CNP, NSA, Gardens and Designed Landscapes, Special Landscape Areas etc.), ancient woodland (as listed on the Ancient Woodland Inventory), Landscape Character Areas (from Cairngorms National Park Landscape Assessment) and Special Landscape Qualities of the CNP.	Option B3 would slightly diminish the landscape character.
Visual	Considers anticipated changes to visual receptors (residential, recreational and commercial).	The main change for visual receptors would be the reduction of trees adjacent to the northbound carriageway.
Cultural Heritage	Considers impacts on Scheduled Monuments, Listed Buildings, Conservation Areas and Gardens and Designed Landscapes	There are no designated cultural heritage assets.
Water Environment	Considers impacts on watercourses and waterbodies. Existing drainage, river and surface water flood mapping from SEPA indicative flood maps (http://map.sepa.org.uk/floodmap/map.htm)	There is 1 minor watercourse crossing. The SEPA flood mapping identifies several isolated pockets of surface water flooding although, it is anticipated this could be mitigated through the scheme design.
Outline Cost	The estimated outline cost of the route	£517,650

Aviemore to Carrbridge NMU - Individual Route Appraisal Summary Table B4

Assessment Criteria	Explanation of Criteria	Assessment - Qualitative
Safety	Actual and perceived accident risk for all users should be minimised.	Option B4 will be set back from live traffic in accordance with current design standards; however, there is a water hazard (pond) close to the route. Not considered a significant safety concern if appropriate mitigation is provided.
Coherence	There should be strong cohesion with other NMU routes and onward connections.	Option B4 links directly with proposed NMU route as part of A9 Dalraddy to Slochd scheme. Potential to provide link to nearby farm and holiday cottages.
Directness	The option should involve minimal geographical detour and enforced stoppages.	Option B4 is 1.1km (approx.) in length and is predominately parallel to A95; however, there is a short divergence away from the desire line for the overall route to take the route around an existing pond.
Attractiveness	User enjoyment should be maximised, perceived and actual personal security risk should be minimised.	Option B4 will be considered an attractive route for commuters due to its directness and will be visually attractive due to its rural setting and features such as negotiating an existing pond.
Accessibility and Socio-economic Inclusion	There should be significant improvement to community accessibility for local trips. Local businesses should benefit from the route option.	Option B4 will provide potential NMU links to Avielochan Farm and connectivity to residents north of this route.
Implementability (including land use and private assets)	Technical and physical constraints and stakeholder objections should be overcome within delivery timeframe.	No significant implementability issues anticipated; however, there appears to be the need for a fairly extensive cutting at entrance to Avielochan Farm which will require careful design. Preliminary design optimised to minimise the impact at this location.
Design compliance	The level of compliance with current design standards and guidance. Matters to be considered include geometry, cross sectional width and surfacing.	No design non-compliance issues associated with Option B4.
Utilities	Level of potential conflict with overhead and underground Public Utilities within the extent of the project.	Option B4 potentially conflicts with 2no. Scottish Water trunk mains, which may require protection/diversion works over a length of 130m (approx.).
Ecology and Nature conservation (biodiversity)	Considers statutory designated sites, non-statutory designated sites, ancient woodland (as listed on the Ancient Woodland Inventory), protected and priority species records (obtained through a data request to the North East Scotland Biological Records Centre and National Biodiversity Network Gateway), capercaillie records (obtained through the RSPB), wildcat records (obtained through Scottish Wildcat Action).	Option B4 runs adjacent to the western side of the A95. Although there will be no direct land take of any designated sites, SPAs designated for the protection of capercaillie do occur within the study area and as such areas of functional land that contribute to the maintenance of these populations may be present along the route. The route is predominantly within open farmland, however it will result in the loss of a small area (Approx 658 sq. m) of ancient woodland (Category 3 - shown as woodland on Roy Maps (Figure B.2) at its southern end. The route is situated adjacent to a lochan on the western side of the A95 at Avie Lochan. Badger have been recorded along the A95 adjacent to this section. Capercaillie are present within the Study area to the west of the A9.
Landscape	Considers anticipated changes to the landscape/landscape related designations (CNP, NSA, Gardens and Designed Landscapes, Special Landscape Areas etc.), ancient woodland (as listed on the Ancient Woodland Inventory), Landscape Character Areas (from Cairngorms National Park Landscape Assessment) and Special Landscape Qualities of the CNP.	Although there are some changes to the roadside vegetation, it is anticipated that Option B4 would integrate with the existing landscape character.
Visual	Considers anticipated changes to visual receptors (residential, recreational and commercial).	There would be some localised change where the section would be a new element in the view. There would also be a direct impact on the access tracks and farmland of Avielochan Farm and the reduction/removal of the embankment/mound between the farm and the A95 would result in more visibility of traffic on the A95 than exists currently.
Cultural Heritage	Considers impacts on Scheduled Monuments, Listed Buildings, Conservation Areas and Gardens and Designed Landscapes	There are no designated cultural heritage assets.
Water Environment	Considers impacts on watercourses and waterbodies. Existing drainage, river and surface water flood mapping from SEPA indicative flood maps (http://map.sepa.org.uk/floodmap/map.htm)	There are 2 minor watercourse crossings. The SEPA flood mapping identifies isolated pockets of surface water flooding although, it is anticipated this could be mitigated through the scheme design. There is a risk of fluvial flooding to the A95 from the Alvie Lochan watercourse. It is anticipated this could be mitigated through the scheme design.
Outline Cost	The estimated outline cost of the route	£584,750

Aviemore to Carrbridge NMU - Individual Route Appraisal Summary Table B5

Assessment Criteria	Explanation of Criteria	Assessment - Qualitative
Safety	Actual and perceived accident risk for all users should be minimised.	Option B5 is remote from live traffic; however, there is a nearby water hazard adjacent to the route. The water hazard is a SuDs pond as part of the A9 Dualling Scheme. Safety risk is considered minimal. Perceived as safe in regard to distance from carriageway; however, steep gradients would pose a potential hazardous for users.
Coherence	There should be strong cohesion with other NMU routes and onward connections.	Option B5 utilises a proposed SUDs access track which also acts as an NMU route as part of the A9 Dualling Scheme. No links to existing NMU links locally; however, it is recognised that it would form part of the overall route which does have links to existing NMU links in the study area.
Directness	The option should involve minimal geographical detour and enforced stoppages.	Option B5 presents a detour from the preferred desired line and also introduces stoppages for cyclists due to change in direction from preceding section B4. Length of route is 600m (approx.).
Attractiveness	User enjoyment should be maximised, perceived and actual personal security risk should be minimised.	Option B5 unlikely to be attractive for commuters due to slight detour and sections with steep gradients.
Accessibility and Socio-economic Inclusion	There should be significant improvement to community accessibility for local trips. Local businesses should benefit from the route option.	Option B5 makes use of existing underpass to the Highland Mainline railway line to maintain linkages between both sides of the railway line.
Implementability (including land use and private assets)	Technical and physical constraints and stakeholder objections should be overcome within delivery timeframe.	Land take for Option B5 lies within the draft Compulsory Purchase Order boundary for the A9 Dualling Scheme therefore potentially easing landownership acquisition concerns.
Design compliance	The level of compliance with current design standards and guidance. Matters to be considered include geometry, cross sectional width and surfacing.	Option B5 contains non-compliant geometry mainly due to the existing undulating topography, i.e. resulting in steep gradients up to 9% or thereby.
Utilities	Level of potential conflict with overhead and underground Public Utilities within the extent of the project.	Option B5 crosses an underground trunk water main and low voltage power cable. Potential diversion/protection requirements.
Ecology and Nature conservation (biodiversity)	Considers statutory designated sites, non-statutory designated sites, ancient woodland (as listed on the Ancient Woodland Inventory), protected and priority species records (obtained through a data request to the North East Scotland Biological Records Centre and National Biodiversity Network Gateway), capercaillie records (obtained through the RSPB), wildcat records (obtained through Scottish Wildcat Action).	Option B5 runs through an area of open farmland. It will have no effects (direct or indirect) on any areas of ancient woodland. Loch Vaa SPA is present on the opposite side of the A95 from this option, this is designated due to the presence of Slavonian grebe. Although there will be no direct land take from this site there is potential for other effects such as disturbance. A pond is located adjacent to the proposed route on the western side. Northern damselfly and GCN have been recorded at a waterbody on the opposite (eastern) side of the A95 adjacent to Loch Vaa. Capercaillie are present within the study area to the west of the A9 and within woodland to the east of the A95.
Landscape	Considers anticipated changes to the landscape/landscape related designations (CNP, NSA, Gardens and Designed Landscapes, Special Landscape Areas etc.), ancient woodland (as listed on the Ancient Woodland Inventory), Landscape Character Areas (from Cairngorms National Park Landscape Assessment) and Special Landscape Qualities of the CNP.	Option B5 would result in little perceptible change.
Visual	Considers anticipated changes to visual receptors (residential, recreational and commercial).	Little perceptible change for visual receptors.
Cultural Heritage	Considers impacts on Scheduled Monuments, Listed Buildings, Conservation Areas and Gardens and Designed Landscapes	There are no designated cultural heritage assets.
Water Environment	Considers impacts on watercourses and waterbodies. Existing drainage, river and surface water flood mapping from SEPA indicative flood maps (http://map.sepa.org.uk/floodmap/map.htm)	There are no notable watercourse crossings. The SEPA flood mapping identifies several isolated pockets of surface water flooding although, it is anticipated this could be mitigated through the scheme design.
Outline Cost	The estimated outline cost of the route	£72,900

Aviemore to Carrbridge NMU - Individual Route Appraisal Summary Table B6

Assessment Criteria	Assessment - Qualitative	ASSESSMENT - QUALITATIVE
Safety	Actual and perceived accident risk for all users should be minimised.	Option B6 is set back from live traffic on the A95 in accordance with current design standards. It is therefore not anticipated that there will be any safety concerns.
Coherence	There should be strong cohesion with other NMU routes and onward connections.	No links to existing NMU links locally; however, it is recognised that it would form part of the overall route which does have links to existing NMU links in the study area.
Directness	The option should involve minimal geographical detour and enforced stoppages.	Option B6 is 500m (approx.) in length and closely follows the desire line of the overall route.
Attractiveness	User enjoyment should be maximised, perceived and actual personal security risk should be minimised.	Option B6 is comfortably set back from A95, passes a SUDs pond and is parallel to the top of the railway cutting and railway bridge which acts as an attractive bypassing feature.
Accessibility and Socio-economic Inclusion	There should be significant improvement to community accessibility for local trips. Local businesses should benefit from the route option.	Effective use of existing underpass to the mainline railway line at the end of the route.
Implementability (including land use and private assets)	Technical and physical constraints and stakeholder objections should be overcome within delivery timeframe.	Potential alignment and land take constraints to avoid cutting into the railway embankment. However, anticipate that this can be designed out at detailed design.
Design compliance	The level of compliance with current design standards and guidance. Matters to be considered include geometry, cross sectional width and surfacing.	No design non-compliance issues associated with Option B6.
Utilities	Level of potential conflict with overhead and underground Public Utilities within the extent of the project.	Option B6 potentially conflicts with an underground low power cable which may require protection/diversion works as the cable runs perpendicular to the route.
Ecology and Nature conservation (biodiversity)	Considers statutory designated sites, non-statutory designated sites, ancient woodland (as listed on the Ancient Woodland Inventory), protected and priority species records (obtained through a data request to the North East Scotland Biological Records Centre and National Biodiversity Network Gateway), capercaillie records (obtained through the RSPB), wildcat records (obtained through Scottish Wildcat Action).	Option B6 runs through an area of open farmland adjacent to the A95 and Highland Main Line. It will have no effects (direct or indirect) on any areas of ancient woodland. Loch Vaa SPA is present on the opposite side of the A95 from this option, this is designated due to the presence of Slavonian grebe. Although there will be no direct land take from this site there is potential for other effects such as disturbance. Northern damselfly and GCN have been recorded at a waterbody on the opposite (eastern) side of the A95 adjacent to Loch Vaa. Capercaillie are present within the study area to the west of the A9 and within woodland to the east of the A95 near Loch Vaa.
Landscape	Considers anticipated changes to the landscape/landscape related designations (CNP, NSA, Gardens and Designed Landscapes, Special Landscape Areas etc.), ancient woodland (as listed on the Ancient Woodland Inventory), Landscape Character Areas (from Cairngorms National Park Landscape Assessment) and Special Landscape Qualities of the CNP.	Option B6 would result in little perceptible change.
Visual	Considers anticipated changes to visual receptors (residential, recreational and commercial).	Little perceptible change for visual receptors.
Cultural Heritage	Considers impacts on Scheduled Monuments, Listed Buildings, Conservation Areas and Gardens and Designed Landscapes	There are no designated cultural heritage assets.
Water Environment	Considers impacts on watercourses and waterbodies. Existing drainage, river and surface water flood mapping from SEPA indicative flood maps (http://map.sepa.org.uk/floodmap/map.htm)	There are no notable watercourse crossings. The SEPA flood mapping identifies several isolated pockets of surface water flooding although, it is anticipated this could be mitigated through the scheme design.
Outline Cost	The estimated outline cost of the route	£142,100

Aviemore to Carrbridge NMU - Individual Route Appraisal Summary Table B7

Assessment Criteria	Explanation of Criteria	Assessment - Qualitative
Safety	Actual and perceived accident risk for all users should be minimised.	Option B7 unlikely to have any safety concerns due to the offset from the A95.
Coherence	There should be strong cohesion with other NMU routes and onward connections.	Connects to an existing NMU route within the section and also offers connectivity to other existing NMU routes as part of the overall Aviemore to Carrbridge NMU route.
Directness	The option should involve minimal geographical detour and enforced stoppages.	Option B7 is 1.1km (approx.) in length and includes a slight detour from the desire line for the overall route. Some enforced stoppages for cyclists to negotiate tight radii.
Attractiveness	User enjoyment should be maximised, perceived and actual personal security risk should be minimised.	Option B7 will be in close proximity to the A9 which could be noisy as well as being slightly secluded between A9 and railway embankments which could result in personal security concerns.
Accessibility and Socio-economic Inclusion	There should be significant improvement to community accessibility for local trips. Local businesses should benefit from the route option.	No local businesses along this route to specifically benefit from the inclusion of this option.
Implementability (including land use and private assets)	Technical and physical constraints and stakeholder objections should be overcome within delivery timeframe.	Potential geotechnical and drainage implications due to constraints on the land made available.
Design compliance	The level of compliance with current design standards and guidance. Matters to be considered include geometry, cross sectional width and surfacing.	Steep gradients along approx 40m of this route, i.e. 16 to 23%. There is ~10m of non-compliance in horizontal due to sharp changes in direction. These lengths are both <1% of the total route length.
Utilities	Level of potential conflict with overhead and underground Public Utilities within the extent of the project.	There is an overhead high voltage power cable which should not require any diversion works. An existing Scottish Water trunk main may require diversion works.
Ecology and Nature conservation (biodiversity)	Considers statutory designated sites, non-statutory designated sites, ancient woodland (as listed on the Ancient Woodland Inventory), protected and priority species records (obtained through a data request to the North East Scotland Biological Records Centre and National Biodiversity Network Gateway), capercaillie records (obtained through the RSPB), wildcat records (obtained through Scottish Wildcat Action).	Option B7 runs through a narrow strip of farmland between the A9 and Highland Main Line for most of its length. It will have no effects (direct or indirect) on any areas of ancient woodland. Loch Vaa SPA is present on the opposite side of the A95 from this option, this is designated due to the presence of Slavonian grebe. Although there will be no direct land take from this site there is potential for other effects such as disturbance. Northern damselfly and GCN have been recorded at a waterbody on the opposite (eastern) side of the A95 adjacent to Loch Vaa. Capercaillie are present within the study area to the west of the A9 and within woodland to the east of the A95.
Landscape	Considers anticipated changes to the landscape/landscape related designations (CNP, NSA, Gardens and Designed Landscapes, Special Landscape Areas etc.), ancient woodland (as listed on the Ancient Woodland Inventory), Landscape Character Areas (from Cairngorms National Park Landscape Assessment) and Special Landscape Qualities of the CNP.	Option B7 would result in little perceptible change.
Visual	Considers anticipated changes to visual receptors (residential, recreational and commercial).	Little perceptible change for visual receptors.
Cultural Heritage	Considers impacts on Scheduled Monuments, Listed Buildings, Conservation Areas and Gardens and Designed Landscapes	There are no designated cultural heritage assets.
Water Environment	Considers impacts on watercourses and waterbodies. Existing drainage, river and surface water flood mapping from SEPA indicative flood maps (http://map.sepa.org.uk/floodmap/map.htm)	There is 1 watercourse crossing. The SEPA flood mapping identifies isolated pockets of surface water flooding although, it is anticipated this could be mitigated through the scheme design. There is the risk of fluvial flooding to the A95 from the Allt Cnapach watercourse. It is anticipated this could be mitigated through the scheme design.
Outline Cost	The estimated outline cost of the route	£616,650

Aviemore to Carrbridge NMU - Individual Route Appraisal Summary Table B8

Assessment Criteria	Explanation of Criteria	Assessment - Qualitative
Safety	Actual and perceived accident risk for all users should be minimised.	Option B8 is in close proximity to the A95 carriageway; however, the design will include a safety margin in line with current design standards.
Coherence	There should be strong cohesion with other NMU routes and onward connections.	Option B8 will potentially provide links with properties along this section of the route.
Directness	The option should involve minimal geographical detour and enforced stoppages.	Option B8 closely follows the desire line of the overall route with minimal detours as it follows the adjacent A95.
Attractiveness	User enjoyment should be maximised, perceived and actual personal security risk should be minimised.	Option B8 is likely to be attractive for commuters and personal security shouldn't be a concern due to its relative close proximity to the A95.
Accessibility and Socio-economic Inclusion	There should be significant improvement to community accessibility for local trips. Local businesses should benefit from the route option.	Option B8 will provide a direct link to a number of properties immediately adjacent to the A95.
Implementability (including land use and private assets)	Technical and physical constraints and stakeholder objections should be overcome within delivery timeframe.	Potentially reduced land available near property boundary's on the west of the A95 at approximately Chainage 700.
Design compliance	The level of compliance with current design standards and guidance. Matters to be considered include geometry, cross sectional width and surfacing.	No significant design non-compliance issues.
Utilities	Level of potential conflict with overhead and underground Public Utilities within the extent of the project.	Option B8 may potentially conflict with an underground BT cable & Scottish Water Trunk Main over approximately 200m in length and an overhead Scottish Power utility provider. These services may require protection/diversions works which will be developed in further detail at the next design stage.
Ecology and Nature conservation (biodiversity)	Considers statutory designated sites, non-statutory designated sites, ancient woodland (as listed on the Ancient Woodland Inventory), protected and priority species records (obtained through a data request to the North East Scotland Biological Records Centre and National Biodiversity Network Gateway), capercaillie records (obtained through the RSPB), wildcat records (obtained through Scottish Wildcat Action).	Option B8 runs along the western side of the A95. Loch Vaa SPA is present on the opposite side of the A95 from this option, this is designated due to the presence of Slavonian grebe. Although there will be no direct land take of any designated sites, there is potential for other effects such as disturbance. SPAs designated for the protection of capercaillie also occur within the study area and as such areas of functional land that contribute to the maintenance of these populations may be present along the route. It will result in the loss of an area (Approx 4182 sq. m) of ancient woodland (Category 2b - Long-established (of plantation origin) (Figure B.2). Northern damselfly and GCN have been recorded at a waterbody on the opposite (eastern) side of the A95 adjacent to Loch Vaa. Capercaillie are present within the study area to the west of the A9 and within woodland to the east of the A95.
Landscape	Considers anticipated changes to the landscape/landscape related designations (CNP, NSA, Gardens and Designed Landscapes, Special Landscape Areas etc.), ancient woodland (as listed on the Ancient Woodland Inventory), Landscape Character Areas (from Cairngorms National Park Landscape Assessment) and Special Landscape Qualities of the CNP.	Reduction in trees and vegetation would diminish the localised landscape character and the contrasting textures would be slightly diminished in localised areas.
Visual	Considers anticipated changes to visual receptors (residential, recreational and commercial).	There would be localised visual change for a cluster of residential receptors at Kinveachy.
Cultural Heritage	Considers impacts on Scheduled Monuments, Listed Buildings, Conservation Areas and Gardens and Designed Landscapes	There are no designated cultural heritage assets.
Water Environment	Considers impacts on watercourses and waterbodies. Existing drainage, river and surface water flood mapping from SEPA indicative flood maps (http://map.sepa.org.uk/floodmap/map.htm)	There is 1 watercourse crossing. The SEPA flood mapping identifies isolated pockets of surface water flooding although, it is anticipated this could be mitigated through the scheme design. There is a risk of fluvial flooding to the A95 from the Allt Cnapach watercourse. It is anticipated this could be mitigated through the scheme design
Outline Cost	The estimated outline cost of the route	£604,650

Aviemore to Carrbridge NMU - Individual Route Appraisal Summary Table P1

Assessment Criteria	Explanation of Criteria	Assessment - Qualitative
Safety	Actual and perceived accident risk for all users should be minimised.	Option P1 is perceived to be safe due to remoteness from live traffic. Personal security is unlikely to be a concern due to the close proximity of nearby properties.
Coherence	There should be strong cohesion with other NMU routes and onward connections.	Option P1 is an upgrade of an existing Core Path and NCN7 and would help to provide connectivity with Aviemore, Boat of Garten and Carrbridge.
Directness	The option should involve minimal geographical detour and enforced stoppages.	Option P1 alignment is a significant detour from the preferred desire line between Aviemore and Carrbridge.
Attractiveness	User enjoyment should be maximised, perceived and actual personal security risk should be minimised.	Option P1 offers an attractive route on the outskirts of Aviemore. It is situated in a rural setting with existing features such as archway under the railway line and a wooden bridge crossing a small watercourse.
Accessibility and Socio-economic Inclusion	There should be significant improvement to community accessibility for local trips. Local businesses should benefit from the route option.	Option P1 provides part of a direct and safe link for NMUs between communities of Aviemore and Boat of Garten.
Implementability (including land use and private assets)	Technical and physical constraints and stakeholder objections should be overcome within delivery timeframe.	Option P1 contains small sections where there is no scope to widen due to existing high embankment. There are also pinch points where this route will narrow, and therefore be <3m wide, due to utilising an existing timber bridge and masonry underpass.
Design compliance	The level of compliance with current design standards and guidance. Matters to be considered include geometry, cross sectional width and surfacing.	Option P1 utilises the existing path alignment and has many changes in direction and some steep gradients along its length. This leads to non-compliances in horizontal and vertical geometry. Existing surface to be widened to 3.0m wide where existing constraints permit.
Utilities	Level of potential conflict with overhead and underground Public Utilities within the extent of the project.	Option P1 contains potential conflicts with an existing Scottish Water rising main. This may require diversion/protection works.
Ecology and Nature conservation (biodiversity)	Considers statutory designated sites, non-statutory designated sites, ancient woodland (as listed on the Ancient Woodland Inventory), protected and priority species records (obtained through a data request to the North East Scotland Biological Records Centre and National Biodiversity Network Gateway), capercaillie records (obtained through the RSPB), wildcat records (obtained through Scottish Wildcat Action).	Option P1 runs along the existing Speyside Way cycle route as such habitat loss will be minimised. It will result in the loss of an area (Approx 627 sq. m) of ancient woodland (Category 1a and 2a - Ancient (of semi-natural origin) (Figure B.2) It will have no effects (direct or indirect) on any designated sites. No records of protected or priority species were obtained along this section.
Landscape	Considers anticipated changes to the landscape/landscape related designations (CNP, NSA, Gardens and Designed Landscapes, Special Landscape Areas etc.), ancient woodland (as listed on the Ancient Woodland Inventory), Landscape Character Areas (from Cairngorms National Park Landscape Assessment) and Special Landscape Qualities of the CNP.	Option P1 would integrate well into the existing landscape character.
Visual	Considers anticipated changes to visual receptors (residential, recreational and commercial).	Option P1 would be barely perceptible for visual receptors on the fringe of Aviemore (residential and commercial) or for users of the Highland Main Line railway.
Cultural Heritage	Considers impacts on Scheduled Monuments, Listed Buildings, Conservation Areas and Gardens and Designed Landscapes	There are no designated cultural heritage assets.
Water Environment	Considers impacts on watercourses and waterbodies. Existing drainage, river and surface water flood mapping from SEPA indicative flood maps (http://map.sepa.org.uk/floodmap/map.htm)	Option P1 contains multiple watercourse crossings. The SEPA flood mapping identifies isolated pockets of surface water flooding although, it is anticipated this could be mitigated through the scheme design. There is a risk of fluvial flooding to the B9152 from the Allt na Criche watercourse there also may be a risk of fluvial flood from The Sheiling watercourse. It is anticipated this could be mitigated through the scheme design.
Outline Cost	The estimated outline cost of the route	£348,750

Aviemore to Carrbridge NMU - Individual Route Appraisal Summary Table P2

Assessment Criteria	Explanation of Criteria	Assessment - Qualitative
Safety	Actual and perceived accident risk for all users should be minimised.	Option P2 is likely to have a low actual and perceived accident risk due to its remoteness from live traffic.
Coherence	There should be strong cohesion with other NMU routes and onward connections.	Option P2 is an upgrade of an existing Core Path and NCN7 and would help to provide connectivity with Aviemore, Boat of Garten and Carrbridge.
Directness	The option should involve minimal geographical detour and enforced stoppages.	Option P2 alignment forms part of a significant detour from the preferred desire line between Aviemore and Carrbridge.
Attractiveness	User enjoyment should be maximised, perceived and actual personal security risk should be minimised.	Option P2 is likely to be considered as an attractive route due to its rural setting and scenic views of the Cairngorms mountain range along this section of the route.
Accessibility and Socio-economic Inclusion	There should be significant improvement to community accessibility for local trips. Local businesses should benefit from the route option.	Option P2 provides part of a direct and safe link for NMUs between communities of Aviemore and Boat of Garten.
Implementability (including land use and private assets)	Technical and physical constraints and stakeholder objections should be overcome within delivery timeframe.	No significant constraints expected.
Design compliance	The level of compliance with current design standards and guidance. Matters to be considered include geometry, cross sectional width and surfacing.	Significant lengths of Option P2 have steep gradients that are non-compliant with design guidance. Similar to P1, there are some sharp changes in direction, resulting in non-compliance in horizontal geometry. Existing surface to be upgraded to bound (asphalt). Existing cross-section matches the proposed 3.0m.
Utilities	Level of potential conflict with overhead and underground Public Utilities within the extent of the project.	Option P2 has no utilities along the length of this existing route.
Ecology and Nature conservation (biodiversity)	Considers statutory designated sites, non-statutory designated sites, ancient woodland (as listed on the Ancient Woodland Inventory), protected and priority species records (obtained through a data request to the North East Scotland Biological Records Centre and National Biodiversity Network Gateway), capercaillie records (obtained through the RSPB), wildcat records (obtained through Scottish Wildcat Action).	Option P2 runs along the existing Speyside Way cycle route as such habitat loss will be minimised. Although there will be no direct land take of any designated sites, SPAs designated for the protection of capercaillie do occur within the study area and as such areas of functional land that contribute to the maintenance of these populations may be present along the route. This route runs through several areas of ancient woodland (categories 1a, 2a Ancient (of semi-natural origin) and 2b Long-established (of plantation origin) (Figure B.2)). It will result in the loss of an area (Approx 1489 sq. m) of ancient woodland. Records of red squirrel were received within area of woodland along this section, other records of note include hedgehog, slow worm and wildcat all recorded within gardens along Option P2 and Option P3. High levels of capercaillie activity have been recorded within woodland to the west of the route option, this includes breeding activity as well as feeding and roosting. The majority of these records are within 1km of Option P2
Landscape	Considers anticipated changes to the landscape/landscape related designations (CNP, NSA, Gardens and Designed Landscapes, Special Landscape Areas etc.), ancient woodland (as listed on the Ancient Woodland Inventory), Landscape Character Areas (from Cairngorms National Park Landscape Assessment) and Special Landscape Qualities of the CNP.	P2 would integrate into the existing landscape character.
Visual	Considers anticipated changes to visual receptors (residential, recreational and commercial).	There is one property within the forestry (not clear from the desk study whether this is residential, recreational or commercial). However, either way there would be perceptibility but it would not be detrimental to this or other visual receptors (NMU or Speyside Way).
Cultural Heritage	Considers impacts on Scheduled Monuments, Listed Buildings, Conservation Areas and Gardens and Designed Landscapes	There are no designated cultural heritage assets.
Water Environment	Considers impacts on watercourses and waterbodies. Existing drainage, river and surface water flood mapping from SEPA indicative flood maps (http://map.sepa.org.uk/floodmap/map.htm)	SEPA flood risk mapping indicates the presence of high risk areas in terms of localised river flooding. The SEPA flood mapping identifies fluvial flood risk to the route from the River Spey. It is anticipated this could be mitigated through the scheme design
Outline Cost	The estimated outline cost of the route	£1,353,150

Aviemore to Carrbridge NMU - Individual Route Appraisal Summary Table P3

Assessment Criteria	Explanation of Criteria	Assessment - Qualitative
Safety	Actual and perceived accident risk for all users should be minimised.	NMU users will be required to use Kinchurdy Road for Option P3, so there will be conflict with vehicular traffic which presents a risk of accidents albiet the road will be lightly trafficked with low vehicular speeds.
Coherence	There should be strong cohesion with other NMU routes and onward connections.	Option P3 is an on-carriageway section and is not consistent with other proposed sections. However, Option P3 does provide links with other off line woodland trails to the rear of the properties off Deshar Road.
Directness	The option should involve minimal geographical detour and enforced stoppages.	Option P3 alignment forms part of a significant detour from the preferred desire line between Aviemore and Carrbridge.
Attractiveness	User enjoyment should be maximised, perceived and actual personal security risk should be minimised.	Option P3 runs through a pleasant narrow road within Boat of Garten. No security risk as route is well lit and close to properties.
Accessibility and Socio-economic Inclusion	There should be significant improvement to community accessibility for local trips. Local businesses should benefit from the route option.	Option P3 passes several local businesses in Boat of Garten. Accessible by several modes of transport in the heart of the village.
Implementability (including land use and private assets)	Technical and physical constraints and stakeholder objections should be overcome within delivery timeframe.	Option P3 utilises existing carriageway, therefore no land acquisition is necessary.
Design compliance	The level of compliance with current design standards and guidance. Matters to be considered include geometry, cross sectional width and surfacing.	No design non-compliance issues.
Utilities	Level of potential conflict with overhead and underground Public Utilities within the extent of the project.	It is unlikely there will be any utilities affected by Option P3.
Ecology and Nature conservation (biodiversity)	Considers statutory designated sites, non-statutory designated sites, ancient woodland (as listed on the Ancient Woodland Inventory), protected and priority species records (obtained through a data request to the North East Scotland Biological Records Centre and National Biodiversity Network Gateway), capercaillie records (obtained through the RSPB), wildcat records (obtained through Scottish Wildcat Action).	Option P3 runs along the existing road through Boat of Garten. It will have no effects (direct or indirect) on any areas of ancient woodland. Although there will be no direct land take of any designated sites, SPAs designated for the protection of capercaillie do occur within the study area and as such areas of functional land that contribute to the maintenance of these populations may be present along the route. Records received for red squirrel, wildcat, hedgehog and slow worm, recorded predominantly within peoples gardens. Capercaillie are present within woodland to the west of the route option.
Landscape	Considers anticipated changes to the landscape/landscape related designations (CNP, NSA, Gardens and Designed Landscapes, Special Landscape Areas etc.), ancient woodland (as listed on the Ancient Woodland Inventory), Landscape Character Areas (from Cairngorms National Park Landscape Assessment) and Special Landscape Qualities of the CNP.	Option P3 would integrate well into the existing landscape character.
Visual	Considers anticipated changes to visual receptors (residential, recreational and commercial).	Little or no change resulting for visual receptors.
Cultural Heritage	Considers impacts on Scheduled Monuments, Listed Buildings, Conservation Areas and Gardens and Designed Landscapes	There is a listed building adjacent to Option P3 in Boat of Garten; however, there will be no effect on this asset. There are no other designated cultural heritage assets.
Water Environment	Considers impacts on watercourses and waterbodies. Existing drainage, river and surface water flood mapping from SEPA indicative flood maps (http://map.sepa.org.uk/floodmap/map.htm)	There are no notable watercourse crossings. The SEPA flood mapping identifies isolated pockets of surface water flooding although, it is anticipated this could be mitigated through the scheme design.
Outline Cost	The estimated outline cost of the route	£10,000

Aviemore to Carrbridge NMU - Individual Route Appraisal Summary Table P4

Assessment Criteria	Explanation of Criteria	Assessment - Qualitative
Safety	Actual and perceived accident risk for all users should be minimised.	Option P4 is segregated from Deshwar Road; however, it does have some minor side road crossings with an uncontrolled crossing the A95 close to Kinveachy Junction. In order to mitigate any safety concerns, the location and signing and markings on approach to the crossings will be careful considered at detailed design.
Coherence	There should be strong cohesion with other NMU routes and onward connections.	Option P4 offers good links to some woodland trails south of Deshar Road. Direct connectivity to Kinveachy Junction from Boat of Garten allowing for several onward routes.
Directness	The option should involve minimal geographical detour and enforced stoppages.	Option P4 alignment forms part of a significant detour from the preferred desire line between Aviemore and Carrbridge.
Attractiveness	User enjoyment should be maximised, perceived and actual personal security risk should be minimised.	Option P4 would offer a safe route set back from live traffic; however, the detour from the overall route destinations may make this an unattractive option.
Accessibility and Socio-economic Inclusion	There should be significant improvement to community accessibility for local trips. Local businesses should benefit from the route option.	Option P4 will include the widening of an existing route which is currently key for local trips and surrounding points of interest. Accessible by several primary transport links.
Implementability (including land use and private assets)	Technical and physical constraints and stakeholder objections should be overcome within delivery timeframe.	No significant constraints envisaged for widening this existing route.
Design compliance	The level of compliance with current design standards and guidance. Matters to be considered include geometry, cross sectional width and surfacing.	Approximately 16% (382m) of Option P4 is currently non-compliant in terms of vertical gradient and has very minor sub-standard horizontal alignment. The route is currently surfaced and will be widened to the proposed 3.0m.
Utilities	Level of potential conflict with overhead and underground Public Utilities within the extent of the project.	It is unlikely that Option P4 will affect any public utilities.
Ecology and Nature conservation (biodiversity)	Considers statutory designated sites, non-statutory designated sites, ancient woodland (as listed on the Ancient Woodland Inventory), protected and priority species records (obtained through a data request to the North East Scotland Biological Records Centre and National Biodiversity Network Gateway), capercaillie records (obtained through the RSPB), wildcat records (obtained through Scottish Wildcat Action).	Option P4 runs adjacent to Deshar Road and the A95, it will have no effects (direct or indirect) on any areas of ancient woodland. Although there will be no direct land take of any designated sites, SPAs designated for the protection of capercaillie do occur within the study area and as such areas of functional land that contribute to the maintenance of these populations may be present along the route. Several species including red squirrel, badger and otter have been recorded within the study area around this section. Capercaillie are present within woodland to the south of the route option.
Landscape	Considers anticipated changes to the landscape/landscape related designations (CNP, NSA, Gardens and Designed Landscapes, Special Landscape Areas etc.), ancient woodland (as listed on the Ancient Woodland Inventory), Landscape Character Areas (from Cairngorms National Park Landscape Assessment) and Special Landscape Qualities of the CNP.	Option P4 would integrate well with the landscape character.
Visual	Considers anticipated changes to visual receptors (residential, recreational and commercial).	Option P4 would be a perceptible new element in views for visual receptors in close proximity, but would not be a detractor in views or change the focus of views.
Cultural Heritage	Considers impacts on Scheduled Monuments, Listed Buildings, Conservation Areas and Gardens and Designed Landscapes	There are no designated cultural heritage assets.
Water Environment	Considers impacts on watercourses and waterbodies. Existing drainage, river and surface water flood mapping from SEPA indicative flood maps (http://map.sepa.org.uk/floodmap/map.htm)	There are 2 minor watercourse crossings. The SEPA flood mapping identifies isolated pockets of surface water flooding although, it is anticipated this could be mitigated through the scheme design.
Outline Cost	The estimated outline cost of the route	£811,200

Aviemore to Carrbridge NMU - Individual Route Appraisal Summary Table O2

Assessment Criteria	Explanation of Criteria	Assessment - Qualitative
Safety	Actual and perceived accident risk for all users should be minimised.	Option O2 includes a 3m wide unsegregated track which is offset from live traffic in line with current design standards. The existing NCN7 currently utilises the B9153 as an on-carriageway section along this section and is perceived as a barrier for some users.
Coherence	There should be strong cohesion with other NMU routes and onward connections.	Option O2 provides a significant upgrade to NCN7 and will provide a safe link between Carrbridge, Kinveachy Junction, Boat of Garten and forms part of the route to Aviemore.
Directness	The option should involve minimal geographical detour and enforced stoppages.	Option O2 provides a direct route between Carrbridge and Kinveachy Junction and lies on the desire line of the the overall route between Aviemore and Carrbridge.
Attractiveness	User enjoyment should be maximised, perceived and actual personal security risk should be minimised.	Option O2 will provide a safe route running parallel to the B9153 and adjacent to woodland for the entire route. The segregation from live traffic is likely to lead to the NCN7 being a more attractive option for all users.
Accessibility and Socio-economic Inclusion	There should be significant improvement to community accessibility for local trips. Local businesses should benefit from the route option.	Option O2 is likely to improve connectivity for NMUs from surrounding areas into Carrbridge.
Implementability (including land use and private assets)	Technical and physical constraints and stakeholder objections should be overcome within delivery timeframe.	No significant implementation issues for Option O2; however, the route will include 2 watercourse crossings including a small timber bridge.
Design compliance	The level of compliance with current design standards and guidance. Matters to be considered include geometry, cross sectional width and surfacing.	Option O2 is largely compliant in terms of design standards; however, it does contain very small sections (~ 90m) of vertical gradient non-compliance.
Utilities	Level of potential conflict with overhead and underground Public Utilities within the extent of the project.	There is an underground BT cable which runs along the eastern verge for the majority of this route, which may require to be diverted/protected.
Ecology and Nature conservation (biodiversity)	Considers statutory designated sites, non-statutory designated sites, ancient woodland (as listed on the Ancient Woodland Inventory), protected and priority species records (obtained through a data request to the North East Scotland Biological Records Centre and National Biodiversity Network Gateway), capercaillie records (obtained through the RSPB), wildcat records (obtained through Scottish Wildcat Action).	Option O2 runs along the eastern side of the B9153. Although there will be no direct land take of any designated sites, SPAs designated for the protection of capercaillie do occur within the study area and as such areas of functional land that contribute to the maintenance of these populations may be present along the route. It will result in the loss of an area (Approx 21157 sq. m) of ancient woodland (the majority of which is Category 2a Ancient (of long established origin) with some 1a (Figure B.2). Badger have been recorded within the study area along this section. Scattered records of capercaillie were obtained for the woodland surrounding this section.
Landscape	Considers anticipated changes to the landscape/landscape related designations (CNP, NSA, Gardens and Designed Landscapes, Special Landscape Areas etc.), ancient woodland (as listed on the Ancient Woodland Inventory), Landscape Character Areas (from Cairngorms National Park Landscape Assessment) and Special Landscape Qualities of the CNP.	Option O2 will slightly diminish the localised landscape character but the localised landscape character will not be dissimilar to the existing.
Visual	Considers anticipated changes to visual receptors (residential, recreational and commercial).	There will be a change to the view and direct loss of part of the curtilages of two residential properties (Avingormack and Docharrn Lodge) with little room for mitigation.
Cultural Heritage	Considers impacts on Scheduled Monuments, Listed Buildings, Conservation Areas and Gardens and Designed Landscapes	There are no designated cultural heritage assets.
Water Environment	Considers impacts on watercourses and waterbodies. Existing drainage, river and surface water flood mapping from SEPA indicative flood maps (http://map.sepa.org.uk/floodmap/map.htm)	There are 3 minor watercourse crossings. The SEPA flood mapping identifies isolated pockets of surface water flooding although, it is anticipated this could be mitigated through the scheme design.
Outline Cost	The estimated outline cost of the route	£2,077,150

Aviemore to Carrbridge NMU - Individual Route Appraisal Summary Table O3

Assessment Criteria	Explanation of Criteria	Assessment - Qualitative
Safety	Actual and perceived accident risk for all users should be minimised.	Option O3 includes a 3m wide unsegregated track which is offset from live traffic in line with current design standards. The existing NCN7 currently utilises the B9153 as an on-carriageway section along this section and is perceived as a barrier for some users.
Coherence	There should be strong cohesion with other NMU routes and onward connections.	Option O3 provides a significant upgrade to NCN7 and will provide a safe link between Carrbridge, Kinveachy Junction, Boat of Garten and forms part of the route to Aviemore.
Directness	The option should involve minimal geographical detour and enforced stoppages.	Option O3 provides a direct route between Carrbridge and Kinveachy Junction and lies on the desire line of the the overall route between Aviemore and Carrbridge.
Attractiveness	User enjoyment should be maximised, perceived and actual personal security risk should be minimised.	Option O3 will provide a safe route running parallel to the B9153 and adjacent to woodland for the entire route. The segregation from live traffic is likely to lead to the NCN7 being a more attractive option for all users.
Accessibility and Socio-economic Inclusion	There should be significant improvement to community accessibility for local trips. Local businesses should benefit from the route option.	Option O3 is likely to improve connectivity for NMUs from surrounding areas into Carrbridge.
Implementability (including land use and private assets)	Technical and physical constraints and stakeholder objections should be overcome within delivery timeframe.	No significant implementation issues for Option O3; however, the route will include 2 watercourse crossings including a small timber bridge.
Design compliance	The level of compliance with current design standards and guidance. Matters to be considered include geometry, cross sectional width and surfacing.	Option O3 is largely compliant in terms of design standards; however, it does contain small sections of vertical gradient non-compliance (5% of total length).
Utilities	Level of potential conflict with overhead and underground Public Utilities within the extent of the project.	Option O3 potentially conflicts with a Scottish Water main and High Voltage Power Cable within close proximity to the rear of the western verge.
Ecology and Nature conservation (biodiversity)	Considers statutory designated sites, non-statutory designated sites, ancient woodland (as listed on the Ancient Woodland Inventory), protected and priority species records (obtained through a data request to the North East Scotland Biological Records Centre and National Biodiversity Network Gateway), capercaillie records (obtained through the RSPB), wildcat records (obtained through Scottish Wildcat Action).	Option O3 runs along the western side of the B9153. Although there will be no direct land take of any designated sites, SPAs designated for the protection of capercaillie do occur within the study area and as such areas of functional land that contribute to the maintenance of these populations may be present along the route. It will result in the loss of an area (Approx 21372 sq. m) of ancient woodland (the majority of which is Category 2a Ancient (of long established origin) with some 1a (Figure B.2)). Badger have been recorded within the study area along this section. Scattered records of capercaillie were obtained for the woodland surrounding this section.
Landscape	Considers anticipated changes to the landscape/landscape related designations (CNP, NSA, Gardens and Designed Landscapes, Special Landscape Areas etc.), ancient woodland (as listed on the Ancient Woodland Inventory), Landscape Character Areas (from Cairngorms National Park Landscape Assessment) and Special Landscape Qualities of the CNP.	Option O3 will slightly diminish the localised landscape character; however, the localised landscape character will not be dissimilar to the existing.
Visual	Considers anticipated changes to visual receptors (residential, recreational and commercial).	Although there will be a change in the view for two residential receptors, there is scope for mitigation.
Cultural Heritage	Considers impacts on Scheduled Monuments, Listed Buildings, Conservation Areas and Gardens and Designed Landscapes	There are no designated cultural heritage assets.
Water Environment	Considers impacts on watercourses and waterbodies. Existing drainage, river and surface water flood mapping from SEPA indicative flood maps (http://map.sepa.org.uk/floodmap/map.htm)	There are 3 minor watercourse crossings. The SEPA flood mapping identifies isolated pockets of surface water flooding although, it is anticipated this could be mitigated through the scheme design. Based on the SEPA flood mapping the fluvial flood risk appears to be low risk.
Outline Cost	The estimated outline cost of the route	£2,024,200