

Appendix I – Route Comparison Table

Aviemore to Carrbridge NMU - Route Option Comparison Table

Relative Option Impact Key

Favourable(Most favourable or least detrimental)
Neutral(Relatively insignificant variance between options)
Least Favourable (Least favourable or most detrimental)

Assessment Criteria	Explanation of Criteria	Blue	Purple	Comment
Safety	Actual and perceived accident risk for all users should be minimised.	Favourable	Least favourable	
Coherence	There should be strong cohesion with other NMU routes and onward connections.	Favourable	Least favourable	
Directness	The option should involve minimal geographical detour and enforced stoppages.	Favourable	Least favourable	
Attractiveness	User enjoyment should be maximised, perceived and actual personal security risk should be minimised.	Favourable	Least favourable	
Accessibility and Socio-economic Inclusion	There should be significant improvement to community accessibility for local trips. Local businesses should benefit from the route option.	Favourable	Least favourable	
Implementability (including land take and private assets)	Technical and physical constraints and stakeholder objections should be overcome within delivery timeframe.	Least favourable	Favourable	
Design compliance	The level of compliance with current design standards and guidance. Matters to be considered include geometry, cross sectional width and surfacing.	Favourable	Least favourable	
Utilities	Level of potential conflict with overhead and underground Public Utilities within the extent of the project.	Least favourable	Favourable	
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).	Favourable	Least favourable	Although the Blue route will result in the loss of a greater area of ancient woodland (11,453 sq. m more than the purple route), this is predominantly along the edge of woodland already bordered by the B9153 or the A95. Capercaillie habitat is present on the western side of the A9, but is unlikely to be affected by the Scheme due to the presence of the A9. The purple route, although already in existence for the majority of its length and adjacent to existing roads for the rest of the route, runs adjacent to a woodland which is known to be used by capercaillie and as such is considered to be functional land associated with the designated Special Protection Areas which are present in the wider areas. Capercaillie are qualifying feature of the SPA's. Capercaillie are highly sensitive to disturbance. Habitat Regulation Assessment (HRA) Screening would need to be undertaken to determine if proposals for the Proposed Route could affect the integrity of the designated sites. Given the sensitivity of the species, the increased levels of human disturbance created by the cycle route could potentially affect the capercaillie and taking this into account the blue route is considered more favourable.
Landscape	Considers anticipated changes to the view of landscape/landscape related designations (NSA, Gardens and Designed Landscapes, Special Landscape Areas etc.), ancient woodland (as listed on the Ancient Woodland Inventory) and Landscape Character Areas (from Cairngorms National Park Landscape Assessment).	Least favourable	Favourable	
Visual	Considers anticipated changes to the view for a range of visual receptors (residential, recreational and commercial).	Least favourable	Favourable	
Cultural Heritage	Considers impacts on Scheduled Monuments, Listed Buildings, Conservation Areas and Gardens and Designed Landscapes	Neutral	Neutral	There is nothing to differentiate the routes in terms of the presence or absence of 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)	Neutral	Neutral	A number of new watercourse crossings will be required in relation to the Blue Route whereas with the Purple Route it is anticipated that existing crossings can be utilised. Based on the SEPA flood mapping both routes have identified fluvial and pluvial flood risk. Localised flood risk in relation to the Blue and Purple Routes is not considered to be a major constraint. In addition, with appropriate mitigation it is expected that there will be negligible risk to the water environment during construction.
Outline Cost	The estimated outline cost of the route	Favourable	Least favourable	