

Aviemore to Carrbridge

Non-Motorised User (NMU) Route Study

Aviemore to Carrbridge
Non-Motorised User (NMU)
Route –
May 2022
Public Engagement Event
Summary Report





Notice

This document and its contents have been prepared and are intended solely for Transport Scotland's information and use in relation to Aviemore to Carrbridge Non-Motorised User (NMF) Route Study.

Atkins Mouchel JV assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

This document has 60 pages including the cover.

Document History

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Client Sign Off

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1. Introduction

Transport Scotland and their design consultants Atkins Mouchel Joint Venture (AMJV) are progressing the Non-Motorised User (NMU) Route between the communities of Aviemore and Carrbridge. The Aviemore to Carrbridge Non-Motorised User (NMU) Route Study comprised a Baseline Assessment undertaken and completed in 2019 and a Route Options Appraisal in 2020, leading to the preferred route chosen in November 2021.

Transport Scotland hosted two Public Engagement events on Wednesday 25th May 2022 in Aviemore, and Thursday 26th May 2022 in Carrbridge. Running in parallel with this, a Virtual Public Engagement event was hosted between Wednesday 25th May 2022 and Wednesday 15th June 2022.

This 'hybrid' approach was chosen in order to reach a large audience and ensure accessibility for all those who wished to be updated on the project. The purpose of these Engagement events was to provide an overview of the preferred route chosen and to seek feedback from the public and stakeholders ahead of a planning application submission later in 2022.

The exhibition materials were prepared in consultation with key stakeholders including Cairngorms National Park Authority (CNPA), The Highland Council (THC), Highlands and Islands Transport Partnerships (HITRANS), and Sustrans.

Alongside the Virtual and Public Engagement events, the materials shown were available in PDF format on the [Transport Scotland website](#). In addition, the materials were also available to be posted out in hard copy upon request.

During the exhibition period, analysis of attendance data revealed that the exhibition was well attended across all platforms. The Virtual Exhibition Room had 250 individual users (attendees) within the consultation period. The Public Exhibition was attended by 42 people in Aviemore, and 56 people in Carrbridge.

This report summarises the scope of the events and the feedback received.

2. Public and Virtual Engagement Preparation

2.1. Advertising

In advance of the exhibition, letters of invitation and accompanying posters were sent via email or post to Community Council and NMU groups who were asked to distribute the information to members and the wider community. Similarly, invitations were issued via email to CNPA, THC, HITRANS and Sustrans, who were asked to distribute them to interested parties. Further invites were issued via email to Historic Environment Scotland, SEPA and NatureScot in their capacity as Statutory Consultees.

The invites were issued via email to the following Community Councils:

- Aviemore and Vicinity
- Boat of Garten
- Carrbridge and Vicinity
- Dulnain Bridge
- Grantown-on-Spey
- Kincaig and Vicinity
- Kingussie and Vicinity
- Nethy Bridge
- Newtonmore
- Strathearn

The invitations were issued to the following accessibility and local NMU Groups:

- Badenoch and Strathspey Transport Company
- Badenoch and Strathspey Ramblers
- British Horse Society (BHS)
- Cairngorms Business Partnership
- Cairngorm Cycling Club
- Cairngorm Runners
- Highland Disabled Ramblers
- Mountaineering Scotland
- Ramblers Scotland; and,
- Volunteer Action Badenoch and Strathspey.
- Paths for All
- Woodland Wheels
- Active Aviemore
- Badenoch and Strathspey Trail Association
- Disability Equality Scotland
- Disability Beyond Borders
- Mobility and Access Committee for Scotland (MACS)
- National Access Forum
- Cairngorms Equalities Panel
- Cairngorms Local Outdoor Access Forum



- Badenoch and Strathspey Disability Access Panel

The content of the invitation was dependant on the individual and their position in regard to the project. An example copy of the letter of invitation can be found in **Appendix A** and the accompanying poster can be found at **Appendix B**.

Press advertisements were published in the following newspapers:

- Strathspey and Badenoch Herald
- Press and Journal
- Highland News
- Inverness Courier

A copy of the press advertisement can be found at **Appendix C**.

Around 450 invitations were also issued to landowners in the vicinity of the scheme as well as those who had attended the previous exhibition events and had asked to be kept up to date on the project. Invitations were issued via post or email where contact details were held.

Social media channels were also utilised to advertise the event. Transport Scotland shared the press announcement and the project webpage link with a statement from the Minister for Active Travel. Further to this, there was a social media advertising campaign on Facebook, Twitter, and Instagram to advertise the consultation timescale which covered the period from 25th May 2022 until 15th June 2022. The advert targeted users based upon their location, primarily in Aviemore and Carrbridge catchment areas.

2.2. Exhibition Boards

Information relating to the preferred route study was presented on a number of display boards at both the Public and Virtual Exhibitions. The headings on each board were as follows:

- 1) Title Board
- 2) Welcome
- 3) Overview Plan
- 4) Project Development Process
- 5) Public Engagement
- 6) Preferred Route Overview
- 7) Key Area 1 – Dougal Drive
- 8) Key Area 2 – Granish Junction
- 9) Key Area 3 – Avielochan
- 10) Key Area 4 - Highland Mainline Railway Underpass
- 11) Key Area 5 – Kinveachy Junction
- 12) Key Area 6 - Carrbridge
- 13) Environmental Assessment
- 14) Planning Application and what happens next?
- 15) Comments and Feedback

The exhibition display boards can be viewed on the [Transport Scotland Website](#). The boards can also be found in **Appendix D**.





2.3. Drawings

Four strip plans showing the full preferred route from Aviemore to Carrbridge were also on display for viewing at the at the Public and Virtual Exhibitions. These can be found in **Appendix E**.

2.4. Interactive Map

An interactive map provided an alternative method for the public to view the preferred route, particularly in relation to their property. Guidance was made available (via Splash Screen instruction and left-hand panel) to ensure the map was as intuitive as possible. The base map was available in Aerial Imagery, Open Street Map, and a Light Grey Canvas. Layers could be toggled on and off and included the following information:

- ACNMU Preferred Route
- A9 Dualling Dalraddy to Slochd Route.
- Existing Non-Motorised User Routes
- Environmental Data (Listed building, Scheduled Monuments, SSSI, SPA, Special Area of Conservation, National Nature Reserves, Ancient Woodland, and National Scenic Areas).

2.5. Helpline

A helpline was set up for any queries from stakeholders and the public. This was manned during normal working hours and a voicemail facility was set up for out-of-hour calls. Queries were handled by the individual manning the phone, or where appropriate, a message would be taken and directed to the project technical team for a response.

2.6. Hard Copy Exhibition Materials

Where requested, hard copy materials could be issued to those who did not have access to the Internet.

The exhibition pack included:

- Exhibition Boards
- ACNMU Summary Leaflet
- Feedback Form
- Freepost Return Envelope

As it turned out, no requests for hard copies were received during the consultation period.

2.7. Feedback Forms

Visitors to the exhibition events were invited to leave feedback and were given a number of options to do so, including:

- Submitting a feedback form via the button above the desk within the virtual room.





- Filling out a feedback form at one of the in-person events in Aviemore or Carrbridge.
- Downloading a feedback form from the Transport Scotland website and submitting it by post or email.
- Emailing the project email address at ACNMU@wsp.com or to Transport Scotland directly.

A copy of the feedback form can be found in **Appendix F**.

Where feedback was provided with a contact name and contact details, a response was issued following the consultation period. All feedback and issued responses can be found in **Appendix H**.





3. Public Exhibition Event

The exhibitions were held in Aviemore Community Centre on Wednesday 25th May 2022 between 3pm and 8pm, and in Carrbridge Village Hall on Thursday 26th May 2022 between 2pm and 6pm.

3.1. Attendance

Attendance statistics were recorded by the design consultants at the in-person events using a counter.

The exhibitions were well attended, with a total of 98 attendees over the course of the two exhibition events. There were 42 attendees at Aviemore on Wednesday 25th May 2022 and 56 attendees at Carrbridge on Thursday 26th May 2022.

3.2. Photographs



Figure 1 - The Exhibition Venue - Aviemore Community Centre – 25th May 2022





Figure 2 - The Exhibition Venue – Carrbridge Village Hall – 26th May 2022



Figure 3 - Visitors to the Exhibition - Aviemore Community Centre - 25th May 2022



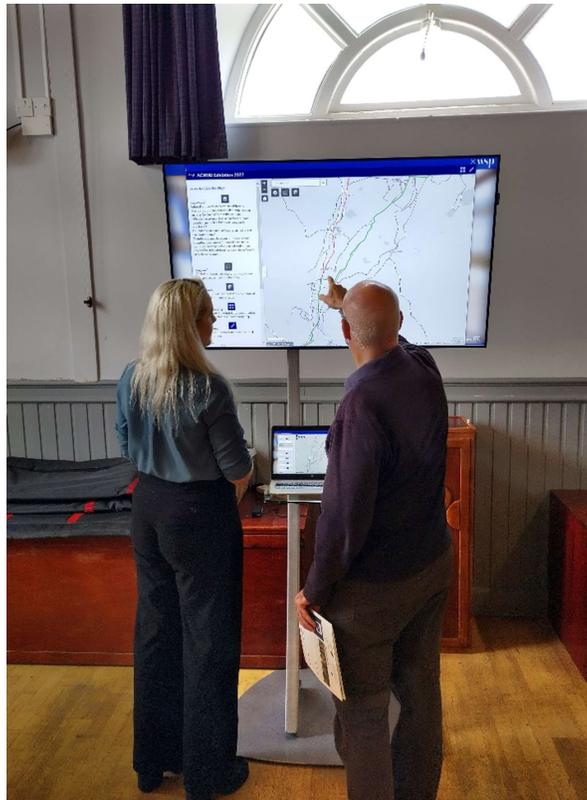


Figure 4 - Visitors to the Exhibition - Carrbridge Village Hall - 26th May 2022

3.3. Exhibition Leaflet

A copy of the Aviemore to Carrbridge Non-Motorised User (NMU) Route Public Exhibition leaflet was handed to each visitor to the exhibition. Members of the public were invited to take extra copies for members of the community if they wished to do so. A copy of the leaflet can be found in **Appendix G**.





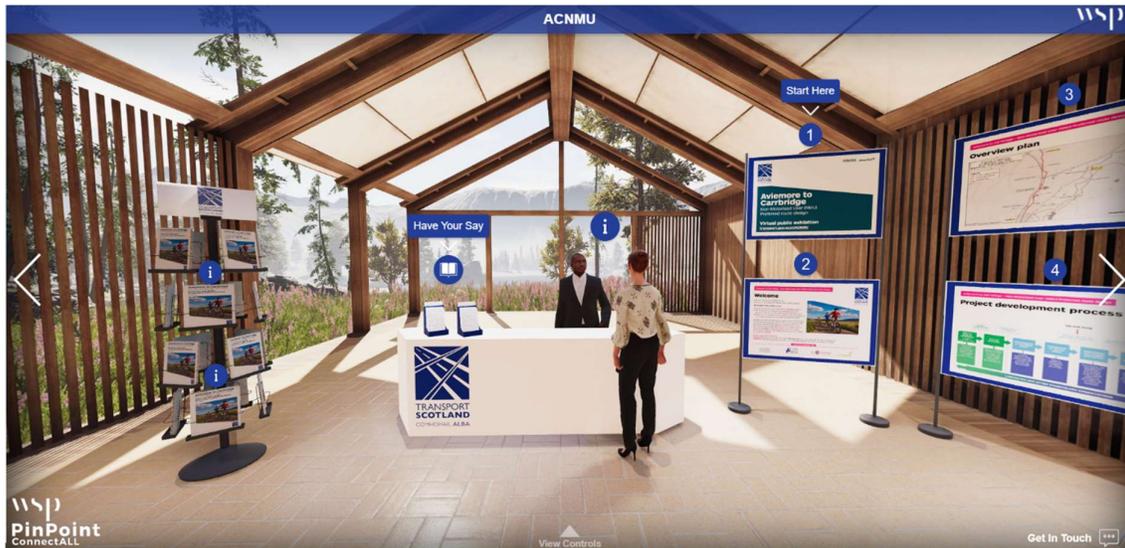
4. Virtual Exhibition Event

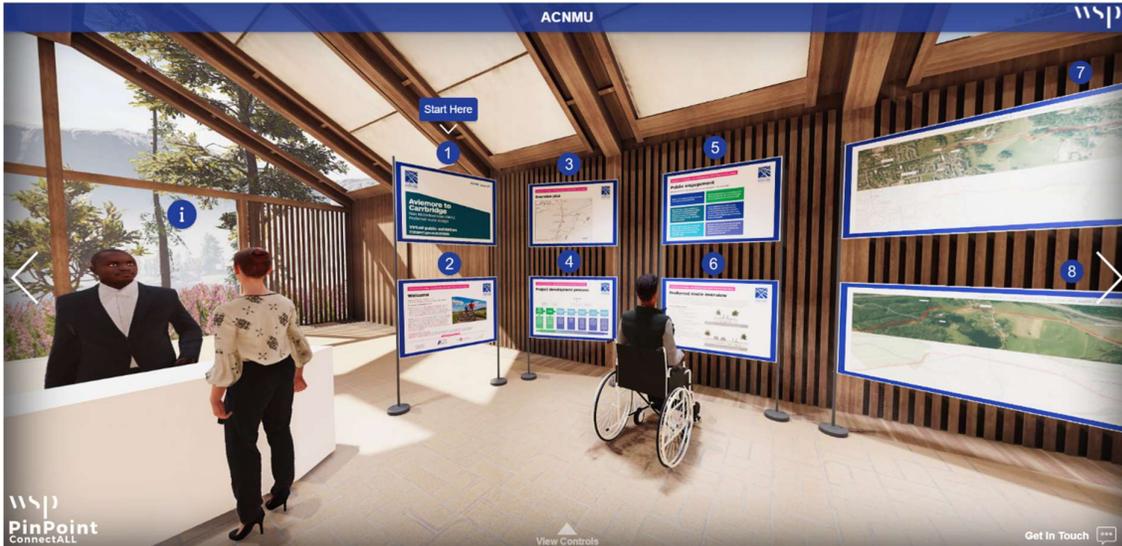
4.1. Virtual Exhibition Room

The virtual exhibition room was developed by AMJV to enable users to explore an interactive 360° virtual exhibition room, appearing similar to a room in a public hall. The virtual exhibition room was accessible on PC, tablet or smart phone, and users could navigate the room using mouse & keyboard, finger, or stylus. The virtual exhibition room included panels which displayed details of the preferred route, and also a map browser for users to explore the route in more detail and zoom in to specific areas of interest.

The virtual room also included a function for users to submit feedback, download the summary leaflet, and download the boards.

4.2. Photographs





4.3. Attendance

Attendance statistics were recorded using Google Analytics.

The exhibition was well attended, with a total of 2188 unique page views to the project landing page during the consultation period. There were 250 unique page views of the virtual room. A unique pageview represents the number of sessions which each page was viewed one or more time by a user.





5. Feedback Summary

A total of 32 items of feedback were received; a combination of feedback forms left on the day in Aviemore (3) and on the day in Carrbridge (6), completed online (15), submitted by post (2) and submitted via email, or comments sent to the project email address (6).

The feedback form provided an opportunity to make comment on the preferred route.

Feedback was assigned as Positive, Negative or Constructive using the following definitions:

Positive: If the feedback is generally positive i.e., respondents are happy with the preferred route chosen or their response is positive overall about the project.

Constructive: If the feedback is generally positive but the respondent has included changes or updates that they would like to see to the route or the project.

Negative: If the feedback is generally negative i.e., respondents are not happy with the preferred route chosen, have suggested that a lot of the proposal should be changed or updated, or their response is overall negative about the project.

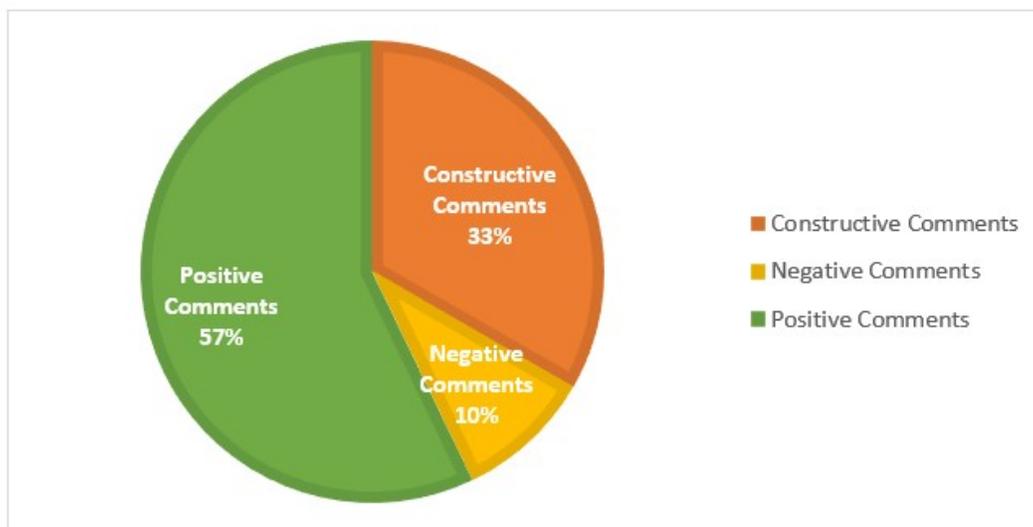


Figure 5 – Feedback: respondents' overall reaction to the ACNMU Route

The feedback received was then analysed to identify common themes. The following common themes were assigned as follows:

- Safety
- Crossings
- Timescales
- Environment/ Wildlife
- Tourism Benefit
- Economic growth in the area
- A9 Dualling Project
- Surfacing and Maintenance



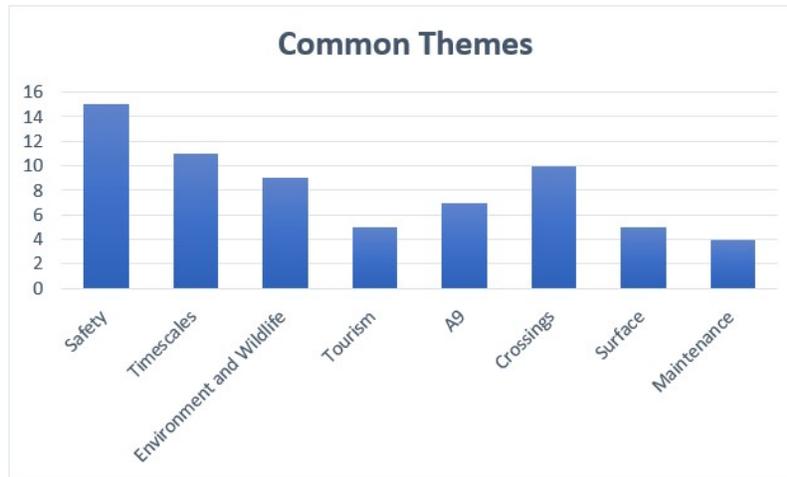


Figure 6 - The number of mentions each common theme received across respondents' feedback

Additional common themes that were mentioned in respondents' feedback were as follows;

- Loch Vaa
- Economics
- Granish Junction
- Accessibility

Common themes with fewer mentions in respondents' feedback were as follows:

- Guidance/ Design Manuals
- Engineering/ Construction
- Width

A copy of all feedback provided by stakeholders and individuals, as well as the responses from AMJV/ Transport Scotland can be found in **Appendix H**.





6. Summary

The consultation period ran from 25th May 2022 until 15th June 2022 on the Transport Scotland Website.

On the 25th May 2022 in Aviemore, and 26th May 2022 in Carrbridge, in-person public exhibitions were held, and a virtual public exhibition was held, which could be accessed on Transport Scotland's Website.

The engagement events provided an overview of the preferred route chosen and provided an opportunity to obtain feedback from the public and stakeholders.

The overall impression from feedback submitted by members of the public was positive.

The following engagement was recorded:

- 2188 unique visits to the exhibition landing page
- 250 visits to the virtual exhibition room over the 3 week period
- 98 attendees at the in-person exhibitions over 2 days in Aviemore and Carrbridge.

- 32 pieces of feedback submitted during the consultation period:
 - 15 online submissions
 - 6 email submissions
 - 9 in-person submissions (via public events)
 - 2 posted submissions.





Appendix A – Invitation

Major Projects

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Telephone: 0141 272 7100
info@transport.gov.scot



[By email / letter]

Our ref:

Date: 11 May 2022

Dear Sir/ Madam,

Aviemore to Carrbridge Non-Motorised User Route Study – Public Exhibitions and Virtual Exhibition

In recognition of the Scottish Government's wider commitment to promote active travel in Scotland, Transport Scotland commissioned a route study and options appraisal into the provision of a shared use Non-Motorised User (NMU) facility between Aviemore and Carrbridge.

The route study is being led and funded by Transport Scotland and prepared in consultation with multi-agency partners from Cairngorms National Park Authority (CNPA), The Highland Council (THC), Sustrans and Highlands and Islands Transport Partnership (HITRANS).

I am writing to advise you that a **public exhibition** for the preferred route study will take place over two days in

- Aviemore Community and Leisure Centre on Wednesday 25th of May from 3pm to 8pm,
- Carrbridge Village Hall on Thursday the 26th of May from 2pm to 6pm.

In advance of the public exhibitions, a virtual exhibition will go live at 12 noon on **Wednesday 25th May** and run until 12 noon on **Wednesday 15th June**.

The public exhibitions and virtual exhibition will provide an update on the ongoing work and seek to inform the public on the preferred route that has been developed to link Aviemore and Carrbridge. Representatives from Transport Scotland and our consultants AMJV (Atkins Mouchel Joint Venture) will be available at the public exhibitions to answer questions.

When the virtual public exhibition goes live, access to all materials and the feedback form that will be on display in the live events will be available via the Transport Scotland website at the following project webpage:
<https://www.transport.gov.scot/ACNMU>





You will also have the opportunity to provide feedback on the route during the consultation period noted above. Feedback can be provided by:

- Using the feedback function in the virtual public exhibition
- Filling out a downloadable feedback form from the Transport Scotland website and emailing it back to us at: ACNMU@wsp.com
- Printing off a feedback form from the Transport Scotland website and post it back to us at the following address: FREEPOST WSP. Note that we can arrange for blank feedback forms to be posted out to those with no access to the internet.
- Feedback forms will also be available during the face-to-face public exhibition

The proposed project constitutes a major planning application, which will be submitted to the local Planning Authority, once the outline design of the project is finalised. Once the planning application is submitted, representations, if any, may also be made directly to the Planning Authority.

Please be advised that hard copies of all materials will be available on request for those with no access to the internet. Please contact the project team on 0755 717 2747 if you require hard copies to be posted to your address.

Anyone with an interest in this project is free to attend the face-to-face event and visit the virtual public exhibition. Should you know anyone else who may be interested, you are welcome to pass on the details of this letter.

Please contact our Aviemore to Carrbridge NMU Stakeholder Team on 0755 717 2747 or at ACNMU@wsp.com if you require any further information regarding the virtual exhibition or the Aviemore to Carrbridge NMU project.

Yours sincerely,

Sam MacNaughton,
Stakeholder Manager
Transport Scotland

cc Atkins Mouchel Joint Venture





Appendix B – A5 Poster

Aviemore to Carrbridge

Non-Motorised User (NMU) preferred route design

Virtual and public exhibitions



Exhibitions are to be held later this month to let the public comment on the design layouts for a new 10km segregated preferred NMU route between Aviemore and Carrbridge in advance of the planning application for the scheme expected in the summer.

PUBLIC EVENTS will be held in **Aviemore** on **Wednesday 25 May** and **Carrbridge** on **Thursday 26 May**.

A parallel **VIRTUAL EVENT** will be posted on the Transport Scotland website at transport.gov.scot/ACNMU over the 3 week period from **12 noon on Wednesday 25 May** to **Wednesday 15 June** where the public will also be able to provide feedback on the designs.

Comments and feedback to be submitted to Transport Scotland by **Wednesday 15 June** (not to the Planning Authority). Once the planning application is submitted, representations, if any, can be made to the Planning Authority.

transport.gov.scot/ACNMU

Details of the public exhibitions are as follows:

Aviemore Community Centre

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

Carrbridge Village Hall

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

At the public exhibitions the Transport Scotland team and their design consultants will be on hand to answer any questions.

The new NMU route will provide a safer more direct route for pedestrians, cyclists, wheelers, and pony riders between **Aviemore** and **Carrbridge** and connect with other NMU routes in the area.





Appendix C – Press Advertisement

Public to be asked for views on the Aviemore to Carrbridge NMU preferred route design



Exhibitions are to be held later this month to let the public comment on the design layouts for a new 10km segregated preferred NMU route between Aviemore and Carrbridge in advance of any planning application for the scheme expected in the summer.

PUBLIC EVENTS will be held in **Aviemore** on **Wednesday 25 May** and **Carrbridge** on **Thursday 26 May**.

A parallel **VIRTUAL EVENT** will be posted on the Transport Scotland website at transport.gov.scot/ACNMU over the 3 week period from **Monday 23 May** to **Monday 13 June** where the public will also be able to provide feedback on the designs.

Details of the public exhibitions:

Aviemore

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

Carrbridge

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

At the public exhibitions the Transport Scotland team and their design consultants will be on hand to answer any questions.

The new NMU route will provide a safer more direct route for pedestrians, cyclists, wheelers, and pony riders between **Aviemore** and **Carrbridge** and connect with other NMU routes in the area.

Comments and feedback to be submitted to Transport Scotland by **Monday 13 June** (not to the Planning Authority). Once the planning application is submitted, representations can be made to the Planning Authority. Further information on the public and virtual exhibitions can be found at: transport.gov.scot/ACNMU





Appendix D – Exhibition Boards



TRANSPORT SCOTLAND
COBHACHAL ALBA

Aviemore to Carrbridge

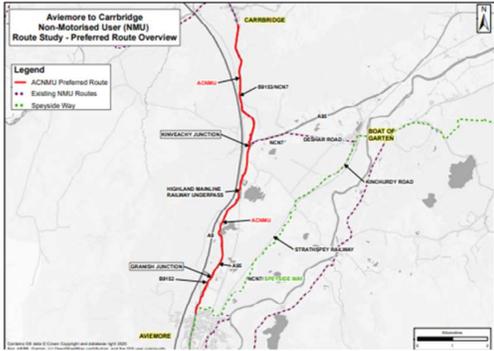
Non-Motorised User (NMU)
Preferred route design

Virtual public exhibition
transport.gov.scot/ACNMU

Aviemore to Carrbridge - Non-Motorised User (NMU) Preferred route design



Overview plan



Aviemore to Carrbridge - Non-Motorised User (NMU) Preferred route design



Project development process



WE ARE HERE

PUBLIC EXHIBITION September 2020

VIRTUAL PUBLIC EXHIBITION November/December 2020

VIRTUAL EXHIBITION AND PUBLIC EXHIBITION May 2021

PLANNING APPLICATION Summer 2021

SCOPING / BASELINE ASSESSMENT Completed September 2020

OPTIONS APPRAISAL

IDENTIFICATION OF PREFERRED ROUTE

PREPARATION OF OUTLINE DESIGN

PREPARATION OF PLANNING APPLICATION

LAND NEGOTIATIONS

PROCUREMENT / CONSTRUCTION

LANDOWNER AND OTHER STAKEHOLDER CONSULTATIONS





Aviemore to Carrbridge - Non-Motorised User (NMU) Preferred route design



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”

Aviemore to Carrbridge - Non-Motorised User (NMU) Preferred route design

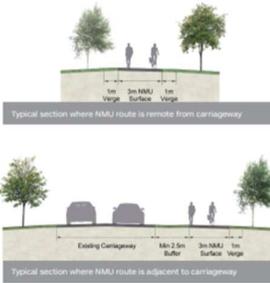


Preferred route overview

The ACNNU 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 Orchard 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 the 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.



Aviemore to Carrbridge - Non-Motorised User (NMU) Preferred route design



Key area 1 – Dougal Drive

Headlines

- The ACNNU 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 ACNNU is remote from the carriageway following a line to the east of the B9152.



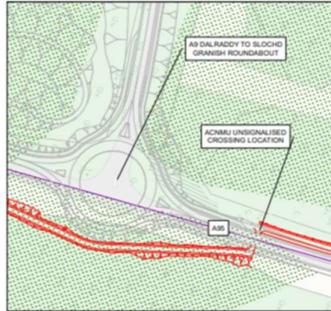


Key area 2 – Granish Junction



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 Slouchd 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 ACNMU 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 ACNMU lies adjacent the west of the A95 carriageway.



Key area 4 – Highland Mainline Railway Underpass



Headlines

- The route utilises an existing Highland Mainline Railway (HMRU) 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 ACNMU lies adjacent to the west of the A95 carriageway.





Key area 5 – Kinveachy Junction

Headlines

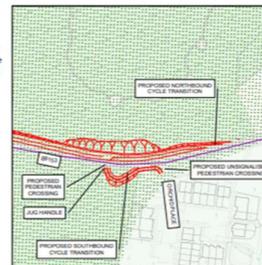
- At Kinveachy Junction the ACNMU will continue from the west side of the A95 to the west side of the B9153 via an unsignalised crossing of a private access
- The route lies remote from the B9153 to retain a line of mature trees which lie adjacent to the west of the carriageway
- An unsignalised crossing of the B9153 will be provided to connect with the existing off-road National Cycle Network Route 7 (NCN7) leading to Boal of Gartan
- 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 ACNMU route terminates at the southern extents of Carrbridge
- For cyclists travelling north from the ACNMU 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 Orchard Place
- A new footway is proposed between the crossing and Orchard 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 ACNMU, a 'jug handle' has been proposed which provides a safe transition from the B9153 carriageway onto the ACNMU 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.





Aviemore to Carrbridge - Non-Motorised User (NMU) Preferred route design



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 Slouch project providing all the statutory consents and the necessary land are in place.



Aviemore to Carrbridge - Non-Motorised User (NMU) Preferred route design



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 2767 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 to:
ACNMU@wsp.com
Post to:
FREEPOST WSP

Transport Scotland will consider your comments and feedback as part of the scheme approval, 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.

transport.gov.scot/ACNMU



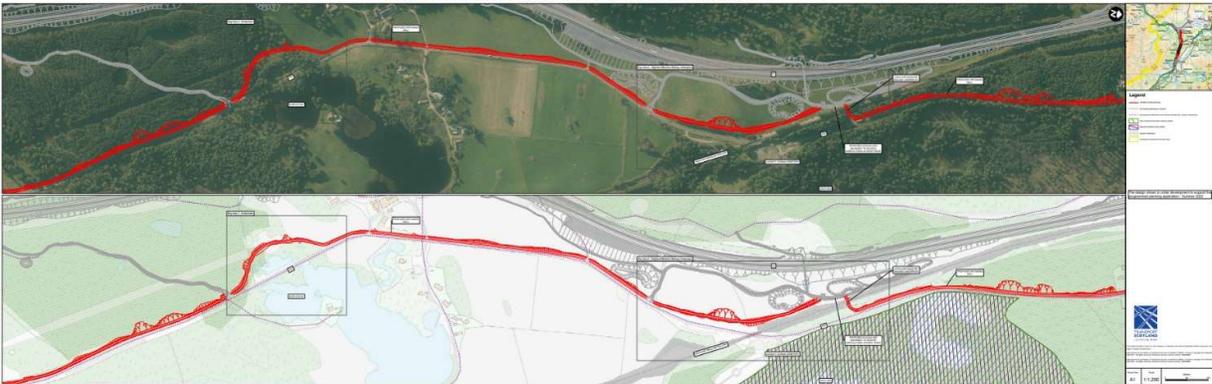


Appendix E – Strip Plans

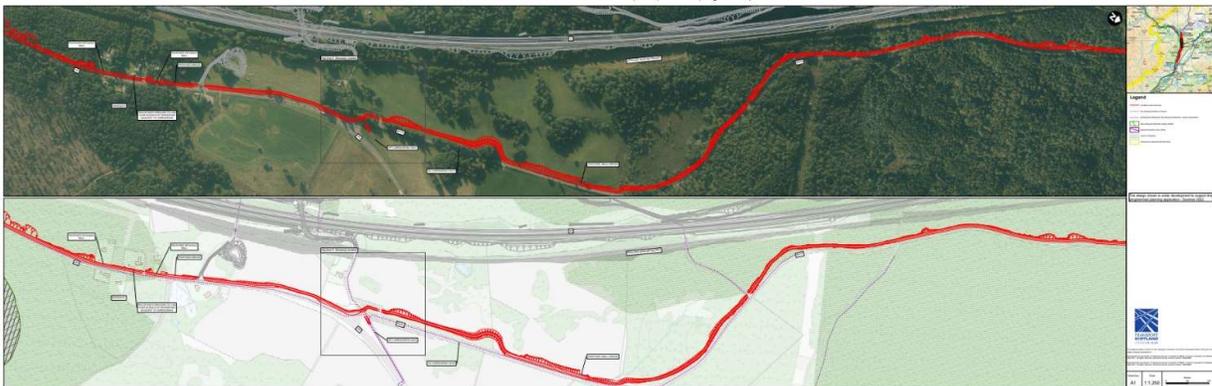
AVIEMORE TO CARRBRIDGE NON-MOTORISED USER (NMU) ROUTE (Page 1 of 4)



AVIEMORE TO CARRBRIDGE NON-MOTORISED USER (NMU) ROUTE (Page 2 of 4)



AVIEMORE TO CARRBRIDGE NON-MOTORISED USER (NMU) ROUTE (Page 3 of 4)



AVIEMORE TO CARRBRIDGE NON-MOTORISED USER (NMU) ROUTE (Page 4 of 4)





Appendix F – Feedback Form

Aviemore to Carrbridge

Non-Motorised User (NMU) Route Study

Preferred route design

Virtual and public exhibitions



Feedback form

Introduction

Thank you for visiting our Aviemore to Carrbridge Non-Motorised User (NMU) Preferred route design virtual and/or in-person public exhibition. We would be grateful if you could take the time to provide feedback or any comments you may have and return this form to us by email or post (details on the reverse) by **15 June 2022**.

Transport Scotland will use the content of your feedback form as part of design development. Personal information will only be retained for the period of this project. All completed feedback forms will be shared with our consultant, Atkins Mouchel Joint Venture (AMJV). Comments and feedback to be submitted to Transport Scotland by **Wednesday 15 June** (not to the Planning Authority). Once the planning application is submitted, representations, if any, can be made to the Planning Authority.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

I agree to Transport Scotland contacting me with updates about the study. (tick box)

Transport Scotland and its agents will process any personal information provided on this form and it will be recorded solely for the purpose of the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study and in accordance with the General Data Protection Regulation (GDPR).

PLEASE USE THE BACK OF THIS FORM TO RECORD YOUR COMMENTS OR FEEDBACK





Aviemore to Carrbridge Non-Motorised User (NMU) Preferred route design

1. We would appreciate your views on the preferred route design.

Please email or post your completed feedback form by **15 June 2022** to the project team.

Email to: ACNMU@wsp.com

Or by post to: **FREEPOST WSP**

For further information on the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study please visit:
transport.gov.scot/ACNMU

Transport Scotland will consider your comments and feedback as part of their design development and assessment of the scheme, 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. If you wish us to do so, please provide your consent when contacting us. 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 directly if you choose not to provide these details.





Appendix G – Leaflet

Aviemore to Carrbridge Non-Motorised User (NMU) Route Study Preferred route design Virtual exhibition and public exhibitions May 2022



transport.gov.scot/ACNMU

Aviemore to Carrbridge Non-Motorised User (NMU) Route Study Preferred route design

Introduction

This summary leaflet provides an overview of the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study Preferred route design.

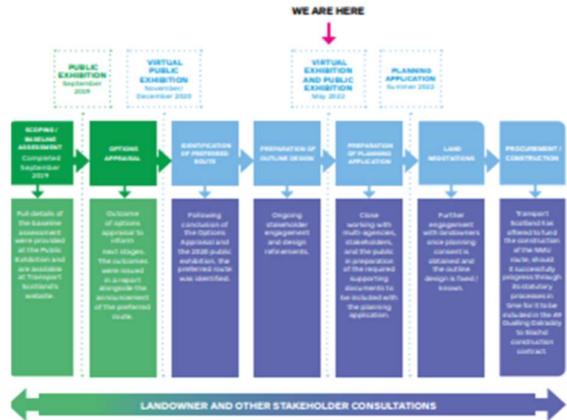
It provides details on the preferred route design proposals, presents the details of the ongoing design development of the preferred route and outlines the next steps for the project.

It provides information on how you can give us your comments and feedback on the ongoing design that is to be submitted for planning consent.

i A feedback form is available online within the virtual exhibition room, at the in-person exhibitions or from the Transport Scotland website: transport.gov.scot/ACNMU



Project development process



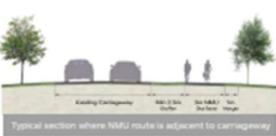
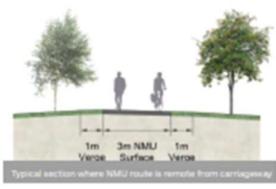
Preferred route overview

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, pushing and home 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 or circular trips between Aviemore, Carrbridge and Boat of Garten by using the existing Speyside Way.

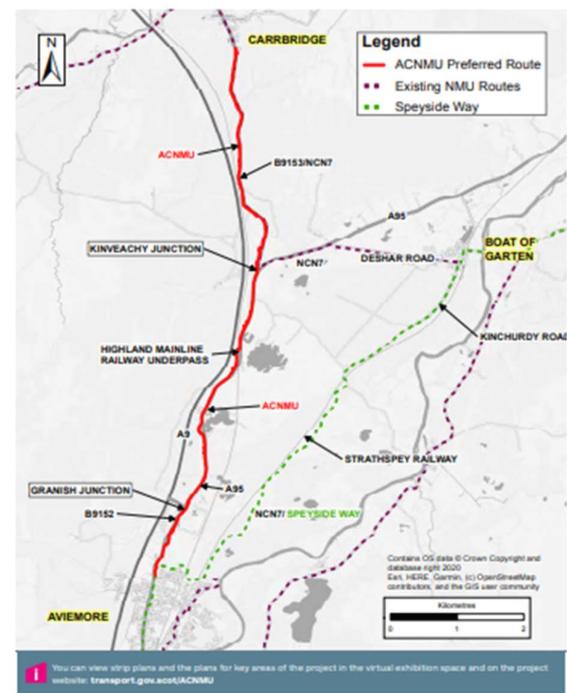
Key project design headlines:

- Starts at Dougal Drive, Aviemore and ends at 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 offset from live traffic 2.5 metres
- Will minimise impact on existing verge infrastructure
- Bitumen surfacing.



Aviemore to Carrbridge Non-Motorised User (NMU) Route Study Preferred route design

Overview plan





Aviemore to Carrbridge Non-Motorised User (NMU) Route Study Preferred route design

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. **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 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 Dualing construction programme as part of the nearby Dalraddy to Slachd project providing all the statutory consents and the necessary land are in place.



Aviemore to Carrbridge Non-Motorised User (NMU) Route Study Preferred route design

Comments and feedback

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

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/ACNNU and submitted by email or post.

Comments and feedback to be submitted to Transport Scotland by **Wednesday 15 June** (not to the Planning Authority). Once the planning application is submitted, representations, if any, can be made to the Planning Authority.

Questions

If you want to hear more about the preferred route design or have any questions, you can call our stakeholder team on **0795 717 3747** 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: ACNNU@wsp.com

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



About your comments and feedback

Transport Scotland will consider your comments and feedback as part of their further design development and assessment of the scheme, 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.

If you wish us to do so, please provide your consent when contacting us. 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 directly if you choose not to provide these details.



Prepared in consultation with:



Appendix H - Feedback Comments and Responses

Aviemore to Carrbridge Non-Motorised User (ACNMU) Route – Preferred Route May 2022 Exhibition Feedback

General Intro:

I am writing to thank you for the feedback you provided following the Aviemore to Carrbridge User (ACNMU) Route Public and Virtual Engagement events held between 25th May and 15th June 2022.

Your comments have been registered and these will be considered as we look to progress the detailed design of the route.

Please see a response to any comments made to your feedback below.

General Conclusion:

Please note that information relating to the Aviemore to Carrbridge Non-Motorised User Route, including materials presented at the exhibition events continue to be available at the following link: <https://www.transport.gov.scot/ACNMU>

Thank you again for taking time to provide feedback on the proposals presented at the exhibition events.

Should you require any further information on the project, please do not hesitate to contact our design consultants; AMJV at ACNMU@wsp.com



Reference	Verbatim Comment	Response
ACNMU_001	<p><i>First of all absolutely delighted to see this route progressing. How far away from the road is the track and how much cover/ barrier is there between the two? As a horse rider this is an important factor when using tracks. In wet weather road noise is very much increased and horses may not be confident using this. I hope it is going to be a decent distance away and not running directly alongside.</i></p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> Your query regarding a buffer between the route and live carriageway. <p>We confirm that the setback distance for routes immediately adjacent to live carriageways will be at least 2.5m. Where constraints impact upon this width, the width of the proposed route will be lessened, as opposed to the setback distance altering from 2.5m.</p> <p>In regard to safety barriers, design standards do not require the provision of a safety barrier to separate NMU routes from carriageways, noting that physical barriers, in themselves, can be a hazard to all road users. A risk assessment will be undertaken to determine where safety barriers may be provided at discrete locations to mitigate other hazards such as large embankments, structures, and street furniture. In general, where a safety barrier is required, these will be located within the road verge, between the carriageway and the NMU.</p>
ACNMU_002	<p><i>We were very pleased with the exhibition in [REDACTED] yesterday. Both the reassurance that the work is progressing and the explanatory displays with people on hand to answer any questions, particularly, in our case, the explanations for sections which veered off from the more direct route. (Bicycles don't cover the ground as quickly as cars.) Minimal disturbance of the vegetation increases the attractiveness of the route. We look forward to the completion of the route, the one we originally opted for, as it gives utility cyclists the most direct and safe connection between Carrbridge and Aviemore, as well as end-to-enders, and enables local leisure cyclists to enjoy a round tour between the two settlements rather than a 'there-and-back' route.</i></p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> You were pleased with the Carrbridge Public Exhibition held on 26th May 2022. You have expressed a preference for minimal disturbance to vegetation. You are in favour of the direct connections between Aviemore and Carrbridge that the NMU will provide.
ACNMU_003	<p><i>Cycling by Design specifies a minimum desirable width for shared cycle/footpath of 4m. Please explain why the proposals are for</i></p>	<p>We note your comment on the desirable minimum width of 4m as stated in 'Cycling by Design' Guidance.</p>





	<p><i>a shared cycle/footpath which is only 3m width.</i></p>	<p>An analysis of the route was undertaken to determine the appropriate route width for the ACNMMU in advance of preparing the outline design. This considered:</p> <ul style="list-style-type: none"> • relevant design guidance, • the rural setting of the route, • the level of use anticipated on the route, • feedback received at the Options Appraisal Stage Public Exhibition, • land footprint required for the scheme, • impact on environmental receptors, • cost. <p>It was determined that 3m is appropriate for the predicted lower user density of the proposed route and the associated lower levels of conflict. In addition, given the extensive rural nature of the route, the 3m width will help mitigate environmental impacts and ensure that the route is in keeping with its surroundings.</p> <p>In addition, it should be noted that a 3m width for the NMU exceeds the absolute minimum value of 2.5m stated in 'Cycling by Design' and also meets the desirable minimum value set out in the supplementary guidance of Sustrans' 'Traffic Free Routes and Greenways Guidance'.</p>
ACNMMU_004	<p><i>This is great - please can we have it asap!</i></p>	<p>We have noted your helpful comments regarding the timescales of the project, and desire to have the route constructed as soon as possible.</p> <p>After concluding this current round of virtual and public exhibitions, we will begin finalising the planning application while working closely with CNPA, The Highland Council, The Highlands and Islands Transport Partnership and Sustrans and will be seeking to submit the planning application later in 2022.</p> <p>Following receipt of planning consent, land negotiations to obtain the necessary land of the scheme will begin in earnest through further engagement with landowners.</p> <p>Thereafter, after all statutory consents including planning and land acquisition are in place, it is proposed that this project will be included in the A9</p>





		Dualling Dalraddy to Slochd contract, assuming all these consents are in place by the time the procurement process for the A9 Dualling scheme commences.
ACNMU_005	<i>Very supportive of this -it is great news - good for the local economy , good for visitors and locals alike, good for health and safety</i>	<p>We have noted your helpful comments regarding the following:</p> <ul style="list-style-type: none"> You are supportive of the project, which you consider will benefit the local economy, tourists and locals, and health and safety.
ACNMU_006	<i>As a regular cyclist visitor to the Aviemore area I enthusiastically welcome the proposed scheme, it is much needed. I welcome the proposed bitumen surfacing which will make it useable for all bike types not just those with offroad tyres. I note though that this will require gritting and ploughing to keep it usable during winter. I welcome the proposed route and also the proposed 3m width. I am not happy with the two non signalled crossings at Granish and at Kinveachy, in my view these are major flaws in the proposal especially at Granish. The crossing at Granish really requires an underpass but at the minimum both crossings require signals to stop traffic.</i>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> You are supportive of the project and are a regular cyclist to the Aviemore area. Your feedback is also in favour of the proposed bituminous surface and width of the NMU Route. <p>We note your comments in relation to the maintenance of the route, in particular during winter months. We are engaging with other agencies as our work progresses to identify the most appropriate and suitable organisations responsible for maintenance, including winter maintenance.</p> <p>We note your request for signalised crossings at Granish and Kinveachy Junction. The design team will give further consideration to the details of the crossing as the detailed design develops taking account of expected NMU usage and traffic at this location as well as your concerns.</p> <p>To date, a number of alternatives were considered for these crossings and the at grade crossings proposed were selected having regard to the following factors:</p> <ul style="list-style-type: none"> Underbridge or overbridge were considered at the Options Appraisal Stage. However, due to the existing road levels, the land footprint required for these options are significantly larger than a direct crossing having an impact on adjacent woodland, some of which is irreplaceable ancient woodland. The objectives for the scheme included minimising the land footprint and curtailing environmental impacts as far as possible.





		<p>Grade separated crossings did not fit within this objective and were not taken forward.</p> <ul style="list-style-type: none"> • In selecting the locations for these at grade crossings, the speed of vehicles on the major road was a consideration. The crossing at Granish will be located close to the proposed A9 Dualling Granish Roundabout where speeds are expected to be significantly lower than on the rest of the A95. Also, at Kinveachy the crossing of the B9153 is close to the bellmouth of the T-junction with the A95 where speeds are expected to be lower. • The designs of the crossings at Granish and Kinveachy will comply with the design standards in DMRB (the design standards for major roads throughout the UK) and also the 'Cycling by Design' Guidelines for NMU routes. • Both at grade road crossings will have appropriate signage and road markings along with speed reduction measures to ensure safety at these crossings. • An independent Road Safety Audit will be carried out on both crossings covering the designs and also the completed scheme when it becomes operational after the Works are completed. This will monitor and review usage by both motorists on the major road as well as NMU users on the crossings and the scheme will take account of any recommendations arising out of these Audits.
ACNMU_007	<p><i>Overall, this is a very good design for a NMU route. I noticed that it crossed quite a lot of side street. So, there should be a raised crossing on all the places the route crosses a side street so any NMU has priority over cars. This will also mean a smoother journey for NMUs as they don't have to go down onto road level at any point.</i></p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> • You are supportive of the design of the NMU Route. <p>In regard to your suggestion of raised crossings where the route crosses a side street, we can confirm the route crosses one side road at the southern end of the scheme at Dougal Drive where a raised table zebra crossing is proposed. The other crossings on the scheme, we believe you are referring to, are crossings of private accesses and driveways.</p>





		<p>At these locations the NMU bound surface will continue over the accesses to maintain a high level of comfort for NMU users and there will be warning signs to advise on vehicles on the private access.</p> <p>Due to the high speed of the major roads (B9152 A95, B9153), appropriate signage and markings will be provided to warn NMU users of vehicles on the major road ahead and to encourage NMU users to slow down and give way. There are various safety issues associated with vehicles slowing down or stopping on high-speed roads. At these major roads, NMU users will require to give way when crossing the major road.</p>
ACNMU_008	<p>I see two problem areas in your current proposals:</p> <p>1) <i>The unsignalised crossing location at Granish (57.21503102771, -3.818625039464) is unsafe. It's not reasonable to expect families with young children to cross the A95 (T). The road is extremely busy with lots of local traffic (mainly LGV and cars) heading north out of Aviemore and the HGV traffic heading NE to Elgin and the Speyside distilleries. This needs to be an underpass. I understand the reason for not including an underpass in the proposed design is trees. This is not a valid reason. You must reconsider. I suggest some compensation planting of new trees nearby or elsewhere to balance the loss of any trees adjacent to the proposed works at Granish.</i></p> <p>2) <i>The existing road at Kinveachy (57.2433581849, -3.804194008763) regularly floods and is immediately adjacent to a wet area of field. Although the information is only the outline design (with little detail on drainage), I can't see any provision for drainage in this area. What allowance has been made in your design so that the cycle path doesn't flood? You could also use this opportunity to address the flooding on the A95 (T) at this location.</i></p>	<p>We note your concerns with regard to the unsignalised crossing at Granish Junction. The design team will give further consideration to the details of the crossing as the detailed design develops taking account of expected NMU usage and traffic at this location as well as your concerns.</p> <p>To date, a number of alternatives were considered for these crossings and the at grade crossings proposed were selected having regard to the following factors:</p> <ul style="list-style-type: none"> • Underbridge or overbridge were considered at the Options Appraisal Stage. However, due to the existing road levels, the land footprint required for these options are significantly larger than a direct crossing having an impact on adjacent woodland, some of which is irreplaceable ancient woodland. • The objectives for the scheme included minimising the land footprint and curtailing environmental impacts as far as possible. Grade separated crossings did not fit within this objective and were not taken forward. • In selecting the locations for these at grade crossings, the speed of vehicles on the major road was a consideration. The crossing at Granish will be located close to the proposed A9 Dualling Granish Roundabout where speeds are expected to be significantly lower than on the rest of the A95. Also, at Kinveachy





		<p>the crossing of the B9153 is close to the bellmouth of the T-junction with the A95 where speeds are expected to be lower.</p> <ul style="list-style-type: none"> • The designs of the crossings at Granish and Kinveachy will comply with the design standards in DMRB (the design standards for major roads throughout the UK) and also the ‘Cycling by Design’ Guidelines for NMU routes. • Both at grade road crossings will have appropriate signage and road markings along with speed reduction measures to ensure safety at these crossings. • An independent Road Safety Audit will be carried out on both crossings covering the designs and also the completed scheme when it becomes operational after the Works are completed. This will monitor and review usage by both motorists on the major road as well as NMU users on the crossings and the scheme will take account of any recommendations arising out of these Audits. <p>The scheme will include compensatory planting to take account of tree loss arising from the scheme.</p> <p>We thank you for your comments in relation to the flooding which occurs at Kinveachy, and your query as to what allowances have been made to ensure that the NMU Route does not flood. The Design of all necessary sustainable drainage features for the scheme is ongoing and will be supported by a Drainage Impact Assessment to ensure that the local hydrological regime is not adversely affected.</p>
ACNMU_009	<p><i>Overall the plan is good, using a direct route and providing a bitumen surface. I have concerns regarding the unsignalised crossing at Garnish. It feels this will be a danger area, even if speeds are reduced with the new roundabout. Can a refuge be provided to allow for crossing the road one carriageway at a time? I have similar concerns around the Kinveachy junction to join the NCN7, although crossing the B road</i></p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> • You are in favour of the directness of the proposed NMU Route and the proposed surface type. • You are an experienced cyclist and feel that the A95 is intimidating due to volumes and speeds of traffic.





	<p><i>is safer than crossing the A95. The path alongside the A95 is the priority for me, as an experienced cyclist I find this road intimidating due to volume and speed of traffic.</i></p>	<p>We note your concerns with regard to the unsignalised crossing at Granish Junction. The design team will give further consideration to the details of the crossing as the detailed design develops taking account of expected NMU usage and traffic at this location as well as your concerns.</p> <p>To date, a number of alternatives were considered for these crossings and the at grade crossings proposed were selected having regard to the following factors:</p> <ul style="list-style-type: none">• Underbridge or overbridge were considered at the Options Appraisal Stage. However, due to the existing road levels, the land footprint required for these options are significantly larger than a direct crossing having an impact on adjacent woodland, some of which is irreplaceable ancient woodland.• The objectives for the scheme included minimising the land footprint and curtailing environmental impacts as far as possible. Grade separated crossings did not fit within this objective and were not taken forward.• In selecting the locations for these at grade crossings, the speed of vehicles on the major road was a consideration. The crossing at Granish will be located close to the proposed A9 Dualling Granish Roundabout where speeds are expected to be significantly lower than on the rest of the A95. Also, at Kinveachy the crossing of the B9153 is close to the bellmouth of the T-junction with the A95 where speeds are expected to be lower.• The designs of the crossings at Granish and Kinveachy will comply with the design standards in DMRB (the design standards for major roads throughout the UK) and also the 'Cycling by Design' Guidelines for NMU routes.• Both at grade road crossings will have appropriate signage and road markings along
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		<p>with speed reduction measures to ensure safety at these crossings.</p> <ul style="list-style-type: none"> An independent Road Safety Audit will be carried out on both crossings covering the designs and also the completed scheme when it becomes operational after the Works are completed. This will monitor and review usage by both motorists on the major road as well as NMU users on the crossings and the scheme will take account of any recommendations arising out of these Audits.
ACNMU_010	<p><i>Safety is the main consideration but of course it also hugely benefits the economy, tourism, health and the environment.</i></p>	<p>We have noted your comments regarding safety being a key factor to consider in the route, as well as the NMU Route benefiting the economy, tourism, health, and the environment.</p> <p>We can confirm that safety was among the key considerations which formed part of the Options Appraisal Criteria to identify the preferred route. The scheme is also subject to a Road Safety Audit undertaken by an independent auditor in advance of the planning application and again following completion of the scheme to ensure a high level of safety is achieved for all NMU and road users throughout the scheme.</p> <p>We agree that safety is very important, and that the scheme is following the guidelines for design contained in 'Cycling by Design'.</p>
ACNMU_011	<p><i>The preferred route is the right choice and the details all look fine to me as a cyclist. My only concern is my fear that it'll be many years before the new NMU route is open, because of the linkage with A9 dualling.</i></p>	<p>We have noted your comments regarding the timescales of the project.</p> <p>After concluding this round of virtual and public exhibitions, we will be finalising the details of the planning application while working closely with CNPA, The Highland Council, The Highlands and Islands Transport Partnership and Sustrans and plan submitting the planning application later in 2022.</p> <p>Following receipt of planning consent, land negotiations to obtain the necessary land of the scheme will begin in earnest through further engagement with landowners.</p> <p>Thereafter, after all statutory consents including planning and land acquisition are in place, it is</p>





		proposed that this project will be included in the A9 Dualling Dalraddy to Slochd contract, assuming all these consents are in place by the time the procurement process for the A9 Dualling scheme commences.
ACNMU_012	<i>I think this is a great idea to get people out walking, cycling, etc to and from Aviemore/Carrbridge.</i>	We note your positive comments in relation to NMU Route to enable people to walk and cycle to/ from Aviemore and Carrbridge.
ACNMU_013	<i>Generally I am happy with the preferred route design. My only concern is for safety at the crossing on the north side of the new roundabout at Grainish junction. Frequently, and especially during holiday periods, there can be a lot of traffic in both directions, making it difficult to cross the road. At these times there are also a lot more people out on their bicycles, including families with young children, more so once the ACNMU is completed, making it hazardous for getting both bikes and children across the road safely. Drivers approaching the roundabout will be reducing their speed, but they will also be reading road signs and looking at the junction to see if it is clear for them to progress. I believe it will be a lot safer for users of the ACNMU to have the protection of some sort of controlled crossing, anything from a zebra crossing to pedestrian traffic lights, at the planned location for the crossing of the A95. I do not believe that just having markings on the road would be enough - drivers currently don't necessarily pay attention to other road markings indicating cyclists on the road. I look forward to being able to use the ACNMU safely in the near future.</i>	<p>We have noted your comments in relation to the following:</p> <ul style="list-style-type: none"> You have concerns in relation to the safety at Granish Junction due to high levels of traffic. Your preference for a controlled crossing at Granish Junction rather than a unsignalised crossing point. You look forward to using the ACNMU Route safely in future. <p>In relation to the unsignalised crossing at Granish Junction, the design team will give further consideration to the details of the crossing as the detailed design develops taking account of expected NMU usage and traffic at this location as well as your concerns.</p> <p>To date, a number of alternatives were considered for these crossings and the at grade crossings proposed were selected having regard to the following factors:</p> <ul style="list-style-type: none"> Underbridge or overbridge were considered at the Options Appraisal Stage. However, due to the existing road levels, the land footprint required for these options are significantly larger than a direct crossing having an impact on adjacent woodland, some of which is irreplaceable ancient woodland. The objectives for the scheme included minimising the land footprint and curtailing environmental impacts as far as possible. Grade separated crossings did not fit within this objective and were not taken forward. In selecting the locations for these at grade crossings, the speed of vehicles on the major road was a consideration. The crossing at





		<p>Granish will be located close to the proposed A9 Dualling Granish Roundabout where speeds are expected to be significantly lower than on the rest of the A95. Also, at Kinveachy the crossing of the B9153 is close to the bellmouth of the T-junction with the A95 where speeds are expected to be lower.</p> <ul style="list-style-type: none"> • The designs of the crossings at Granish and Kinveachy will comply with the design standards in DMRB (the design standards for major roads throughout the UK) and also the 'Cycling by Design' Guidelines for NMU routes. • Both at grade road crossings will have appropriate signage and road markings along with speed reduction measures to ensure safety at these crossings. • An independent Road Safety Audit will be carried out on both crossings covering the designs and also the completed scheme when it becomes operational after the Works are completed. This will monitor and review usage by both motorists on the major road as well as NMU users on the crossings and the scheme will take account of any recommendations arising out of these Audits.
ACNMU_014	<p><i>As an ecologist [REDACTED] I am delighted to see the route avoid sensitive woodlands. Great work and a much needed resource for commuters and cyclist looking for a safe route.</i></p>	<p>We have noted your comments summarised as follows:</p> <ul style="list-style-type: none"> • You are in support of the project as the route avoids the sensitive woodland areas. • You feel that the route will benefit commuters and cyclists.
ACNMU_015	<p><i>The route looks ideal to link up Carrbridge to Aviemore, on safe off-road path/tracks. Great to see so many new paths over Scotland. [REDACTED] and we use many of the paths an even the highlands. We are organising a UK wide 100 mile challenge walk in May 2024, in Spey Valley and would include this new route if completed by then?</i></p>	<p>We note your comments regarding the timescales of your 'challenge'.</p> <p>After concluding this current round of virtual and public exhibitions, we will begin finalising the planning application while working closely with CNPA, The Highland Council, The Highlands and Islands Transport Partnership and Sustrans and will be seeking to submit the planning application later in 2022.</p>





		<p>Following receipt of planning consent, land negotiations to obtain the necessary land of the scheme will begin in earnest through further engagement with landowners.</p> <p>Thereafter, after all statutory consents including planning and land acquisition are in place, it is proposed that this project will be included in the A9 Dualling Dalraddy to Slochd contract, assuming all these consents are in place by the time the procurement process for the A9 Dualling scheme commences.</p>
ACNMU_016	<i>Looks like what we have been hoping for. Amazing.</i>	We have noted your positive feedback in relation to the ACNMU Route.
ACNMU_017	<i>Great just what is needed but Carrbridge to Kinveachy is needed now not in a few years' time. Very dangerous road for bikes.</i>	<p>We have noted your comments regarding the timescales of the project.</p> <p>After concluding this current round of virtual and public exhibitions, we will begin finalising the planning application while working closely with CNPA, The Highland Council, The Highlands and Islands Transport Partnership and Sustrans and will be seeking to submit the planning application later in 2022.</p> <p>Following receipt of planning consent land negotiations to obtain the necessary land of the scheme will begin in earnest through further engagement with landowners.</p> <p>Thereafter, after all statutory consents including planning and land acquisition are in place, it is proposed that this project will be included in the A9 Dualling Dalraddy to Slochd contract, assuming all these consents are in place by the time the procurement process for the A9 Dualling scheme commences.</p>
ACNMU_018	<p>1) Loch Vaa access – it would be good to provide an access link to Loch Vaa/ Cemetery. <i>This is a well used amenity and not providing a built link/access will lead to people crossing at a more dangerous place.</i></p> <p>2) <i>Maintenance and Cleaning is key. Road bike users will not use the track if the surface is covered with debris which creates a puncture risk.</i></p>	We note your comment in respect to a potential A95 crossing at Loch Vaa and the cemetery. As the commitment from Transport Scotland is primarily to link the two settlements of Aviemore and Carrbridge, there is currently no plan to create a crossing point between the ACNMU and Loch Vaa / Cemetery. Loch Vaa is designated as a Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI) and therefore providing a crossing at this location would potentially increase human disturbance to this





	<p>3) Consider adjacent amenities -e.g.: Ebike charging facilities, bike repair stations, water bottle fill up stations to support increased use of bikes vs cars.</p> <p>4) Consider off carriageway direct cycle link into the centre of Aviemore/ Carrbridge.</p>	<p>environmentally sensitive area which is contrary to the design principles of the scheme to mitigate environmental impacts. Another key design principle of the scheme is safety and to minimise the number of road crossings wherever possible. The existing road layout does not allow for a crossing to be provided which meets the visibility requirements along the high-speed road necessary for the crossing to be safe.</p> <p>We also note your comments in relation to the maintenance of the route. We are engaging with other agencies as our work progresses to identify the most appropriate and suitable organisations responsible for maintenance.</p> <p>We welcome your suggestions of amenities to be placed along the route to support cyclists and pedestrians. The project team are consulting directly and constructively with the partner agencies on the project; The Highland Council, CNPA, Sustrans and HITRANS. The consultation with these agencies covers a broad range of factors, including operational matters, as well as how the ACNMMU integrates with the wider active travel network in the local area and additional amenity.</p> <p>We also note your comment with respect to a direct cycle link to the centres of both Aviemore and Carrbridge settlements. The commitment from Transport Scotland for the ACNMMU route is to link the two settlements of Aviemore and Carrbridge and the start and end points have been selected as the most appropriate place to do so while minimising impacts within the settlements. Transport Scotland have been working closely with CNPA, The Highland Council, HITRANS and Sustrans to ensure that the proposed route recognises other active travel proposals in the area.</p>
ACNMMU_019	<p>Much needed access route to provide safe cycling and walking. Needs to happen <i>quickly to enable more healthy, carbon free travel.</i> <i>Much needed by locals and Tourists.</i></p>	<p>We note your comments in relation to the need to provide safe cycling and walking for all users. We have also noted your comments regarding the timescales of the project.</p> <p>After concluding this round of virtual and public exhibitions, we will begin finalising the planning application while working closely with CNPA, The</p>





		<p>Highland Council, The Highlands and Islands Transport Partnership and Sustrans and will be seeking to submit the planning application later in 2022.</p> <p>Following receipt of planning consent, land negotiations to obtain the necessary land of the scheme will begin in earnest through further engagement with landowners.</p> <p>Thereafter, after all statutory consents including planning and land acquisition are in place, it is proposed that this project will be included in the A9 Dualling Dalraddy to Slochd contract, assuming all these consents are in place by the time the procurement process for the A9 Dualling scheme commences.</p>
ACNMU_020	<i>Looks good to me!!</i>	We have noted your positive feedback in relation to the NMU Route.
ACNMU_021	<p><i>Happy with preferred route apart from crossing of B1952 just north of Granish junction. May be safety issue and will need very well sign posted and rubble strips on road.</i></p> <p><i>Also concern about ongoing maintenance which must be insured before planning is granted. So many paths in the area are not maintained.</i></p>	<p>We note your concerns with regard to the unsignalised crossing at Granish Junction. The design team will give further consideration to the details of the crossing as the detailed design develops taking account of expected NMU usage and traffic at this location as well as your concerns.</p> <p>To date, a number of alternatives were considered for these crossings and the at grade crossings proposed were selected having regard to the following factors:</p> <ul style="list-style-type: none"> • Underbridge or overbridge were considered at the Options Appraisal Stage. However, due to the existing road levels, the land footprint required for these options are significantly larger than a direct crossing having an impact on adjacent woodland, some of which is irreplaceable ancient woodland. • The objectives for the scheme included minimising the land footprint and curtailing environmental impacts as far as possible. Grade separated crossings did not fit within this objective and were not taken forward. • In selecting the locations for these at grade crossings, the speed of vehicles on the major





		<p>road was a consideration. The crossing at Granish will be located close to the proposed A9 Dualling Granish Roundabout where speeds are expected to be significantly lower than on the rest of the A95. Also, at Kinveachy the crossing of the B9153 is close to the bellmouth of the T-junction with the A95 where speeds are expected to be lower.</p> <ul style="list-style-type: none"> • The designs of the crossings at Granish and Kinveachy will comply with the design standards in DMRB (the design standards for major roads throughout the UK) and also the ‘Cycling by Design’ Guidelines for NMU routes. • Both at grade road crossings will have appropriate signage and road markings along with speed reduction measures to ensure safety at these crossings. • An independent Road Safety Audit will be carried out on both crossings covering the designs and also the completed scheme when it becomes operational after the Works are completed. This will monitor and review usage by both motorists on the major road as well as NMU users on the crossings and the scheme will take account of any recommendations arising out of these Audits. <p>We note your comments in relation to the maintenance of the route. We are engaging with other agencies as our work progresses to identify the most appropriate and suitable organisations responsible for maintenance.</p>
ACNMU_022	<p><i>The route looks very acceptable and is very much needed. I do feel the feel the timescale is not what we would like to see. To leave this until work starts on the A9 dualling would see this not completed for 2 years or more. This path is required now not in several years’ time. All good but timing must be reconsidered with some urgency.</i></p>	<p>We note that you are in support of the project and have noted your comments regarding the timescales of the project.</p> <p>After concluding this current round of virtual and public exhibitions, we will begin finalising the planning application while working closely with CNPA, The Highland Council, The Highlands and Islands Transport Partnership and Sustrans and will be seeking to submit the planning application later in 2022.</p>





		<p>Following receipt of planning consent, land negotiations to obtain the necessary land of the scheme will begin in earnest through further engagement with landowners.</p> <p>Thereafter, after all statutory consents including planning and land acquisition are in place, it is proposed that this project will be included in the A9 Dualling Dalraddy to Slochd contract, assuming all these consents are in place by the time the procurement process for the A9 Dualling scheme commences.</p>
ACNMU_023	<p><i>I think the zebra crossing for Dougall Drive would be better as a parallel crossing The links to existing NMUs are to be welcomed. Winter maintenance of the new route is a key challenge I fully support the proposal.</i></p>	<p>In relation to the proposed crossing at Dougal Drive, this will be a shared crossing in line with other NMU crossings on the ACNMU and the generality of crossings on other NMU routes in the Aviemore area.</p> <p>We note your comments in relation to the maintenance of the route. We are engaging with other agencies as our work progresses to identify the most appropriate and suitable organisations responsible for maintenance, including winter maintenance.</p>
ACNMU_024	<p><i>Apologies that I was unable to attend the event due to being away from [REDACTED] I'm pleased to see the detailed plans progressing in a sensible and practical manner. I'm also pleased to see the care that's being taken over environmental impacts. The "jug-handle" approach to managing south-bound access as the southern end of Carrbridge makes a lot of sense. I have no technical insights to offer on the issue but feel slightly worried about the safety of the proposed Granish junction crossing point. It's a busy road and whilst the sightlines should be good, my worry is whether eg horses or wheelchair users will have sufficient time to cross safely there. Finally, on a non-design point, why is this linked to A9 dualling ? Unless there's a engineering reason for not doing so, I'd urge Transport Scotland to get on with creating the NMU and realising the safety, health and connectivity benefits from doing so, as quickly as possible.</i></p>	<p>We have noted your positive feedback in relation to the NMU's impact on the surrounding environment, and the health, connectivity, and safety benefits the NMU will bring to Aviemore and Carrbridge.</p> <p>We note your concerns with regard to the unsignalised crossing at Granish Junction. The design team will give further consideration to the details of the crossing as the detailed design develops taking account of expected NMU usage and traffic at this location as well as your concerns.</p> <p>To date, a number of alternatives were considered for these crossings and the at grade crossings proposed were selected having regard to the following factors:</p> <ul style="list-style-type: none"> • Underbridge or overbridge were considered at the Options Appraisal Stage. However, due to the existing road levels, the land footprint required for these options are significantly larger than a direct crossing having an impact





		<p>on adjacent woodland, some of which is irreplaceable ancient woodland.</p> <ul style="list-style-type: none">• The objectives for the scheme included minimising the land footprint and curtailing environmental impacts as far as possible. Grade separated crossings did not fit within this objective and were not taken forward.• In selecting the locations for these at grade crossings, the speed of vehicles on the major road was a consideration. The crossing at Granish will be located close to the proposed A9 Dualling Granish Roundabout where speeds are expected to be significantly lower than on the rest of the A95. Also, at Kinveachy the crossing of the B9153 is close to the bellmouth of the T-junction with the A95 where speeds are expected to be lower.• The designs of the crossings at Granish and Kinveachy will comply with the design standards in DMRB (the design standards for major roads throughout the UK) and also the 'Cycling by Design' Guidelines for NMU routes.• Both at grade road crossings will have appropriate signage and road markings along with speed reduction measures to ensure safety at these crossings.• An independent Road Safety Audit will be carried out on both crossings covering the designs and also the completed scheme when it becomes operational after the Works are completed. This will monitor and review usage by both motorists on the major road as well as NMU users on the crossings and the scheme will take account of any recommendations arising out of these Audits. <p>In regard to timescales, after concluding this current round of virtual and public exhibitions, we will begin finalising the planning application while working closely with CNPA, The Highland Council, The Highlands and Islands Transport Partnership and</p>
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		<p>Sustrans and will be seeking to submit the planning application later in 2022.</p> <p>Following receipt of planning consent land negotiations to obtain the necessary land of the scheme will begin in earnest through further engagement with landowners.</p> <p>Thereafter, after all statutory consents including planning and land acquisition are in place, it is proposed that this project will be included in the A9 Dualling Dalraddy to Slochd contract, assuming all these consents are in place by the time the procurement process for the A9 Dualling scheme commences.</p>
ACNMU_025	<p>My main concern is the unsignalised crossing of the A95 at Granish. This is totally unacceptable for a route of this nature and will mean that young, elderly and less able people will not use the route. It's ridiculous to base <i>the design on an 'expectation' that traffic speeds without putting any physical speed reduction measures in place. The designs show an easy angle on the roundabout from traffic coming off the A9. Having just left a dual carriageway to join a trunk road with national speed limit, I expect traffic speeds to be high. Furthermore there is a relatively large proportion of HGVs that use this route which are obviously particularly dangerous to pedestrians and cyclists. If funding can be found to 'upgrade' the junction to a roundabout then funding can be found for a safe crossing of the A95. As a flagship project this route needs show that Transport Scotland are serious about delivering for NMU.</i></p> <p><i>I also have concerns about the restriction of the route width at Kinveachy where it is squeezed between the carriageway and the properties. If the route cannot be made wider here it should be re-routed to the north of the properties.</i></p> <p><i>General comments applicable to the whole route:</i></p>	<p>We note your concerns with regard to the unsignalised crossing at Granish Junction. The design team will give further consideration to the details of the crossing as the detailed design develops taking account of expected NMU usage and traffic at this location as well as your concerns.</p> <p>To date, a number of alternatives were considered for these crossings and the at grade crossings proposed were selected having regard to the following factors:</p> <ul style="list-style-type: none"> • Underbridge or overbridge were considered at the Options Appraisal Stage. However, due to the existing road levels, the land footprint required for these options are significantly larger than a direct crossing having an impact on adjacent woodland, some of which is irreplaceable ancient woodland. • The objectives for the scheme included minimising the land footprint and curtailing environmental impacts as far as possible. Grade separated crossings did not fit within this objective and were not taken forward. • In selecting the locations for these at grade crossings, the speed of vehicles on the major road was a consideration. The crossing at Granish will be located close to the proposed A9 Dualling Granish Roundabout where speeds are expected to be significantly lower





- 3m is inadequate for a two-way multi-use path. 4.5m should be regarded as the minimum with 3m the absolute minimum only for very short sections.

- Clear priority should be given to users of the NMU route at all crossings of side roads and tracks.

- Physical segregation should be used to separate the route from the A95 rather than relying on a grass verge. The lack of physical segregation is one of the major reasons for the low usage of the cycle track that runs alongside the duelled section of A9 from Kincaig to Dalraddy.

than on the rest of the A95. Also, at Kinveachy the crossing of the B9153 is close to the bellmouth of the T-junction with the A95 where speeds are expected to be lower.

- The designs of the crossings at Granish and Kinveachy will comply with the design standards in DMRB (the design standards for major roads throughout the UK) and also the 'Cycling by Design' Guidelines for NMU routes.
- Both at grade road crossings will have appropriate signage and road markings along with speed reduction measures to ensure safety at these crossings.
- An independent Road Safety Audit will be carried out on both crossings covering the designs and also the completed scheme when it becomes operational after the Works are completed. This will monitor and review usage by both motorists on the major road as well as NMU users on the crossings and the scheme will take account of any recommendations arising out of these Audits.

We note your comment on the 0.5m reduction in route width at Kinveachy nearby to the properties. The route width of 2.5m has been proposed to reduce land take and mitigate major impacts to landowners within this area. The buffer width between the carriageway and the route is maintained at a minimum of 2.5m to prioritise the safety of the route at this location. The 2.5m route width is in accordance with the minimum values allowed in relevant design guidance and the length over which this applied has been minimised as far as possible. A route option to the east of the properties was considered at options appraisal stage but was discounted due to the major impacts on ancient woodland and security concerns of the affected landowners.

We note your comment on the route width of 3m as being inadequate.





		<p>An analysis of the route was undertaken to determine the appropriate route width for the ACNMU in advance of preparing the outline design. This considered:</p> <ul style="list-style-type: none">• relevant design guidance,• the rural setting of the route,• the predicted level of use anticipated on the route,• feedback received at the Options Appraisal Stage Public Exhibition,• land take required for the scheme,• impact on environmental receptors,• cost. <p>It was determined that 3m is sufficient provision for the rural nature of the area between Aviemore and Carrbridge and appropriate for the estimated lower user density and associated low levels of potential conflict anticipated. The cumulative impacts that can be mitigated with particular thought to environmental impacts by reducing the width from 4m to 3m are substantial.</p> <p>A 3m wide route does exceed the absolute minimum value of 2.5m as stated in design guidance.</p> <p>We note your comments that priority should be given to users of the NMU route at all crossings of side roads and tracks. The route crosses one side road at the start of the scheme at Dougal Drive where a raised zebra crossing is proposed to give priority to NMU users. At private accesses, appropriate signage and markings will be provided to warn NMU users of vehicles and to encourage NMU users to slow down and give way. Due to the high speed of the major roads (B9152 A95, B9153), there are various safety issues associated with vehicles slowing or stopping on high-speed roads to give way to NMU users crossing accesses. The number of vehicles using these private accesses is anticipated to be low.</p> <p>Finally, we note your comment in relation to physical barriers between the route and the live carriageway. Design standards do not require the provision of safety barrier to separate NMU routes from carriageways, noting that physical barriers, in themselves, can be a hazard to all road users. A risk assessment will be undertaken to determine where</p>
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		<p>safety barriers may be provided at discrete locations to mitigate other hazards such as large embankments, structures, and street furniture. In general, where safety barrier is required, it will be located within the road verge, between the carriageway and the NMU.</p>
<p>ACNMU_026</p>	<p>1. <i>My main concern is the unsignalised crossing (NMU) of the A95 immediately to the north of Granish Junction. This road is often very busy with motorised traffic. The person at Aviemore’s public exhibition believed that the proposed roundabout at Granish junction would slow traffic down but I do not share that view, knowing how some drivers around here behave.</i></p> <p><i>My preference would be for 1) a pedestrian bridge (with long walkways parallel to each side of the A95 at suitable gradients for prams, wheelchairs, bicycles etc. to be pushed up and down, leading to right ended bends over the road)</i> <i>OR 2) a zebra-striped pedestrian crossing over the A95 with warning beacons at each end, but no traffic lights,</i> <i>OR 3) a refuge in the middle of the A95 roadway big enough to hold baby-buggies, bicycles, horses etc, so that non-motorised users could cross the A95 dealing with one lane a time.</i> <i>(BUT – if getting any of the ideas into the plan would slow down the process of getting the NMU route into use, I should rather not have them implemented immediately.)</i></p> <p>2. <i>Things I like about the plan - 1) Caring for environment.</i> <i>2) Providing an attractive, almost direct route.</i> <i>3) Bitumen surfacing</i></p> <p>3. <i>I appreciate that you have done your best regarding widths, encroachments on properties etc. because I realise that there is not always enough space of money available for my optimum choices.</i></p>	<p>We have noted your positive feedback in relation to the NMU’s care for the environment, attractive and direct route, and the surfacing chosen. We can confirm that directiveness, attractiveness, and ecology and natural conservation were among the key considerations which formed part of the Options Appraisal Criteria to identify the preferred route.</p> <p>We note your concerns with regard to the unsignalised crossing at Granish Junction, The design team will give further consideration to the details of the crossing as the detailed design develops taking account of expected NMU usage and traffic at this location as well as your concerns.</p> <p>To date, a number of alternatives were considered for these crossings and the at grade crossings proposed were selected having regard to the following factors:</p> <ul style="list-style-type: none"> • Underbridge or overbridge were considered at the Options Appraisal Stage. However, due to the existing road levels, the land footprint required for these options are significantly larger than a direct crossing having an impact on adjacent woodland, some of which is irreplaceable ancient woodland. • The objectives for the scheme included minimising the land footprint and curtailing environmental impacts as far as possible. Grade separated crossings did not fit within this objective and were not taken forward. • In selecting the locations for these at grade crossings, the speed of vehicles on the major road was a consideration. The crossing at Granish will be located close to the proposed A9 Dualling Granish Roundabout where speeds are expected to be significantly lower than on the rest of the A95. Also, at Kinveachy





	<p><i>Thank you and best wishes for this NMU route completion soon!"</i></p>	<p>the crossing of the B9153 is close to the bellmouth of the T-junction with the A95 where speeds are expected to be lower.</p> <ul style="list-style-type: none"> • The designs of the crossings at Granish and Kinveachy will comply with the design standards in DMRB (the design standards for major roads throughout the UK) and also the 'Cycling by Design' Guidelines for NMU routes. • Both at grade road crossings will have appropriate signage and road markings along with speed reduction measures to ensure safety at these crossings. • An independent Road Safety Audit will be carried out on both crossings covering the designs and also the completed scheme when it becomes operational after the Works are completed. This will monitor and review usage by both motorists on the major road as well as NMU users on the crossings and the scheme will take account of any recommendations arising out of these Audits.
<p>ACNMU_027</p>	<p><i>I am responding on behalf of [REDACTED]. The current plans were discussed at the [REDACTED] meeting on 9th June. [REDACTED] fully support the planned NMU project and the route selected.</i></p>	<p>We have noted your positive feedback in relation to the NMU Route and thank you for your support.</p>
<p>ACNMU_028</p>	<p><i>We are extremely concerned at the continued procrastination. This NMU from Carrbridge to Aviemore is urgently needed. It needs to be completed before any work even starts on the dualling of the A9 or even as a stand alone project. And could we please request that the section from Carrbridge to Kinveachy is given absolute top priority. This stretch of the B9153 was demoted by Sustrans due to it being a 60mph limit road while at the same time it is currently being promoted by HiTrans and even the CNPA as a link between communities. There is no doubt however that this is an increasingly busy and dangerous road, particularly for cyclists. It is heavily used by local traffic, visiting tourists, lorries, buses including</i></p>	<p>We note your comments in relation to the following:</p> <ul style="list-style-type: none"> • You are concerned regarding the timescales of the project, in connection with the A9 Dualling. • You desire that the Carrbridge to Kinveachy section is constructed first to improve safety on the B9153. <p>After concluding this current round of virtual and public exhibitions, we will begin finalising the planning application while working closely with CNPA, The Highland Council, The Highlands and Islands Transport Partnership and Sustrans and will be seeking to submit the planning application later in 2022.</p>





	<p><i>school buses, tourist coaches and visitors heading for Landmark - one of the most popular tourist attractions in the Highlands. It is also well used as an alternative/diversion route if the A9 is closed due to accidents etc. There are a growing number of cyclists in the village and there are many, like ourselves, who drive out of the village with our bikes rather than have to negotiate the B9153. We please ask for this NMU to be constructed ASAP and before anyone is killed on this horrendous stretch of road between Carrbridge and Kinveachy.</i></p>	<p>Following receipt of planning consent, land negotiations to obtain the necessary land of the scheme will begin in earnest through further engagement with landowners.</p> <p>Thereafter, after all statutory consents including planning and land acquisition are in place, it is proposed that this project will be included in the A9 Dualling Dalraddy to Slochd contract, assuming all these consents are in place by the time the procurement process for the A9 Dualling scheme commences.</p> <p>In terms of programming of the eventual construction contract, it will be for the successful contractor to manage the programming of the works. Therefore, at this stage we cannot comment on if the section between Kinveachy and Carrbridge could be constructed before other parts.</p>
ACNMU_029	<p><i>I attended an exhibition describing the Aviemore to Carrbridge NMU route, preferred route design, on behalf of [REDACTED]</i></p> <p><i>I am very pleased that the route along the A95 has been chosen for several reasons: of the 3 options this route gives the most benefit for NMU of all types; it brings a NMU route alongside the A95, where no facility exists at present, and where the safety of NMUs is at risk.</i></p> <p><i>At present there are no safe options for NMUs of any class along this narrow and twisting section of the A95. This trunk road has a heavy load of traffic, with whisky lorries to and from the distilleries along the Spey. Almost no cyclists use the A95 during most of the year, as they consider it is not a safe route. During the high summer season, touring cyclists from afar do use the route, unaware of the risks they are incurring. There are no pavements at all, and in places the verge is so narrow, raised and with a barbed wire fence that to walk on the verge is dangerous. It is no surprise that one never sees people walking along the A95.</i></p>	<p>We note your comments in relation to the following:</p> <ul style="list-style-type: none"> • You are pleased with the proposed route alongside the A95 and welcome the NMU Route. • You are dissatisfied with the crossing of the A95 north of the Granish roundabout and have provided alternative suggestions. <p>In addition, as you note refuge islands are not preferable for equestrians who may use the route. We have received feedback from individual equestrians and equestrian groups as part of the public consultation on this project who wish to ensure that the route is accessible for equestrians. In relation to the crossing of the A95 at Granish Junction, the design team will give further consideration to the details of the crossing as the detailed design develops taking account of expected NMU usage and traffic at this location as well as your concerns.</p> <p>To date, a number of alternatives were considered for these crossings and the at grade crossings proposed were selected having regard to the following factors:</p> <ul style="list-style-type: none"> • Underbridge or overbridge were considered at the Options Appraisal Stage. However, due





On behalf of [REDACTED] I therefore welcome this NMU route: there are several obstacles and difficult terrain along the route; the engineers are to be congratulated for achieving such an excellent result, which will greatly increase the safety of NMUs. It is unfortunate that the terrain doesn't lend itself to a route suitable for those with disability.

There is really only one problem which I can identify; the crossing of the A95 immediately north of the Granish roundabout. My first thoughts were that some warning signage for motorists would be required, and a refuge between the southbound and the northbound traffic. However I was advised that horse-riders do not like refuges, as it can unsettle horses, which I can understand.

I have to point out that at present there are no horse riders in the area, and having had a second home in [REDACTED] area for 15 years, I have never seen a horse rider on any of the paths, nor have I seen any horse dung littering the paths as happens elsewhere - not on the Strathspey Way, nor on the paths towards Loch Morlich and the Cairgorms; it is a horse desert, for want of a better phrase.

I am aware of a horse trekking facility at Newtonmore, some distance away; there is also the possibility of horse riding on Rothiemurchus Estate and Alvie estate, but I assume they keep to the extensive acres within the estates, as they aren't evident in the outside world. The livery at Carrbridge closed permanently a few years ago.

In my view the safest option for a crossing would be traffic lights, triggered only by people wishing to cross the road, which will not unduly interfere with the traffic flow. I understand that the plan is to reduce the southbound lane to a single lane, which may well lead to queues forming of southbound vehicles; that will make crossing the road

to the existing road levels, the land footprint required for these options are significantly larger than a direct crossing having an impact on adjacent woodland, some of which is irreplaceable ancient woodland.

- The objectives for the scheme included minimising the land footprint and curtailing environmental impacts as far as possible. Grade separated crossings did not fit within this objective and were not taken forward.
- In selecting the locations for these at grade crossings, the speed of vehicles on the major road was a consideration. The crossing at Granish will be located close to the proposed A9 Dualling Granish Roundabout where speeds are expected to be significantly lower than on the rest of the A95. Also, at Kinveachy the crossing of the B9153 is close to the bellmouth of the T-junction with the A95 where speeds are expected to be lower.
- The designs of the crossings at Granish and Kinveachy will comply with the design standards in DMRB (the design standards for major roads throughout the UK) and also the 'Cycling by Design' Guidelines for NMU routes.
- Both at grade road crossings will have appropriate signage and road markings along with speed reduction measures to ensure safety at these crossings.
- An independent Road Safety Audit will be carried out on both crossings covering the designs and also the completed scheme when it becomes operational after the Works are completed. This will monitor and review usage by both motorists on the major road as well as NMU users on the crossings and the scheme will take account of any recommendations arising out of these Audits.

In regard to accessibility, one of the main principles for the NMU is for this facility to be accessible to all





more hazardous as people crossing over to travel to Carrbridge will be unable to see if the northbound lane is free of traffic.

I understand that flashing warning lights have been successfully employed on the A9 at Tore junction, to enable people to cross the road safely. I am unable to comment as I have limited experience of using Tore junction, and nor do I know whether Tore junction is busier or quieter than Granish.

A second problem, I understand, is just after the proposed NMU route crosses the Highland Main Line by an underbridge. The problem is caused by people parking cars in order to access Loch Vaa, which has been increased since the cemetery car park has been closed to casual parking.

I can understand that people attending a funeral would be upset to find they cannot park in the cemetery car park, but surely the car park could be used by leisure takers when a funeral is not taking place? Certainly, a couple of spaces should be reserved for those visiting a grave at all times, but if the cemetery is in public ownership, an acceptable solution should be possible within the local community.

I am pleased that the line of mature trees just past Kinveachy will be preserved.

One reads recently that the Scottish Government may not have sufficient funds to progress all the projects that have been proposed; that is unfortunate. It has been suggested that the A9 and A96 dualling projects may be stalled. Instead the political parties may push for more "active travel" projects, which cost less.

If that were to happen, I hope that the Aviemore to Carrbridge NMU route could be pursued even if this section of the A9 dualling was stalled. The NMU project is

users. AMJV have been consulting with local accessibility forums, and governmental organisations regarding accessibility, throughout the development of the design.

We note your comment in respect to the cemetery car park near Loch Vaa. Loch Vaa is designated as a Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI) and therefore altering parking operations within this area would potentially increase human disturbance to this environmentally sensitive area which is contrary to the design principles of the scheme to mitigate environmental impacts.

After concluding this current round of virtual and public exhibitions, we will begin finalising the planning application while working closely with CNPA, The Highland Council, The Highlands and Islands Transport Partnership and Sustrans and will be seeking to submit the planning application later in 2022.

Following receipt of planning consent, land negotiations to obtain the necessary land of the scheme will begin in earnest through further engagement with landowners.

Thereafter, after all statutory consents including planning and land acquisition are in place, it is proposed that this project will be included in the A9 Dualling Dalraddy to Slochd contract, assuming all these consents are in place by the time the procurement process for the A9 Dualling scheme commences.





	<p><i>almost “oven ready”, and could be put forward as a candidate under the “active travel” banner.</i></p>	
ACNMU_030	<p><i>As a community, we are very much supportive of this project and were pleased with the progress made so far in identifying a route which is in accord with the wishes of the vast majority of the village. ██████████ As we made clear, this is a high priority item on the village "Wish List" and only real concern is the proposed timescale, with the current linkage to the A9 Dualling project and the knowledge that the Dalraddy to Slochdt section currently the last section to be undertaken.</i></p> <p><i>We appreciate that under the current constraints, the due process must be undertaken to gain planning approvals and acquire the land required, before formally adopting the NMU into the A9 Dualling project. I think we made it very clear that our views are that after the formal linkage is established, we would encourage every avenue be explored to find a way to uncouple and fund the NMU, thus allowing a speedier realisation of this long-established ambition.</i></p> <p><i>Should any as yet unidentified potential blockages be encountered in the process, we confirm that we are willing to assist in whatever way is appropriate in order to help circumvent or alleviate the problem.</i></p>	<p>We have noted your support for the project and thank you for your ongoing engagement and support.</p> <p>We also note your comment with respect to timescales.</p> <p>After concluding this current round of virtual and public exhibitions, we will begin finalising the planning application while working closely with CNPA, The Highland Council, The Highlands and Islands Transport Partnership and Sustrans and will be seeking to submit the planning application later in 2022.</p> <p>Following receipt of planning consent, land negotiations to obtain the necessary land of the scheme will begin in earnest through further engagement with landowners.</p> <p>Thereafter, after all statutory consents including planning and land acquisition are in place, it is proposed that this project will be included in the A9 Dualling Dalraddy to Slochd contract, assuming all these consents are in place by the time the procurement process for the A9 Dualling scheme commences.</p>
ACNMU_031	<p>██████████ <i>welcomes the opportunity to respond to this consultation. We do not have the necessary local knowledge to be able to give detailed comments, but we do support the proposals in general terms as we support the intention to improve options for active travel.</i></p> <p><i>Our vision is for walking and cycling to be the natural choice for short journeys, creating a healthier, socially inclusive, economically vibrant, environmentally friendly Scotland.</i></p>	<p>We have noted your positive feedback in relation to the NMU Route and note the benefits that this route will provide socially, economically, and environmentally.</p>





	<p><i>Active Travel is about improving quality of life and quality of place.</i></p> <p><i>Walking is key to getting more people choosing to not use the car as it is ideal for shorter trips and walking forms part of much public transport use - walking to and from buses, trams and trains. Positive impacts include:</i></p> <ul style="list-style-type: none"> <i>- Reduced congestion</i> <i>- Reduced air pollution</i> <i>- Higher quality public realm</i> <i>- Better physical, mental and social health.</i> <p><i>Those walking and cycling tend to spend more money locally than drivers. Increasing walking and cycling can stimulate economic growth in urban areas and benefit local shops. Investing in infrastructure and support for walking and cycling can increase economic growth and vibrancy.</i></p>	
ACNMU_032	<p>Thank you for the opportunity to comment on the proposed route. A ██████ member attended the in person consultation in ██████ in May, which was useful and we appreciated the opportunity to discuss aspects of the route with staff.</p> <p>We welcome Transport Scotland's undertaking to, as far as is practicable, minimise environmental impacts, land take and earthworks volumes, as well as create an attractive route.</p> <p>We hope the following recommendations, which seek to reduce environmental impacts, are helpful, and apologies that they are a few days late.</p> <p>Retention of Felled Trees: Where trees are to be felled we recommend there is a presumption against chipping of cut trees (other than the smallest branches) and a presumption in favour of retaining the trunk and larger branches and preferably the entire tree, within nearby woodland.</p>	<p>We note your comments in relation to the following:</p> <ul style="list-style-type: none"> • Where trees are felled, tree trunks and larger branches should be retained rather than chipped to benefit the environment and ecology. • Fungi on felled trees should be taken into consideration. • You would prefer the curved jug handle at B9153 is replaced with a straight continuation of the route beside the road carriageway. <p>We have relayed your helpful comments to our ecology team who have conducted an extended Phase 1 Habitat Survey and National Vegetation Classification (NVC) Survey of the entire route. The potential for impacts on areas of fungal interest is being considered in the ecological impact assessment which is underway.</p> <p>We recognise the ecological value in retaining felled trees and would look to facilitate this, where practicable, through provisions in a Construction Environmental Management Plan (CEMP).</p> <p>We note your concerns regarding the land take, within an area of ancient woodland, at Carrbridge, to</p>





Such retention of cut trees can be viewed as especially desirable given that much of the woodland that the route goes through is classed as Ancient Woodland, and the habitat impinged upon is thus of particularly high quality and biodiversity value.

Retaining felled trees within the woodland would reduce loss of habitat and provide a wide range of benefits, including provision of structural diversity, deadwood habitat (benefitting many species including fungi and invertebrates), protection of ground vegetation and natural regeneration from herbivores, low level perches and sunning spots, cover for concealment and physical protection, and a barrier for off-track penetration by users and their pets.

***Fungi:** We would like to see fungi associated with trees to be felled taken into consideration. This is especially relevant in Ancient Woodland where fungi are particularly likely to be of interest. We recommend that survey of parts of the route most likely to be of fungal interest is undertaken by a specialist mycologist, so that important features can be identified and opportunities for mitigation explored.*

We recall that as part of the construction of the National Cycle route beside the A9 on the stretch south of Ralia (near Newtonmore), fungi of particular interest were translocated to nearby ground with a view to securing their continued survival and contribution to biodiversity.

***Key Area 6 – Carrbridge:** At the crossing of the B9153 we recommend that the curved jug handle is replaced with a straight continuation of the southbound NMU route beside the road carriageway up to the crossing of the B9153. Removing the jug handle would have the benefit of reducing the land take of ancient woodland at this location, without significantly detracting*

accommodate the jug handle crossing layout of the B9153. The location of the jug handle has been carefully chosen due to the existing widened verge on the southbound side of the carriageway. This layout will allow users to use this segregated layout in advance of making a safe crossing of the B9153 at a location where there is good visibility in both directions. The jug handle will also provide valuable connectivity for pedestrians on the southbound side of the carriageway through the village where there is an existing footpath. It is noted there is no footpath on the northbound side of the carriageway on the southern approach within the village.





	<p><i>from the quality and attractiveness of the NMU route for all users. For walkers, the jug handle creates a pointless detour and a straight, direct route might create a better route; and in fact, if the jug handle were built, walkers might create a straight desire line up to the crossing point in any case.</i></p>	
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