



TRANSPORT
SCOTLAND
CÒMHDAIL ALBA

ATKINS mouchel

Aviemore to Carrbridge

Non-Motorised User (NMU)
Preferred route design

Public exhibition

transport.gov.scot/ACNMU

Welcome

Welcome to this public exhibition for the Aviemore to Carrbridge Non-Motorised User (ACNMU) project.

The purpose of this exhibition is to:

- Provide an overview of the **Preferred route design** proposals
- Present details of the ongoing design development of the preferred route and also outline the next steps for the project
- Provide you with an opportunity to submit any views you may have on the ongoing design to be submitted for planning consent.

Transport Scotland and their design consultant Atkins Mouchel Joint Venture (AMJV) are exhibiting the information via a virtual exhibition and also at in-person events beginning on Wednesday 25 May. The in-person events will be held in **Aviemore** on **Wednesday 25 May** and **Carrbridge** on **Thursday 26 May**, where the Transport Scotland project team and their design consultants will be available to answer any questions.



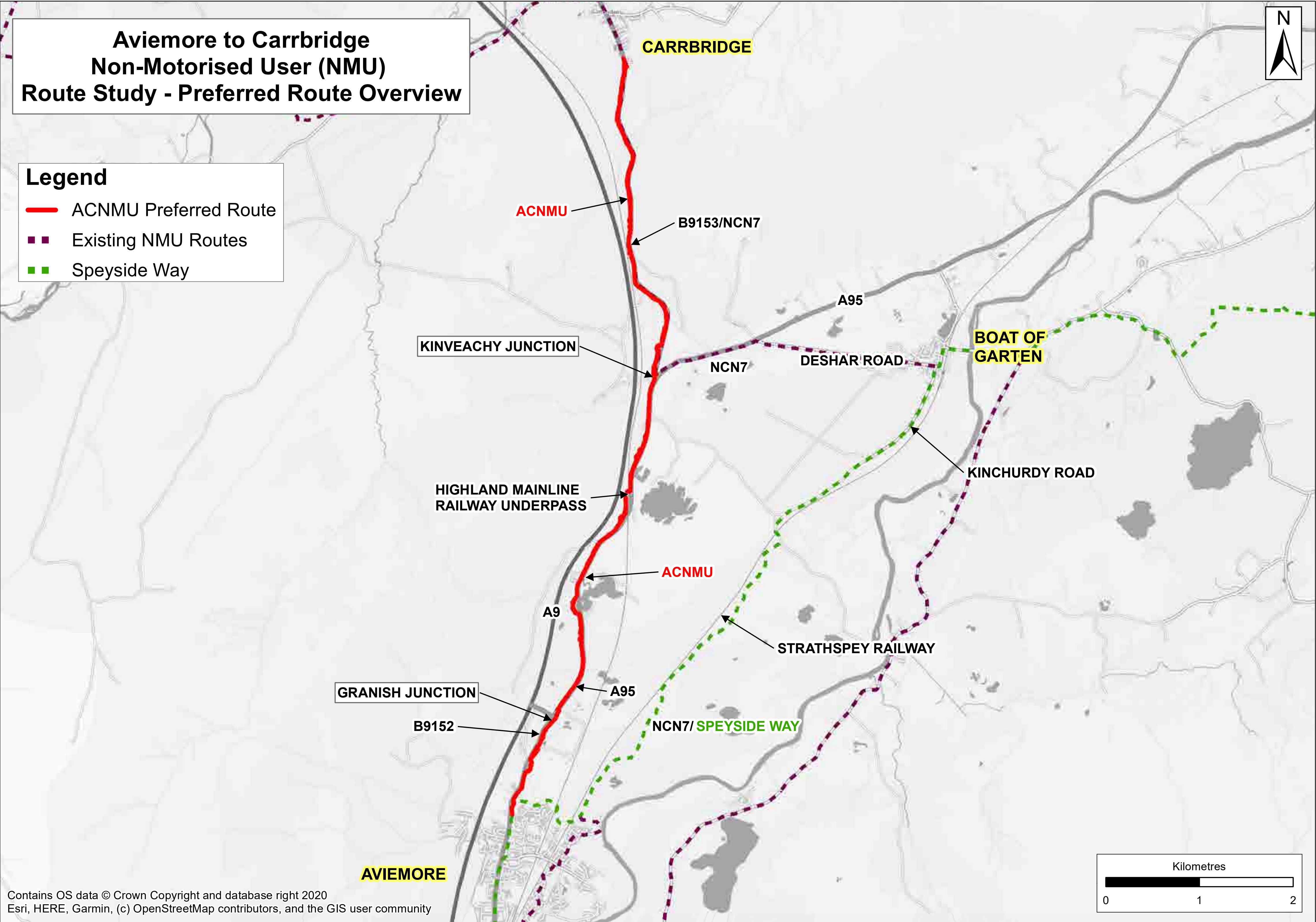
Details of the public exhibitions:

Aviemore: Wednesday 25 May 2022, 3pm–8pm at the Aviemore Community Centre Muirton, Aviemore PH22 1SF

Carrbridge: Thursday 26 May 2022, 2pm–6pm at the Carrbridge Village Hall, Main Road, Carrbridge PH23 3BB

Prepared in consultation with:

Overview plan



Project development process



Public engagement

What you said at the Options Appraisal exhibition (November - December 2020)

“Many more people are walking and cycling so provision for this is welcome”

“Commuting Aviemore to Carrbridge or the other way around for work becomes feasible for many people with the selected route”

“In Carrbridge, we feel cut off from our nearest town for cyclists/scooters, walkers, due to the fact of having no accessible thoroughfare suitable for commuters, families and those recreating. This NMU is urgently needed”

“I am delighted that an NMU is to be created between Carrbridge/Aviemore, something that has long been required in the area. If the purple route is chosen most cyclists would be unlikely to go to Carrbridge via Boat of Garten”

“This is a great project that I support and should make a material difference to life locally by getting more residents out and about safely and in an environmentally sustainable way”

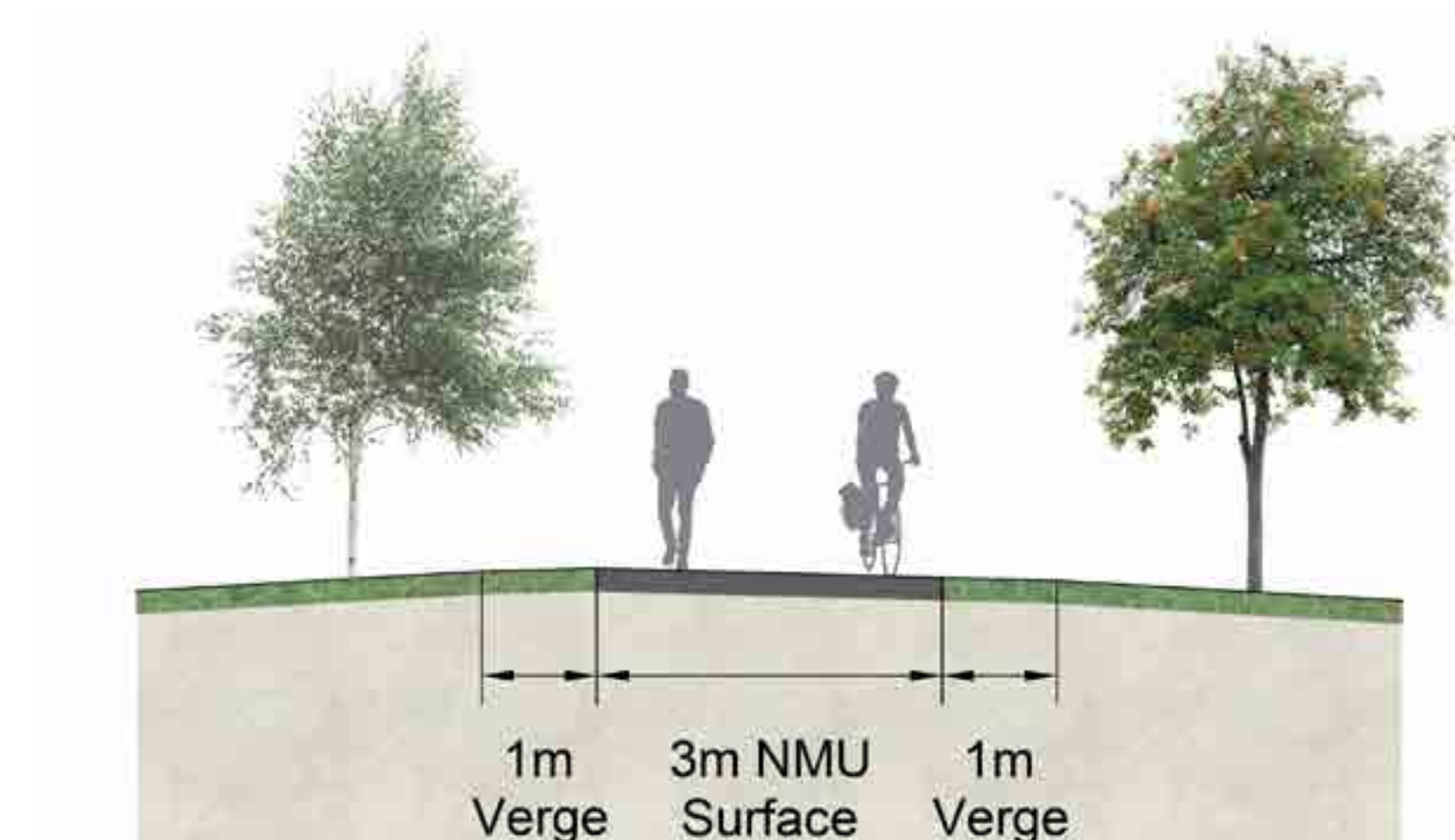
“These routes are going to help with Health, Wellness and improving the environment through pollution reduction enabling more people to commute to work by non-motorised means”

Preferred route overview

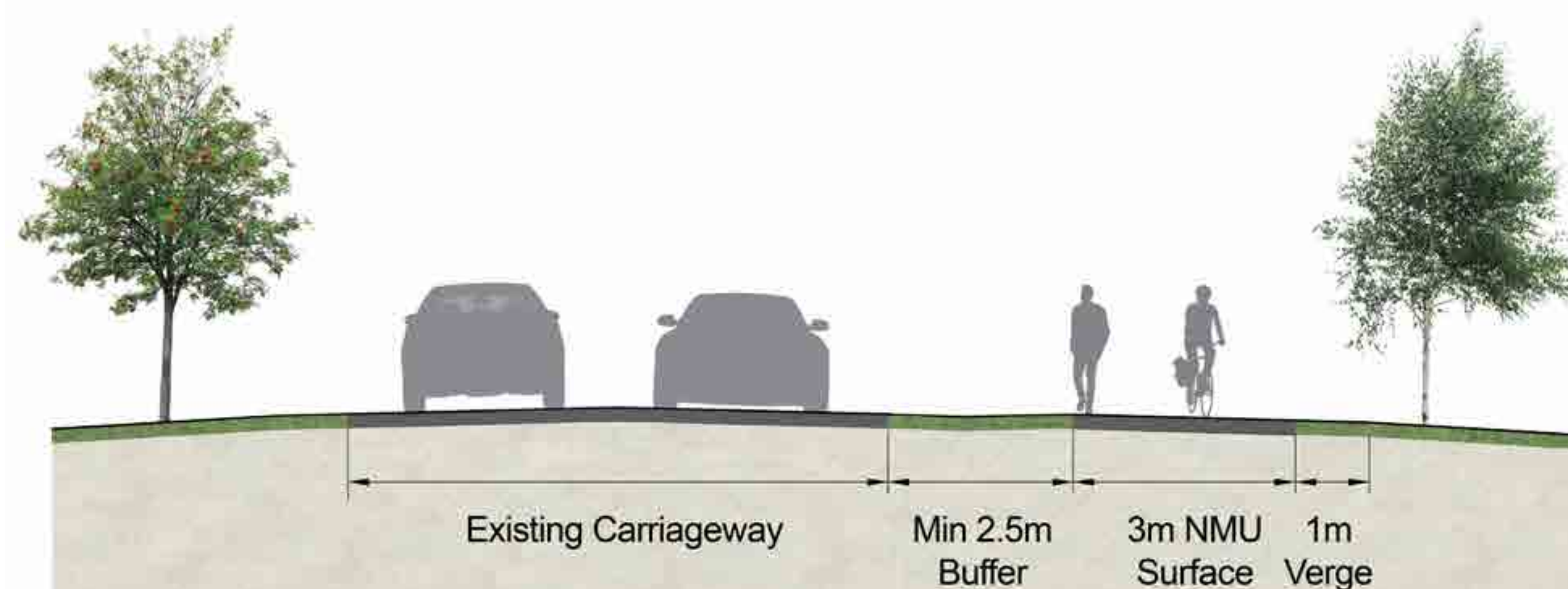
The ACNMU preferred route was identified in November 2021 after the conclusion of the route options assessment and public consultation. The 10km segregated preferred route for walking, cycling, wheeling and horse riding will provide a safer, more direct route between Aviemore and Carrbridge linking up with existing NMU routes in the area. The new route will also provide an opportunity for circular trips between Aviemore, Carrbridge and Boat of Garten by using the existing Speyside Way.

Key project design headlines

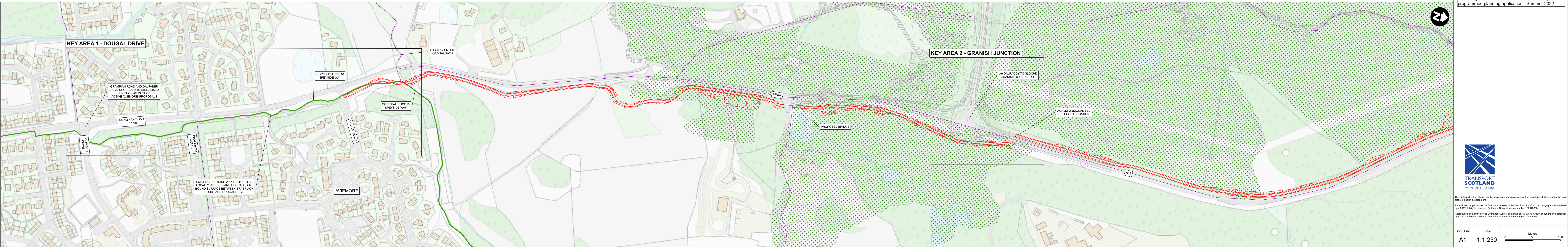
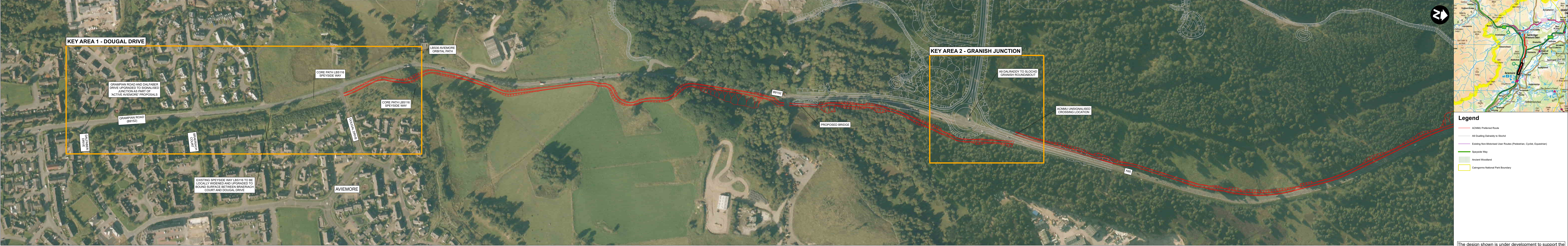
- Extends from Dougal Drive, Aviemore to Orchid Place, Carrbridge
- Where practicable, will minimise environmental impacts (e.g., loss of woodland)
- Where practicable, will provide an attractive route for all user types
- Unsignalised NMU crossing of the A95 immediately to the north of Granish Junction
- Where possible, will minimise encroachment on property frontages
- Where possible will minimise land take and earthworks volumes
- Shared use facility 3 metres wide (where possible)
- Minimum buffer from live carriageway 2.5 metres
- Will minimise impact on existing verge infrastructure
- Bitumen surfacing.



Typical section where NMU route is remote from carriageway



Typical section where NMU route is adjacent to carriageway



The design shown is under development to support the programmed planning application - Summer 2022

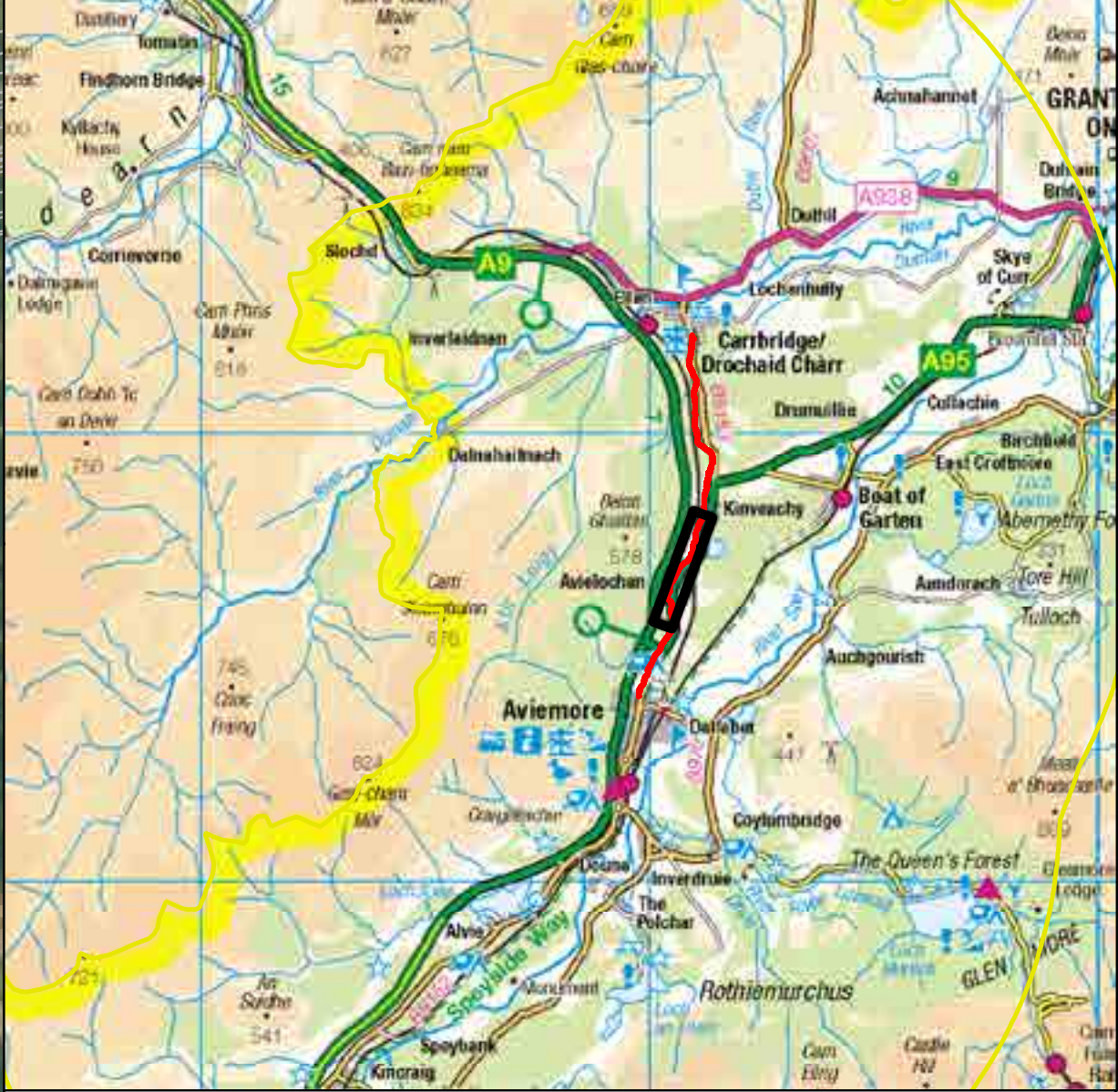
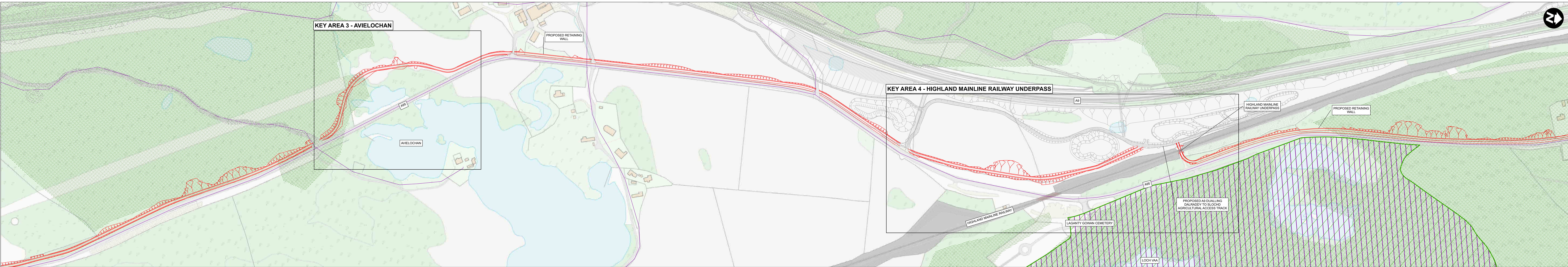


The preferred option shown on this drawing is indicative and will be developed further during the next stage of design development.

Reproduced by permission of Ordnance Survey on behalf of HMRSO. © Crown copyright and database right 2017. All rights reserved. Ordnance Survey Licence number 100046688.

Reproduced by permission of Ordnance Survey on behalf of HMRSO. © Crown copyright and database right 2021. All rights reserved. Ordnance Survey Licence number 100046688.

Sheet Size	Scale	0	Meters	100
A1	1:1,250	0	50	100



- Legend**
- ACNNU Preferred Route
 - A9 Dualling Dalraddy to Slochd
 - Existing Non-Motorised User Routes (Pedestrian, Cyclist, Equestrian)
 - Site of Special Scientific Interest (SSSI)
 - Special Protection Area (SPA)
 - Ancient Woodland
 - Cairngorms National Park Boundary

The design shown is under development to support the programmed planning application - Summer 2022

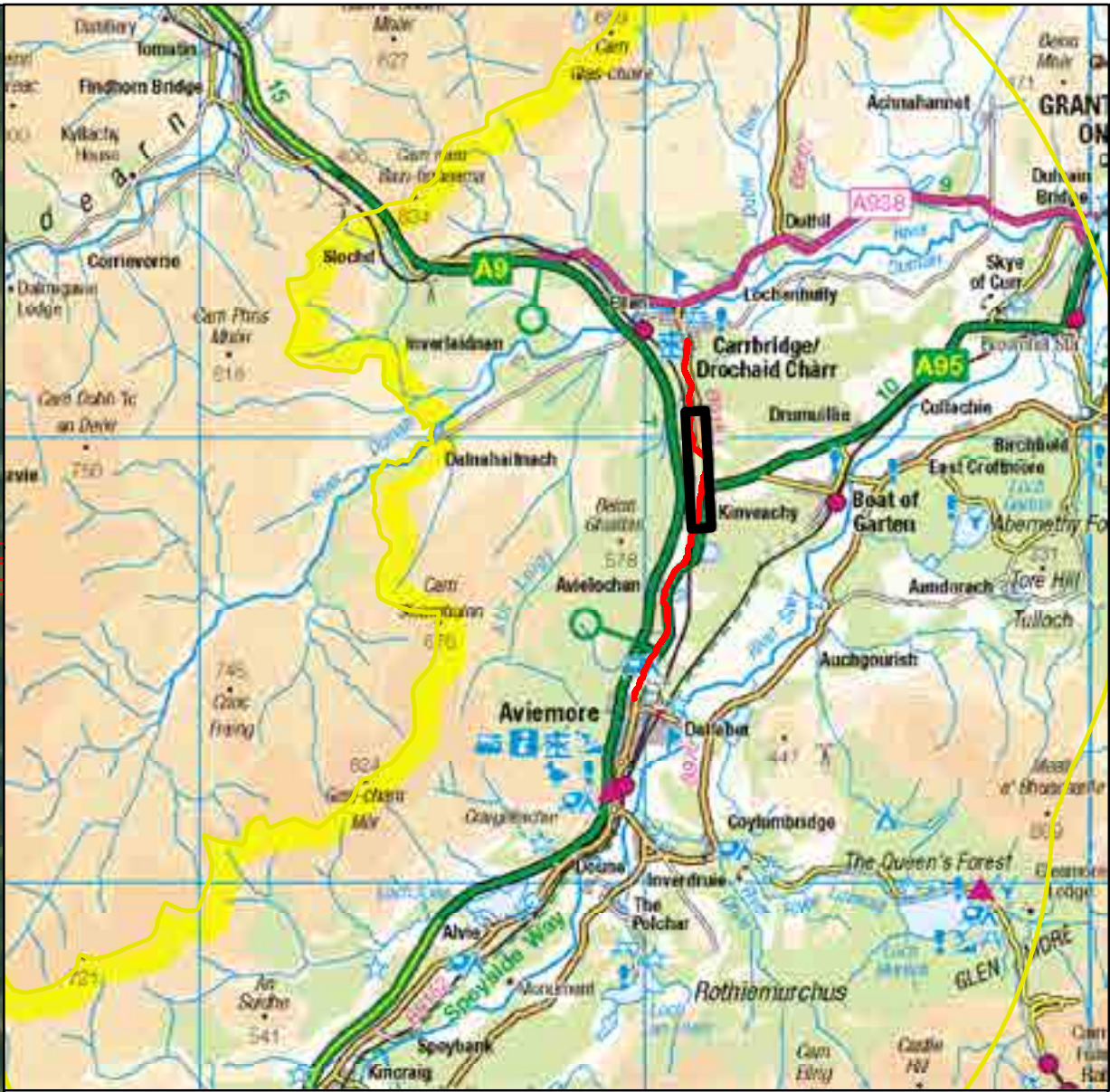
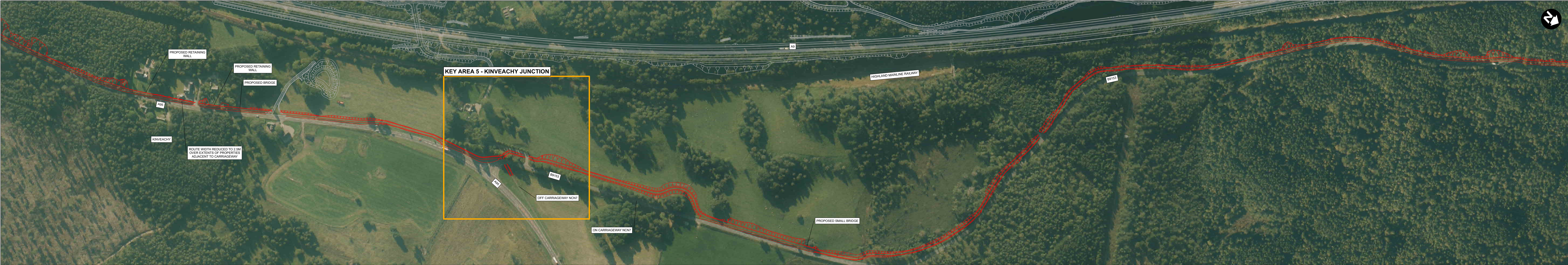
TRANSPORT SCOTLAND
COMHAIL ALBA

The preferred option shown on this drawing is indicative and will be developed further during the next stage of design development.

Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2017. All rights reserved. Ordnance Survey Licence number 100046688.

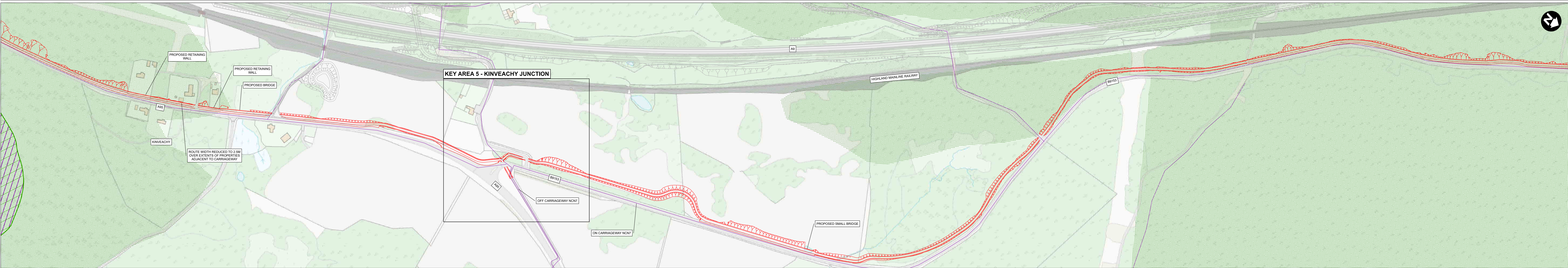
Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2021. All rights reserved. Ordnance Survey Licence number 100046688.

Sheet Size	Scale	0 50 100 Meters
A1	1:1,250	



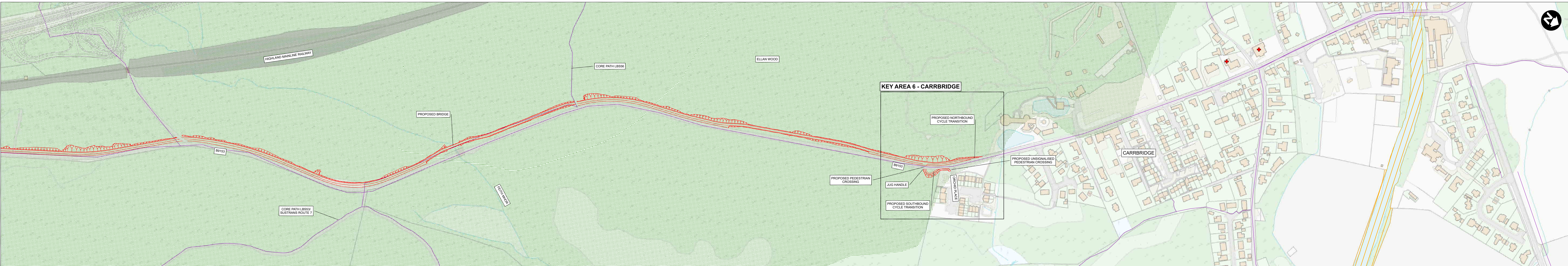
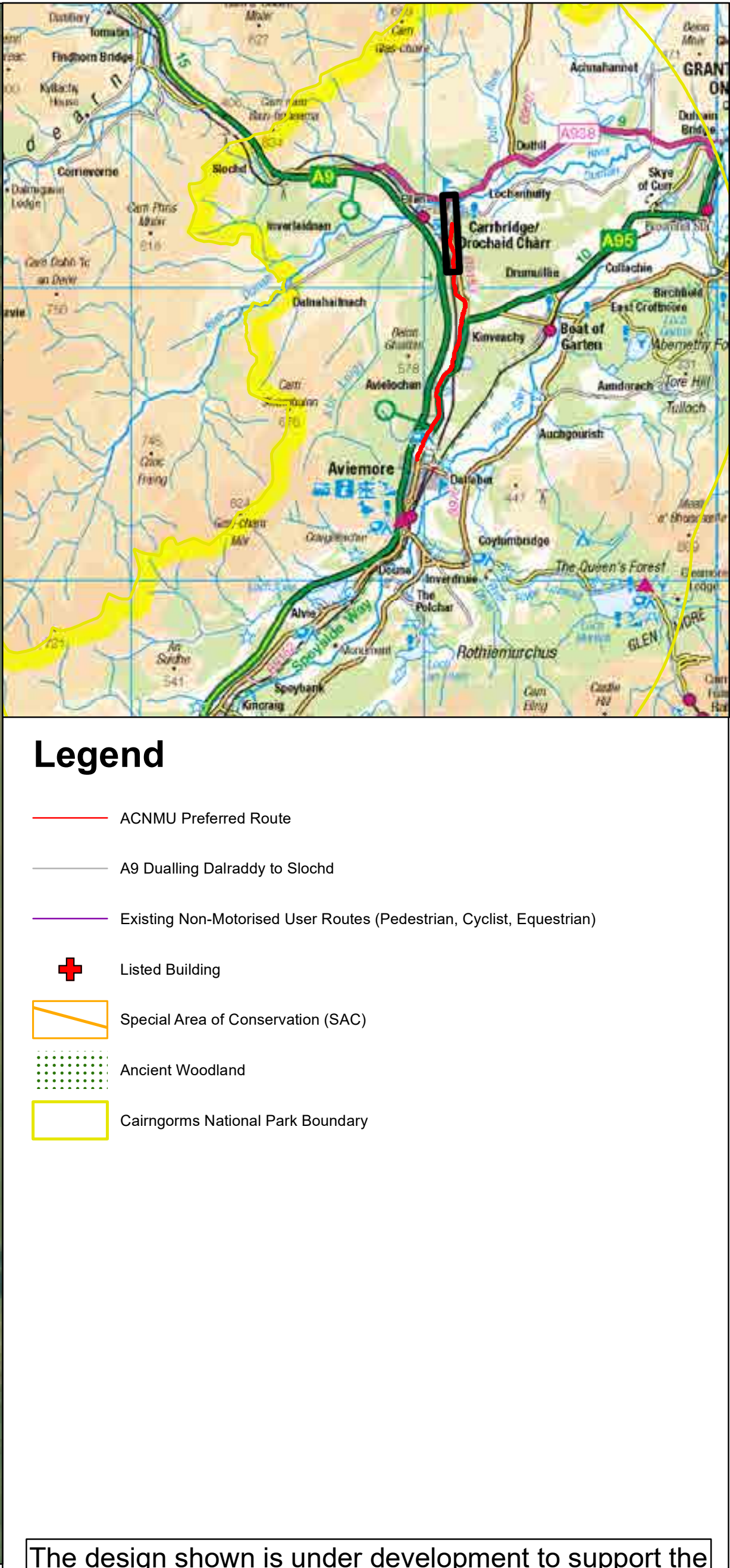
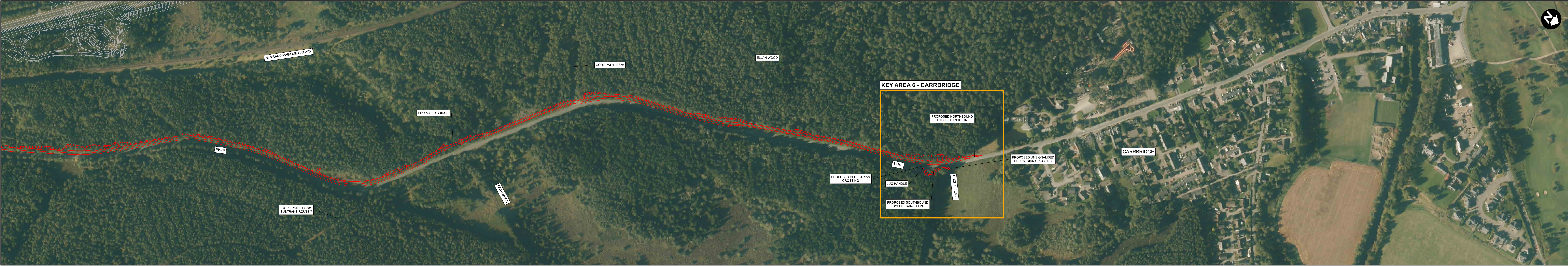
- Legend**
- ACNMTU Preferred Route
 - A9 Dualing Dalraddy to Stoch
 - Existing Non-Motorised User Routes (Pedestrian, Cyclist, Equestrian)
 - Site of Special Scientific Interest (SSSI)
 - Special Protection Area (SPA)
 - Ancient Woodland
 - Cairngorms National Park Boundary

The design shown is under development to support the programmed planning application - Summer 2022



The preferred option shown on this drawing is indicative and will be developed further during the next stage of design development.
Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2017. All rights reserved. Ordnance Survey Licence number 100046688.
Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database right 2021. All rights reserved. Ordnance Survey Licence number 100046688.

Sheet Size	Scale	Meters
A1	1:1,250	0 50 100



Key area 1 – Dougal Drive

Headlines

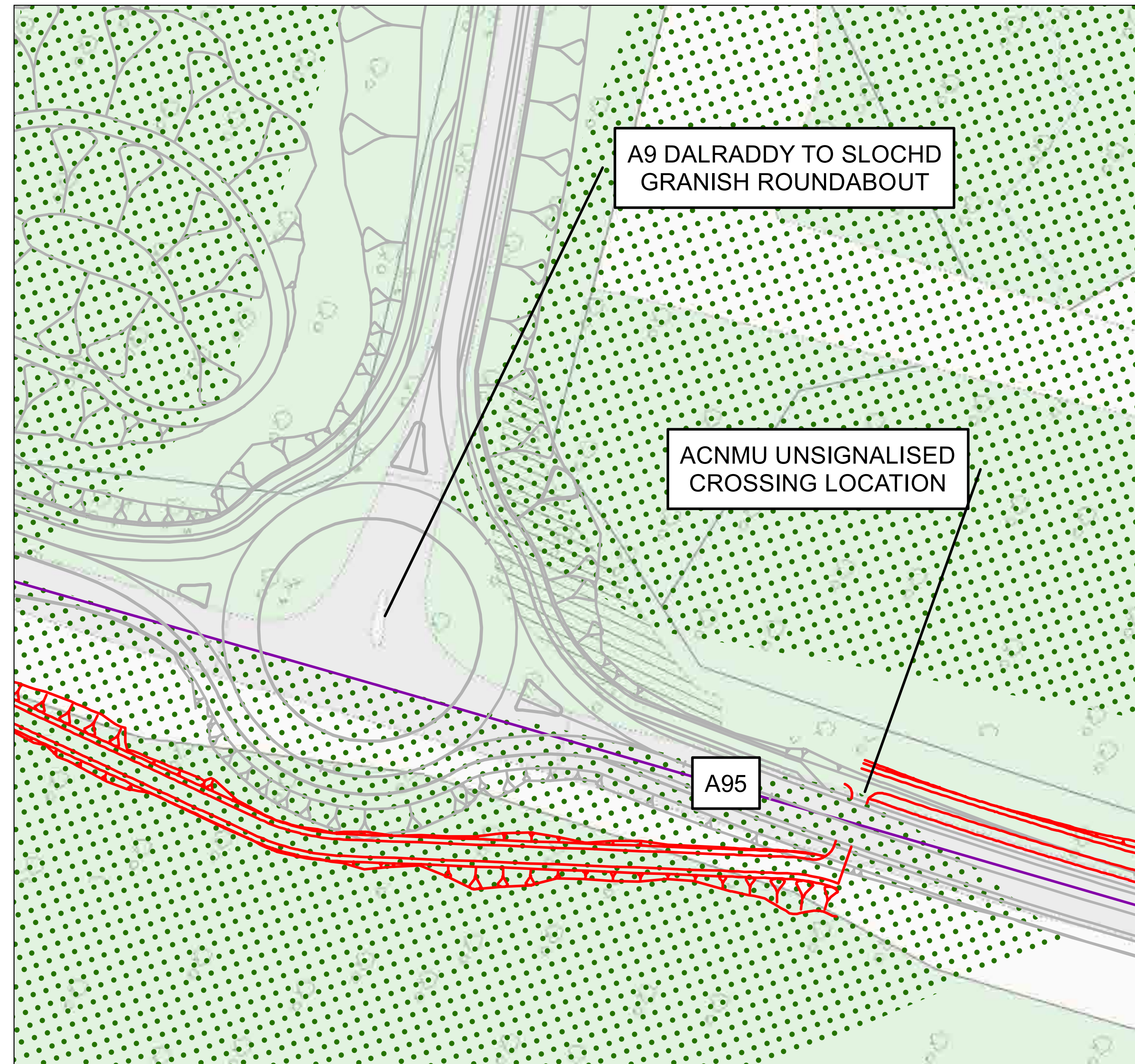
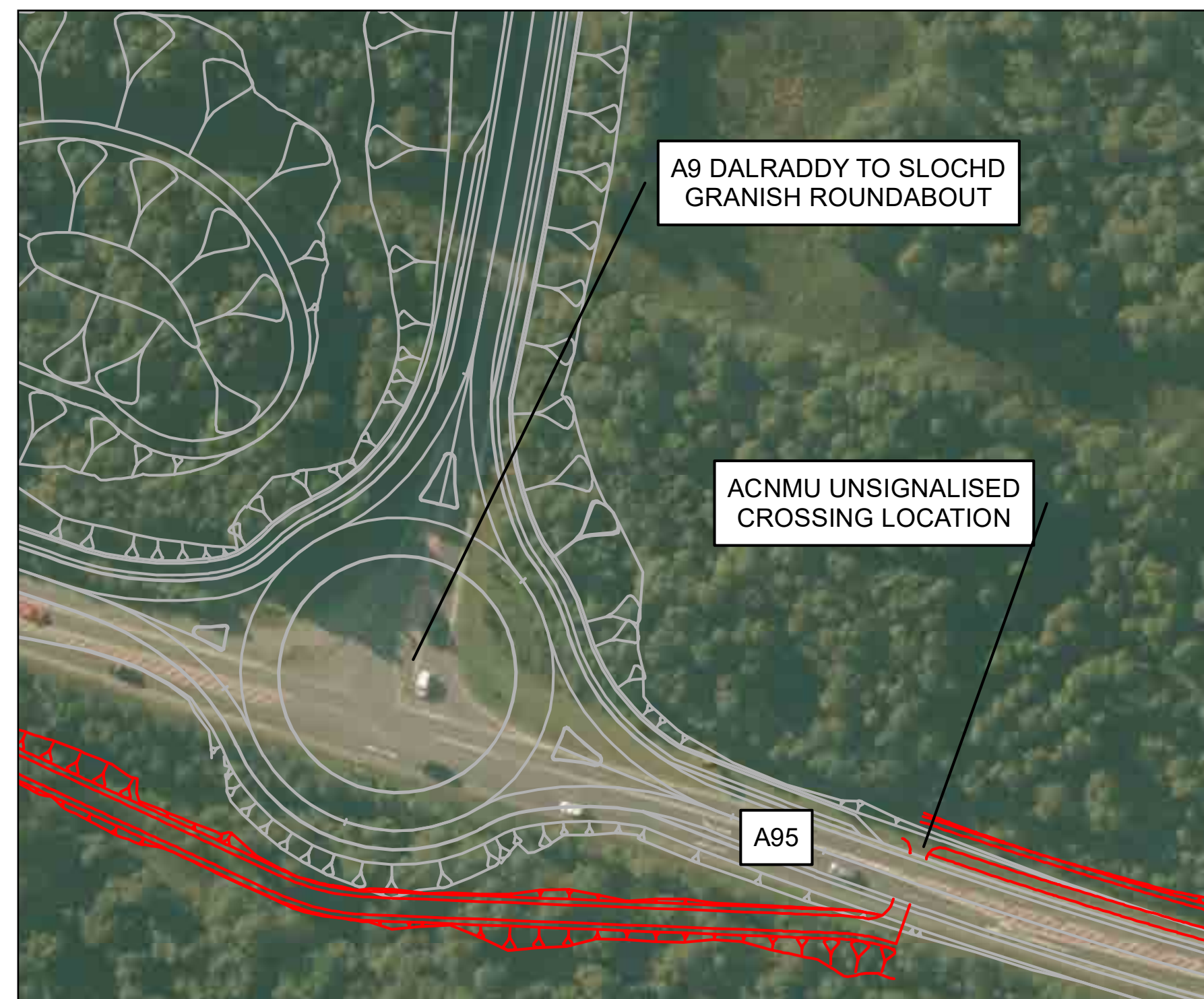
- The ACNMU route starts at Dougal Drive, Aviemore, running north from here
- At this location a zebra crossing will be provided to connect with the existing Speyside Way (Core Path LBS116) to the south of Dougal Drive
- To the south of Dougal Drive, users will continue on the existing Speyside Way to its end point at Dalfaber Drive. This section of the Speyside Way will be upgraded to a bound surface where it is currently unbound
- From Dalfaber Drive, pedestrians will use existing footways into Aviemore town centre. Cyclists will continue on- carriageway or via the existing National Cycle Network Route 7 (NCN7)
- Between **Key Area 1 (Dougal Drive)** and **Key Area 2 (Granish Junction)** the ACNMU is remote from the carriageway following a line to the east of the B9152.



Key area 2 – Granish Junction

Headlines

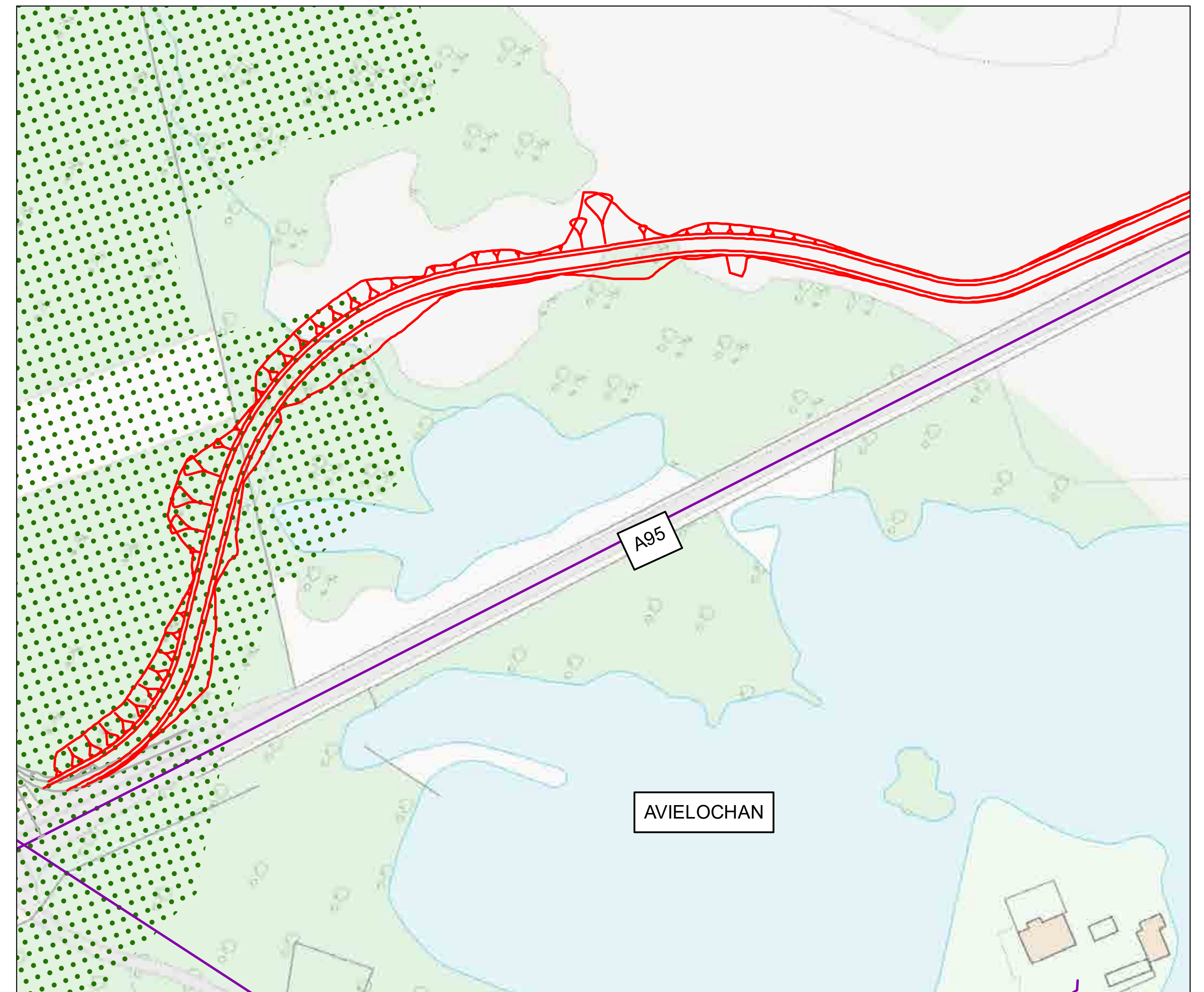
- The existing Granish T-Junction at the A95/B9152 will be upgraded to a proposed roundabout as part of the A9 Dualling Dalraddy to Slochd project
- As part of the ACNMU, an unsignalised crossing will take users from the east to the west of the A95, approximately 60 metres north of the proposed roundabout where traffic speeds are anticipated to be low
- Between **Key Area 2 (Granish Junction)** and **Key Area 3 (Avielochan)** the ACNMU lies adjacent to the west of the A95 carriageway.



Key area 3 – Avielochan

Headlines

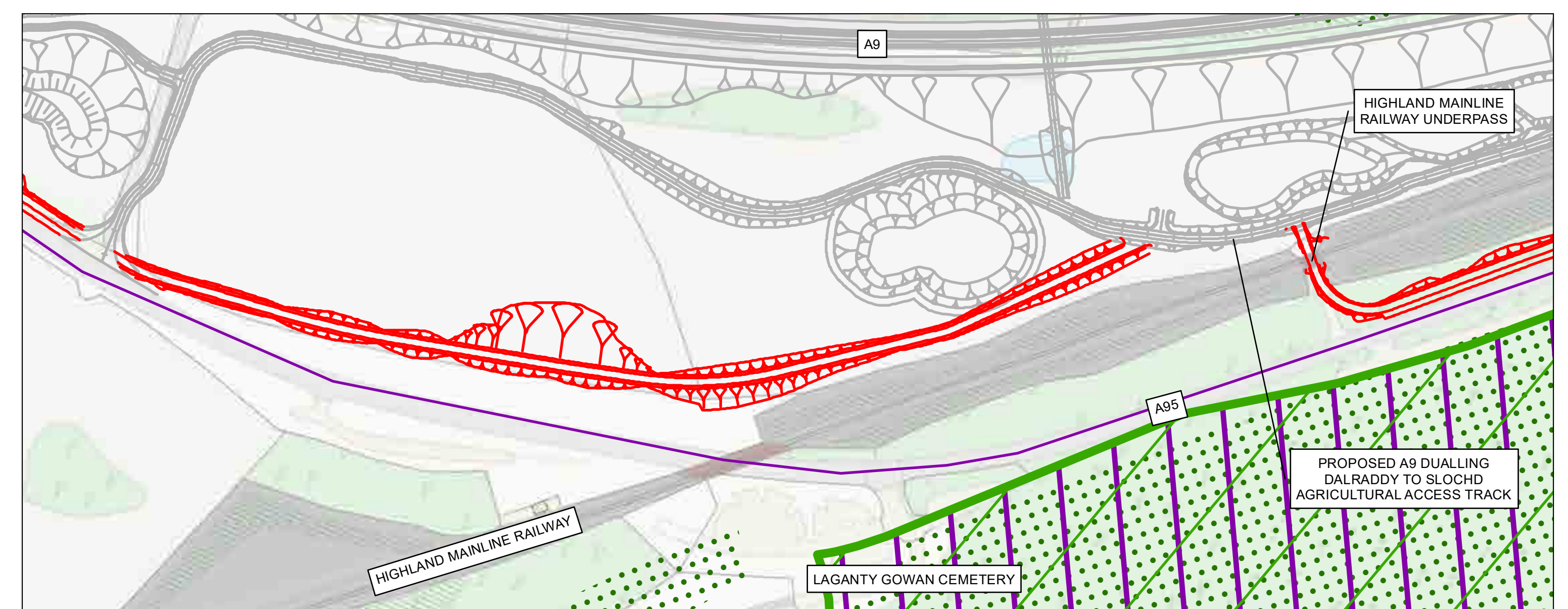
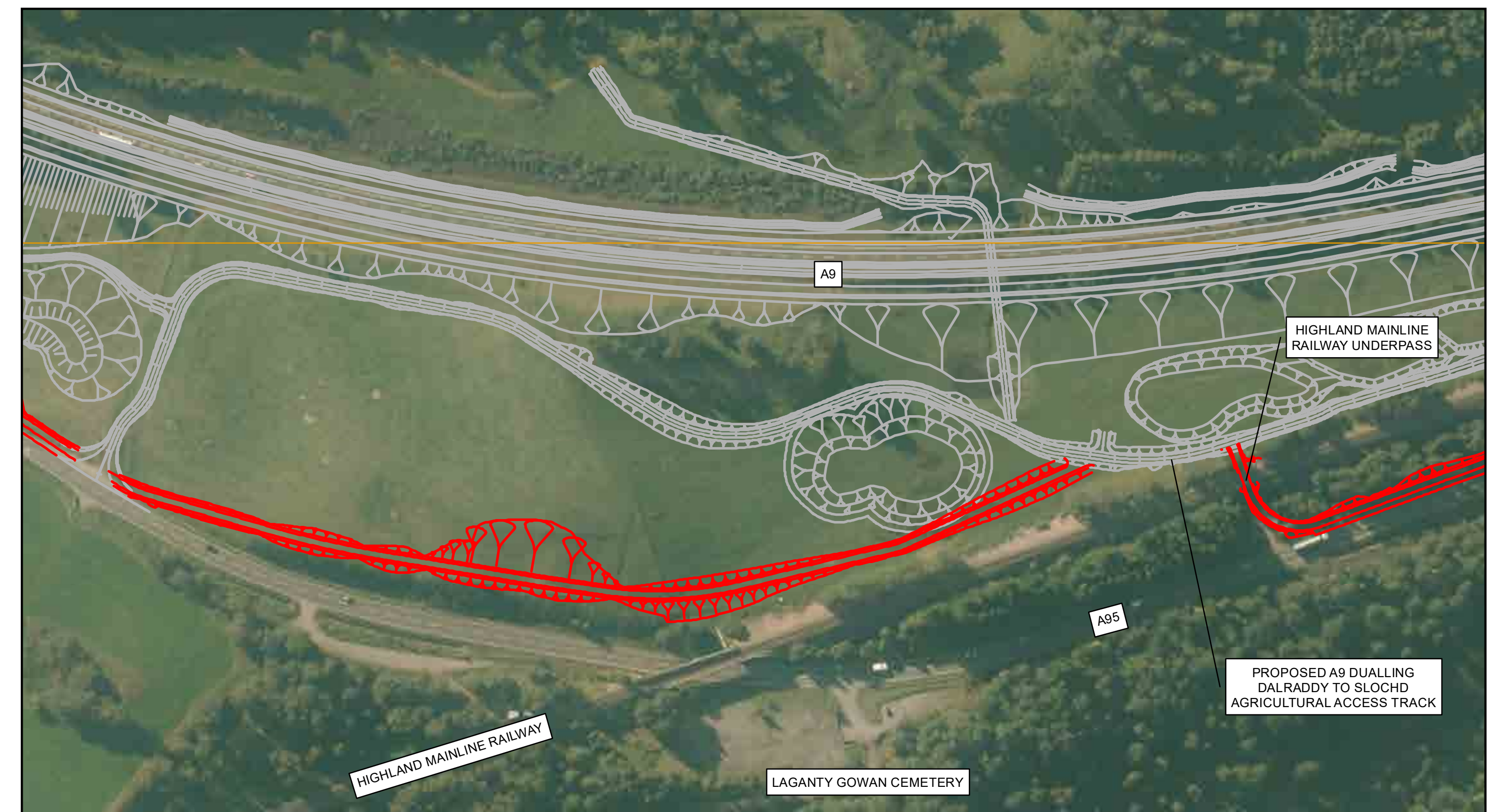
- At this location where a pond lies adjacent to the A95, the ACNEMU is located remote from carriageway to minimise environmental impacts to the lochan
- The proposed route has been selected to also minimise loss of woodland
- Between **Key Area 3 (Avielochan)** and **Key Area 4 (Highland Mainline Railway Underpass)** the ACNEMU lies adjacent the west of the A95 carriageway.



Key area 4 – Highland Mainline Railway Underpass

Headlines

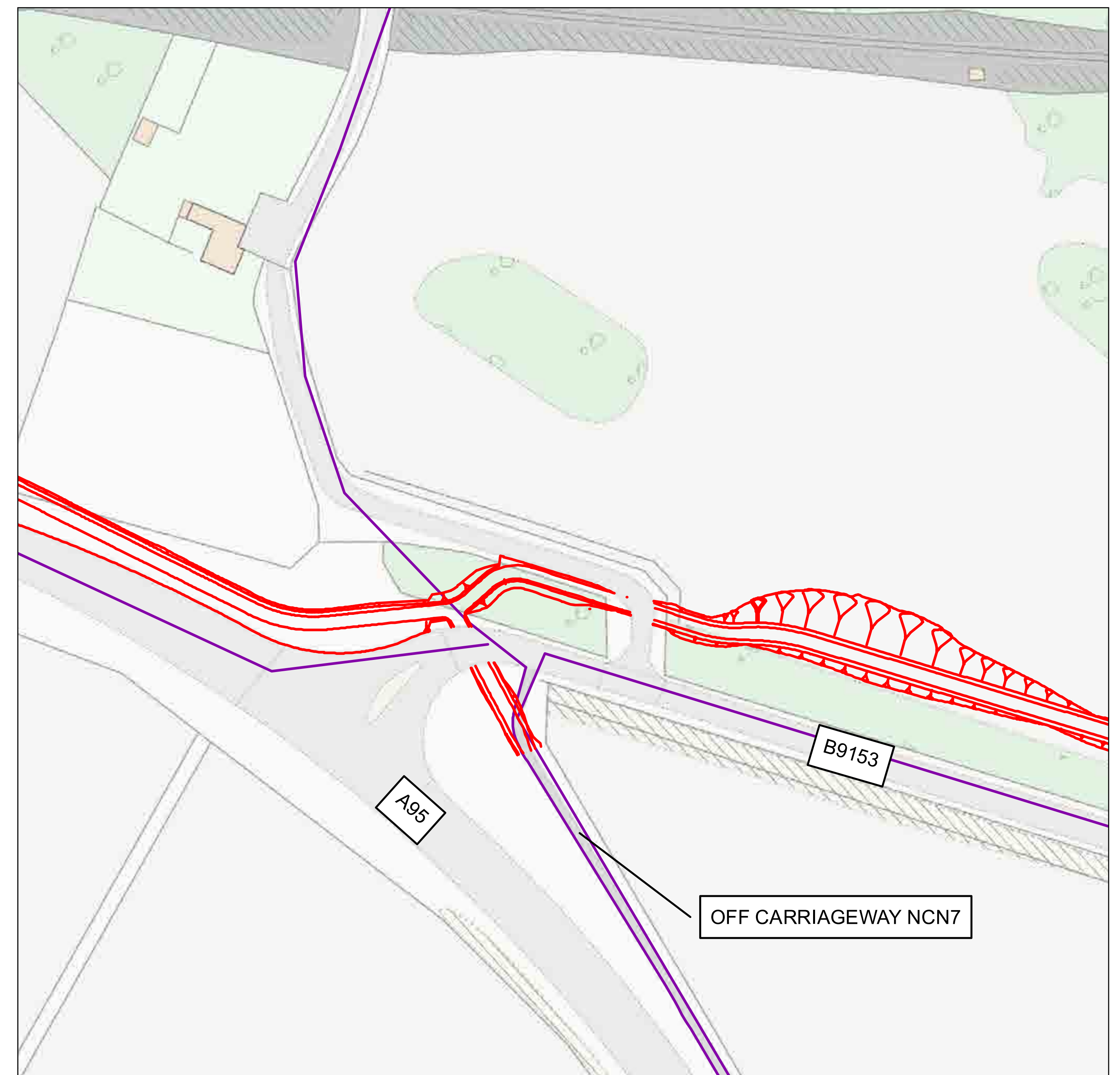
- The route utilises an existing Highland Mainline Railway (HMR) underpass to return to an alignment lying adjacent to the A95 carriageway
- Between **Key Area 4 (Highland Mainline Railway Underpass)** and **Key Area 5 (Kinveachy Junction)** the ACNEMU lies adjacent to the west of the A95 carriageway.



Key area 5 – Kinveachy Junction

Headlines

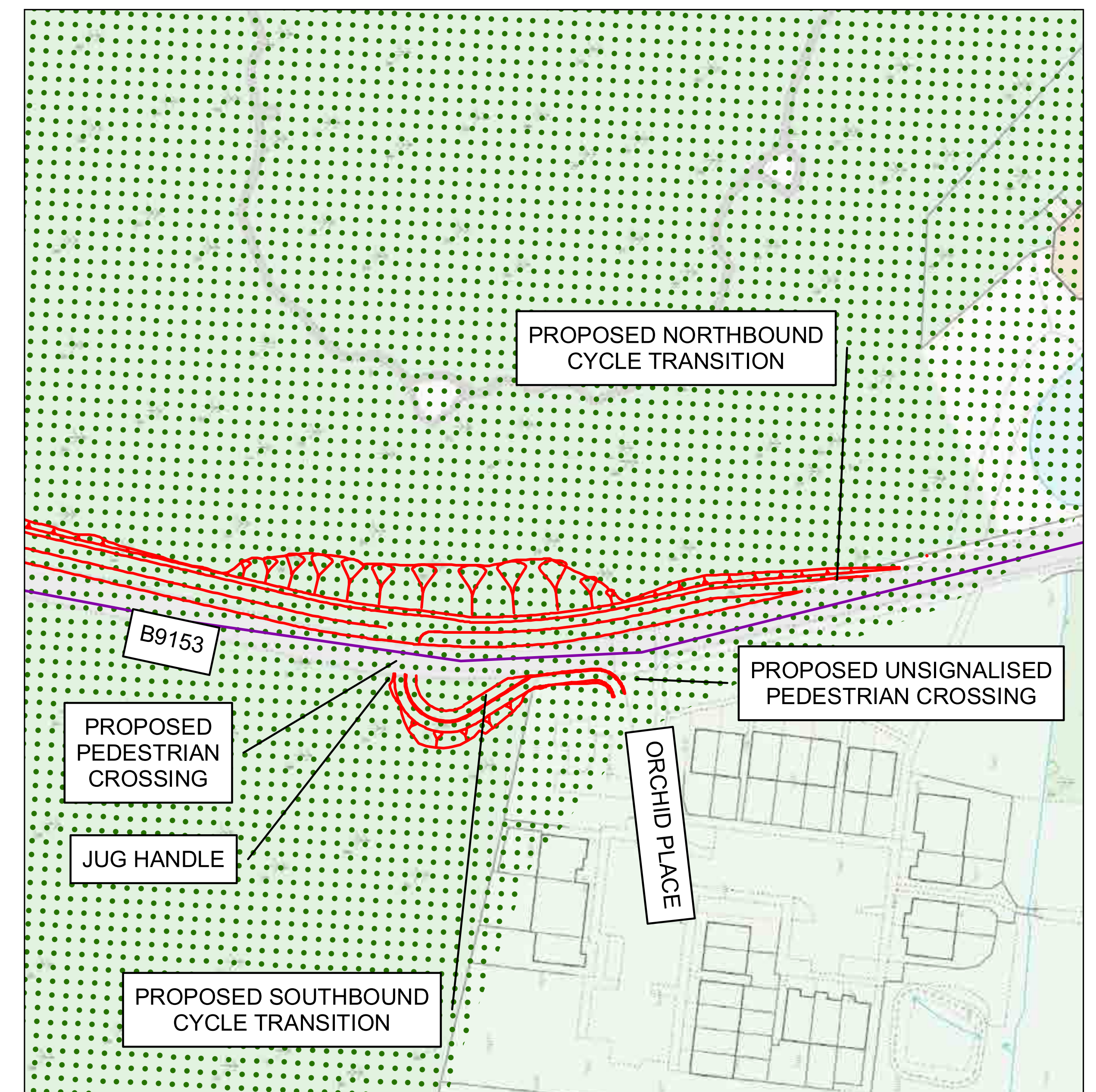
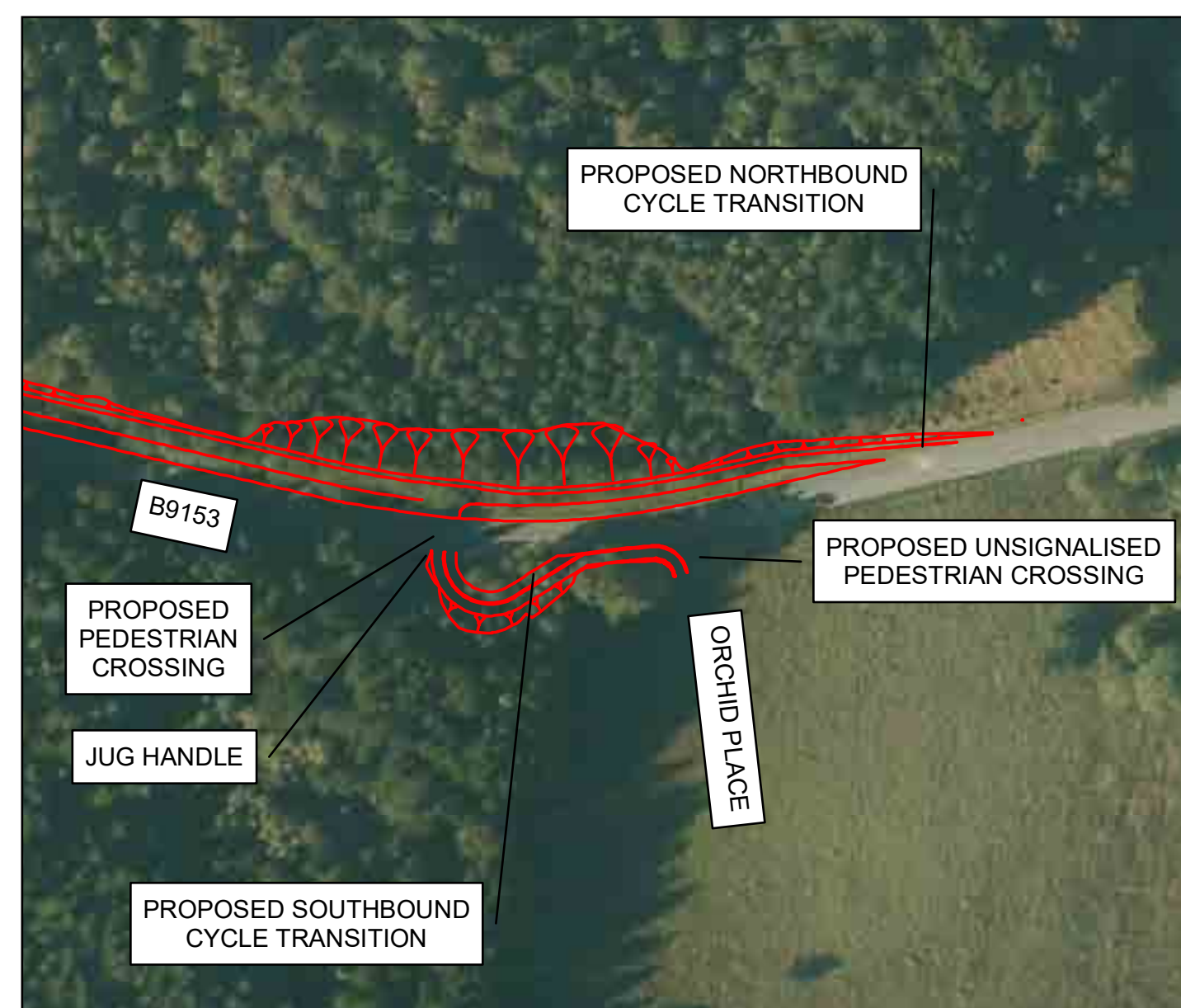
- At Kinveachy Junction the ACNMU will continue from the west side of the A95 to the west side of the B9153 via an unsignalised crossing of a private access
- The route lies remote from the B9153 to retain a line of mature trees which lie adjacent to the west of the carriageway
- An unsignalised crossing of the B9153 will be provided to connect with the existing off-road National Cycle Network Route 7 (NCN7) leading to Boat of Garten
- Between **Key Area 5 (Kinveachy Junction)** and **Key Area 6 (Carrbridge)** the ACNMU lies to the west side of the B9153.



Key area 6 – Carrbridge

Headlines

- The ACNEMU route terminates at the southern extents of Carrbridge
- For cyclists traveling north from the ACNEMU into Carrbridge, a transition has been provided to allow cyclists to continue on the B9153 carriageway
- A new unsignalised crossing will be provided across the B9153, located to the south of Orchid Place
- A new footway is proposed between the crossing and Orchid Place. Pedestrians will cross from the NMU onto the proposed footway and continue onto existing footways into the village centre
- For cyclists traveling south from Carrbridge onto the ACNEMU, a 'jug handle' has been proposed which provides a safe transition from the B9153 carriageway onto the ACNEMU via a dedicated perpendicular crossing. This layout removes the requirement to make an acute right turn from the carriageway which would require cyclists to wait in the centre of the road to give way to oncoming traffic.



Environmental assessment

The need to avoid or reduce potential adverse impacts on the environment has been a primary consideration throughout the project. Environmental assessments covering a range of environmental aspects were completed as part of the earlier baseline assessment and options appraisal stages.

A formal **Environmental Impact Assessment (EIA)** is being carried out and is informing the design of the proposed project. Where possible environmental mitigation will be embedded in the proposed project design and where this is not possible mitigation measures to reduce impacts will be developed.

As part of the EIA, extensive habitat and protected / priority species surveys were completed during the 2021 survey season. A landscape and visual impact survey was also carried out.

To inform the EIA process, consultation is ongoing with the following statutory consultees:

- The Highland Council (THC)
- Cairngorms National Park Authority (CNPA)
- Historic Environment Scotland (HES)
- NatureScot
- Scottish Environment Protection Agency (SEPA).

An EIA Report documenting the findings of the EIA will accompany the application for planning permission. A **Habitat Regulations Appraisal (HRA)** is also being produced.



Planning application and what happens next?

The proposed project constitutes a major planning application which will be submitted to The Highland Council. The application is likely to be 'called-in' by Cairngorms National Park Authority for determination of the planning application outcome. This is because the project has been determined as a major development and is located within the National Park boundary.

In line with requirements for major planning applications, a proposal of application notice will be submitted to the Planning Authority (The Highland Council), a minimum of 12 weeks before the planning application submission.

The planning application for the proposed project is expected to be submitted in late summer 2022.

The statutory determination period for a major planning application, including an EIA, is four months. During this period, there will be an opportunity for the public to view and comment on the planning application and supporting documents including the EIA.

Transport Scotland has committed to include the proposed Aviemore to Carrbridge NMU scheme in the A9 Dualling construction programme as part of the nearby Dalraddy to Slochd project providing all the statutory consents and the necessary land are in place.



Comments and feedback

Thank you for visiting this exhibition.

Transport Scotland welcomes your comments and feedback on the proposals.

Please take time to consider the information presented and provide any comments you may have as soon as possible and by:

15 June 2022

Your feedback can be submitted in one of the following ways:

- A feedback form submitted via the button above the desk within the virtual room if you visit the virtual exhibition
- Our project team can provide you with a feedback form to complete at one of the in-person exhibitions in Aviemore or Carrbridge
- A feedback form can be downloaded and completed electronically or printed from the Transport Scotland website at the following link transport.gov.scot/ACNMU and submitted by email or post to the addresses to the right.

Questions

If you want to hear more about the preferred route design or have any questions, you can call our stakeholder team on **0755 717 2747** during working hours from **9am to 5pm (Monday to Friday)**. A member of the team will take your details and questions and, if necessary, arrange for a relevant expert to return your call. If your call is outside those hours you can leave a message. We can also be contacted by email at: ACNMU@wsp.com

Email to:
ACNMU@wsp.com

Post to:
FREEPOST WSP

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.