

AVIEMORE TO CARRBRIDGE NON-MOTORISED USER (NMU) ROUTE – JUNE/JULY 2024 PUBLIC ENGAGEMENT EVENTS 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 (NMU) Route Study.

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This document has 51 pages including the cover.

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1. Introduction

Transport Scotland and its 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 in 2022. In 2024 a further opportunity to comment on the Aviemore to Carrbridge Non-Motorised User route design, arose following submission of a Planning of Application Notice (PAN) for the Aviemore to Carrbridge Non-Motorised User route in May 2024. There was a requirement to hold further public and virtual exhibitions as part of the pre-application consultation process to comply with planning procedure. The exhibition plans shown in 2024 were previously on public display in 2022.

This 'hybrid' approach, with both public and virtual exhibitions, was chosen to reach a large audience and ensure accessibility for all those who wished to be updated on the project. The purpose of these Public 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.

Public exhibitions for the Aviemore to Carrbridge Non-Motorised User route took place in:

- Aviemore Community Centre (Muirton, Aviemore, PH22 1SF) on Wednesday 5th June 2024 from 3pm to 8pm.
- Carrbridge Village Hall (Main Road, Carrbridge, PH23 3BB) on Thursday 20th June 2024 from 2pm to 6pm.

A virtual exhibition also went live at 12pm on Wednesday 5 June 2024 and ran until 12pm on Wednesday 11 July 2024.

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 exhibition materials shown were available in PDF format on the Transport Scotland website - [Aviemore to Carrbridge non-motorised user route study | Transport Scotland](#). In addition, the materials were also available to be posted out in hard copy upon request.

During the exhibition period, the Virtual Exhibition Room had 86 unique page visits within the consultation period. The Public Exhibition was attended by 14 people in Aviemore, and 34 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 were sent via email or post to Community Councils 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. Further invites were issued via email to Historic Environment Scotland, SEPA and NatureScot in their capacity as Statutory Consultees.

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

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

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

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

- Woodland Wheels

The content of the invitation was dependant on the individual and their possible interest in the project. An example copy of the letter of invitation can be found in **Appendix A**.

Press advertisements were published in the following newspapers on the following dates:

- | | |
|----------------------------------|---|
| • Strathspey and Badenoch Herald | 23 rd May 2024
13 th June 2024 |
| • Press and Journal | 23 rd May 2024
13 th June 2024 |
| • Inverness Courier | 24 th May 2024
14 th June 2024 |

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

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.

2.2. Exhibition Boards

Information relating to the NMU 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 (<https://www.transport.gov.scot/ACNMU>). The boards can also be found in **Appendix C**.

2.3. Drawings

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

2.4. Interactive Map

An interactive map was provided at both the in-person and virtual room as an alternative method for the public to view the preferred route, particularly in relation to their property.

2.5. Contact Telephone Number

A contact telephone number was available 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

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 sending it to Transport Scotland directly.

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

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 G**.

3. Public Exhibition Events

The exhibitions were held in Aviemore Community Centre on Wednesday 5th June 2024 between 3pm and 8pm, and in Carrbridge Village Hall on Thursday 20th May 2024 between 2pm and 6pm.

3.1. Attendance

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

The exhibitions were well attended, with a total of 48 attendees over the course of the two exhibition events. There were 14 attendees at Aviemore on Wednesday 5th June 2024 and 34 attendees at Carrbridge on Thursday 20th June 2024.

3.2. Photographs



Figure 1 - The Exhibition Venue - Aviemore Community Centre – 5th June 2024



Figure 2 - The Exhibition Venue – Carrbridge Village Hall – 20th June 2024



Figure 3 - Visitors to the Exhibition - Aviemore Community Centre – 5th June 2024



Figure 4 - Visitors to the Exhibition - Carrbridge Village Hall - 20th June 2024

3.3. Exhibition Leaflet

A copy of the Aviemore to Carrbridge Non-Motorised User (NMU) Route Public Exhibition leaflet was made available to visitors 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 F**.

3.4. Carrbridge NMU Campaign

At the Public Exhibition at Carrbridge Village Hall on the 20th June 2024, a local group identifying as the Carrbridge NMU Campaign erected their own signs and posters outside the venue in order to publicise the event further to local residents. The poster and text signposted the reader to the local shop where a petition was placed encouraging local residents to sign in favour of the scheme, with the purpose of the petition being to accelerate the timescale for delivery of the northern section of the route between Carrbridge and the Kinveachy Junction. The petition, with 188 signatures was sent to some Members of the Scottish Parliament as well as other key stakeholders involved in the project, refer to the feedback comments and responses in **Appendix G** for more information. The sign and petition extracts can be found in figures 5 to 7 below.



Figure 5 Carrbridge NMU Campaign Poster 20th June 2024

NON MOTORISED ROUTE CARRBRIDGE TO AVIEMORE

We, the undersigned, fully support the construction of the long promised non-motorised walking/cycle path between Carrbridge and Aviemore.

We would also request that urgent priority is given to the B1953 section between Carrbridge and Kinveachy. This is a fast and extremely dangerous stretch of road with blind bends and an ever increasing amount of traffic. This road is also used as a diversionary route whenever the A9 is closed due to an accident or other incident.

We believe there is likely to be a further increase in traffic once the dualling gets underway and therefore request that the NMU is constructed as a high priority in advance of the start of the road works.

Thank you.

Figure 6 Carrbridge NMU Campaign Petition Received by Transport Scotland on 4th July 2024

NMU CARRBRIDGE TO AVIEMORE ANECDOTAL COMMENTS

Any discussion regarding a request for urgent priority to be given to the construction of an NMU alongside the increasingly busy B1953 gives rise to a number of unsolicited comments from both cyclists and motorists. A selection of these compiled by the Carrbridge NMU Campaign can be found below.

... "I am terrified both as a cyclist and a motorist. That road is so just so dangerous."

... "I hate driving that road. You come round the bend and there is a lorry trying to overtake a cyclist. The lorry can't get round and then you see in the mirror other cars coming up behind. All you can do is put the hazard lights on and hope they'll not just run into the back of you."

.... "That road is a nightmare. You get no end of cyclists including tourists. Families with little children wobbling along. They've taken that route because it is marked up as a Route 7 Sustrans cycle route."

... "Someone is going to get killed. There are blind bends and suddenly there is a bunch of cyclists right in front on you. You just have to jam on the brakes and hope no-one smashes in to the back of you."

... "We desperately need an NMU. You literally take your life in your hands trying to cycle that road."

... "It's ridiculous to have that road marked as a Sustrans route. It's the worst cycle route ever!"

... "How many lives are to be lost or cyclists injured before we get an NMU?"

... "Since the installing of 20mph limits the whole way through Carrbridge, traffic appears to be travelling at a far great speed as frustrated motorists accelerate to make up for lost time."

... "My son uses a disability scooter. For him, to be able to get out of the village and through to Boat of Garten or as far as Aviemore would open up a whole new world."

... "It's madness for anyone to walk or cycle that road."

... "The other day, I got stuck behind a queue of traffic. A bus had got held up by a bunch of cyclists and because of the stream of oncoming traffic, just couldn't safely overtake. The traffic just crawled along for the whole of the three miles all the way from Carrbridge to the Kinveachy junction."

... "Driving out from Carrbridge I've been run off the road onto the verge once by an oncoming car overtaking a cyclist and had to do an emergency stop another time to avoid being hit by an oncoming motorist overtaking a cyclist. I'm a cyclist too and am too afraid to cycle those three miles. It's just not safe."

... "As well as the safety aspect, consideration could be given to the economic impact to the village. If cyclists and walkers from other surrounding communities can get to Carrbridge easily and safely, then they will come and spend money to help support our village shop and cafe."

Figure 7 Carrbridge NMU Campaign Petition Anecdotal Comments Received by Transport Scotland on 4th July 2024

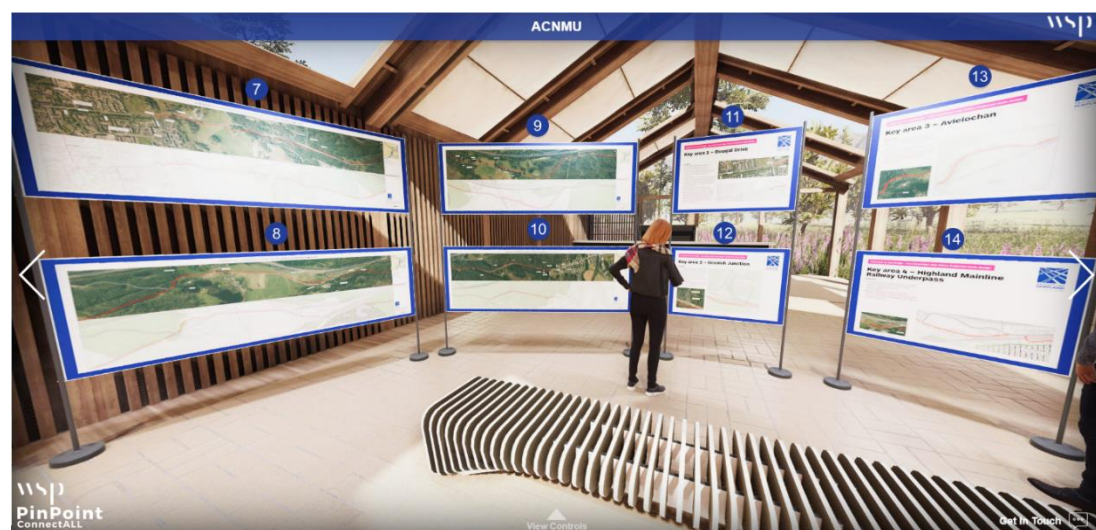
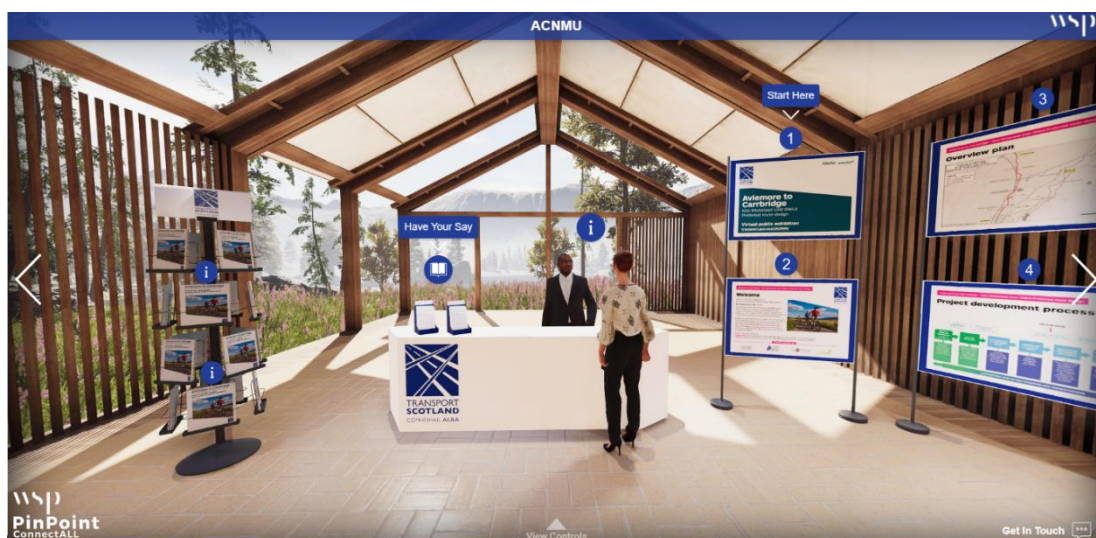
4. Virtual Exhibition Event

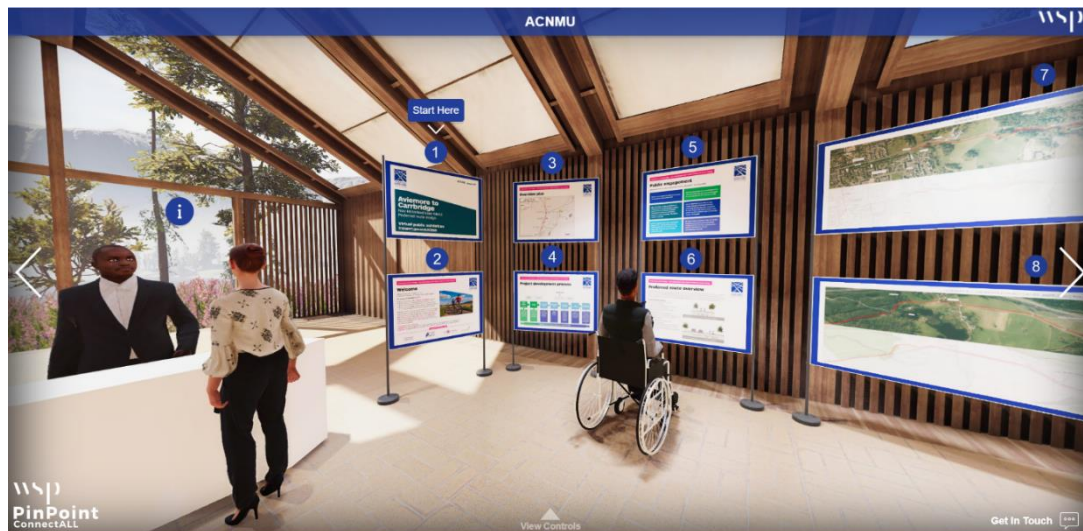
4.1. Virtual Exhibition Room

The virtual exhibition went live at 12pm on Wednesday 5th June 2024 and ran until 12pm on Wednesday 11th July 2024. 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 and 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 virtual exhibition was well attended, with a total of 133 unique page views to the project landing page, on Transport Scotland's website, during the consultation period. There were 86 unique page views of the virtual room. A unique pageview represents the number of sessions which each page was viewed one or more times by a user.

5.Feedback Summary

A total of 25 items of feedback were received; a combination of feedback forms left on the day in Aviemore (0) and on the day in Carrbridge (2), completed online (6), submitted by post (0), and comments sent to the project email address (17).

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/questions/neutral feedback 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.

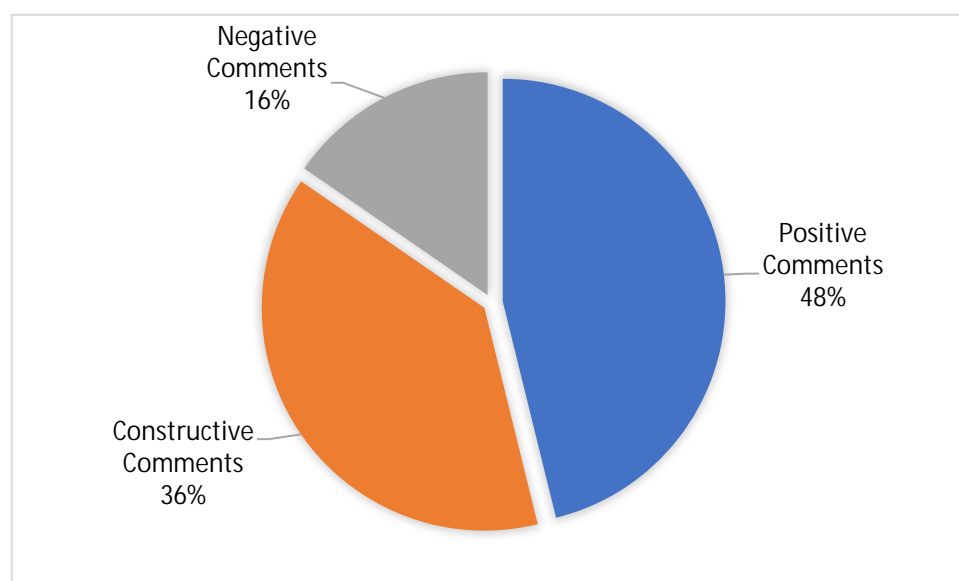


Figure 8 – Feedback: respondents' overall reaction to the ACNMU Route

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

- Safety
- Crossings
- Timescales

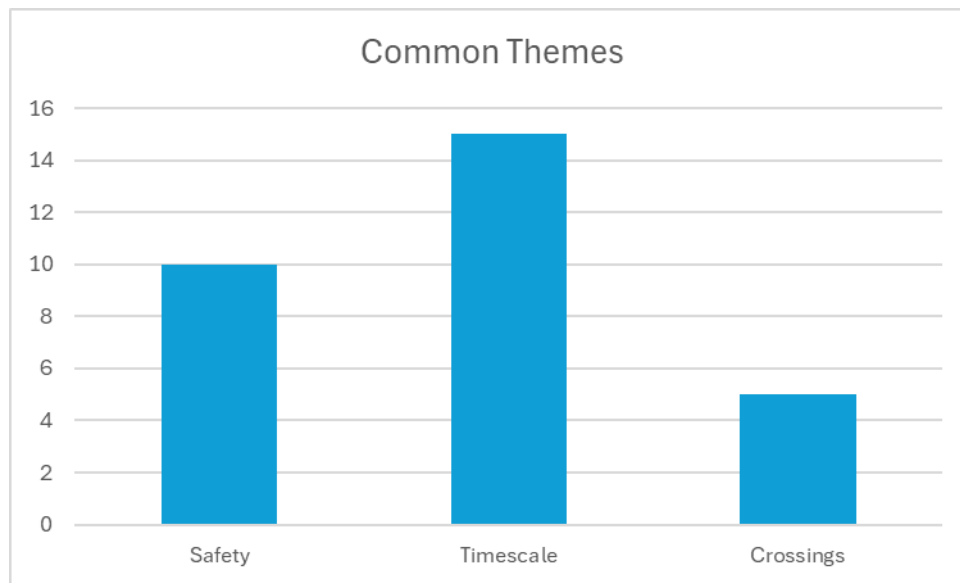


Figure 9 - The number of mentions each common theme received across respondents' feedback

Additional common themes that were mentioned in respondents' feedback were:

- Engineering/ Construction
- Width/distance from Carriageway
- Environmental
- Tourist/ Economic Impact
- Accessibility

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

6. Summary

The consultation period ran from 5th June 2024 until 11th July 2024 on the Transport Scotland Website.

On the 5th June 2024 in Aviemore, and 20th June 2024 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:

- 133 unique visits to the exhibition landing page
- 86 visits to the virtual exhibition room over the 5-week period
- 48 attendees at the in-person exhibitions over 2 days in Aviemore and Carrbridge.
- 25 pieces of feedback submitted during the consultation period:
 - 6 online submissions
 - 17 email submissions
 - 2 in-person submissions (via public events)
 - 0 posted submissions.

Appendix A – Invitation

Major Projects

George House, 2nd Floor, 36 North Hanover Street,
Glasgow,
G1 2AD
Telephone: 0141 272 7100
info@transport.gov.scot



[By email]

Our ref:
ACNMU_05/2024_ExhibitionInvite

Date: 22 May 2024

Dear Owner/Resident,

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

I am writing to you today to notify you that due to resubmission of the Planning of Application Notice (PAN) for the Aviemore to Carrbridge Non-Motorised User (NMU) route study, there is a requirement to hold further public and virtual exhibitions to comply with the latest planning requirements. However, I confirm that the designs for the scheme have not changed from those previously exhibited.

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 (NMU) facility between Aviemore and Carrbridge.

The route study is being led and funded by Transport Scotland and prepared in consultation with our 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 **public exhibitions** for the preferred route study will take place in:

- Aviemore Community and Leisure Centre on Wednesday 05th of June 2024 from 3pm to 8pm,
- Carrbridge Village Hall on Thursday the 20th of June 2024 from 2pm to 6pm.

Representatives from Transport Scotland and our consultants AMJV (Atkins Mouchel Joint Venture) will be available at the public exhibitions to answer questions.

In advance of the public exhibitions, a virtual exhibition will go live at 12 noon on **Wednesday 05th June 2024** and run until 12 noon on **Wednesday 11th July 2024**. The virtual room can be accessed via the following webpage:

<https://www.pinpointcloud.co.uk/ACNMU/>

When the virtual public exhibition goes live, access to all materials including the feedback form will be on display in the live events and the virtual room, will also 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:

WSP in the UK
110 Queen Street
Glasgow
G1 3BX

Note that we can arrange for blank feedback forms to be posted out to those without 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/or 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,

cc Atkins Mouchel Joint Venture

Appendix B – Press Advertisement

Further opportunity to comment 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 Non-Motorised User (NMU) route between Aviemore and Carrbridge in advance of the planning application for the scheme expected in autumn.

The plans were previously on public display in May 2022.

PUBLIC EVENTS will be held in **Aviemore** on **Wednesday 5 June** and **Carrbridge** on **Thursday 20 June**.

A parallel **VIRTUAL EVENT** will be posted on the Transport Scotland website at **transport.gov.scot/ACNMU** over the 5 week period from **12 noon on Wednesday 5 June** to **Thursday 11 July** where the public will also be able to provide feedback on the designs.

Details of the public exhibitions:

Aviemore

Wednesday 5 June 2024, 3 – 8pm
Aviemore Community Centre
Muirton, Aviemore PH22 1SF

Carrbridge

Thursday 20 June 2024, 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 on the exhibition drawings to be submitted to Transport Scotland's project team by email; ACNMU@wsp.com or post; WSP, c/o ACNMU Lands Team, 110 Queen Street, Glasgow, G1 3BX (not the Planning Authority). Further information on the public and virtual exhibitions can be found at **transport.gov.scot/ACNMU**. Once the planning application is submitted, representations can be made to the Planning Authority.

Appendix C – Exhibition Boards



ATKINS mouchel

Aviemore to Carrbridge

Non-Motorised User (NMU)
Preferred route design

Public exhibition

transport.gov.scot/ACNMU

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

Welcome

Welcome to this public exhibition for the Aviemore to Carrbridge Non-Motorised User (ACNMU) project. These plans were previously on public display in May 2022.

The purpose of this exhibition is to:

- Provide an overview of the **Preferred route design** proposals
- Present details of the ongoing design development of the preferred route and also outline the next steps for the project
- Provide you with an opportunity to submit any views you may have on the ongoing design to be submitted for planning consent.
- Comply with the requirements for public consultation as part of the planning application process. There is a need to re-inform the public and stakeholders of the scheme details.

Transport Scotland and their design consultant Atkins Mouchel Joint Venture (AMJV) are exhibiting the information via a virtual exhibition and also at in-person events beginning on Wednesday 5 June. The in-person events will be held in **Aviemore** on **Wednesday 5 June** and **Carrbridge** on **Thursday 20 June**, where the Transport Scotland project team and their design consultants will be available to answer any questions.



Details of the public exhibitions:

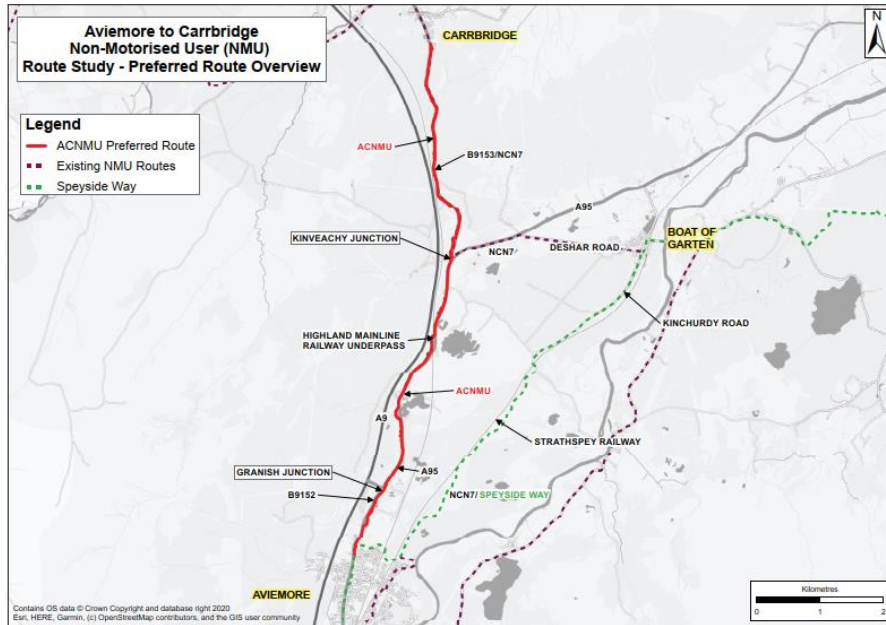
Aviemore: Wednesday 5 June 2024, 3pm–8pm at the Aviemore Community Centre Muirton, Aviemore PH22 1SF

Carrbridge: Thursday 20 June 2024, 2pm–6pm at the Carrbridge Village Hall, Main Road, Carrbridge PH23 3BB

Prepared in consultation with:



Overview plan



Project development process



Public engagement

What you said at the previous preferred route exhibition (May 2022)

“Much needed access route to provide safe cycling and walking. Needs to happen quickly to enable more healthy, carbon free travel. Much needed by locals and Tourists”

“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 think this is a great idea to get people out walking, cycling, etc to and from Aviemore/ Carrbridge”

“Safety is the main consideration but of course it also hugely benefits the economy, tourism, health and the environment”

“This is great - please can we have it asap!”

“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”

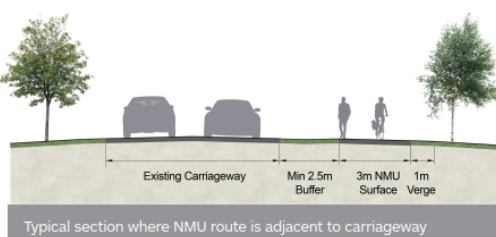
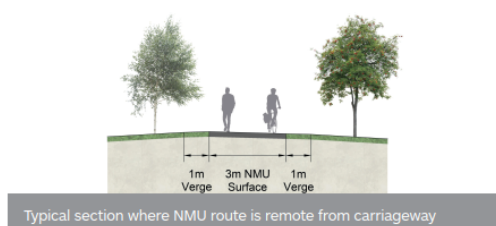
“Happy with preferred route apart from crossing of B1952 just north of Granish junction. May be safety issue and will need very well sign posted and rubble strips on road. Also concern about ongoing maintenance which must be insured before planning is granted. So many paths in the area are not maintained”

Preferred route overview

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

Key project design headlines

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



Key area 1 – Dougal Drive

Headlines

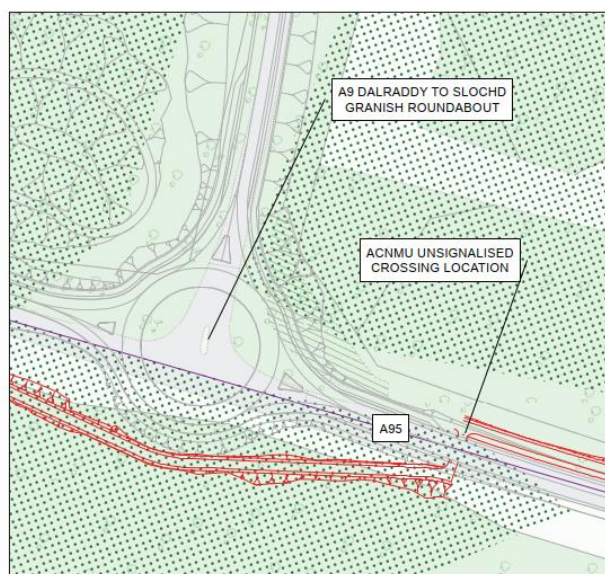
- The ACNNU route starts at Dougal Drive, Aviemore, running north from here
- At this location a zebra crossing will be provided to connect with the existing Speyside Way (Core Path LBS116) to the south of Dougal Drive
- To the south of Dougal Drive, users will continue on the existing Speyside Way to 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 Slochd project
- As part of the ACNNU, 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 ACNNU 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

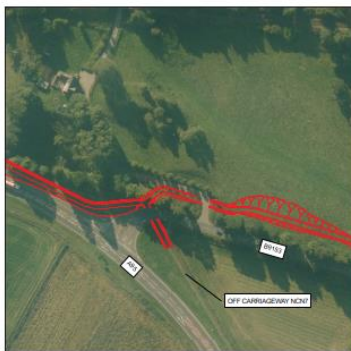
- The route utilises an existing Highland Mainline Railway (HMR) underpass to return to an alignment lying adjacent to the A95 carriageway
- Between **Key Area 4 (Highland Mainline Railway Underpass)** and **Key Area 5 (Kinveachy Junction)** the ACNMU lies adjacent to the west of the A95 carriageway.



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 Boat of Garten
- Between **Key Area 5 (Kinveachy Junction)** and **Key Area 6 (Carrbridge)** the ACNMU lies to the west side of the B9153.



Key area 6 – Carrbridge

Headlines

- The ACNMU route terminates at the southern extents of Carrbridge
- For cyclists traveling north from the ACNMU into Carrbridge, cyclists will continue on the B9153 carriageway
- A new unsignalised crossing will be provided across the B9153, located to the south of Orchid Place
- A new footway is proposed between the crossing and Orchid Place. Pedestrians will cross from the NMU onto the proposed footway and continue onto existing footways into the village centre
- For cyclists traveling south from Carrbridge onto the 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.



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 Autumn 2024.

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

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



Comments and feedback

Thank you for visiting this exhibition.

Transport Scotland welcomes your comments and feedback on the proposals.

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

11 July 2024

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

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

Questions

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

Email to:

ACNMU@wsp.com

Post to:

**WSP, c/o ACNMU Lands Team,
110 Queen Street, Glasgow,
G1 3BX**

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.

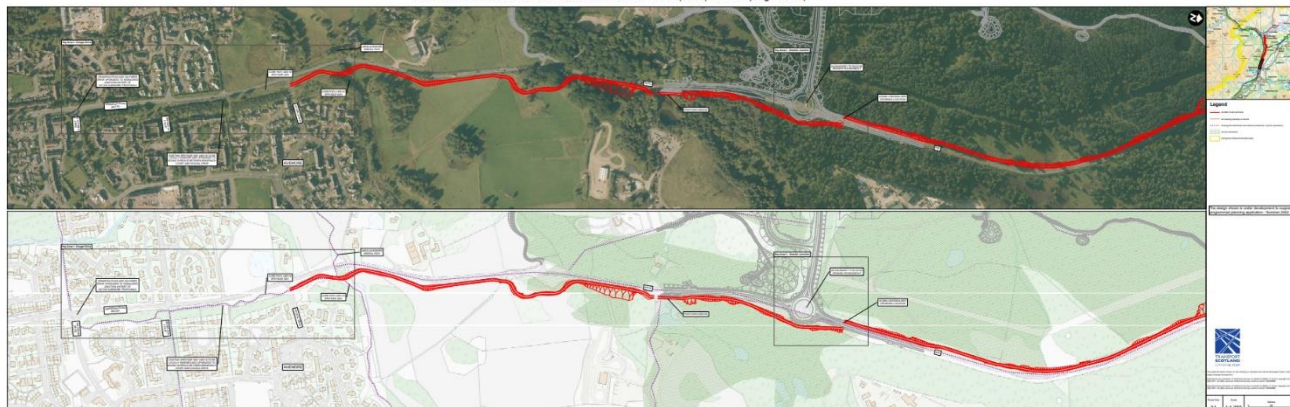
If you choose to provide contact details with your submission, Transport Scotland will be able to send you updates about the scheme, for example invitations to future public engagement events. If you wish us to do so, please provide your consent when you contact us using the details above. You can withdraw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

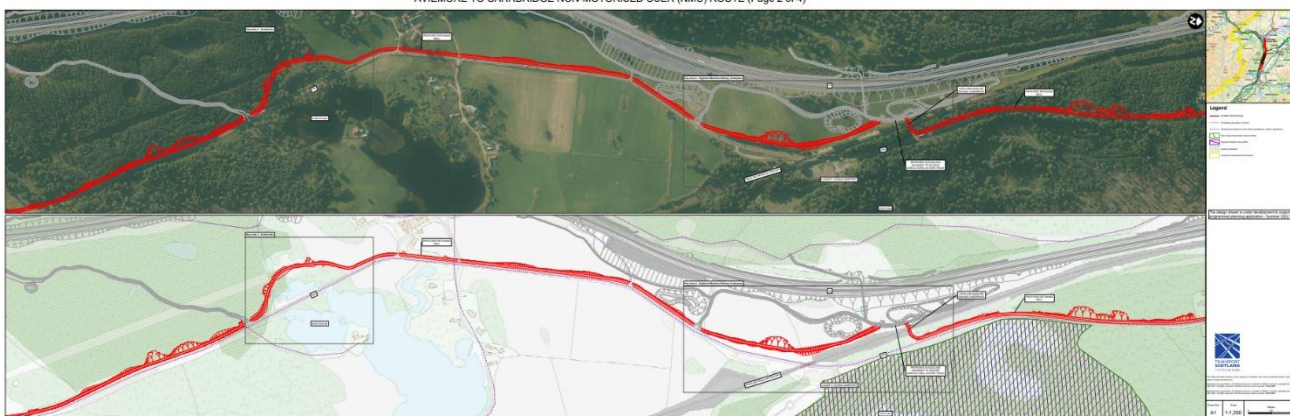
transport.gov.scot/ACNMU

Appendix D – Strip Plans

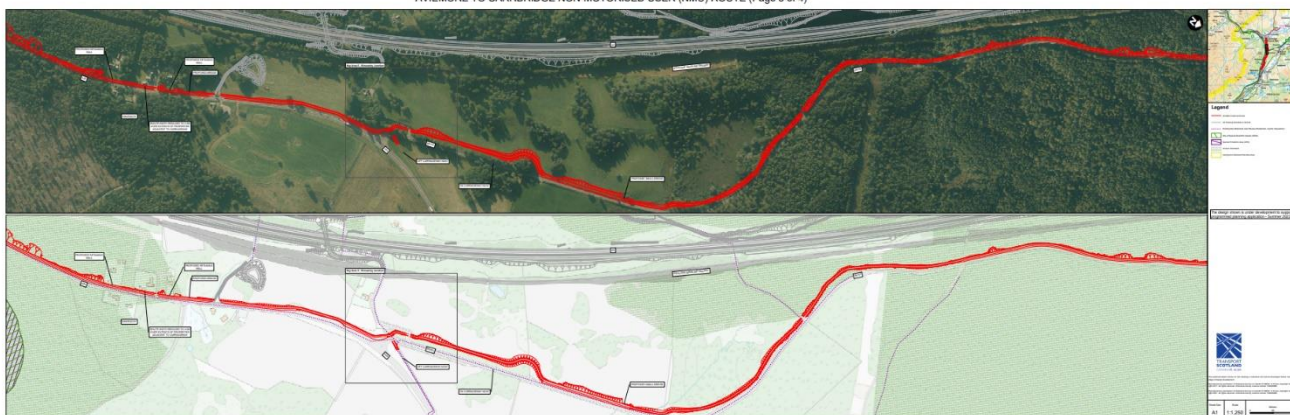
AVIEMORE TO CARRBRIDGE NON-MOTORISED USER (NMU) ROUTE (Page 1 of 4)



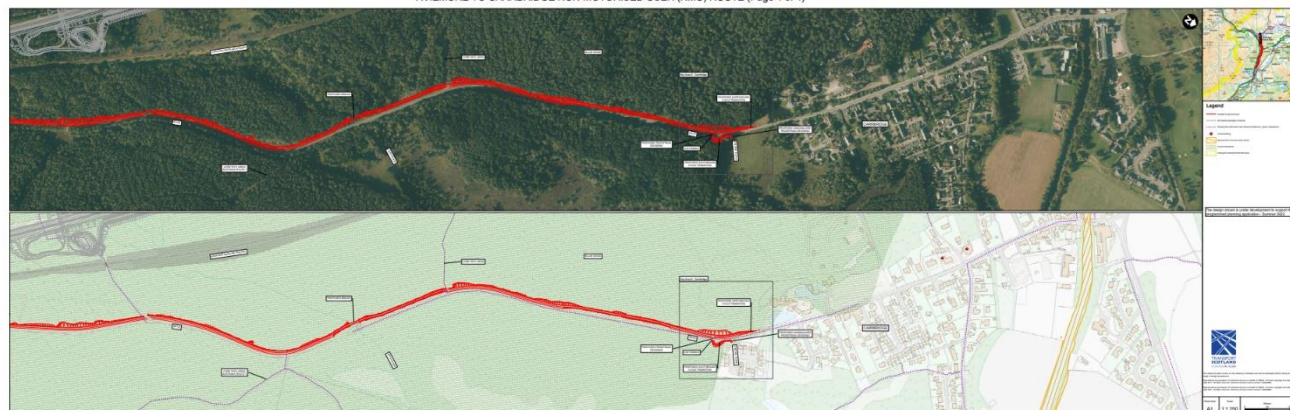
AVIEMORE TO CARRBRIDGE NON-MOTORISED USER (NMU) ROUTE (Page 2 of 4)



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 E – Feedback Form

Aviemore to Carrbridge

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

Virtual and in-person public exhibition



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 (postal address and email highlighted at the end of this form)) by **11 July 2024**.

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 **Thursday 11 July 2024** (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:

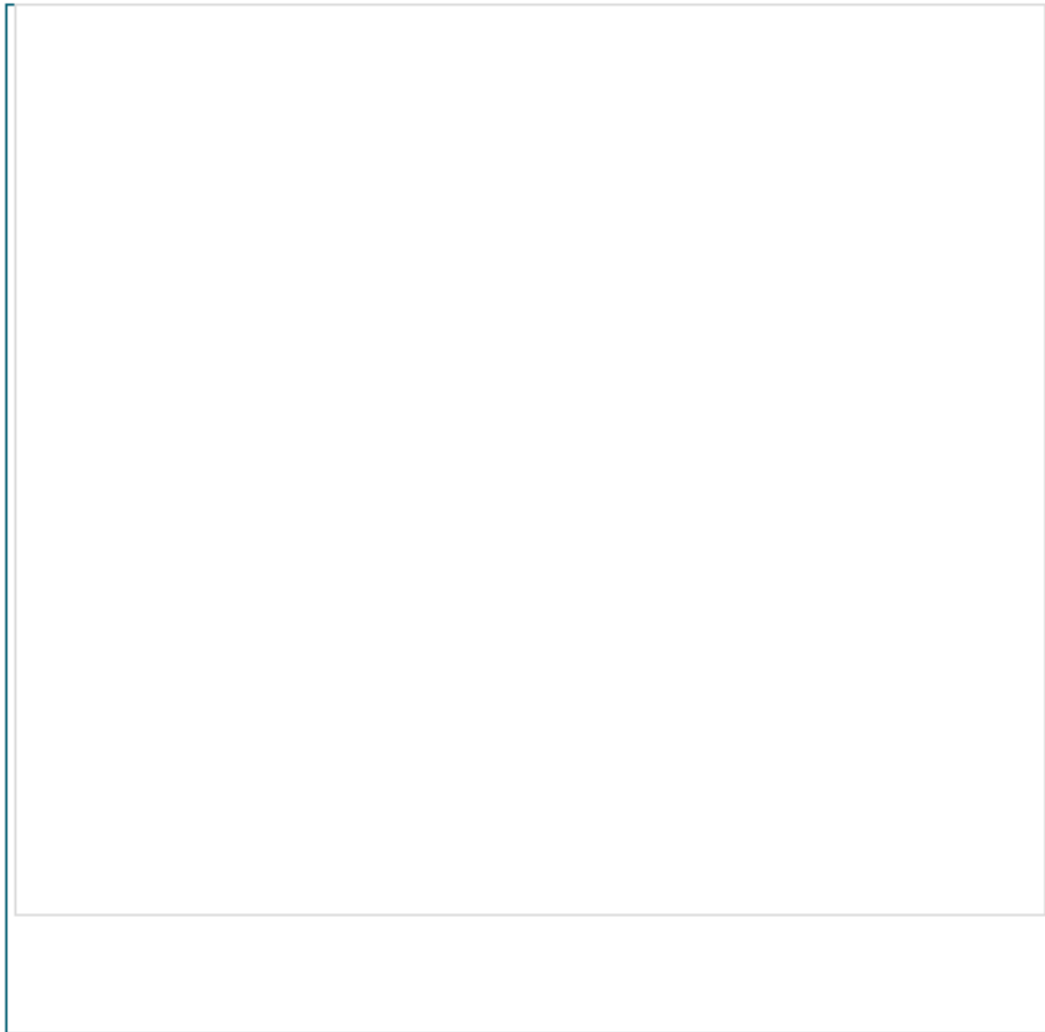
I agree to Transport Scotland contacting me with updates about the study ☐

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 **11 July 2024** to the project team. Alternatively, you can complete this form and post it into the feedback box at the exhibition.

Email to: ACNMU@wsp.com

Or by post to: WSP, c/o ACNMU Lands Team, 110 Queen Street, Glasgow, G1 3BX

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

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.

Appendix F – Leaflet

Aviemore to Carrbridge

Non-Motorised User (NMU) Route Study

Preferred route design

Virtual exhibition and public exhibitions

June 2024



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.

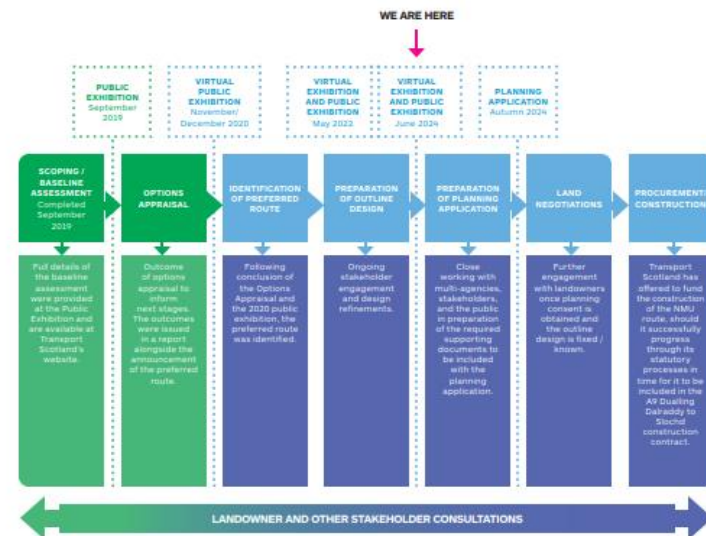
It provides details on the **preferred route design proposals**, presents the details of the ongoing design development of the preferred route and outlines the next steps for the project.

It provides information on how you can give 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



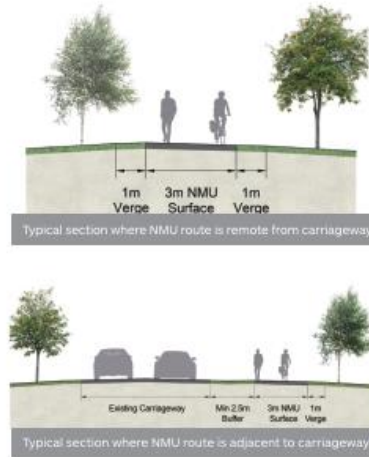
Preferred route overview

The ACNNU preferred route was identified in November 2021 after the conclusion of the route options assessment and public consultation.

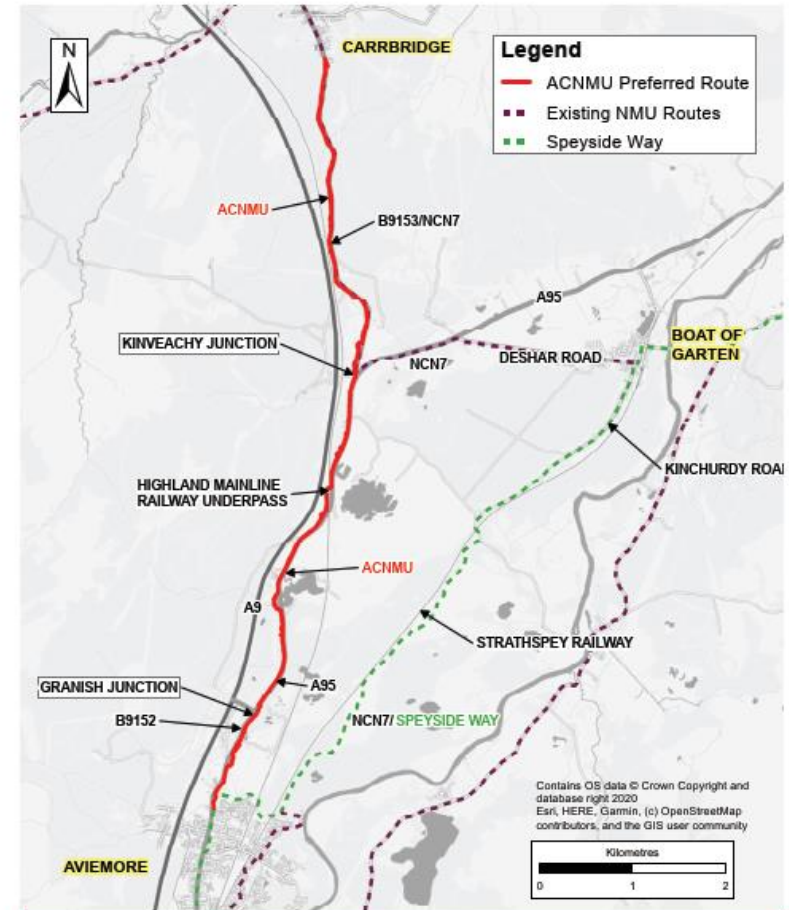
The 10km segregated preferred route for walking, cycling, wheeling and horse riding will provide a safer, more direct route between Aviemore and Carrbridge linking up with existing NMU routes in the area. The new route will also provide an opportunity for circular trips between Aviemore, Carrbridge and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

Key project design headlines:

- 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 buffer from live traffic 2.5 metres
- Will minimise impact on existing verge infrastructure
- Bitumen surfacing.



Overview plan



You can view strip plans and the plans for key areas of the project in the virtual exhibition space and on the project website: transport.gov.scot/ACNNU

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 Autumn 2024.

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

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



Comments and feedback

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:

11 July 2024

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.

Comments and feedback to be submitted to Transport Scotland by **Thursday 11 July** (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 options or have any questions, you can call our stakeholder team on **0755 717 2747** during working hours from **9am to 5pm (Monday to Friday)**. A member of the team will take your details and questions and, if necessary, arrange for a relevant expert to return your call. If your call is outside those hours you can leave a message. We can also be contacted by email at: ACNMU@wsp.com

The 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 G - Feedback Comments and Responses

Aviemore to Carrbridge Non-Motorised User (ACNMU) Route – Preferred Route May 2024 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 on 5th June and 20th June 2024.

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>Hello</p> <p>Thanks for your notification. Could you confirm the following please:</p> <p>What is the purpose of the consultation? As you state the materials and proposals are identical is it just to surface any changes that may be relevant since the last consultation.</p> <p>What are the timescales now for the progress, construction and opening of the proposed route?</p> <p>Thanks [REDACTED]</p>	<p>Good Morning -----</p> <p>Thank you for your email of 22/05/2024 regarding the Aviemore to Carrbridge Non-Motorised User (ACNMU) scheme. The purpose of the exhibitions is to:</p> <ul style="list-style-type: none"> • Provide an overview of the preferred route design proposals. • Present details of the ongoing design development of the preferred route and also outline the next steps for the project. • Provide you with an opportunity to submit any views you may have on the ongoing design to be submitted for planning consent. • Re-inform the public and stakeholders of the scheme details to comply with the requirements for public consultation as part of the planning application process. There is a need to re-inform the public and stakeholders of the scheme details. <p>I can confirm there haven't been changes made to the scheme from the previous exhibition held in May 2022.</p> <p>Transport Scotland has committed to include the proposed ACNMU scheme in the A9 Dualling construction programme as part of the nearby Dalraddy to Slochd project providing all the statutory consents and the necessary land are in place. As set out in the Scottish Government A9 Dualling programme announcement on 20 December 2023, the Dalraddy to Slochd project is scheduled to commence procurement in winter 2026/27. Details of this announcement and the revised timetable for the overall A9 Dualling programme can be found on the Transport Scotland website at:</p> <p>https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/programme-details/#75915</p> <p>Further design work and an environmental impact assessment of the preferred option for the ACNMU continues to be progressed to prepare the scheme for submission of a planning application to The Highland Council later this year. Subject to planning consent we will undertake further engagement with landowners to acquire the necessary land for the scheme. Progression of the ACNMU</p>

		<p>scheme, either in part or whole, can only commence if approved under the relevant statutory procedures. As with all infrastructure projects it is only when all consents are in place can the approach to delivery, along with a timetable, be determined.</p> <p>I hope this is helpful.</p> <p>Regards</p>
ACNMU_002	<p>Hello,</p> <p>Thank you for contacting regarding public exhibitions for the Aviemore to Carrbridge NMU Route Study. We note from the attached letter that the designs for the scheme have not changed from those previously exhibited.</p> <p>As such, we do not consider that the current proposals, are likely to result in significant impacts on heritage assets within our remit.</p> <p>Many thanks, [REDACTED]</p>	<p>We have noted your comments with a review of not having significant impacts on heritage assets within your remit.</p> <p>The Environmental Impact Assessment (EIA) being undertaken for the scheme covers any subsequent impacts on any statutory designated sites such as heritage assets.</p>
ACNMU_003	<p>I fully support the proposed route and surface. I hope where possible as much separation is achieved between the road and the NMU</p>	<p>Dear [REDACTED]</p> <p>Thank you for your email in relation to the Aviemore to Carrbridge Non-Motorised User Study (NMU) Public Exhibition.</p> <p>Your feedback has been received by the Project Team and we welcome your comments.</p> <p>Kind regards,</p>
ACNMU_004	<p>Very supportive of this – safety , connectivity, economic benefits to communities, health , tourism . Hopefully it will happen and forgive my being cynical but this is long overdue and unfortunate it is linked to the dualling, but we are where we are,</p> <p>Kind regards [REDACTED]</p>	<p>Dear [REDACTED]</p> <p>Thank you for your email in relation to the Aviemore to Carrbridge Non-Motorised User Study (NMU) Public Exhibition.</p> <p>Your feedback has been received by the Project Team and we welcome your comments.</p> <p>Kind regards,</p>
ACNMU_005	<p>My husband and I visited the exhibition in Aviemore. Our main comment is on the proposed unsignaled crossing of the A95 at Granish. This is a busy road. Would a safety isle in the middle of the road be appropriate? [REDACTED]</p>	<p>We note your comment in relation to the following:</p> <ul style="list-style-type: none"> You are questioning whether a safety island in the middle of the road would be more appropriate. Unsignalised crossing of the A95 at Granish and being a busy road. <p>We have received feedback from individual equestrians and equestrian groups as part of</p>

		<p>the public consultation on this project who wish to ensure that the route is accessible for equestrians and that refuge islands are not preferable for equestrians who may use the route.</p> <p>The design team have given 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 with speed reduction measures to ensure safety at these crossings. <p>An independent Road Safety Audit has been carried out on the design and recommended</p>
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		<p>that a grade separated or signalised crossing be implemented at this location.</p> <p>With due consideration of the design guidance, public feedback from the engagement events and the safety of users, the crossing at Granish is now proposed to be signalised and the NMU design shall be progressed on this basis.</p>
ACNMU_006	<p>Hi</p> <p>I live in carrbridge and would love to be updated on the path between carrbridge and aviemore. If it gets the ahead, which I hope it does. when do they hope to have project started and finished?</p> <p>Thanks [REDACTED]</p>	<p>We note your comments regarding to be kept informed of the project and 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.</p> <p>Following receipt of planning consent, land negotiations to obtain the necessary land of the scheme will progress through further engagement with landowners.</p> <p>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, which is currently programmed to have a contract awarded in Autumn 2028.</p>
ACNMU_007	<p>I welcome the Aviemore to Carrbridge NMU. However, the proposal to have an unsignalised crossing at Granish junction is disastrous. It is a very busy junction at present and unlikely to be less so in the future. In my opinion the only safe way to allow people to cross at this point is to have a pedestrian/cycle bridge. Anything else would be lethal. I am so concerned about this proposal that I shall bring it to the attention of my MSP.</p>	<p>We note your concerns with regard to the unsignalised crossing at Granish Junction. The design team have given 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

		<p>as possible. 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. <p>An independent Road Safety Audit has been carried out on the design and recommended that a grade separated or signalised crossing be implemented at this location.</p> <p>With due consideration of the design guidance, public feedback from the engagement events and the safety of users, the crossing at Granish is now proposed to be signalised and the NMU design shall be progressed on this basis.</p>
ACNMU_008	<p>I have not found the virtual exhibition user friendly at all and have been unable to see anything of importance such as detailed drawings etc I would prefer just to have a list of the documents available as even the leaflet wouldn't open with anything other than the first page visible and it took a long time to do that. The whole thing is totally clunky and time consuming. I'm using a laptop and I am very computer literate.</p>	<p>Dear, -----</p> <p>Following your feedback given on the ACNMU virtual exhibition room, I would invite you to access the materials on the Transport Scotland Website.</p> <p>Please find access to the links requested in a list format available on the following link;</p> <p>Public and Virtual Exhibitions - June/July 2024 - Aviemore to Carrbridge Non-Motorised User Transport Scotland</p> <p>If you would like to give feedback, the feedback period is open until 12pm on 11th June 2024.</p> <p>You can do this via the website using the link above or by responding to this e-mail.</p>

		Kind Regards,
ACNMU_009	I agree with the preferred route design, which roughly follows the existing A95 to Kiveachy junction. It's the only route that makes sense. Hopefully the planning and build process can be swift and the route could open in 2025.	<p>Dear [REDACTED]</p> <p>Thank you for your email in relation to the Aviemore to Carrbridge Non-Motorised User Study (NMU).</p> <p>Your feedback has been received by the Project Team and we welcome your comments.</p> <p>Kind regards,</p>
ACNMU_010	I think that you have reached a workable route, even although there are a few compromises. My main concern is the crossing of the route at the Granish roundabout, will there be good signage warning vehicles about the crossing? Looking forward to using it.	<p>We note your concerns with regard to the crossing at Granish Junction. The design team have given 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

		<p>standards for major roads throughout the UK) and also the 'Cycling by Design' Guidelines for NMU routes.</p> <ul style="list-style-type: none"> Both at grade road crossings will have appropriate signage and road markings along with speed reduction measures to ensure safety at these crossings. <p>An independent Road Safety Audit has been carried out on the design and recommended that a grade separated or signalised crossing be implemented at this location.</p> <p>With due consideration of the design guidance, public feedback at the engagement events and the safety of users, the crossing at Granish is now proposed to be signalised and the NMU design shall be progressed on this basis.</p>
ACNMU_011	<p>Please could you tell us who is on the Aviemore to Carrbridge NMU stakeholder team and whether there are any local representatives.</p> <p>We are concerned that there is an exhibition tomorrow and there are no official posters or local notification on either village noticeboards or social media.</p> <p>Thank you.</p>	<p>Hi [REDACTED]</p> <p>Many thanks for your email. Transport Scotland representatives and their design consultants Atkins Mouchel Joint Venture (AMJV) will be in attendance at the exhibition in Carrbridge tomorrow. A wider distribution of emails and letters notifying key stakeholders of both the exhibitions in Aviemore on 5th June and Carrbridge on 20th June was circulated on 22nd May. There have also been two rounds of newspapers adverts in 3 local papers; The Press & Journal, Strathspey & Badenoch Herald and the Inverness Courier on the 23/24th May and 13/14th June.</p> <p>We look forward to hopefully seeing you at the exhibition tomorrow.</p> <p>Kind Regards,</p>
ACNMU_012	<p>Thank you to everyone for their time and the information provided at the Carrbridge to Aviemore NMU exhibition held in Carrbridge on Thursday.</p> <p>It is hoped that the number of people who attended and the petition which has already gathered more than 100 signatures demonstrates the strong local support for the NMU to be constructed as soon as possible with the request for urgent priority to be given to the section running along the increasingly dangerous B1953 from Carrbridge to the Kinveachy junction.</p> <p>As we said at the exhibition, we have established an informal group operating under the name of the Carrbridge NMU Campaign.</p> <p>In the current absence of a community council, we would please request that we might provide a point of contact in the</p>	<p>Dear [REDACTED]</p> <p>Firstly, thanks for your attendance at the Carrbridge exhibition and for your updates in your email below. See some queries we have regards your response that will help our forthcoming correspondence channels going forward.</p> <p>As you have confirmed that you are content to be the main contact for the Carrbridge NMU Campaign can you confirm that you are the principal petitioner which you say is to demonstrate strong local support for the NMU?</p> <p>Can you confirm if you are looking to submit the petition as a hard copy or email to ACNMU@wsp.com or is it being posted elsewhere? This will help us liaise with Transport Scotland to let them know when and where to expect it. We would duly remind you</p>


	<p>village to keep up to date with progress or any new developments so as we can feed information back into the community. I am happy for my personal email to be used for contact until we set up a specific email account.</p> <p>We are still trying to encourage further feedback and will forward any comments we receive along with a copy of the petition in due course.</p> <p>Thank you again for your time.</p> <p>██████</p>	<p>that we would appreciate if the formal feedback, including the petition, can be issued to the project team by the deadline Thursday 11th July next week as this can be formally recorded in this consultation window.</p> <p>We look forward to hearing from you at the earliest convenience,</p> <p>Kind Regards,</p>
ACNMU_013	<p>Good evening</p> <p>My wife and I have just returned from your exhibition at the Carrbridge Village Hall and viewed the proposals. We, together with our family, are all supportive of your proposals and the most important comment would be "the sooner the better"! We would very much hope that these works can be carried out in advance of the dualling of the A9, I like many others maintain a high degree of scepticism that this will be started never mind completed by 2028! I am 69 and a very keen cyclist. It would be great if this route could be in place whilst I am still able to cycle!!</p> <p>In terms of the proposed route I can see the logic behind this. One suggestion would be to provide an access option to cross the A95 (South of the Kinveachy junction) and enable people to have the option of heading down the existing forestry track towards Boat of Garten eventually linking in with the Cycle Route 7. The crossing could be on similar lines to the one recently amended when crossing the A95 at the foot of Docharn and opposite Deshar Primary School.</p> <p>Good luck!</p> <p>Yours,</p> <p>██████</p>	<p>Dear ██████</p> <p>Thank you for your email in relation to the Aviemore to Carrbridge Non-Motorised User Study (NMU).</p> <p>Your feedback has been received by the Project Team and we welcome your comments.</p> <p>Kind regards,</p>
ACNMU_014	<p>I am very happy with the route design, it has taken many aspects into consideration and shows great detail and usability - delighted that it will be going ahead.</p> <p>As a previous member of Carbridge & Vicinity Community Council, an NMU between Aviemore and Carrbridge has been at the top of Community Action Plans for many years - it will be a great bonus to the community, the environment</p>	<p>Dear -----</p> <p>Thank you for your email in relation to the Aviemore to Carrbridge Non-Motorised User Study (NMU).</p> <p>Your feedback has been received by the Project Team and we welcome your comments.</p> <p>Kind regards,</p>



	<p>and the safety of all and will undoubtedly have high usage by both locals and visitors.</p> <p>Looking forward to it being completed as soon as possible.</p>	
ACNMU_015	<p>Route design is great but just the same as last time! Please can we get it asap as some of us OAP's may not be here to see it! Many Thanks x</p>	<p>We have noted your positive feedback in relation to the NMU Route and thank you for your support.</p>
ACNMU_016	<p>Still looks good. Looking forward to it being finished!</p>	<p>We have noted your positive feedback in relation to the NMU Route and thank you for your support.</p>
ACNMU_017	<p>With regard to the Exhibition in Carrbridge on 20 June 2024</p> <p>1 Is it really necessary to have the route surfaced? Given most of the walk and cycleways in the area have a gravel or similar finish, would this suffice and save a significant cost to the project?</p> <p>2 Similarly, as a cost saving exercise, is it necessary to be 3m wide with verges? In a rural location this seems excessive given the likely traffic flows.</p> <p>3 Taking both of the points above into account would surely limit the clearance work required through woodland and other areas, reducing impact on the natural environment and enabling the work to be completed in a more timely period.</p> <p>I have attached a photo of a typical local forest NMU pathway.</p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> • Your query regarding the surface of the route • Your query regarding the width of the route <p>With regard to your concerns on the surfacing, it is anticipated that a high number of users will be cyclists. It is anticipated that by providing a bitumen surface that a high level of service and comfort will accommodate users by way of a smooth, durable, long lifespan and lower maintenance surface.</p> <p>We note your comment on the route width of 3m as being inadequate.</p> <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.</p>
ACNMU_018	<p>I was very impressed by the overall route design. I am certain it will be very well-used and will certainly justify the investment. I do think that the construction should take place as soon as possible</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.

	<p>and should NOT be dependent or linked in any way to the timetable for upgrading the A9 road.</p> <p>I believe that the most transformative part of the route is the Carrbridge-Kinveachy Junction section. I cycle this section quite regularly and enabling people to take this route away from the public road will be of enormous benefit and will open up the route to families etc. Also it provides a direct walking/running route. As things stand, this is a 'fast' traffic route and only for experienced cyclists I would say. I believe for this reason, this section of the route should be prioritised in terms of construction, if possible.</p>	<ul style="list-style-type: none"> Your desire that the Carrbridge to Kinveachy section is constructed first to improve safety on the B9153. <p>Having concluded this current round of virtual and public exhibitions, we are 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.</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>Progression of the ACNMMU scheme, either in part or whole, can only commence if approved under the relevant statutory procedures. As with all infrastructure projects it is only when all consents are in place can the approach to delivery, along with a timetable, be determined.</p>
ACNMMU_019	<p>NMMU Carrbridge to Aviemore To Whom It May Concern</p> <p>We would like to give full support to the preferred route design for the Carrbridge to Aviemore NMMU.</p> <p>We would please ask that construction commences as soon as possible and as a matter of urgency.</p> <p>We would also please request that top priority is given to the three mile section from Carrbridge to Kinveachy junction running alongside the B1953.</p> <p>This is an extremely dangerous and increasingly busy stretch of road with blind bends and relatively narrow sections.</p> <p>Grave concern has been expressed by motorists about suddenly either encountering cyclists or slowed traffic queued behind cyclists. By the same token cyclists take their life in their hands risking pedalling this stretch of road. It is only time before there is a fatal accident. The B1953 is marked as part of the Sustrans main Route 7 and also marked as a Hi-Trans cyclists travel route.</p>	<p>Dear [REDACTED]</p> <p>Thank you for your support of the preferred route design for ACNMMU.</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. Your desire that the Carrbridge to Kinveachy section is constructed first to improve safety on the B9153. <p>Having concluded this current round of virtual and public exhibitions, we are 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.</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>For both local residents and visiting tourists, an NMU would be our off road link to neighbouring communities bringing with it all the benefits of active travel, connectivity and economic impact helping support our local cafe and village shops. We hope that the planning application will be well received and every effort can be made for work to be started on the NMU as an immediate priority and in advance of the next stage of the A9 dualling.</p> <p>Thank you.</p> <p>██████</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>Progression of the ACNMU scheme, either in part or whole, can only commence if approved under the relevant statutory procedures. As with all infrastructure projects it is only when all consents are in place can the approach to delivery, along with a timetable, be determined.</p>
ACNMU_020	<p>NMU Carrbridge to Aviemore</p> <p>Preferred route design feedback</p> <p>As a resident of Carrbridge, I would like to give full support to the proposed route design for the urgently needed NMU and in particular the section from Carrbridge to Kinveachy junction alongside the busy and dangerous B1953.</p> <p>This NMU is urgently needed. We hope that planning permissions can be obtained and construction work can begin as soon as possible.</p> <p>Thank you.</p> <p>██████</p>	<p>We have noted your positive feedback in relation to the NMU Route and thank you for your support.</p>
ACNMU_021	<p>NMU Carrbridge to Aviemore</p> <p>To Whom It May Concern</p> <p>We recently went to the exhibition at Carrbridge Village Hall, I would like to voice me and my family are in full support to the route design for the Carrbridge to Aviemore NMU.</p> <p>I would also please request that urgent priority is given to the three mile section from Carrbridge to Kinveachy junction running alongside the busy and dangerous B1953 and also due to the route 7 now being used on this section is very dangerous and have met many a families on the road travelling on bikes watching a lot of near misses.</p> <p>Thank you</p> <p>██████</p>	<p>Dear ██████</p> <p>Thank you for your email in relation to the Aviemore to Carrbridge Non-Motorised User Study (NMU) Public Exhibition.</p> <p>Your feedback has been received by the Project Team and we welcome your comments.</p> <p>Kind regards,</p>

ACNMU_022	<p>Hi</p> <p>Just to clarify. I have sent you two emails. I have sent my own personal feedback for inclusion in your submission. Email July 2nd.</p> <p>I also sent an email regarding representing the Carrbridge NMU Campaign petition. June 21. Copies of both emails as below.</p> <p>As regards the petition, this is to be sent by email to the Transport Minister, Fiona Hislop, the project email address ACNMU and [REDACTED] It will be copied in to our local MSPs, Sustrans and Hi Trans. It now has around 180 signatures and will be sent in the next few days and before the July 11 deadline.</p> <p>I am one of the three main campaigners in Carrbridge who have set up the petition representing the views from our community and from visiting road users. The other two main campaigners are [REDACTED] and [REDACTED] with permission for using my email as the main contact point.</p> <p>From our point of view, it would be appreciated if we could have a named contact for the ACNMU email address as a representative of the AMJV - A9 ACNMU Stakeholder Team</p> <p>Thank you.</p> <p>[REDACTED]</p>	<p>Good Afternoon [REDACTED]</p> <p>Thank you for your e-mail.</p> <p>----- is the main point of contact within the project, however ACNMU@wsp.com will remain the contact e-mail address as this is monitored by ----- along with several other members of the team, and can be actioned if ----- is absent.</p> <p>Thank you for sending on the information regarding the petition.</p> <p>Kind Regards,</p>
ACNMU_023	<p>Please find below my personal feedback in relation to the Aviemore to Carrbridge Non-Motorised User (NMU) Preferred route design.</p> <p>With regard to Key Area 2 - Granish Junction. I understand that you feel that the position of the road crossing for the NMU is because you believe that traffic will be slower at that point.</p> <p>I am not comfortable with the proximity of the crossing to the roundabout both as a cyclist and a motorist.</p> <p>As a cyclist I would be concerned that traffic in both directions is looking ahead and concentrating more on the approaching roundabout. In addition traffic coming from the A9 to the roundabout then travelling left could be travelling at speed if entering the roundabout unimpeded. It is currently unclear what the visibility for both people crossing and traffic coming from the A9 might be but I would still be concerned.</p>	<p>We note your concerns with regard to the crossing at Granish Junction. The design team have given 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 the crossing and the at grade crossings proposed was 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

	<p>As a motorist having to check both sides of the road for NMU users as I approach a busy roundabout with presumably two lanes I think the crossing is too close and should be moved further away from the roundabout where the road is straight and it is much clearer to see traffic and their intentions therefore safer to cross.</p> <p>With regard to the Carrbridge end. Another area which I would like to bring to attention is nearer to Carrbridge. A core path from the forest that leads from Carrbridge through Carr to the B1953 should be taken into consideration and no obstructions (such as ditches or barriers) placed to prevent users joining the NMU on the opposite side of the road from this path. This is a well used path by both walkers and cyclists so it is important that access to the NMU from it is not impeded. Grid reference 9105021180.</p> <p>In addition. I would also like to request that when constructed the work starts from Carrbridge rather than Aviemore as currently there is no safe NMU route out of Carrbridge whereas Aviemore already has the Speyside way passing through. The current route from Carrbridge as advertised by Sustrans (Route 7) follows the B1953 from Carrbridge to Kinveachy junction along the a twisting road which is totally unsuitable for cyclists. This section urgently needs to have an NMU for the community of Carrbridge and visitors to safely join into other NMU's in the area.</p> <p>Kind Regards </p>	<p>as far as possible. 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. <p>An independent Road Safety Audit has been carried out on the design and recommended that a grade separated or signalised crossing be implemented at this location.</p> <p>With due consideration of the design guidance, public feedback at the engagement events and the safety of users, the crossing at Granish is now proposed to be signalised and the NMU design shall be progressed on this basis.</p> <p>We note your comment on the existing core path within the vicinity of the ACNMU. Interconnectivity with other core paths/NMU routes will be considered as the detail design develops.</p> <p>We note your concerns with regard to the construction starting at the Carrbridge end first. Progression of the ACNMU scheme, either in part or whole, can only commence if approved under the relevant statutory procedures. As with all infrastructure projects it is only when all consents are in place can the approach to delivery, along with a timetable, be determined.</p>
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<p>.ACNMU_024</p>	<p>Please find attached a petition of over 185 signatures gathered within the community of Carrbridge of both local people and visitors who support the prioritising of the Carrbridge to Kinveachy junction stretch of the ACNMU along with some anecdotes that were noted during the collection of names.</p> <p>There is widespread support in the community of Carrbridge for the long promised non-motorised walking/cycle path between Carrbridge and Aviemore (ACNMU) however, there is concern about the length of time this is taking to come into fruition.</p> <p>Many in the community would request that urgent priority is given to the B1953 section, the 3 miles between the village of Carrbridge and the junction at Kinveachy where the B1953 joins the A95. This is a fast and dangerous stretch of road with blind bends and an increasing amount of traffic. It is also used as a diversionary route whenever the A9 is closed due to accident/incident or road works.</p> <p>It is believed that there is likely to be a further increase in traffic once the dualling gets underway and therefore request that the NMU is constructed as a high priority and well in advance of the Dalraddy/Slocht dualling (was expected 2025 now not proposed until 2033) and that the construction is started at Carrbridge.</p> <p>Carrbridge is one of the only communities in the area that does not have an NMU and we would like to change that as soon as possible and open our community up for those who live here, visit here and wish to travel here.</p> <p>Kind Regards  Carrbridge NMU Campaign Group</p>	<p>Dear </p> <p>A9 Dualling: Perth to Inverness Aviemore to Carrbridge Non-Motorised User Scheme (ACNMU)</p> <p>I refer to your emails of 04 and 10 July 2024 to the Cabinet Secretary for Transport and to Transport Scotland concerning the Aviemore to Carrbridge Non-Motorised User Route (ACNMU) to which I have been asked to respond.</p> <p>I confirm receipt of the Carrbridge NMU Campaign Group's petition supporting the construction of the non-motorised user route between Carrbridge and Aviemore and requesting that priority be given to the section of the non-motorised user route between Carrbridge and Kinveachy.</p> <p>Transport Scotland has committed to include the proposed ACNMU scheme in the A9 Dualling construction programme as part of the nearby Dalraddy to Slochd project providing all the statutory consents and the necessary land are in place. Progression of the ACNMU scheme, either in part or whole, can only commence if approved under the relevant statutory procedures. Transport Scotland will give consideration to the option to build part of the scheme once the statutory process has been completed and the land required to construct the scheme is secured.</p> <p>I would be grateful if you could complete the attached Respondent Information Form giving Transport Scotland permission to publish your petition. It is our intention to include a copy of the petition, with names and addresses redacted, within the Public Engagement Event Summary Report being prepared to capture the feedback raised at the recent public and virtual exhibitions for the project, including a response to the matters raised within the petition. This report will also be included in the documents to be submitted as part of the forthcoming planning application process.</p> <p>I thank you for taking the time to provide this petition, indicating the strong local support for the project, and as requested the Project Team will keep you informed on the progress of the project including the publication of the Public Engagement Event Summary Report on the Transport Scotland website</p> <p>I hope this is helpful.</p> <p>Yours sincerely,</p>
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.MU_025	<p>Following on from our previous email please see our attached letter. Kind regards [REDACTED]</p> <p>(Letter provided contained a thank you for the invitation and stated that they would not attend exhibitions on this occasion. Hyperlinks were provided for regulatory requirements and good practice advice).</p>	<p>Dear [REDACTED]</p> <p>Thank you for your email in relation to the Aviemore to Carrbridge Non-Motorised User Study (NMU).</p> <p>We will be in contact if we need any further advice as we finalise our planning submission.</p> <p>Kind regards,</p>
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