

Aviemore to Carrbridge

Non-Motorised User (NMU) Route Study

Public exhibition

September 2019



Introduction

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

It outlines the background to the study, findings of the baseline assessment, and next steps. It provides information on how you can provide your comments and feedback on the proposals.



Image courtesy of the Cairngorms National Park Authority

Existing NMU route in the study area

i A feedback form is available at the exhibition or from the Transport Scotland website: transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study

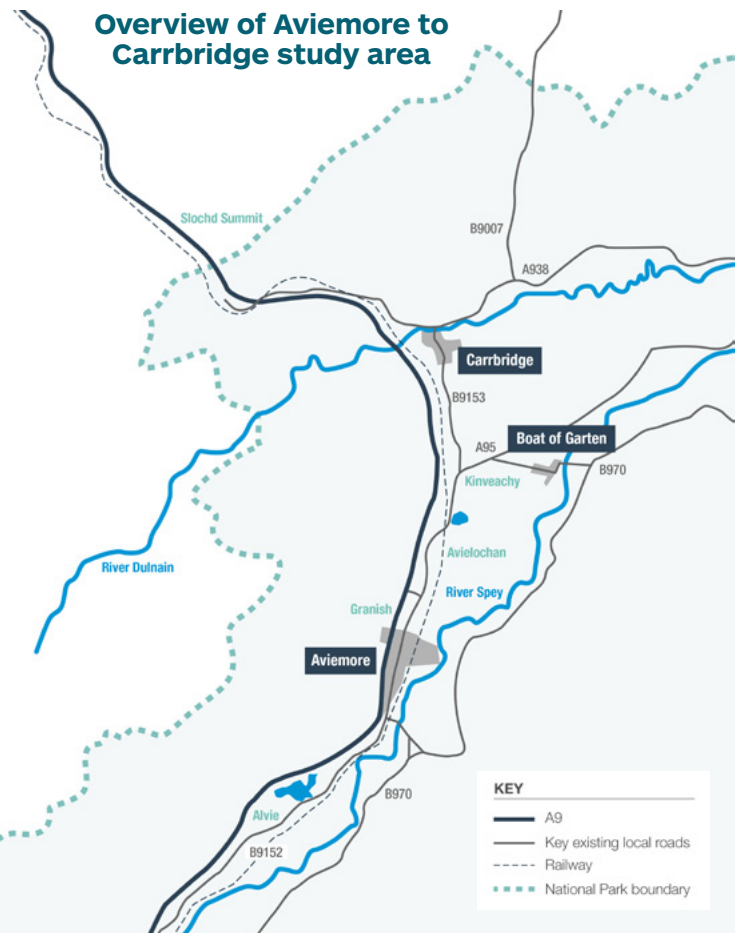
Background

Following publication of the draft Orders for Transport Scotland's A9 Dualling Programme, Dalraddy to Slochd project on 28 August 2018, a number of formal objections were received. These were on the basis that the proposed project did not include a segregated Non-Motorised User (NMU) facility between the settlements of Aviemore and Carrbridge.

As the existing National Cycle Network Route 7 (NCN 7) between Aviemore and Carrbridge is not impacted by the A9 Dualling Programme proposals, Transport Scotland cannot use compulsory purchase powers under the Roads (Scotland) Act 1984 and the Acquisition of Land (Authorisation Procedure) (Scotland) Act 1947 to deliver such a route as part of the A9 Dualling Programme.

Despite this, and in recognition of the Scottish Government's wider commitment to promote active travel in Scotland, Transport Scotland is progressing a route study into the potential NMU links between Aviemore and Carrbridge.

The NMU route study is being progressed separately to the A9 Dualling project.



Existing NMU route in the study area

Project development process

Since January 2019, Transport Scotland has been working in consultation with Cairngorms National Park Authority (CNPA), The Highland Council (THC), Highlands and Islands Transport Partnership (HITRANS) and Sustrans to agree the scope for this Non-Motorised User (NMU) Route Study.

i You can view the process and envisaged next steps on the exhibition panels available to view on the Transport Scotland website: transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study

Baseline assessment – summary



Existing NMU route in the study area

Transport Scotland has carried out a baseline assessment in consultation with key stakeholders.

This included the following:

- A review of existing policies and plans
- A review of Non-Motorised User (NMU) guidance and design standards
- A review of existing NMU routes and facilities in the study area
- Data collection from CNPA, THC, HITRANS, Sustrans and community councils
- NMU corridor identification and assessment
- Meeting with CNPA, THC, HITRANS and Sustrans
- Identification of corridors to progress to the options appraisal
- Public exhibition.

The key output of the baseline assessment was the publication of the *Aviemore to Carrbridge Non-Motorised User (NMU) Route Study Baseline Assessment Report*, this has been published on Transport Scotland's website: transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study

Baseline assessment – initial corridor identification and assessment

As part of the baseline assessment, a range of Non-Motorised User (NMU) corridors between Aviemore and Carrbridge were identified, based on a review of engineering and environmental constraints, existing NMU routes and a review of data received from the key stakeholders.

A total of ten corridors were identified and were assessed against a range of criteria including:

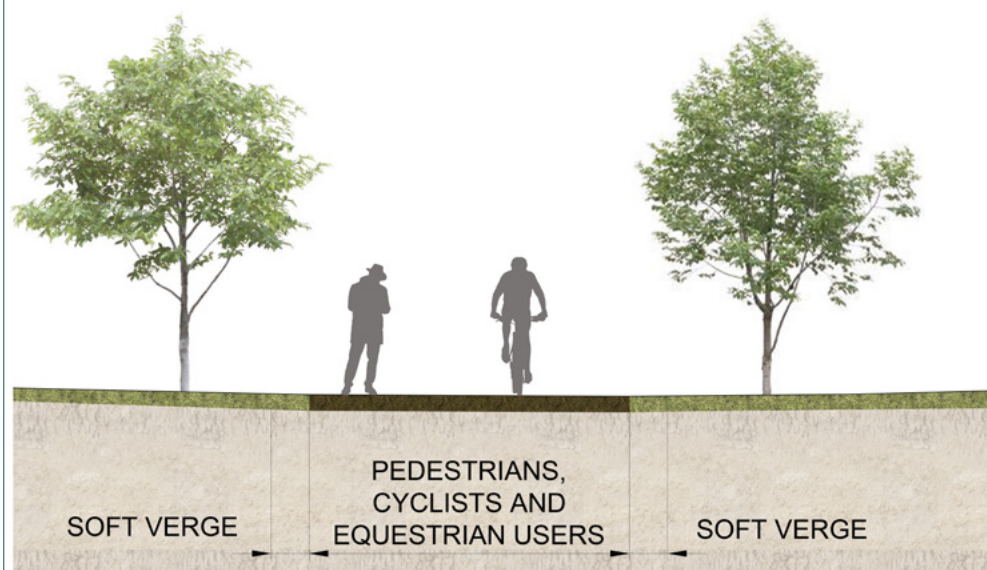
- Safety
- Cohesion with other cycle routes and transport connections
- Directness
- Comfort
- Attractiveness
- Cultural heritage
- Ecology and nature conservation
- Landscape and visual
- Water environment
- Property and land take
- Outline cost.

Following this assessment, **eight corridors were sifted out** based on potentially significant impacts.

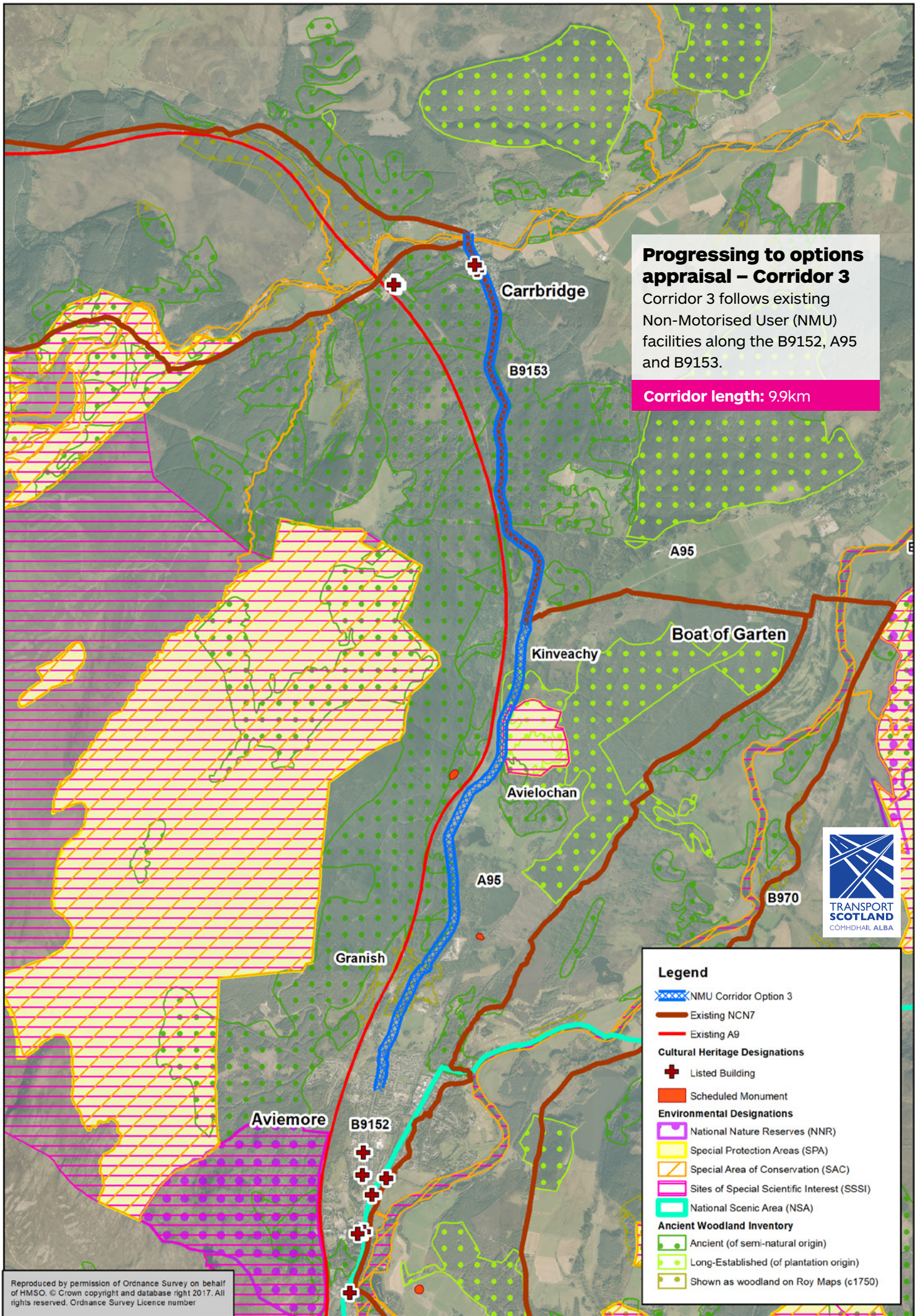
Therefore, **two corridors are now proposed** to progress to the options appraisal stage and are presented in this leaflet.

Full details of the assessment are included in the *Aviemore to Carrbridge Non-Motorised User (NMU) Route Study Baseline Assessment Report*.

INDICATIVE NMU CROSS-SECTION*



* EXACT CROSS-SECTION, SURFACING AND ANY SEGREGATION BETWEEN TYPES OF USERS WILL BE CONFIRMED AS PART OF THE OPTIONS ASSESSMENT AND WILL BE LOCATION DEPENDENT.



Progressing to options appraisal – Corridor 3
 Corridor 3 follows existing Non-Motorised User (NMU) facilities along the B9152, A95 and B9153.
Corridor length: 9.9km



Legend

- NMU Corridor Option 3
- Existing NCN7
- Existing A9

Cultural Heritage Designations

- Listed Building
- Scheduled Monument

Environmental Designations

- National Nature Reserves (NNR)
- Special Protection Areas (SPA)
- Special Area of Conservation (SAC)
- Sites of Special Scientific Interest (SSSI)
- National Scenic Area (NSA)

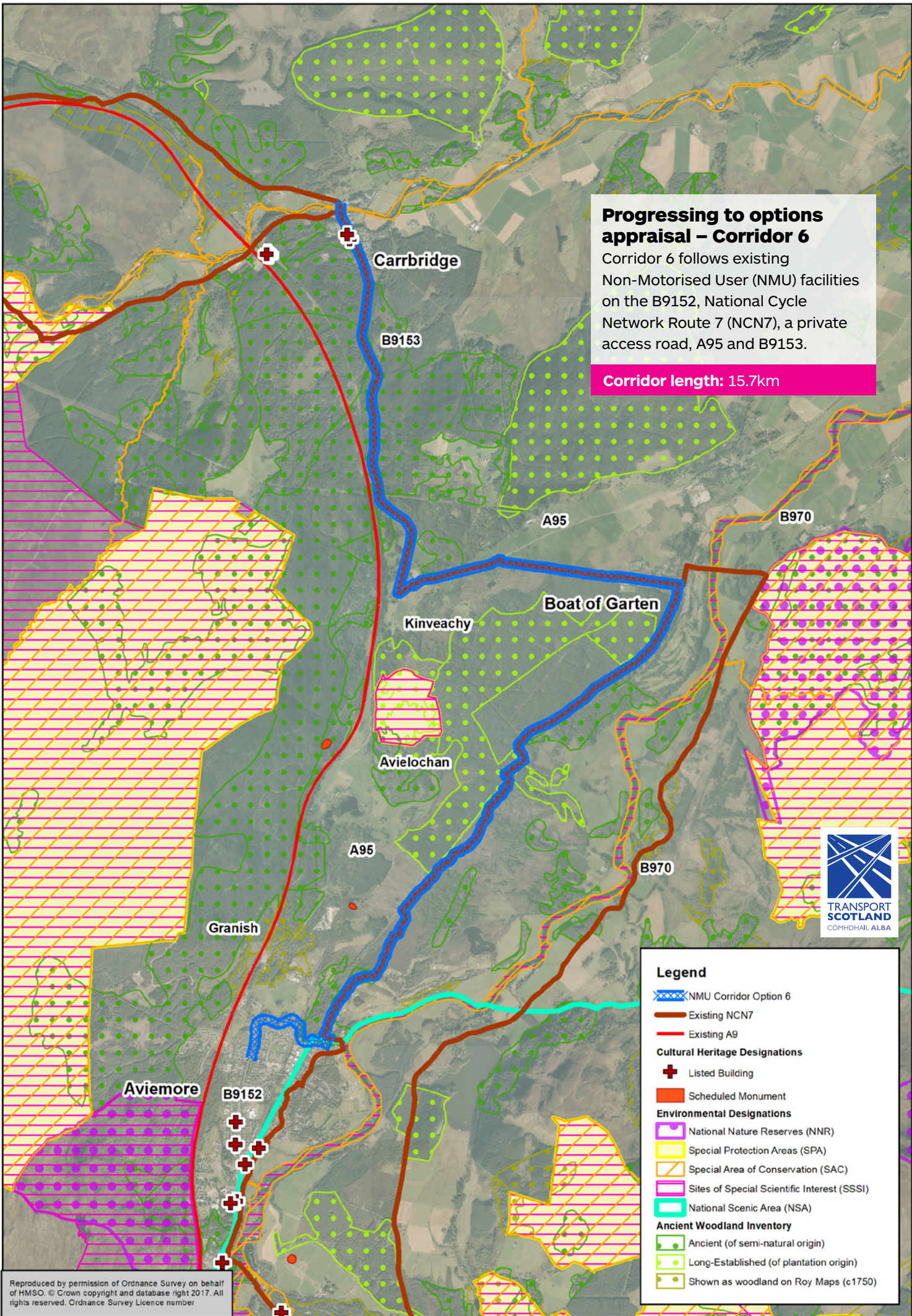
Ancient Woodland Inventory

- Ancient (of semi-natural origin)
- Long-Established (of plantation origin)
- Shown as woodland on Roy Maps (c1750)

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Progressing to options appraisal – Corridor 6
 Corridor 6 follows existing Non-Motorised User (NMU) facilities on the B9152, National Cycle Network Route 7 (NCN7), a private access road, A95 and B9153.

Corridor length: 15.7km



Legend

- NMU Corridor Option 6
- Existing NCN7
- Existing A9

Cultural Heritage Designations

- Listed Building
- Scheduled Monument

Environmental Designations

- National Nature Reserves (NNR)
- Special Protection Areas (SPA)
- Special Area of Conservation (SAC)
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What happens next?

The comments and feedback we receive following this exhibition will be considered and will inform the next stage of the process – the Non-Motorised User (NMU) Route Options Appraisal.

The options appraisal will assess the remaining **two corridors (3 and 6)** in more detail and will be informed by additional consultation with key stakeholders.

The outcome of the options appraisal will be the identification of the preferred route option. This will determine the preferred route within the corridor, the associated engineering and environmental impacts, the cost and land requirements.



View of existing public right of way HB47

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:

25 October 2019

Your vital feedback will be considered during the options appraisal. Comments can be made on the feedback forms, and placed in the feedback box at the exhibition, or sent by email or post.

Feedback forms are also available to download from the Transport Scotland website: **transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study**

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

Please email your comments to: **ACNMU@wsp.com**

Or alternatively please post to:

**AMJV Stakeholder Team,
Atkins Mouchel Joint Venture (AMJV),
WSP, 7th floor,
110 Queen Street,
Glasgow G1 3BX**

Prepared in consultation with:



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, for example invitations to future public engagement events. 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.

