

**Aviemore to Carrbridge
Non-Motorised User (NMU)
Route Study – November/
December 2020 Virtual Public
Engagement Event Summary
Report**



Notice

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

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

This document has 13 pages including the cover.

Document history

Revision	Purpose description	Originated	Checked	Approved	Authorised	Date
P01	Final Issue	N Price	J Kennedy	M Innes	R Gunn	Mar 2021

Client signoff

Client: Transport Scotland

Project: Aviemore to Carrbridge Non-Motorised User Route Study

Document Title: Virtual Public Engagement Event Summary Report

Document Reference: ACNMU-AMJ-GEN-Z_ZZNMU_ZZ-RP-RD-0004

Table of contents

Chapter	Pages
1. Introduction	3
2. Virtual Exhibition Preparation	4
2.1. Virtual Exhibition	4
2.2. Advertising	4
2.3. Virtual Exhibition Room	5
2.4. Helpline	7
2.5. Hard Copy Exhibition Materials	7
3. Public Exhibition Results	8
3.1. Attendance	8
3.2. Feedback Forms	8
3.3. Summary	8
3.4. Feedback on the Virtual Engagement Event	11
4. Webinar Preparation and Results	12
4.1. Webinar Event	12
4.2. Webinar Programme	12
4.3. Webinar Recording	12
4.4. Webinar Statistics	12
5. Summary	13
Appendices	
Appendix A – Invitation	14
Appendix B – A5 Flyer	16
Appendix C – Press Advertisement	17
Appendix D – Virtual Exhibition Room	18
Appendix E – Virtual Exhibition Boards	19
Appendix F – Public Exhibition Leaflet	25
Appendix G – Feedback Form	27
Appendix H – Drawings on Display	29
Appendix I – Webinar, Virtual Exhibition & Consultation Process Comments	32
Appendix J – Feedback Comments and Responses	34
Figures	
Figure 1 - Feedback respondents' overall reaction to the ACNMU Routes.....	9
Figure 2 - The number of mentions each common theme received across respondents' feedback.....	10

1. Introduction

Transport Scotland and its consultant Atkins Mouchel Joint Venture (AMJV) are progressing a study into potential non-motorised user links between the communities of Aviemore and Carrbridge. The Aviemore to Carrbridge Non-Motorised User (NMU) Route Study (“the Route Study”) comprises a Baseline Assessment, which was undertaken and completed in 2019, and an ongoing Route Options Appraisal.

Transport Scotland had planned to hold a public engagement event on the Route Study in Autumn 2020. However, as a result of the Covid-19 pandemic, Transport Scotland’s ability to hold face-to-face public exhibitions in local community settings was no longer possible. In order to keep engaging with communities, it was acknowledged that the public engagement event would need to be undertaken virtually.

Transport Scotland hosted a Virtual Public Engagement event between Tuesday 17th November 2020 and Friday 18th December 2020 to provide an update on the status of the Route Options Appraisal and to seek feedback from the public and stakeholders. The options presented, including sub-options, had been developed from the 2 corridors emerging from the Baseline Assessment and considered feedback from the previous public exhibition held in September 2019.

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

The Virtual Public Engagement event consisted of:

- a virtual exhibition room (hosted on Transport Scotland’s website), and,
- a live online webinar.

Alongside the Virtual Public Engagement event, the materials were available in pdf format on Transport Scotland’s website. In addition, the materials were also available to be posted out hard copy upon request.

The virtual exhibition went live on Tuesday 17th November 2020 and the platform remained open until the end of the consultation period, Friday 18th December 2020. The webinar was held at 17.00 on Tuesday 24th November 2020 and subsequently a recording of the webinar was published on the Transport Scotland website on Wednesday 25th November 2020 and in the virtual exhibition room on 26th November 2020. The webinar remains available to view on the Transport Scotland website along with the exhibition materials.

During the exhibition period, analysis of attendance data revealed that the exhibition was well attended, with 954 unique “clicks” to access the virtual exhibition room across the month. The live webinar hosted 64 attendees. This report summarises the scope of the event and the feedback received.

2. Virtual Exhibition Preparation

2.1. Virtual Exhibition

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, using a mouse or keyboard to navigate and click on interactive hotspot buttons. The virtual exhibition room included panels which displayed details of the options appraisal, including route options, and a map browser for users to explore the route options in more detail and zoom in to specific areas of interest. The virtual room also included a function for users to submit feedback.

2.1.1. Feedback on the Virtual Exhibition

A total of 93 items of feedback were received; a number of which had comments on the virtual exhibition. For more information see **Section 2.4**.

2.2. Advertising

In advance of the exhibition, letters of invitation and an accompanying flyer were sent via email to local 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, who were asked to distribute them to interested parties. Further invites were issued via email to Historic Environment Scotland, SEPA, NatureScot and The Spey Fishery Board in their capacity as Statutory Consultees.

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

- Aviemore & Vicinity;
- Boat of Garten;
- Carrbridge;
- Dulnain Bridge;
- Grantown-on-Spey;
- Kincaig & Vicinity;
- Nethy Bridge; and,
- Newtonmore.

The invitations were issued to local NMU groups offered an opportunity for representatives from the NMU groups to view the virtual room and attend the online webinar; the following NMU groups received invites:

- Badenoch and Strathspey Transport Company;
- Badenoch and Strathspey Ramblers;
- British Horse Society (BHS) Scotland;
- Cairngorms Business Partnership;
- Cairngorm Cycling Club;
- Cairngorm Runners;
- Highland Disabled Ramblers;
- Mountaineering Scotland;
- Ramblers Scotland; and,
- Volunteer Action Badenoch and Strathspey.

A copy of the letter of invitation can be found at **Appendix A** and the accompanying flyer can be found at **Appendix B**.

Press advertisements were published in the following newspapers:

- Inverness Courier;
- Highland News;
- Strathspey and Badenoch Herald; and,
- The Press and Journal.

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

Close to 200 invitations were issued to landowners in the vicinity of the scheme as well as those who had attended the previous exhibition and asked to be kept up to date on the project. Invitations were issued via letter and email where contact details were held.

Social media channels were also utilised to advertise the event. Transport Scotland shared the press announcement with the project webpage link with a statement from the Cabinet Secretary. Further to this, a social media advertising campaign on Facebook, Twitter and Instagram to advertise the consultation event from the 23rd of November till the 8th of December. The adverts targeted users based upon their location, primarily in Aviemore and Carrbridge. Key interests such as walking, cycling and horse riders were also targeted.

2.3. Virtual Exhibition Room

The material presented at the virtual public exhibition consisted of:

- Exhibition Boards
- Route Options Mapping

The additional functions available in the virtual exhibition room were:

- Webinar Space
- Feedback Form

These bulleted items are described in more detail in **Sections 1.3.1 to 1.3.4**. Photos of the virtual exhibition space can be found in **Appendix D**.

2.3.1. Exhibition Boards

Information relating to the Route Study was presented on a number of display boards. The heading of each board is as follows:

1. Title board
2. Welcome
3. Overview and Timeline
4. Baseline Assessment and Route Options
5. Options Appraisal (Principles / Criteria)
6. Options Appraisal (Blue Pt. 1)
7. Options Appraisal (Blue Pt. 2)
8. Options Appraisal (Purple)
9. Options Appraisal (Orange) & Environmental Statement
10. Comments and feedback

The exhibition display boards can be viewed on the Transport Scotland website. A link is provided in **Section 1.3.5**. The boards can also be found in **Appendix E**.

2.3.2. Route Options

An interactive map provided an alternative method for the public to view the route options, particularly in relation to their property. Guidance was made available (via balloon comment and left-hand panel) to ensure that the map was as intuitive as possible. The base map was available in Ordnance Survey and satellite imagery. Layers could be toggled on and off and included the following information:

- Proposed NMU routes (all routes);
- Proposed A9 Dualling route;
- Existing A9 route; and,
- Environmental Data (Listed Building, Scheduled Monuments, SSSI, SPA, National Scenic Area, Special Area of Conservation, National Nature Reserves and Ancient Woodland)

Drawings of the route options were made available for viewing on the Transport Scotland website. A link is provided in **Section 1.3.5**. The drawings are as follows:

- Aviemore to Carrbridge Non-Motorised User (NMU) Options Appraisal Blue Route (B1) (Aerial Map)
- Aviemore to Carrbridge Non-Motorised User (NMU) Options Appraisal Blue Route (B2 & B3) (Aerial Map)
- Aviemore to Carrbridge Non-Motorised User (NMU) Options Appraisal Blue Route (B4) (Aerial Map)
- Aviemore to Carrbridge Non-Motorised User (NMU) Options Appraisal Blue Route (B5 & B6) (Aerial Map)
- Aviemore to Carrbridge Non-Motorised User (NMU) Options Appraisal Blue Route (B7 & B8) (Aerial Map)
- Aviemore to Carrbridge Non-Motorised User (NMU) Options Appraisal Orange Route (O1) (Aerial Map)
- Aviemore to Carrbridge Non-Motorised User (NMU) Options Appraisal Orange Route (O2 & O3) (Aerial Map)
- Aviemore to Carrbridge Non-Motorised User (NMU) Options Appraisal Purple Route (P1 & P2) (Aerial Map)
- Aviemore to Carrbridge Non-Motorised User (NMU) Options Appraisal Purple Route (P3 & P4)

Copies of the route options drawings can also be found in **Appendix H**.

2.3.3. Webinar Space

The webinar space in the virtual exhibition room allowed for users to register for the webinar event from the 17th November 2020 onwards. The webinar enabled AMJV to provide an update on the scheme overview, the options appraisal and the route options, environment and planning, and stakeholder engagement. This also included a Questions and Answers session with panellists from Transport Scotland and design consultations AMJV.

The link to register for the webinar event was taken down following the conclusion of the webinar on the 24th November 2020, meaning that users were still able to register and attend once the webinar had started. A recording of the webinar was uploaded to the Transport Scotland website on Wednesday 25th November 2020 and in the virtual exhibition room on

26th November 2020. Photographs of the Webinar Space can be seen in **Section 1.6**. More information on the webinar event can be found in **Section 3**.

2.3.4. Feedback Form

Visitors to the virtual exhibition were invited to leave feedback using the feedback function in the virtual exhibition room. Visitors were also able to download a feedback form from the Transport Scotland website and post or email it back by Friday 18th December 2020. A link to the Transport Scotland website where the feedback form can be found is provided in **Section 1.3.5**. A copy of the feedback form can be found in **Appendix G**.

Alternatively, comments could be emailed to the project email address at ACNMU@wsp.com or to Transport Scotland directly.

2.3.5. Information Sources Following Virtual Exhibition

The exhibition display panels, drawings, Summary Leaflet and feedback form were made available to download on 17th November 2020. From 24th November 2020 a recording of the webinar was made available to view within the virtual room and all materials were available on the [Transport Scotland website](#).

2.4. Helpline

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

2.5. Hard Copy Exhibition Materials

Where requested, hard copy materials were issued to those who did not have access to the internet. The hard copies were generally issued on the Friday of the week that the request was made. However, towards the end of the consultation period the hard copies were issued on the following day, to allow for sufficient time for the recipient to review the materials and respond.

The baseline pack included:

- Exhibition Boards;
- Route Options Plans;
- ACNMU Summary Leaflet;
- Feedback Forms; and,
- Freepost Return Envelope.

In total, 5 requests for hard copies were made via the helpline (4) and via post (1) throughout the consultation period.

3. Public Exhibition Results

3.1. Attendance

Attendance statistics were recorded by Transport Scotland's digital team via Google Analytics.

The exhibition was well attended, with a total of 4,535 unique page views to the project landing page during the consultation period. There were 954 unique page views of the virtual room.

In line with General Data Protection Regulations (GDPR), users were able to complete a 'Register for Updates' form to allow them to receive future updates regarding the route study. Similarly, those completing feedback forms were able to provide their name and contact details and agree to being kept up to date on the project by Transport Scotland.

3.2. Feedback Forms

A total of 93 items of feedback were received; a combination of feedback forms completed online (55), submitted by post (2) submitted during the webinar (1) and comments or feedback forms sent in via email (35).

The feedback form provided an opportunity to make comment on the route options, including sub-options, presented at the virtual public exhibition and specifically asked the following questions:

- Any local features or constraints that you think may be important for us to know about;
- How the different options may affect you;
- Any other sub-options to the route that you think we should consider; and
- Any comments on the surfacing or width of the proposed NMU route.

3.3. Summary

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 options available or their response is overall positive about the project.

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

Negative: If the respondent feedback it generally negative, i.e. they are not happy with the options available, have suggested that a lot of the proposals are changed or updated, or their response is overall negative about the project.

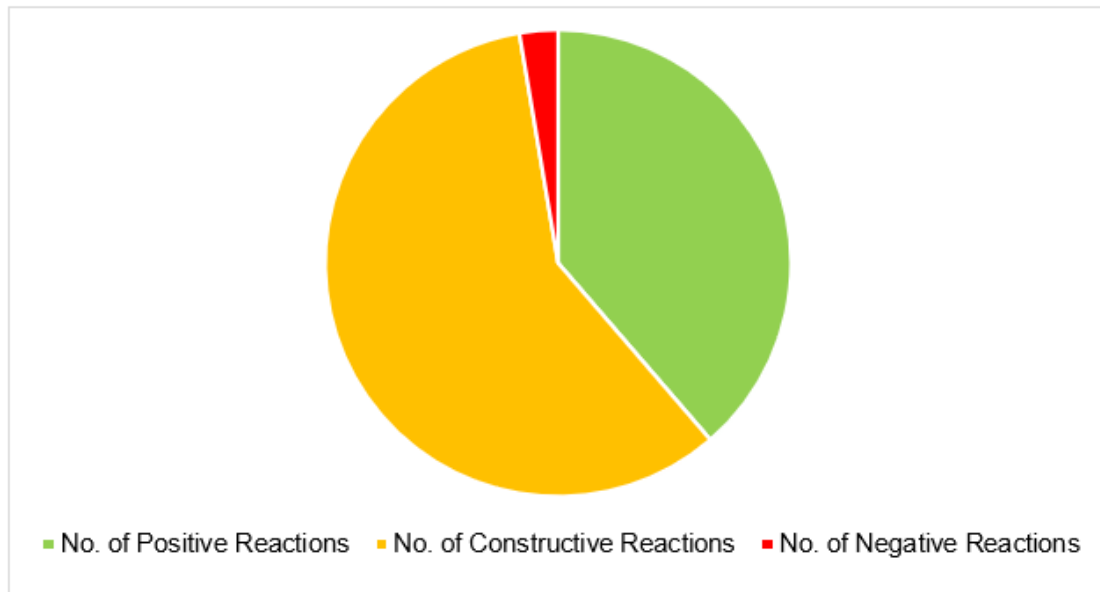


Figure 1 - Feedback respondents' overall reaction to the ACNMU Routes

The feedback received was then analysed to identify common themes. The following common themes were assigned under the common themes raised in September 2019 public exhibition as follows.

- Engineering/ Construction;
- Impact on properties;
- Impact on community;
- Connectivity;
- Impact on landowner/ business;
- Public transport;
- Leisure use;
- Commuter use;
- Tourism;
- Environment & Wildlife;
- Topography;
- Directness/distance;
- Safety;
- Economics;
- Surfacing of proposed route;
- Width of proposed route; and
- Equestrian.

In addition to the pre-identified common themes, the following topics were identified as being common themes from further analysis of the feedback received:

- Distance from road / rail;
- Minimise crossings;
- Maintenance / Winter maintenance;
- Taken forward separate to A9;
- Early construction of O2/O3;

- Access to Loch Vaa; and,
- Purple route already exists.

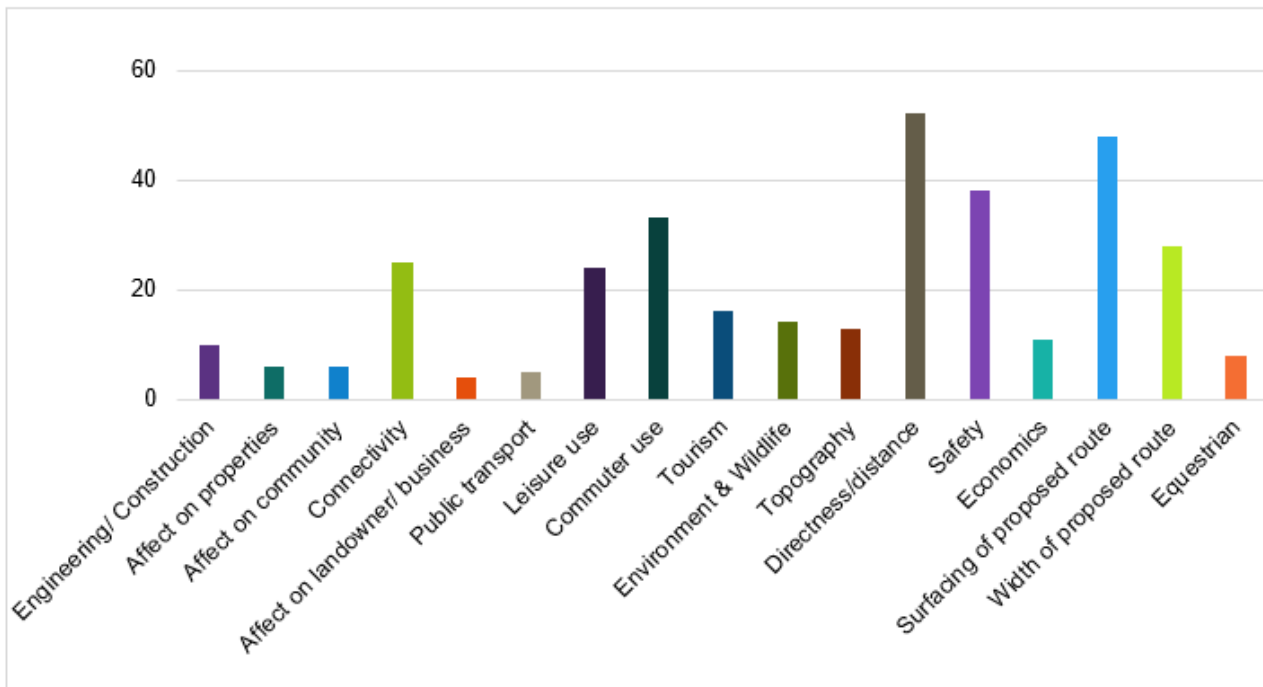


Figure 2 - The number of mentions each common theme received across respondents' feedback

The pre-identified common themes that were mentioned most frequently in the feedback were as follows:

- Directness/ Distance;
- Surfacing of the proposed route;
- Safety; and,
- Width of the proposed route.

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

- Connectivity;
- leisure use;
- Commuter use;
- Tourism;
- Environment and wildlife; and,
- Topography.

Common themes with fewer mentions in respondent feedback were as follows:

- Engineering/ Construction;
- Impact on properties;
- Impact on community;
- Impact of landowner/ businesses;
- Public transport;
- Economics; and,
- Equestrian.

3.4. Feedback on the Virtual Engagement Event

Several respondents included comments on the Virtual Engagement Event. The topics that were mentioned included the online webinar, the virtual exhibition and the consultation process.

Comments made in relation to the virtual exhibition room, the online webinar and the route options are tabulated in **Appendix I**.

4. Webinar Preparation and Results

4.1. Webinar Event

A live online webinar was held on Tuesday the 24th November 2020 at 5.00pm. Visitors were able to register for the webinar from 17th November 2020 via a link that was available on the Transport Scotland website and in the Webinar Space in the virtual exhibition room.

4.2. Webinar Programme

The webinar consisted of four short presentations on:

- Scheme overview;
- Options appraisal and route options;
- Environmental and planning; and
- Stakeholder engagement.

Following the presentation, a Question and Answers (Q&A) session was held which included questions from attendees being answered by panellists from Transport Scotland and AMJV. The submitted questions were logged with any questions unanswered (due to time constraints) during the Q&A session addressed in writing after the webinar.

4.3. Webinar Recording

A recording of the webinar was published on the [project website](#) on Wednesday 25th November 2020 and in the virtual exhibition room on Thursday 26th November 2020.

4.4. Webinar Statistics

The webinar had 76 registered users and was attended on the day by 64 attendees. During the webinar, 42 comments and questions were received.

5. Summary

The virtual public engagement event ran from the 17th November until the 18th September 2020 on the transport Scotland website. On the 24th November a Webinar was held, which was subsequently made available on the Transport Scotland website. The Engagement Event provided an update on the status of the Route Options Appraisal and obtained feedback from the public and stakeholders. The options presented, including sub-options, had been developed from the 2 corridors emerging from the Baseline Assessment and considered feedback from the previous public exhibition held in September 2019.

The Webinar provided an opportunity for Transport Scotland representatives and their consultants to present an overview of the scheme, as well as providing an opportunity for members of the public to submit questions.

The overall impression from feedback submitted by members of the public was constructive, with a strong positive bias.

The following engagement was recorded:

- 4535 unique visits to the exhibition landing page;
- 954 visits to the virtual exhibition room;
- 64 attendees to the Webinar:
 - 42 comments or queries submitted during the webinar;
- 93 pieces of feedback during the consultation period:
 - 55 online submissions;
 - 35 email submissions;
 - 2 mail submissions.; and,
 - 1 during the webinar.

Appendix A – Invitation

Major Projects

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



[by email]

Your ref:

Our ref:

Date: 10 November 2020

Dear Sir/Madam,

Aviemore to Carrbridge Non-Motorised User Route Study – Virtual Public Engagement

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

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

Transport Scotland had intended to hold a public engagement event on this route study in Autumn 2020. However, as a result of the Covid-19 pandemic, Transport Scotland's ability to hold face-to-face public exhibitions in local community settings is no longer possible. In order to keep engaging with communities on our projects, it is acknowledged that public engagement will need to be undertaken virtually for the foreseeable future.

With this in mind, I am writing to advise you of the upcoming public engagement events on the Aviemore to Carrbridge NMU route study:

- A **virtual public exhibition** will go live on **Tuesday 17th November** and run until **Friday 18th December**.
- A one hour **online 'webinar'** event which will include a series of presentations and a live Questions & Answers session will take place on **Tuesday 24th November** at **5.00pm**.

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

When the virtual public engagement goes live on **Tuesday 17th November**, access to the virtual public exhibition and registration for the online webinar can be arranged via the Transport Scotland website at the following project webpage:

www.transport.gov.scot/ACNMU

The virtual public exhibition and online webinar will provide you with an update on project progress and the ongoing assessment of NMU route options.

You will also have the opportunity to provide feedback on the route options.

Feedback can be provided by:

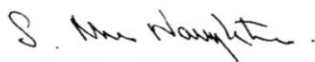
- Using the feedback function in the virtual public exhibition
- Filling out a downloadable feedback form from the Transport Scotland website and emailing it back to us at: ACNMU@wsp.com
- Printing off a feedback form from the Transport Scotland website and post it back to us at the following address: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

The feedback period is open from **Tuesday 17th November** until **Friday 18th December**.

Please find attached a leaflet displaying the details of the planned virtual engagement to share with your members and the wider community. Anyone with an interest in this project is free to attend the virtual public exhibition and the online webinar event.

Please contact our Aviemore to Carrbridge NMU Stakeholder Team on 07557172747 or at ACNMU@wsp.com if you require any further information regarding the virtual exhibition or the Aviemore to Carrbridge NMU project.

Yours sincerely,



Sam MacNaughton,
Stakeholder Manager
Transport Scotland

cc Atkins Mouchel Joint Venture

Appendix B – A5 Flyer

Aviemore to Carrbridge NMU Route Study

Options Appraisal – virtual public
exhibition and webinar



Image courtesy of the Cairngorms National Park Authority

Transport Scotland and their design consultants are holding a virtual public exhibition starting on 17 November to update local communities, cyclists and walkers on the options being taken forward as part of the options appraisal for the **Aviemore to Carrbridge Non-Motorised User (NMU) Route Study**.

A number of options and sub-options have been identified. These build on the two corridor options previously identified and consulted on at the September 2019 public exhibitions.

Please visit the virtual exhibition at transport.gov.scot/ACNMU and give us your feedback on the options.

As part of the public engagement for this scheme, we will also be holding a live online webinar on **24 November at 5pm**. You will be able to register for this from 17 November so please visit transport.gov.scot/ACNMU from that date.

Please telephone **0755 717 2747** if you have any queries on the options on display or want a hard copy of the virtual exhibition material if you are unable to access the scheme web page.

Further information on the Aviemore to Carrbridge NMU Route Study can be found at:

transport.gov.scot/ACNMU

Appendix C – Press Advertisement

Aviemore to Carrbridge NMU Route Study



Options Appraisal – virtual public exhibition and webinar

Transport Scotland and their design consultants are holding a virtual public exhibition to update local communities, cyclists and walkers on the options being taken forward as part of the options appraisal for the **Aviemore to Carrbridge Non-Motorised User (NMU) Route Study**.

A number of options and sub-options have been identified. These build on the two corridor options previously identified and consulted on at the September 2019 public exhibitions.

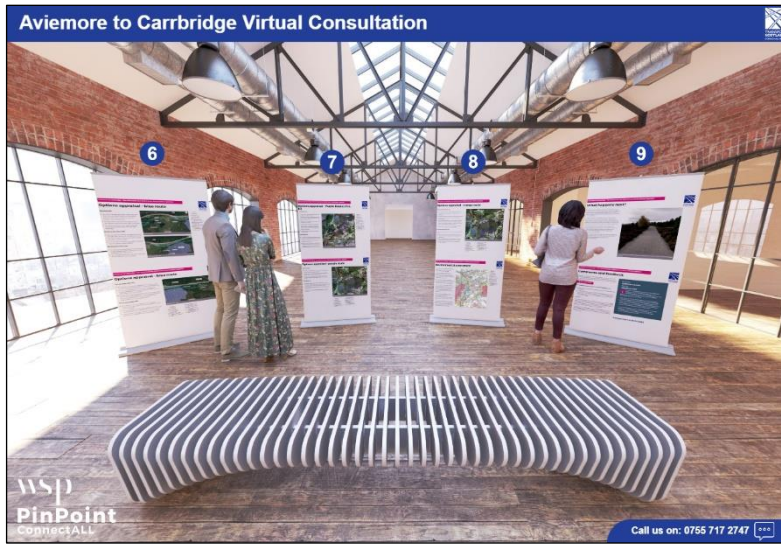
Please visit the virtual exhibition at **transport.gov.scot/ACNMU** and give us your feedback on the options.

As part of the public engagement for this scheme, we will also be holding a live online webinar on **24 November at 5pm**. To find out more and register for the webinar please visit **transport.gov.scot/ACNMU**

Further information on the Aviemore to Carrbridge NMU Route Study can be found at transport.gov.scot/ACNMU

Please telephone **0755 717 2747** if you have any queries on the options on display or want a hard copy of the virtual exhibition material if you are unable to access the scheme web page.

Appendix D – Virtual Exhibition Room



Appendix E – Virtual Exhibition Boards

ATKINS mouchel

TRANSPORT SCOTLAND
COPHDHAIL ALBA

Aviemore to Carrbridge

Non-Motorised User (NMU) Route Study
Options Appraisal

Virtual public exhibition

transport.gov.scot/ACNMU

Aviemore to Carrbridge - Non-Motorised User (NMU) Route Study Options Appraisal

Welcome

Welcome to this virtual public exhibition event for the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study.

The purpose of this exhibition is to:

- Provide an overview and explain the background of the study
- Present the route options developed from the baseline assessment
- Explain the options appraisal process
- Outline the next steps for the study
- Provide you with an opportunity to submit your views on the routes being considered.

In addition to this virtual public exhibition, Transport Scotland and its consultant Atkins Mouchel Joint Venture (AMJV) will be hosting a live webinar on **24 November 2020** at 5pm to explain aspects of the project in more detail and answer any queries you may have. Please register your interest for this event on the website transport.gov.scot/ACNMU, where the event will also be published.

Existing NMU route in the study area

Prepared in consultation with:

Aviemore to Carrbridge - Non-Motorised User (NMU) Route Study Options Appraisal

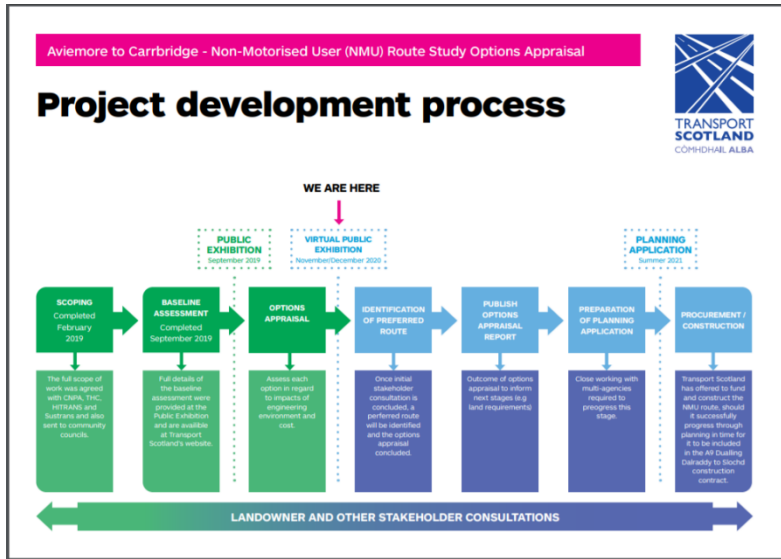
Overview

In recognition of the Scottish Government's commitment to active travel in Scotland, Transport Scotland is taking forward a route study to consider Non-Motorised User (NMU) routes between the communities of Aviemore and Carrbridge.

Transport Scotland has been working closely with the Cairngorms National Park Authority (CNPA), The Highland Council (THC), Highlands and Islands Transport Partnership (HITRANS) and Sustrans on this route study since early 2019.

This virtual public exhibition marks an important milestone for the project, and we would welcome feedback from the local community and potential users of an NMU route to inform the ongoing options appraisal.

Map of the study area



Aviemore to Carrbridge - Non-Motorised User (NMU) Route Study Options Appraisal

Baseline assessment – identified corridors for taking forward

The baseline assessment commenced in January 2019 and identified ten route corridors between Aviemore and Carrbridge. These were assessed against a range of criteria.

A public exhibition was held in September 2019, where feedback on the corridor options was received.

The baseline assessment concluded that Corridors 3 and 6 (shown on this panel) should progress to the options appraisal stage.

A copy of the Baseline Assessment Report is available to view on the Transport Scotland website: transport.gov.scot/ACNMU

Baseline assessment - identified corridors for taking forward

TRANSPORT SCOTLAND
COIMHDAIL ALBA

Aviemore to Carrbridge - Non-Motorised User (NMU) Route Study Options Appraisal

Options appraisal – route options

The purpose of the options appraisal stage is to develop Corridors 3 and 6 which were identified in the baseline assessment to a level of detail which will allow Transport Scotland to undertake a robust assessment of these options and identify a preferred route.

The route options and sub-options are displayed on the image above and a description of the options and appraisal criteria is provided on the following panel.

Options appraisal - route options

Aviemore to Carrbridge - Non-Motorised User (NMU) Route Study Options Appraisal



Options appraisal – route options

For the basis of the options appraisal stage the common sections of Corridors 3 and 6 have been identified as the 'Orange Route'. The remaining length of Corridor 3 has been identified as the 'Blue Route' and the remaining length of Corridor 6 has been identified as the 'Purple Route'.

A site visit undertaken in October 2019, identified various constraints and opportunities. This led to the development of sub-options in the Blue and Orange Routes.

The Purple Route largely follows existing paths and therefore sub-options were not identified for this route.

The appraisal process will assess the sub-options against the criteria listed below to define a final Blue and Orange Route. The Blue Route will then be assessed against the Purple Route using the same criteria to determine the preferred route.

Transport Scotland welcomes your feedback on the three routes including sub-options.

Options Appraisal Criteria

Engineering

- Safety
- Coherence (i.e. links to other NMU routes)
- Directness
- Attractiveness
- Accessibility & socio-economic inclusion.

Environmental

- Ecological and nature conservation
- Landscape
- Visual
- Cultural heritage
- Water environment (including flood risk).

Other

- Outline cost
- Public and stakeholder feedback
- Implementability (i.e. how easy to construct utilities).

Aviemore to Carrbridge - Non-Motorised User (NMU) Route Study Options Appraisal



Options appraisal

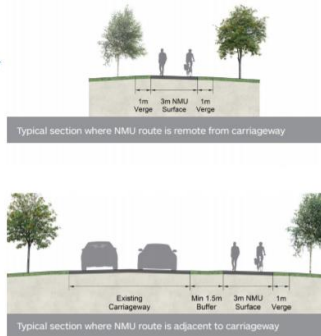
Taking into consideration the feedback received as part of the baseline assessment in 2019, Transport Scotland established the following design principles and key assumptions:

Design principles

- Where practicable, minimise environmental impacts (e.g. loss of woodland)
- Where practicable, provide an attractive route for all user types
- Where possible, minimise the number of public road crossings
- Where public road crossings are unavoidable, strive to provide controlled crossings or locate crossing where traffic speeds are likely to be reduced
- Where possible, minimise encroachment on property frontages
- Develop alignments to minimise land take and earthworks volumes.

Key assumptions

- Shared use facility 3 metres wide (where possible)
- Minimum offset from live traffic 1.5 metres
- Minimise impact on existing verge infrastructure
- Bitumen surfacing.



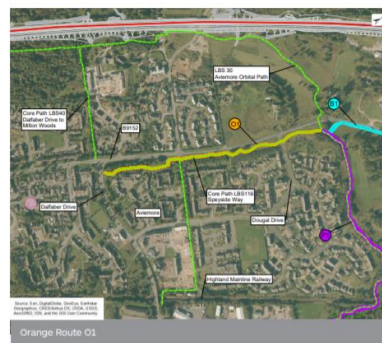
Aviemore to Carrbridge - Non-Motorised User (NMU) Route Study Options Appraisal



Options appraisal - orange route

Orange Route (O1):

- O1 starts at Dalfaber Drive and runs to the east and parallel to the B9152
- The existing core path LBS116 (Speyside Way) will be widened to a 3 metre wide Bitumen surface
- O1 terminates at the start of the Blue and Purple Routes, with O1 common to both these routes
- From Dalfaber Drive, pedestrians will use existing footways into the town centre. Cyclists will continue on-carriageway or via the existing National Cycle Route 7 (NCN7).



Aviemore to Carrbridge - Non-Motorised User (NMU) Route Study Options Appraisal

Options appraisal – blue route

Blue Route (B1):

- B1 starts at the northern extents of Aviemore, widening and extending northward an existing path to the east side of the B9152
- B1 ends at the north side of Granish roundabout which is part of the proposed A9 Dualling Dairaddy to Siochd Granish Junction.

Blue Route Sub-Option (B2):

- B2 runs to the east and parallel to the A95 to a point immediately to the south of Avielochan pond
- B2 cannot be continued north from this point due to the proximity of Avielochan Pond to the A95
- B2 would require a crossing of the A95 to connect with the northbound B4 option.

Blue Route Sub-Option (B3):

- B3 runs to the west and parallel to the A95 to a point immediately to the south of Avielochan pond
- B3 would require a crossing of the A95 adjacent to the proposed Granish Roundabout to connect with the southbound B1 option.

Blue Routes B2 vs B3

Aviemore to Carrbridge - Non-Motorised User (NMU) Route Study Options Appraisal

Options appraisal – blue route

Blue Route (B4):

- B4 runs to the west of the A95 continuing north from the end of B2/B3 option with a localised deviation away from the A95 to minimise impacts on an existing pond
- B4 terminates at a point immediately south of the Highland Mainline Railway (HMR) overbridge
- B4 cannot continue to run parallel to the A95 due to the restricted width under the HMR overbridge.

Blue Route Sub-Option (B5):

- B5 is remote from the A95 carriageway and uses an estate, agricultural and drainage pond access track forming part of the proposed A9 Dualling Dairaddy to Siochd project
- No route option available under HMR overbridge due to insufficient space available.

Blue Route Sub-Option (B6):

- B6 is remote from the A95 and runs to the west of the Highland Mainline Railway at the top of the existing A95 road cutting
- No route option available under HMR overbridge due to insufficient space available.

Blue Routes B5 vs B6

Aviemore to Carrbridge - Non-Motorised User (NMU) Route Study Options Appraisal

Options appraisal – blue route

Blue Route Sub Option (B7):

- B7 is remote from the A95 carriageway and commences to the north of the Highland Mainline Railway (HMR) overbridge
- B7 runs north between the HMR and the proposed A9 Dualling Dairaddy to Siochd project until it crosses under the HMR using an existing underpass
- B7 then uses a maintenance access track for a drainage pond forming part of the proposed A9 Dualling Dairaddy to Siochd project to meet the A95, where it runs to the west and parallel to the A95 until Kinveachy junction.

Blue Route Sub Option (B8)

- B8 commences from an existing railway underpass immediately to the north of the Highland Mainline Railway (HMR) overbridge
- B8 will use the the existing HMR underpass and then run to the west and parallel to the A95 until Kinveachy junction
- The route width may have to be reduced over localised sections due to properties adjacent to the A95.

Blue Routes B7 v B8



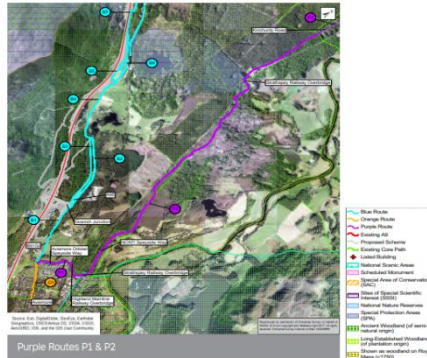
Options appraisal – Purple Routes P1 & P2

Purple Route (P1):

- P1 starts at the northern extents of Aviemore continuing along the Aviemore Orbital/Speyside Way in an easterly direction until it joins the Speyside Way/National Cycle Network Route 7 (NCN7)
- The existing core path will be widened to a 3 metre Bitumen surface.
- The route width will have to be reduced to approximately 1.8 metres at two localised sections where it passes through existing Highland Mainline Railway and Strathspey Railway Overbridges
- Existing wooden bridges will be widened where possible.

Purple Route (P2):

- P2 uses the existing Speyside Way and NCN7 route between Aviemore and Boat of Garten
- The existing route will be widened to a 3 metre Bitumen surface
- The section of P2 between the Strathspey Railway Overbridge and Kinchurdy Road will upgrade the existing forestry track to be suitable for forestry vehicles and NMU users.



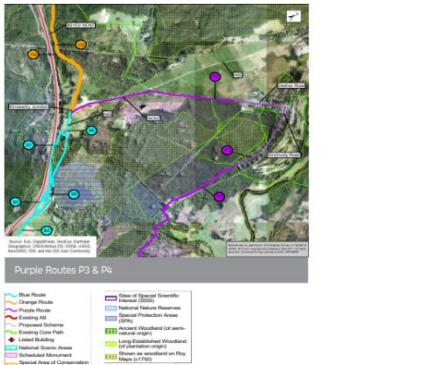
Options appraisal – purple route

Purple Route (P3):

- P3 is an on-carriageway section along Kinchurdy Road and Deshar Road through Boat of Garten
- Pedestrians will use existing footways where available and cyclists will use the existing carriageways
- Due to property frontages along the local roads it is not possible to provide off-carriageway facilities through this section.

Purple Route (P4):

- P4 utilises the existing National Cycle Network Route 7 (NCN7) to the south and running parallel to Deshar Road and the A95 from Boat of Garten to Kinveachy Junction
- The existing path will be widened to a 3 metre Bituminous sealed surface
- P4 requires a crossing of the A95 to the east of Kinveachy Junction.



Options appraisal - orange route

Orange Route Sub-Option (O2):

- O2 starts at Kinveachy Junction running to the east and parallel to the B9153 heading north until it reaches Carrbridge
- A crossing will be required over the B9153 near to Kinveachy Junction if the Blue Route and O2 are selected as the preferred option
- At Carrbridge, pedestrians will continue along the existing footway to the east of the B9153 at the end of O2, with cyclists joining the existing National Cycle Network Route 7 (NCN7) on-carriageway through the village
- The route width may have to be reduced over a localised section due to property adjacent to the B9153

Orange Route Sub-Option (O3):

- O3 is as per O2; however, the route will be to the west of the B9153
- A crossing will be required over the B9153 near to Kinveachy Junction if the Purple Route and O3 are selected as the preferred option
- At Carrbridge, pedestrians will cross the B9153 to use the existing footway to the east of the B9153 into Carrbridge, with cyclists joining the existing NCN7 on-carriageway through the village.



Environmental assessment

Desk-based environmental studies have been completed as part of the earlier baseline assessment and options appraisal.

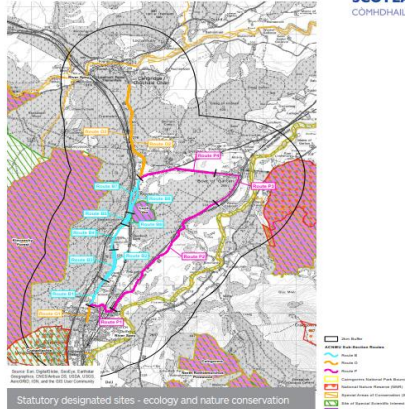
Field surveys (following strict biosecurity protocols) are ongoing to map habitats and identify the presence of protected and other priority species. These will inform the next stages of environmental assessment.

Key ecological considerations include the presence of internationally important designated sites, capercaillie and other protected species and Ancient Woodland Inventory (AWI) sites.

Potential effects on surface water resources (including flood risk), landscape character, visual receptors and heritage assets, amongst other aspects, are also being examined. Examples include: Avielochan Pond and Alt na Criche, South Avielochan, Alt Cnapach and Feith Mhor watercourses.

Environmental Impact Assessment (EIA) screening will be carried out under the provisions of the Town and Country Planning Environmental Impact Assessment (Scotland) Regulations 2017 to determine the requirement for EIA.

Habitat Regulations Appraisal (HRA) screening will also be carried out, given the presence of Natura 2000 sites including Loch Vaa Special Protection Area (SPA) and Kinveachy Forest SPA and Special Area of Conservation (SAC).



What happens next?

Following the consultation period, your feedback will be considered, and the options appraisal will be concluded. A preferred route will be announced early in 2021 and the Options Appraisal Report will be published on the Transport Scotland website.

An outline design for the preferred route will then be developed to a sufficient level of detail to determine the extent of land required. Transport Scotland will continue to engage with potentially affected landowners to discuss the potential for the acquisition of land or rights by agreement.

Transport Scotland will continue to work closely with Cairngorms National Park Authority, The Highland Council, The Highlands and Islands Transport Partnership and Sustrans and will be seeking to submit a planning application in Summer 2021.

Transport Scotland has committed to include the Aviemore to Carrbridge NMU route in the A9 Dualling construction contract if all the necessary land and planning requirements are in place.



Existing National Cycle Network Route 7 along P2 section to show typical cross section along this route.



Comments and feedback

Thank you for visiting the virtual public exhibition. 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:

18 December 2020

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
- 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 options or have any questions, please register for our live webinar which will take place on **24 November 2020 at 5pm** where the project team will be happy to explain aspects of the project in more detail and answer any queries you may have. Registration details are on transport.gov.scot/ACNMU

You can also call our stakeholder team on **0755 717 2747** from **9am to 5pm (Monday to Friday)** where a member of the team will take your details and questions and if necessary arrange for a relevant expert to return your call.

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

Transport Scotland will consider your comments and feedback as part of the options appraisal, and all submissions will be shared with our consultants. We may also use your submission to inform future reports or public documents related to this scheme.

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

The provision of contact details is optional and your comments will still be considered if provided anonymously, however Transport Scotland will be unable to respond to you if you choose not to provide these details.

transport.gov.scot/ACNMU



Appendix F – Public Exhibition Leaflet

Aviemore to Carrbridge

Non-Motorised User (NMU) Route Study Options Appraisal

Virtual public exhibition

November 2020



Image courtesy of the Cairngorms National Park Authority




transport.gov.scot/ACNMU

Aviemore to Carrbridge Non-Motorised User (NMU) Route Study Options Appraisal

Introduction

This leaflet provides a summary of the options appraisal virtual exhibition material for the Aviemore to Carrbridge Non-Motorised User Route Study Options Appraisal. It outlines the background to the study, presents the route options developed from the baseline assessment, explains the appraisal process and what the next steps for the study are. It provides information on how you can provide your comments and feedback on the proposals. A feedback form is available at the virtual exhibition or from the Transport Scotland website transport.gov.scot/ACNMU.




Existing NMU route in the study area

Webinar

As well as the virtual exhibition, Transport Scotland and its consultant, Atkins Mouchel Joint Venture (AMJV) will be hosting a live webinar on 24 November 2020 at 5pm to explain aspects of the project in more detail and answer any queries you may have. A video recording of the webinar will be available to view on the Transport Scotland website following the live event. Please register your interest for this event at transport.gov.scot/ACNMU.

Overview

In recognition of the Scottish Government's commitment to active travel in Scotland, Transport Scotland is taking forward a route study to consider Non-Motorised User (NMU) routes between the communities of Aviemore and Carrbridge.




Overview of Aviemore to Carrbridge study area

Transport Scotland has been working closely with the Cairngorms National Park Authority (CNPA), The Highland Council (THC), Highlands and Islands Transport Partnership (HITrans) and Sustrans on this route study since early 2019.

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

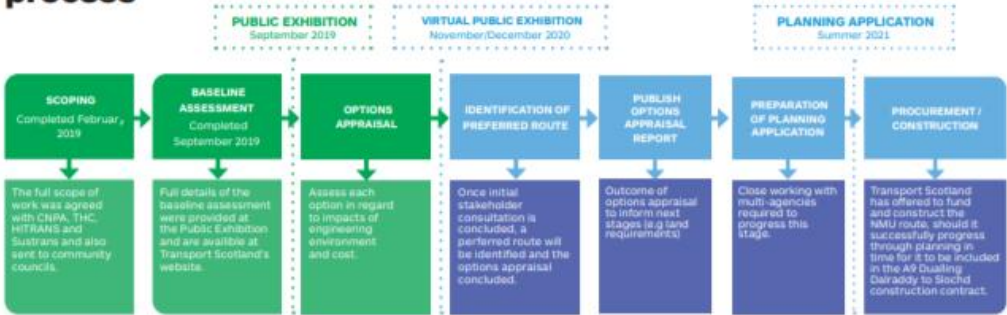
Prepared in consultation with:



Aviemore to Carrbridge Non-Motorised User (NMU) Route Study Options Appraisal

Project development process

WE ARE HERE



The process is divided into three main phases:

- PUBLIC EXHIBITION** (September 2019): SCOPING (Completed February 2019), BASELINE ASSESSMENT (Completed September 2019), and OPTIONS APPRAISAL.
- VIRTUAL PUBLIC EXHIBITION** (November/December 2020): IDENTIFICATION OF PREFERRED ROUTE and PUBLISH OPTIONS APPRAISAL REPORT.
- PLANNING APPLICATION** (Summer 2021): PREPARATION OF PLANNING APPLICATION and PROCUREMENT / CONSTRUCTION.

Baseline assessment and options appraisal route options

The baseline assessment concluded that Corridors 3 and 6 should progress to the options appraisal stage. A copy of the Baseline Assessment Report is available to view at transport.gov.scot/ACNMU.

The purpose of the options appraisal stage is to develop Corridors 3 and 6 which were identified in the baseline assessment to a level of detail which will allow a robust assessment of these options and for a preferred route to be identified.

The common sections of Corridors 3 and 6 have been identified as the 'Orange Route' and the rest of Corridor 3 has been identified as the 'Blue Route' and the rest of Corridor 6 has been identified as the 'Purple Route'. Some sub-options were developed for the Blue and Orange Routes. The appraisal process will assess the sub-options against criteria including engineering, environmental and other factors to define a final blue and orange route. This route will then be assessed against the purple route using the same criteria to determine the preferred route.

You can view the options appraisal, criteria, and design principles on the exhibition panel PDF or inside the virtual exhibition room at transport.gov.scot/ACNMU.



Aviemore to Carrbridge Non-Motorised User (NMF) Route Study Options Appraisal

Baseline assessment and options appraisal route options

The options being considered as part of the options appraisal include the below:

- Orange Route (O1)
- Orange Route (O2)
- Orange Route (O3)
- Blue Route (B1)
- Blue Route (B2)
- Blue Route (B3)
- Blue Route (B4)
- Blue Route (B5)
- Blue Route (B6)
- Blue Route (B7)
- Blue Route (B8)
- Purple Route (P1)
- Purple Route (P2)
- Purple Route (P3)
- Purple Route (P4)

To view the key information about each of the options and the associated plans, please look at on the exhibition panel PDF or visit the virtual exhibition room at transport.gov.scot/ACNMFU

Aviemore to Carrbridge Non-Motorised User (NMF) Route Study Options Appraisal

Environmental assessment

Desk-based environmental studies were completed as part of the earlier baseline assessment and options appraisal.

Field surveys (following strict biosecurity protocols) are ongoing to map habitats and identify the presence of protected and other priority species. These will inform the next stages of environmental assessment.

Key ecological considerations include the presence of internationally important designated sites, capercaillie and other protected species and Ancient Woodland Inventory (AWI) sites.

Potential effects on surface water resources (including flood risk), landscape character, visual receptors, and heritage assets, amongst other aspects, are also being examined. Examples include: Avielochan Point and Ait na Crìche, South Avielochan, Ait Chnagach and Fath Mhor watercourses.

Environmental Impact Assessment (EIA) screening will be carried out to determine the requirement for EIA.

Habitat Regulations Appraisal (HRA) screening will also be carried out, given the presence of Natura 2000 sites including Loch Vaas Special Protection Area (SPA) and Kinveachy Forest SPA and Special Area of Conservation (SAC).

Aviemore to Carrbridge Non-Motorised User (NMF) Route Study Options Appraisal

What happens next?

Following the consultation period, your feedback will be considered, and the options appraisal will be concluded.

A preferred route will be announced early in 2021 and the Options Appraisal Report will be published on the Transport Scotland website.

An outline design for the preferred route will then be developed to a sufficient level of detail to determine the extent of land required.

Transport Scotland will continue to engage with potentially affected landowners to discuss the potential for the acquisition of land or rights by agreement.

Transport Scotland will continue to work closely with Cairngorms National Park Authority, The Highland Council, The Highlands and Islands Transport Partnership and Sustrans and will be seeking to submit a planning application in Summer 2021.

Transport Scotland has committed to include the Aviemore to Carrbridge NMF route in the A9 Dualling construction contract if all the necessary land and planning requirements 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:

18 December 2020

Your vital feedback will be considered during the options appraisal. Your feedback can be submitted in one of the following ways:

- A feedback form submitted via the button above the desk within the virtual exhibition room
- A feedback form can be downloaded and completed electronically or printed from the Transport Scotland website at the following link: transport.gov.scot/ACNMFU and submitted by email or post to the address.

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

Please email your comments to ACNMFU@wsp.com

Or alternatively please post to: **FREEPOST WSP**

Questions

If you want to hear more about the options or have any questions, please register for our live webinar which will take place on **24 November 2020 at 5pm** where the project team will be happy to explain aspects of the project in more detail and answer any queries you may have. Registration details are on transport.gov.scot/ACNMFU

You can also call our stakeholder team on **0755 717 2767 from 9am to 5pm (Monday to Friday)** where a member of the team will take your details and questions and if necessary, arrange for a relevant expert to return your call.

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 not to do so, please provide your consent when contacting us. You can withdraw your consent at any time by contacting the project team.

The provision of contact details is optional and your comments will still be considered if provided anonymously. However, Transport Scotland will be unable to respond to you directly if you choose not to provide these details.



Appendix G – Feedback Form

Aviemore to Carrbridge Non-Motorised User (NMU) Route Study Options Appraisal Virtual public exhibition



Feedback form

Introduction

Thank you for visiting our Aviemore to Carrbridge Non-Motorised User (NMU) Route Study Options Appraisal virtual public exhibition. We would be grateful if you could take the time to provide feedback or any comments you may have and return this form to us by email or post (details on the reverse) by **18 December 2020**.

Transport Scotland will use the content of your feedback form as part of further design development and assessment work. 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).

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) Route Study Options Appraisal

1. We would appreciate your views on the route options and sub-options presented as part of this virtual public exhibition and specifically on the following:

- Any local features or constraints that you think may be important for us to know about;
- How the different options may affect you;
- Any other sub-options to the routes that you think we should consider; and
- Any comments on the surfacing or width of the proposed NMU route.

Please email or post your completed feedback form by **18 December 2020** 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: **FREEPOST WSP**

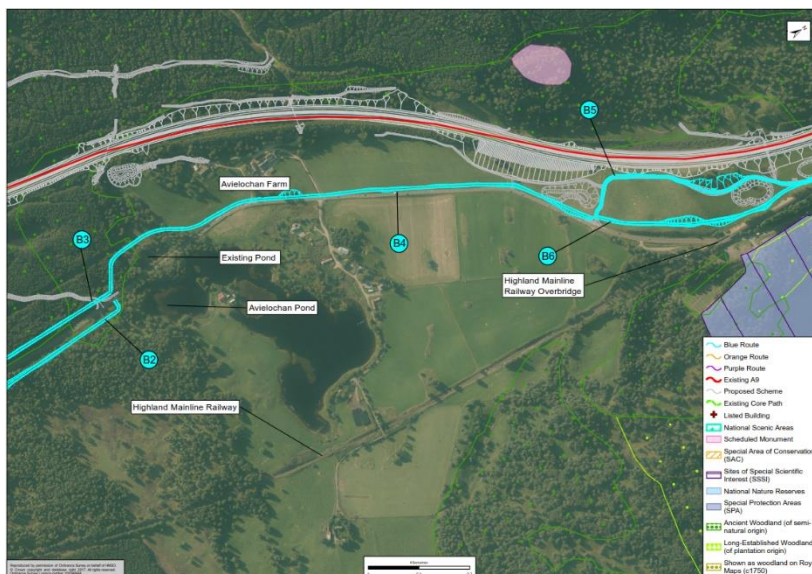
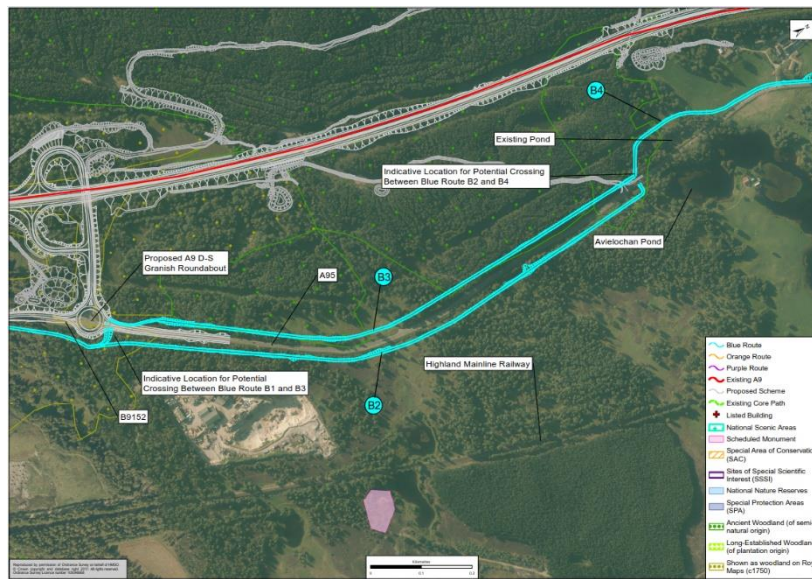
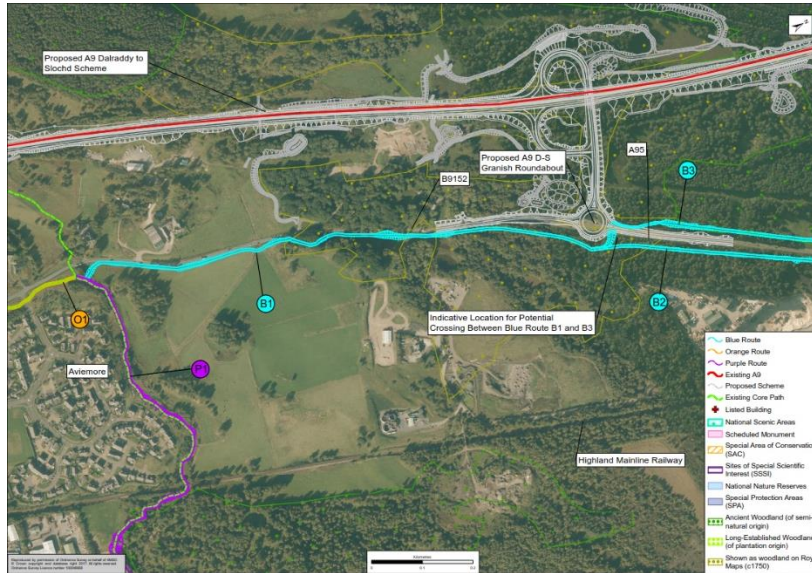
For further information on the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study:
transport.gov.scot/ACNMU

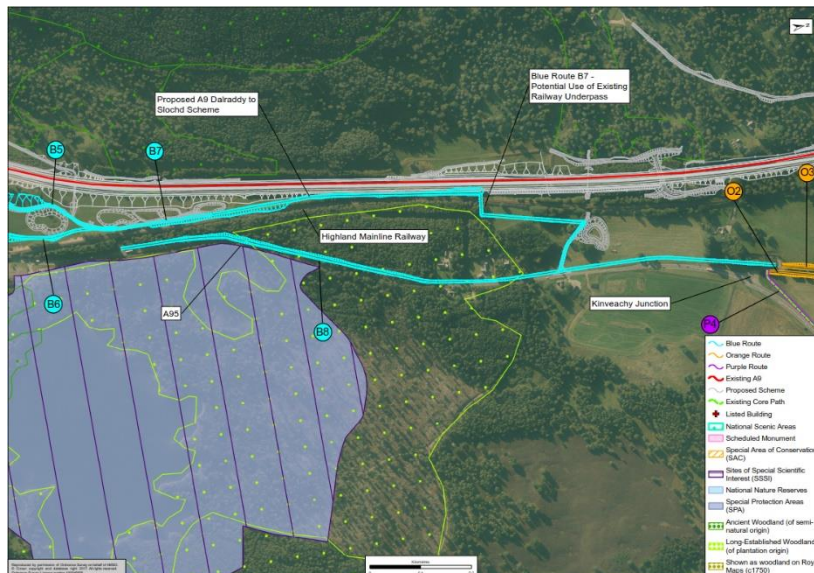
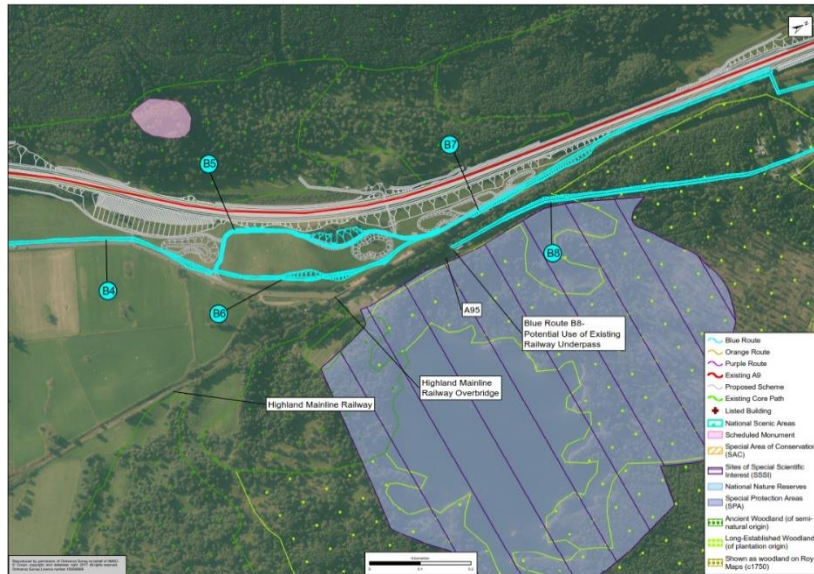
Transport Scotland will consider your comments and feedback as part of their further design development and assessment of the scheme, and all submissions will be shared with our consultants. We may also use your submission to inform future reports or public documents related to this scheme.

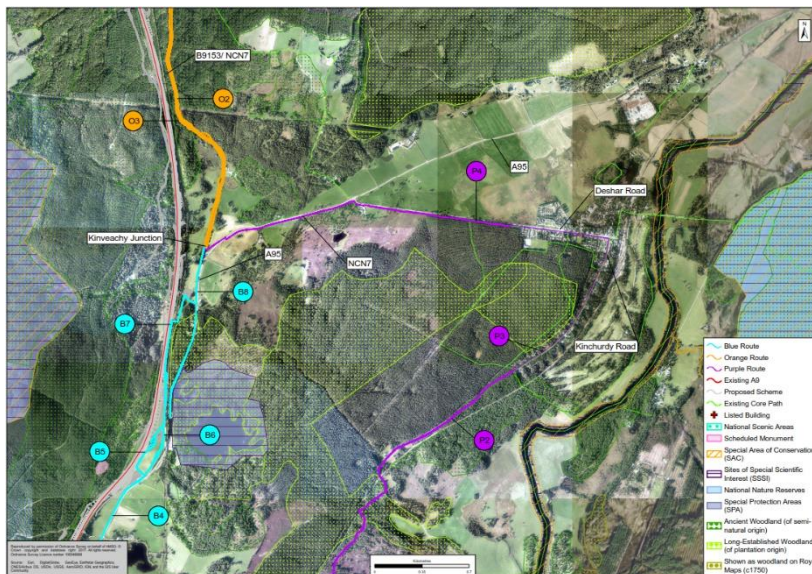
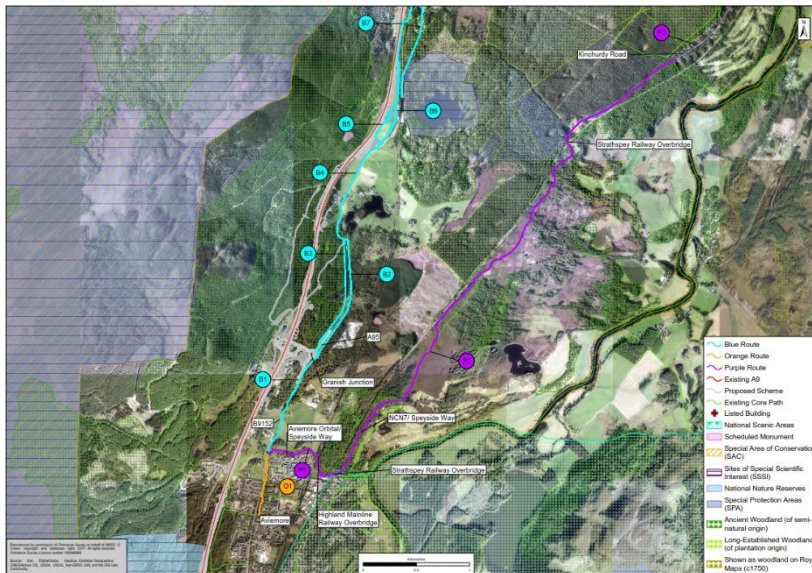
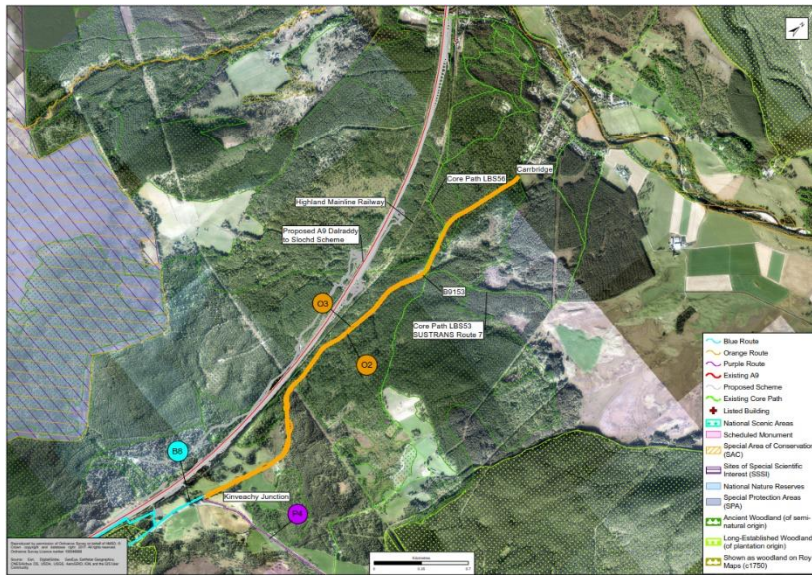
If you choose to provide contact details with your submission, Transport Scotland will be able to send you updates about the scheme, for example invitations to future public engagement events. If you wish us to do so, please provide your consent when contacting us. You can withdraw your consent at any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

Appendix H – Drawings on Display







Appendix I – Webinar, Virtual Exhibition & Consultation Process Comments

Comment No.	Webinar and Virtual Exhibition Verbatim Comments
1	“Well presented and managed virtual exhibition.”
2	“Thanks for an informative session.”
3	“Just watched your webinar, good job by all.”
4	“I found the various presentations during the webinar yesterday evening very helpful”
5	“Thanks for providing a comprehensive overview of the proposals so far...The webinar was also helpful.”
6	“Unfortunately I seemed unable to send in any questions online at the webinar, probably due to my lack of internet skills....however other people asked the questions which I wanted to make, and I learned from the answers which your team gave. In passing, I would like to compliment your team on their presentations and on the ensuing discussion. It was helpful to learn how you intended to resolve some issues on the possible route.
7	“Thank you the webinar was very helpful.”
8	“It was good to see the Virtual Room presentation and to attend the webinar. The presentations were thorough and well presented.”
9	“I have tried to access the pointless ACNMU virtual exhibition. What a waste of time? It is overly complicated, inaccessible on a iPad and unnecessary. Why are there no direct links to PDFs of the information as normal? Did you not take anything from the public consultation. Please provide links to the exhibition material so people can download and read the information?”
10	“Thank you for the live webinar this evening (24th). I will feedback further on the content at a later date but wanted first to suggest that in future you made attending the webinars more simple. There was a lot of hunting around and scrolling down pages to find buttons to link to 'join webinar' and I personally know several people who gave up trying at that stage alone. I also personally know of people who gave up at the next hurdle which involved having to download a .exe file and run it. Maybe if you are doing these things on a day to day basis it seems simple enough, however, for many people this is all very new and it is not a method they would normally choose to use but circumstances are forcing them to have to use it so they are trying to. A one click button that gets you directly into the meeting would be best if it could possibly be managed for future such webinars. Also, it was not made clear how a question could be asked at the webinar. We attended believing we would be able to ask questions once we had heard what was being said but there didn't appear to be any way of doing this during or at the end of the meeting

Comment No.	Webinar and Virtual Exhibition Verbatim Comments
	when the Q and A session was on. Hopefully if you have a similar event in future it will have a more simplified way of attending, similarly the virtual exhibition should be easier to access.
11	“Not the easiest thing to actually work out what is going on.”
12	“If I can firstly give a little feedback about the way information has been presented for this phase of the consultation before going on to details about the actual NMU and preference of routes. Although the information you have put together for this consultation has been clear, great maps, drawings and text, the method of accessing it has been less clear. The Transport Scotland website is far from user friendly for those of us who are not civil servants or used to the way they think and work! While I understand that things have had to be juggled about for a more virtual presentation of the information rather than meetings in village halls etc we would still have been looking online for the info. There is too much having to hunt and scroll through pages and links to find the basics so perhaps in future it could be simplified so that there is a one page chronological list of things with the latest stuff at the top and clicky links through to the relevant docs and presentations. This would mean people just have to go to one page to find out quickly if there have been updates that they haven't already seen and would allow them to revisit quickly any elements they missed earlier or wanted to view again. I thought the virtual exhibition was tricky to use and for those not using that type of thing before or often they may not have thought to pan round the room so would have only seen items 1 to 3. Similarly the webinar was not simple and easy to use or indeed interact with.”

Comment No.	Consultation Process Verbatim Comments
1	“thanks for allowing a contribution from those of us in the community who are longing for an NMU from Carrbridge.”
2	“Thanks for the opportunity to comment.”
3	“Thank you for the opportunity to respond to the proposed Non-Motorised User route between Aviemore and Carrbridge.”
4	“I am a resident of Carrbridge and an active cyclist and so I am very appreciative of the opportunity to review and comment on the plans for the much-needed ACNMU route.”
5	“Thank you for the opportunity to respond to the route selection process.”

Appendix J – Feedback Comments and Responses

General Intro:

*Aviemore to Carrbridge Non-Motorised User (ACNMU) Route Study – Options Appraisal
Virtual Public Exhibition Feedback*

I am writing to thank you for the feedback you provided following the Aviemore to Carrbridge Non-Motorised User (ACNMU) Route Study virtual engagement event which was held between 17th November and 18th December 2020.

Your comments have been registered and these will all be considered as we look to conclude the options appraisal process.

General Conclusion:

Please note that information relating to the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the virtual public exhibition, continues to be available on the at the following link:

<https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/>

Transport Scotland anticipate announcing a preferred route in Spring 2021 and will continue to engage with communities and interested parties as the study progresses.

Thank you again taking time to provide feedback on the proposals presented at the virtual public exhibition.

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>Blue route is vastly preferable to the purple route for a couple of key reasons:</p> <ul style="list-style-type: none"> - for this route to be useful as a commuter link, not just for leisure purposes, it should be as direct as possible. The additional distance (and therefore time) of having to travel via Boat of Garten to link up Carrbridge and Aviemore will be a deterrent to use and may see commuter cyclists continue to use the B9152, with the associated accident risks. - to change the surface of the existing Speyside way between Aviemore and 	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> • You have a preference for the Blue Route and state the main advantages as being its directness and potential connectivity with other existing routes; • You have identified the potential for the Blue Route to effectively provide a circular route utilising existing trails (Speyside Way/Sustrans

Reference	Verbatim Comment:	Response
	<p>Boat of Garten from its current state to a bitumen surface will detract from its aesthetic</p> <p>- having a direct route along the blue route will mean that its possible to have affectively a loop with existing trails (Sustrans 7/Speyside way) which will have increased leisure value</p>	<p>National Cycle Network 7); and,</p> <ul style="list-style-type: none"> You consider that a change to a bituminous sealed surface of the Speyside Way associated with the Purple Route would detract from the aesthetics of the existing trail. <p>In relation to directness, you have also highlighted safety concerns with cyclists continuing to use the B9152, and indeed the A95, should the Purple Route be selected as the preferred route. We also note that regardless of whichever combination of sub-options is identified as forming part of the preferred route, the section along the B9153 will feature an off-road provision.</p> <p>As Transport Scotland seek to conclude the options appraisal process; directness, connectivity and safety will be key considerations in identifying a preferred route.</p>
ACNMU_002	<p>The critical section is from Aviemore to Kinveachy Junction and must be tarmac suitable for road bikes. This is a section of very busy, often narrow road and is required to provide the "missing link" between other quiet roads that make up great safe longer road riding loops. If it is not tarmac (or similar hard surface) and suitable for road bikes, then the whole point is missed as road cyclists will still have to use the busy road section. MTBers typically do not use the existing road at the moment anyway as hilly routes suitable only for mountainbikes already exist through</p>	<p>We note your comments in relation to the proposed surfacing of the section of the NMU route between Aviemore and the Kinveachy Junction and that your preference is for the surface to be "tarmac" suitable for road bikes.</p> <p>As part of the comparative assessment undertaken during the options appraisal stage, it has been assumed that all route options will be new construction, or widening of existing paths, to</p>

Reference	Verbatim Comment:	Response
	<p>Kinveachy & High Burnside to get between Aviemore and Carrbridge. Tarmac with a soft verge suitable for horses would be the optimum solution, if there is demand for horseriding on this route.</p>	<p>provide a 3.0m wide facility with a bituminous sealed surface.</p> <p>Transport Scotland note your suggestion for a soft verge along the NMU route for equestrian use. The assumption made for the options appraisal assessment is to provide a 3.0m wide shared use space with a sealed bituminous surface; however, Transport Scotland is aware that this type of surface is not considered the optimum surface for equestrian use.</p> <p>The recommendation, from relevant design standards, is to provide an adjacent trotting strip which does not need to be finished with a sealed surface. We will explore the use of the proposed NMU verge for this purpose at the detailed design stage where constraints permit.</p>
ACNMU_003	<p>Well presented and managed virtual exhibition. My preference is for the Blue Option (3) directly from Carrbridge to Aviemore, with a further sub-preference to keep as far away from the A9 as possible where route variations are required. This route also saves almost 6km. I believe that the existing links between Boat of Garten to Aviemore are sufficient, hence my preference for a more direct Carrbridge to Aviemore link. An existing route between Carrbridge and Boat of Garten already exists and this will be enhanced with the new section from Carrbridge to the A95 junction at Kinveachy. Once complete, each of the 3 locations will have better connectivity to the others, with a triangular route option for those wishing to travel a circuit. Happy with the proposed width and surfacing proposals for the route. Note; Unless I missed it,</p>	<p>Thank you for your positive feedback in relation to the virtual exhibition.</p> <p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> • You have expressed a preference for the Blue Route due to its directness; • You have a preference for the route to be as far from the A9 as possible where variations are required; • You consider that the Blue Route would offer good connectivity to the existing NMU route between Aviemore and Boat of Garten and effectively

Reference	Verbatim Comment:	Response
	<p>can I suggest that the length of the blue and purple routes be added to the current exhibition material.</p>	<p>create a circular route; and, You support the proposed surfacing and width of the NMU route.</p>
ACNMMU_004	<p>Im a regular road and trail cyclist around Aviemore. I'm a member of Cairngorm cycle club. I've noticed a huge upsurge in cycling numbers both local and tourists. Let's make Aviemore and the surrounding area a Mecca for cycling enthusiasts and families. I prefer the direct route from Aviemore to Carrbridge rather than taking a route via boat of garten. The indirect route via boat of Garten on established tracks already exists if you know the local trails. You can also go on trails via high burnside from Aviemore to Carrbridge. We're crying out for a more direct route that would link Aviemore and Carrbridge for families, ebike users, tourists and those wanting to access Carrbridge cafes after riding the local trails there. The off shoot to Boat of Garten is already well established.</p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> • That you are a regular cyclist, and a member of the Cairngorm cycle club and thank you for your comment with regards to an increase in cycling numbers in the area; and <p>That you have expressed a preference for the Blue Route over the Purple Route and note your comments regarding the existing NMU route at Boat of Garten and the existing trails from Aviemore to Carrbridge via High Burnside. We confirm that directness and connectivity with other existing NMU routes in the area are among the key considerations which are part of the appraisal criteria to identify the preferred route.</p>
ACNMMU_005	<p>The NMU option that passes through Boat of Garten already exists so is not needed and is not ideal for more direct commuting. Having an option that is parallel to the A95/A9 is better for commuters and is a more achievable distance for family outings. Ideally a high quality, 2 metre wide, tarmac track would run parallel to the A95 heading south from Carrbridge to Kinveachy. Here, the option to head to the Speyside Way via Boat of Garten is already there so an underpass below the A9 would allow users to move away from the roadside and follow improved forestry tracks through the woods to the west of the A9 along to Burnside would be good. THE opportunity to be away from</p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> • You have a preference for the Blue Route on the basis that it is more direct and that there is already an existing NMU route at Boat of Garten; • You consider the shorter distance presented by the Blue Route to be better suited for commuting; • Your preference is for a "high quality, 2 metre wide, tarmac track, parallel to the A95

Reference	Verbatim Comment:	Response
	<p>the road would enhance user experience and would be preferable if coast effective.</p>	<p>heading south from Carrbridge to Kinveachy”.</p> <p>We confirm that we are considering options running parallel to the existing road (B9153) between Carrbridge and Kinveachy Junction. In terms of the width of the NMU route, we are seeking to provide a facility which is typically 3.0m wide with 1.0m (min) verges which is in line with current design standards.</p> <p>In your feedback you also suggested that the route, once at Kinveachy, could run under the A9, using an underpass, and use forestry tracks on the west side of the A9. We confirm that this alternative corridor was considered during the earlier Baseline Assessment in 2019 as part of the assessment of Corridor 5 and this corridor was discounted at that stage and removed from the study due to the significant environmental impact.</p>
<p>ACNMU_006</p>	<p>For the route to be viable it needs to be as direct as possible ie route 3 over route 6. Route 3 then also links in with the existing route from kinveachy to boat of garten. Route 3 also serves for access to Loch Vaa. This popular location is difficult to access by non motorised transport and parking for loch vaa is frequently insufficient. NMU could access loch Vaa from route 3 and reduce requirements to drive and park there. The access for loch vaa is from the car park beside the cemetery. Loch vaa is used for swimming, walks and picnics.</p>	<p>We note that you have expressed a preference for the Blue Route due to its directness and potential connectivity to other existing NMU routes including access to Loch Vaa.</p>
<p>ACNMU_007</p>	<p>1. It would appear that the major decision is between “B” (the blue options) and “P” (the pink options). As</p>	<p>We have noted your comments regarding the following:</p>

Reference	Verbatim Comment:	Response
	<p>someone who has spent weekends and holidays in this area for over 40 years, I feel that “B” would represent a significant and extremely welcome improvement in the recreational amenities, whereas “P” would be a missed opportunity</p> <p>2. Behavioural scientists (and town planners) are aware that there is a strong tendency for people to use the shortest available point-to-point route even if this is not the approved one: “P” would simply not be used, indeed there is a very real danger that cyclists and walkers would attempt to use the dangerous A95 (as small numbers do at the moment). “B” would therefore be considerably safer</p> <p>3. “B” would have the added benefit of introducing an attractive loop from Aviemore via Boat of Garten (as well as a safe route between Aviemore and Carrbridge)</p> <p>4. With respect to the various options within “B”, I think priority should be given to ensuring the route is attractive for recreational users</p> <p>5. There are 2 small hamlets between Aviemore and Carrbridge: Avielochan and Kinveachy. The map shows ready access from Avielochan to route “B”. Consideration should be given to ensuring ready access from Kinveachy</p>	<ul style="list-style-type: none"> • You are in favour of the Blue Route over the Purple Route; • You have identified the potential benefit that the Blue Route may offer in terms of providing an attractive loop from Aviemore via Boat of Garten; • Your preference is for the sub-options within the Blue Route which are most attractive for recreational users; and, <p>Access to/from Kinveachy. In your response, we note your observation that if the Purple Route is to be identified as the preferred route, that cyclists and walkers would likely use the A95 and in this scenario you expressed concerns in relation to the safety of cyclists and walkers on this route. We confirm that safety, directness and connectivity are among the key considerations which are part of the options appraisal assessment.</p>
ACNMU_008	<p>B route preferred: more direct than P route so more likely to be used it completes a triangle of routes Aviemore to Boat and Boat to Deshar School already served by existing routes</p>	<p>We note that you have expressed a preference for the Blue Route due to its directness and that the Blue Route would offer good connectivity to the existing NMU route effectively creating a circular route.</p> <p>We confirm that directness and connectivity with other existing NMU routes are among the key considerations which are part of the appraisal criteria to identify the preferred route.</p>

Reference	Verbatim Comment:	Response
ACNMMU_009	I think the option that would benefit residents in both Carrbridge and Boat of Garten is option B. It makes no difference to me which side of the A95 the path is. I don't think people would use the route via Boat of Garten as it is much longer, the surface is poor in parts and there are lots of pedestrians.	We note that you have expressed a preference for the Blue Route and note your comments in relation to the Purple Route.
ACNMMU_010	B6 presents best access to Loch Vaa, a popular local loch with little car parking, so ideal to reach by bike. B8 gives best access to connect with the Speyside Way (P2) via forest road. The B8 route is preferable to B7 option as more direct. O2 option probably gives best views to the Cairngorms.	We note that your feedback is in favour of the Blue Route sub-options B6, B8 and Orange Route sub option O2.
ACNMMU_011	You could easily link Dulnain bridge to this by providing a cycleway from Balnaan to the path from Dulnain bridge called the old laundry path. The back road from Balnaan to Carrbridge is perfect for cycling. Currently Dulnain Bridge has no pathways to anywhere!!	Thank you for providing comment on linking the Aviemore to Carrbridge Non-Motorised User route to Dulnain Bridge. The scope of this study is to consider potential NMU links between Aviemore and Carrbridge and therefore a link extending onwards to Dulnain Bridge is outwith the scope of this current study.
ACNMMU_012	I live close to the Aviemore end of the route, and am a regular walker and recreational cyclist on local paths and trails. My main concern is that much of the Purple route option would just be an upgrade of an existing well-used and very popular walking and cycling route. Crucially, the main section of this route links Aviemore to Boat of Garten - it is in no way a direct link to Carr-bridge! Widening and re-surfacing this route would potentially increase usage while detracting from it amenity, but without actually making it much easier to cycle to Carr-bridge. I would also have reservations about the impact on the	We have noted your comments regarding the following: <ul style="list-style-type: none"> • You consider that the Purple Route would effectively be upgrading an existing NMU route and that consequently the route would not improve connectivity between Aviemore and Carrbridge; • You consider that a change to a bituminous sealed surface of the Speyside Way associated

Reference	Verbatim Comment:	Response
	<p>Aviemore orbital path at the start of this option, and on how the bridge under the Steam railway would be managed. The purple route has little to recommend it, and I, and I suspect others locally, would strongly oppose this option. The blue route, joining with orange at Kinveachy is a much more attractive option. Crucially, it is more direct, and would genuinely improve connectivity between Aviemore and Carr-bridge. I find it hard to weigh up the various sub-options on the information available. However my main issues as a potentially regular user would be to minimise the number of road crossings, and to have as much space as possible between the route and the road. This project is one that I fully support, notwithstanding my comments on the purple route above. I very much hope that an appropriate route is developed, as it could have significant benefits for local communities.</p>	<p>with the Purple Route would detract from the aesthetics of the existing trail;</p> <ul style="list-style-type: none"> Your feedback is in favour of the Orange/Blue Route; You have stated a preference for the directness of the Blue Route; You are in favour of the connectivity to other NMU routes that the Blue Route would provide; and You have a preference to minimise the number of crossings. <p>With regards to your comment on minimising the number of crossings, we confirm that one of the high-level design principles confirmed at the start of the options appraisal stage was to minimise the number of road crossings or, where unavoidable, to provide controlled crossings or crossings located where traffic speeds are likely to be reduced. The number of crossings required will be determined by the options which are selected to form part of the preferred route.</p>
ACNMU_013	<p>Hi,</p> <p>I'm contributing Redacted Text working in Aviemore, and as a commuter.</p> <p>Redacted Text. I think the prime target should be to increase commuting possibilities. The existing Speyside Way between Aviemore and Boat of Garten is already a lovely leisure route for</p>	<p>Redacted Text</p> <p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> Your feedback is in favour of the Blue Route and you have a preference for the directness of the Blue Route;

Reference	Verbatim Comment:	Response
	<p>locals as well as for tourists, who are an important local economic factor.</p> <p>As someone who occasionally commutes between Aviemore and Carrbridge, I have personal experience of the dangers of the current A95 route and the extra length of the more indirect routing through Boat of Garten on the Speyside Way. I would value a safer but still quick route between Aviemore and Carrbridge.</p> <p>1. I stand by my comments in the first consultation that an Aviemore – Carrbridge NMU route should be direct, rather than an Aviemore – divert through Boat of Garten – Carrbridge route, so I'm pleased to see the blue options still included.</p> <p>2. I'm delighted to read that the pathway will be</p> <p>a). wide and thus safer for walkers and cyclists to share</p> <p>b). bitumen, thus suitable for cyclists in all weathers.</p> <p>I pleased that transport planning now values these principles.</p> <p>3. With regards sub-options for the Blue route:</p> <p>- B2/B3 – a crossing adjacent to the Granish roundabout seems a lot safer than an at-grade crossing further north midway through a long fast stretch of trunk road.</p> <p>- B5/B6 and B7/B8 – routing should be as direct as possible, that is B6 and B8 options.</p> <p>- From the plans it seems unlikely that any of the 4 proposals (B5-B8) take one far from the noise of a busy road, so any argument against merely paralleling a road does not seem to hold much water. Perhaps B5 and B7 are slightly more peaceful but I think the benefit would be marginal.</p>	<ul style="list-style-type: none"> • Your feedback is also in favour of the proposed surfacing and width of the NMU route; • Your comments on the different sub-options of the Blue Route, specifically your preference for the route to be direct, and your preference for a crossing adjacent to the Granish roundabout; and, • Your comment regarding the impact of a change of surface to the Speyside Way that adoption of the Purple Route may have, i.e. change to a bituminous sealed surface, which you consider would detract from the rural feel of the existing trail.

Reference	Verbatim Comment:	Response
	<p>4. With regards the Purple route (Speyside Way), given that any route will be bitumen, I think creating the NMU route along this corridor would actually reduce the value that it already gives the community – leisure/tourism/economy – in that it would detrimental to the rural feel of the route.</p>	
<p>ACNMMU_014</p>	<p>Some key points for me as a local and avid cyclist:</p> <ul style="list-style-type: none"> -Route should be paved to allow road bikes as well as mountain bikes. Road bike community is big in area both for locals and as part of international tourism which supports local and Scotland wide economy. As recent upgrade to A9 cycle route demonstrates its no use using loose rubble but paved tarmac is way to go to encourage and attract cyclists. -Current road between Carrbridge and A95 is very dangerous and fast with no safety measures for cyclists. Speed restrictions would help at least but as above a new route fit for road bikes would Im sure resolve this dangerous issue. -Aviemore itself currently has no real safe cycle lanes through town and this is much needed to link up route. Currently cycling on main road through Aviemore is hazardous with no room for bikes. Widening of road to include cycle lane is required. -Ultimately this is great project that I support and should make a material difference to life locally by getting more residents out and about safely and in an environmentally sustainable way. 	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> • You have a preference for a paved tarmac surface for the NMU route; • You consider the current road between Carrbridge and the A95 to be dangerous and not suitable for cyclists; • Your safety concerns cycling on the main road through Aviemore; and, • You are in favour of the project which you consider will offer local residents a safe and environmentally sustainable way to travel.
<p>ACNMMU_015</p>	<p>The route via Boat of Garten does not add any value to cyclists as it already exists by following National Cycle Route 7. Therefore any new route must</p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> • Your feedback is in favour of the Blue Route over the

Reference	Verbatim Comment:	Response
	<p>provide a direct link between Aviemore and Carrbridge.</p> <p>- I strongly disagree with using the existing Speyside Way between Aviemore and Boat of Garten. It is currently a well-used path which blends in well with the landscape. It is already perfect for cycling using any bike other than a road bike (thin tyres / drop handlebars etc). To widen this and cover it with bitumen would greatly devalue the landscape around the existing path and the Speyside Way, especially given that that section of the Speyside Way is being rewilded with lots of young pines coming through. To build what amounts to a small road through the centre of it would be environmental vandalism.</p> <p>- The route therefore needs to follow the general route of the current A95 between Aviemore and Kinveachy. This is the only option which provides a truly new route for cyclists. It would be significantly shorter than cycling via Boat of Garten, so would lead to an increase in commuting by bike. It would also complete a missing link in cycle-safe routes between the various villages of Strathspey for road cyclists. This is appealing for local cyclists and tourists, as circular cycle rides become possible, which has the added economic value of bringing cyclists into various villages across Strathspey.</p> <p>- For the section from Kinveachy to Carrbridge, I regularly cycle on this road at the moment. There are definitely sections of it which are uncomfortable on a bike (despite it being part of National Route 7) as there are blind bends and fast-moving traffic. Therefore, I would strongly support any move to create a separate lane for non-motorised vehicles.</p>	<p>Purple Route as there is already an existing NMU route following the National Cycle Network 7 between Aviemore and Carrbridge;</p> <ul style="list-style-type: none"> • You consider that a change to a bituminous sealed surface of the Speyside Way associated with the Purple Route would detract from the aesthetics of the existing trail; • Your comments in relation to the benefit that the NMU route would bring for those cycling with children as well as tourists who are not as familiar with the area; • Your preference for the route to follow the A95 between Aviemore and Kinveachy; and, • You are in favour of the directness as well as the connectivity to other NMU routes that this route would offer. <p>In terms of your comment regarding a preference for the NMU route to be kept separate from traffic, we confirm that the proposed NMU facility will typically be 3.0m wide with 1.0m (min) verges which is in line with current design standards. The setback distance for routes immediately adjacent to live carriageways will be 1.5m (min) with this distance increased wherever possible taking into</p>

Reference	Verbatim Comment:	Response
	<p>- It goes without saying that all of these changes are greatly appealing to anyone cycling with children as they provide a fantastic opportunity to encourage them to cycle in a traffic-free environment.</p> <p>- The traffic-free lanes are also hugely beneficial to international tourists who come to this area to cycle but are not familiar with UK traffic laws and customs (as well as remembering which side of the road to cycle on)</p>	<p>account any resultant potential impacts.</p>
ACNMMU_016	<p>It's great to see progress on this and I look forward to cycling on the end product. To be of maximum benefit to existing NM users and attract new ones, the route needs (1) to be as direct as possible between Aviemore and Carrbridge, and (2) to have the minimum number of (preferably no) flat crossings of busy roads. Criterion 1 rules out the Purple Route. It's a nice leisure ride and a direct way from Boat to Aviemore but is very indirect for anyone wanting to ride from Carrbridge to Aviemore or vice versa. Besides, improving it seems of low benefit when it's already rideable on almost any bike. In contrast, I would expect the Blue Route to attract considerable additional NM use, so this is my strong preference. Criterion 2 then has implications for the sub-options. All options N of Avielochan are W of the A95, so O3 (W side of B9153) is preferable to O2 which would impose an unnecessary crossing of the B9135. On the section N of Granish junction the ideal would be B2 with an underpass or bridge connecting to B4. The alternative B3 option requires what I assume would be a flat crossing at the proposed Granish roundabout, and this could delay NM users for several minutes at such a busy junction. The proposed surfacing is what's needed and the proposed width is OK.</p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> Your feedback is in favour of the Blue Route due to it being more direct than the Purple Route; That you are in favour of the proposed surfacing and width of the NMU route; <p>Your preference to minimise the number of crossings and therefore you have a preference for sub-option Orange O3, i.e. due to the Blue Route also being on the west side of the A95 and mitigating the need for a crossing of the B9153. We confirm that one of the high-level design principles confirmed at the start of the options appraisal stage was to minimise the number of road crossings or, where unavoidable, to provide controlled crossings or crossings located where traffic speeds are likely to be reduced. The number of crossings required will be</p>

Refere nce	Verbatim Comment:	Response
		<p>determined by the options which are selected to form part of the preferred route.</p> <p>We also note your preference for sub-option B2 with an underpass or bridge connecting to B4 rather than sub-option B3 with an at-grade crossing at the proposed Granish roundabout. Whilst undertaking the development of the proposed options grade separated crossings were considered and discounted. It was concluded that the topography and level changes required to construct grade separated crossings at the identified crossing locations would result in significant environmental, engineering and costs impacts.</p> <p>The exact location of the proposed 'at grade' crossings will be determined at outline design stage once the preferred route has been selected and will be located where traffic speeds are likely to be low or where full visibility requirements are achieved.</p>
ACNMU_017	<p>Of the two options, the most preferable is the blue route. This gives a direct route to Aviemore, from Carrbridge - unlike the purple route, which is a leisure ride, roughly of double the distance, going via Boat. No amount of work on the purple route would make me use the bike to go to Aviemore rather than the car. This is because trips to Aviemore are purposeful trips, often undertaken at particular times. A leisure ride, by definition, is more leisurely and rarely bound by time constraints. A key issue in the development of the blue</p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> Your feedback is in favour of the Blue Route due to it being more direct than the Purple Route. We can confirm that directness is a key consideration of the appraisal criteria used to identify the preferred route. Your comment in relation to crossings of the A95 including any crossings in

Reference	Verbatim Comment:	Response
	<p>route is to think about how options bring NMUs into contact (or not) with motorised traffic. The key contact point on the options map is the new Granish junction. One of these blue options is really bad from this point of view: if the option on the North side of the A95 is developed, it will require NMUs to cross the traffic turning from the A95 onto the A9, Southbound. This is always a busy junction - and the purpose of the new Granish junction will be to ease, and make safer, motorised access onto the A9. The last thing that motorists will want is to be stopped by cyclists, horses etc. via a pelican crossing, or - worse - people pushing bikes across in a hurry, trying to dodge the traffic (trucks, whisky lorries, camper vans etc). Much the best blue option is the one South of the A95. This has knock-on effects back down the A95 towards the Kinveachy Junction and onto the orange route. To keep NMUs away from having to cross the A95 here is also important - so that means that the orange route really needs to be on the North side of the Carrbridge B road at this point, and that it needs to continue on the North side of the A95 to the proposed new crossing at Avielochan. I'm pleased to see that previous points re the width of the proposed NMU have been taken up in the development of the project. On surface preferences - ideally this needs to be constructed of the standard all-ability materials, which would be suitable for all forms of bikes (road, hybrid, MTB). That way it can be used for the maximum period of the year by everyone. My only other comment on why the blue route is preferable is to do with how this would open up cycle tourism. Adding the blue option would actually allow for a circular bike route, combining both the blue and purple routes. This would work particularly well for leisure cyclists/holiday makers in the area. At the moment, the Speyside Way</p>	<p>the vicinity of the new Granish junction. The exact layout of any required crossing will be developed in line with current design standards and will be subject to a Road Safety Audit and a Walking, Cycling and Horse-riding Assessment and Review. Both the exact location and layout of the crossings will be subject to further consultation with relevant road authorities, i.e. Transport Scotland, BEAR Scotland and The Highland Council as the study develops.</p> <ul style="list-style-type: none"> • Your preference for the Orange Route to be on the north side of the B9153 to reduce the number of required crossings. We confirm that one of the high-level design principles for options appraisal is to minimise the number of crossings required and this will be taken into consideration when identifying the preferred route; • You are in favour of the connectivity to other NMU routes that the Blue Route would provide and note your comments that you consider that the Blue Route would increase “cycle tourism” in the area; and, • Your comments in relation to the proposed surfacing and width of the NMU route. The proposed NMU facility will typically be 3.0m wide with 1.0m (min)

Refere nce	Verbatim Comment:	Response
	<p>is an out and back ride - unless one makes it into a circular using the B road from Coylumbridge back down to the Boat junction. Constructing the blue route would give an entirely off road circular, which families staying in the area, in particular, might find attractive. Those with more 'leg power' (or an e-bike) could also be encouraged to do a circular tour, taking in Carrbridge and Boat as well as Aviemore. Promoting this set of routes, along with local cafes, which have bike storage, would help to make the area even more attractive for tourists who like to ride their bikes.</p>	<p>verges which is in line with current design standards. The setback distance for routes immediately adjacent to live carriageways will be 1.5m (min). Where existing constraints dictate, it may be necessary to narrow this setback and/or the width of the NMU route locally.</p> <p>As part of the comparative assessment of options, it has been assumed that all route options will be new construction, or widening of existing paths, to provide a 3.0m wide facility with a bituminous sealed surface.</p>
ACNMU_018	<p>1 I should like to know what is meant by split route for walkers/ cyclists. Think this would be would be excellent having both. walked and cycled other NMU routes in Badenoch & Strathspey.</p> <p>2. I do not agree that this should be an equestrian route Horses dig up the surface making it difficult and unlike dog owners horse riders do not pick up the horse's mess which can be spread along the track as the horse keeps moving making it difficult to navigate for prams, wheelchair, disabled buggy users as well as walkers and cyclists. It can be very intimidating and alarming for young and old when meeting a horse.</p> <p>3. Will there be any gates ? On the Aviemore orbital at Avingormack it is not possible for a disabled buggy to cross the the road to continue on the</p>	<p>In your feedback you asked what is meant by a “split route for walkers/cyclists”. We confirm that the proposed NMU route will be a shared use facility, i.e. no separation between walkers and cyclists, with a separation strip of 1.5m (min) between the NMU route and live traffic where the route is adjacent to existing roads.</p> <p>We note your concerns regarding equestrian use of the route. The NMU route being proposed will be available to all non-motorised users including equestrians and vulnerable users. The proposed bitumen surface is a hard wearing, smooth and durable surface which would withstand equestrian use. The choice of</p>

Refere nce	Verbatim Comment:	Response
	<p>orbital due to the kissing gates on either side being not wide enough.</p> <p>4. Should there be any inclines I will be grateful if you could ensure that the gradient is minimal with no awkward corners or awkward bends as are on the Aviemore to Kincaig route.</p>	<p>surfacing is in recognition of the feedback received to date indicating that users will predominantly be cyclists and pedestrians.</p> <p>Transport Scotland is aware that bitumen surfacing is not the preferred surfacing for equestrians; however, the proposed facility includes a 1m soft verge which will be available for equestrians to use alongside the surfaced route. This would also have the advantage of equestrians being adjacent to the route rather than within the 3.0m wide path.</p> <p>We note your concerns with regards to the use of gates along the route and in particular your reference to kissing gates being a barrier to access This will be taken into account as the design of the preferred route is taken forward. In addition, the design will be subject to an audit specifically looking into accessibility matters.</p> <p>We also note your comments regarding gradients and awkward bends/corners on the route. We confirm that the identification of the preferred route and the development of the design of that route will be undertaken in line with current design standards.</p>
ACNMU _019	<p>On this particular route i see three main parameters to consider</p> <ul style="list-style-type: none"> • Engineering • Environmental impacts • Cost <p>However, first of all, careful consideration should be given to the type of path user as this will have a</p>	<p>We note that you consider Engineering, Environmental Impacts and Cost to be the main parameters to consider on this route. We confirm that all three parameters are fully considered</p>

Reference	Verbatim Comment:	Response
	<p>significant impact on the route selection, engineering and construction cost. It was unclear from the report which is the dominant path user...pedestrian, cyclist or equestrian or a combination of these users. I'm of the view that the path will be predominantly used by recreational users and the path route and design should therefore take account of this. It is not a commuter path requiring an A to B engineered solution.</p> <p>One of my concerns is the "Key Assumption" that type of surface finish is identified as Bitumen surfacing. This type of surface would be inconsistent with the surroundings and significantly more expensive than other viable options. Additionally it would appear that the issue of winter maintenance has not been considered on the route. A bitumen surface has a high potential to make the path unusable for many weeks in the winter due to snow, frost and ice. A number of alternative surface options could be considered further....</p> <ul style="list-style-type: none"> • Resin bound surface on a porous binder course • Fibredec • Bitumen bound spray & chip • Whin dust using local quarry dust. <p>Each of these options has benefits and limitations however each one may be more effective than a bitumen surface.</p> <p>It is noted the the surface finish for the Aviemore Glenmore cyclepath is a whindust finish and blends in with the environment by the use of natural local materials. As this path carries many thousands of recreational users each year and has not required any major maintenance over the past twelve years, it maybe worth considering a similar path design / surface finish for the the Aviemore/Carrbridge route.</p> <p>I would be happy to discuss any of the</p>	<p>in identifying the preferred route, with the key criteria as follows:</p> <ul style="list-style-type: none"> • Engineering <ul style="list-style-type: none"> ○ Safety ○ Coherence ○ Directness ○ Attractiveness ○ Accessibility and Socio-economic inclusion • Environmental <ul style="list-style-type: none"> ○ Ecological and nature conservation ○ Landscape ○ Visual ○ Cultural Heritage ○ Water Environment (including flooding risk) • Other <ul style="list-style-type: none"> ○ Outline Cost ○ Public and stakeholder feedback ○ Implementability <p>We confirm that the NMU facility is being developed for all non-motorised users including equestrians and vulnerable users. During the Baseline Assessment, Transport Scotland sought feedback on how respondents would likely use an NMU route. The most common responses were for both 'Commuting' and 'Leisure' with the predominate user groups being walkers and cyclists.</p> <p>We note your comment in regard to the surface finish of the NMU. As part of the comparative assessment of options, it has been assumed that all route options will be new construction,</p>

Reference	Verbatim Comment:	Response
	<p>above in more detail and meantime look forward to the forthcoming webinar</p>	<p>or widening of existing paths, to provide a 3.0m wide facility with a bituminous sealed surface. The full construction details of the pavement will be determined at the detailed design stage.</p> <p>Finally, we note in your response of 26th November 2020 you favour the Purple Route and submitted comment on the potential users for the Purple and Blue Route. You also reiterate the importance of a hard wearing surface and the importance of maintenance be it general or specifically during snowy and icy winter months. We also thank you for your positive comments on the consultation event and webinar.</p>
<p>ACNMMU_020</p>	<p>I have tried to access the pointless ACNMMU virtual exhibition. What a waste of time? It is overly complicated, inaccessible on a iPad and unnecessary. Why are there no direct links to PDFs of the information as normal? Did you not take anything from the public consultation.</p> <p>Please provide links to the exhibition material so people can download and read the information? We are no kids and don't need gimmicks. We can read.</p>	<p>Please see link below to the Transport Scotland website.</p> <p>https://www.transport.gov.scot/progress-update/aviemore-to-carrbridge-virtual-exhibition/</p> <p>All materials presented on the virtual exhibition are available to download on this webpage as PDF documents, these can be located at the bottom of the page.</p>
<p>ACNMMU_021</p>	<p>Preferred route is the Purple one, keeping away from traffic beside the busy A95 between Aviemore & the Kinveachy junction. Would actually accept a path narrower than the proposed one which seems to be very wide, especially as it transits the moorland N of Aviemore - I cycle this</p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> Your feedback is in favour of the Purple Route and note your preference is down to the route being kept away from the A95;

Reference	Verbatim Comment:	Response
	<p>regularly and do not find the present width to generally be a problem. Not keen on the Blue routes beside the A95, seem to have to be quite convoluted to get past lochans and bridges. Would also be nearer to the noise of traffic on the A9. Does not matter which side of the B9153 (Orange route) provided it is as laid out with the buffer between the NMU and the road.</p>	<ul style="list-style-type: none"> Your comment in relation to the proposed width of the NMU route and the impact on the landscape of the moorland North of Aviemore. Irrespective of which option is selected as the preferred route, the outline design will be informed by design guidance and an assessment of the effects on landscape character and the Special Landscape Qualities of the National Park, to ensure that the proposals fit into the wider landscape; Your comments in relation to the Orange Route and your preference for there to be a buffer between the route and the road. We confirm that the proposed NMU facility will typically be 3.0m wide with 1.0m (min) verges which is in line with current design standards. The setback distance for routes immediately adjacent to live carriageways will be 1.5m (min). Where existing constraints dictate, it may be necessary to narrow this setback and/or the width of the NMU route locally.
ACNMU_022	<p>1) As one of the key reasons for the route is to increase active travel, putting people off before they start should be avoided. Therefore two things need to be considered when choosing the final</p>	<p>We note your preference for the route to minimise the number of crossings. and confirm that one of the high-level design principles confirmed at the start</p>

Reference	Verbatim Comment:	Response
	<p>route: a) Whichever options are chosen, the aim should be to minimise the need for road crossings, as crossings expose the user to increased risk and are likely to put of less confident users / cause more confident users to avoid the route for a more straightforward. if more hazardous, alternative such as the road.</p> <p>b) A more appropriate surface should be chosen for whichever options are chosen - tarmac is not the right surface for a number of reasons: - It would be completely out of keeping with the rural nature of the National Park (it's not an urban environment) and the surfaces of other multi-user routes in the area (eg Old Logging Way, paths to Loch Garten, around Loch an Eilein, Anagach Woods, etc, etc). The path to the school associated with the Carrbridge H1 housing site that was recently granted planning permission on appeal is not to be tarmacked for those reasons (http://www.dpea.scotland.gov.uk/CaseDetails.aspx?id=120810). - The proposal to use tarmac indicates a lack of understanding the climate in this part of the National Park. It is possible to cycle a grit surface path such as the existing Speyside way in frosty conditions, but would not be possible if it was tarmacked as it would get icy earlier in the year and for longer. Therefore if tarmac was used, it would render the route un-rideable for up to 6 months of the year (as well as making it more hazardous for those on foot). - A permeable grit surface provides slower natural drainage, unlike tarmac. - The grit surface allows other users to hear cyclists coming so is better for all users safety. 2) In relation to the route options, the orange routes looks sensible, running adjacent to the existing road but being separate from it. I do not have a preference between the orange route options other than point 1a should be the primary consideration. The blue and purple options both have pros and cons</p>	<p>of the options appraisal stage was to minimise the number of road crossings or, where unavoidable, to provide controlled crossings or crossings located where traffic speeds are likely to be reduced. The number of crossings required will be determined by the options which are selected to form part of the preferred route.</p> <p>The location and layout of crossings will be determined at outline design stage and will comply with guidance set out in current design standards. Transport Scotland is liaising with The Highland Council to ensure a consistent approach is adopted for the provision of crossings along the corridor. The approximate locations identified in the options appraisal have been selected where traffic speeds are reduced or visibility for approaching traffic is in line with current design standards.</p> <p>In terms of surfacing, it is anticipated that a sealed bituminous surface will be specified which has been assumed in the comparative assessment undertaken as part of the options appraisal process. Notwithstanding this, a Landscape Character Assessment will be undertaken. The assessment will consider potential effects of the proposals on key landscape characteristics and Special Landscape Qualities of the National Park.</p>

Refere nce	Verbatim Comment:	Response
	<p>depending where a user is starting from or heading to, and again I do not have a preference other than the purple option would avoid the need to create a new path and so reduce costs, although I recognise that the blue route is more direct and would be more favourable for commuters. 3) I am horrified that if the existing Speyside way (purple) option between Boat of Garten and Aviemore is chosen then it is intend to tarmac it. In addition to the issues tarmac causes as listed above, tarmacking the existing, perfectly useable grit surface of the Speyside way between Boat of Garten and Aviemore would add unnecessary cost, wasting tax payer's money. I do not support the tarmacking of the existing Speyside way route under any circumstances.</p>	<p>With regards to your comments on the impact of winter conditions on the proposed surface, we confirm that a sealed bitumen surface has been specified for the proposed ACNMU route due to its smooth durable surface, long lifespan and low maintenance requirements. Transport Scotland are engaging with other agencies as our work progresses to identify the most appropriate and suitable organisations responsible for maintenance including winter maintenance. The ease of access for maintenance is being considered during the options appraisal process and will continue to be considered throughout the development of the outline design.</p> <p>We note your comment regarding a change to a bituminous sealed surface of the Speyside Way associated with the Purple Route detracting from the aesthetics of the existing trail and respond as follows.</p> <p>Irrespective of which option is selected as the preferred route, the design will be informed by an assessment of the effects on landscape character and the Special Landscape Qualities of the National Park, to ensure that the proposals fit into the wider landscape.</p> <p>One of the high-level design principles for the route is that it be accessible and attractive to all users.</p>

Refere nce	Verbatim Comment:	Response
ACNMMU _023	<p>I welcome route O to Carrbridge from Kinveachy. I live in Boat of Garten and redacted text. We would use this route to cycle to and from school without a doubt. In terms of the route south i would prefer B8. Loch Vaa is a spot we regularly visit and this would save taking the off road route via the forest (not so easy with the bike trailer) Car parking is very limited here and a safe cycle route would allow us to leave the car behind. Presumably it would require a road crossing so just a little concerned as this is a bad stretch of the road (one reason we don't currently use it on bike). As for the rest of the route i dont really have a preference.</p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> • Your feedback is in favour of the Orange Route and note your comment that you would use the Orange Route to cycle to and from the school that your children attend in Carrbridge; • Your preference for sub-option for B8 and your comment regarding existing informal access to Loch Vaa for leisure purposes. <p>In terms of your comment regarding the proposed crossing at B8, we confirm that one of the key design principles confirmed at the start of the options appraisal stage was to minimise the number of road crossings or, where unavoidable, to provide controlled crossings or crossings located where traffic speeds are likely to be reduced.</p> <p>The location and layout of crossings will be determined at outline design stage and will comply with guidance set out in current design standards. Transport Scotland is liaising with The Highland Council to ensure a consistent approach is adopted for the provision of crossings along the corridor. The approximate locations identified in the options appraisal have been selected where traffic speeds are reduced or visibility for approaching traffic is in line with current design standards.</p>

Reference	Verbatim Comment:	Response
ACNMMU_024	<p>I prefer the blue route if this is to promote the non vehicle movement between Carrbridge and Aviemore. I don't mind either B2 or B3 as long as the crossing of the road is via an underpass. I prefer the B4 - B6 - B8 combination as the route is straighter / less convoluted and spends less time near the A9. The surface should be bitumen/tarmac (not gravel) so usable by road cycles with skinny tyres. 3 metres wide is great when possible but would be happy for it to be narrower for some sections if that makes this route choice possible. The purple route would be nice in addition, as it would provide a non-vehicular route to Aviemore from Boat of Garten. Whilst this is currently possible on a gravel/dirt surface it's not suitable for normal road bikes with skinny tyres. The aim should be to encourage the use of bikes rather than cars for local journeys, and this is much more likely if the surface is sealed. Regular users would prefer not to have to clean their bike of dirt after every trip.</p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> Your feedback is in favour of the Blue Route and note your preference of sub-options B4, B6 and B8; and, Your comments regarding the width and surfacing of the NMU route. <p>We confirm that the proposed NMU facility will typically be 3.0m wide with 1.0m (min) verges which is in line with current design standards. The setback distance for routes immediately adjacent to live carriageways will be 1.5m (min). Where existing constraints dictate, it may be necessary to narrow this setback and/or the width of the NMU route locally.</p> <p>One of the high-level design principles for the route is that it be accessible and attractive to all users.</p>
ACNMMU_025	<p>I respond as someone who has commuted by bicycle daily between Nethybridge and Aviemore for 15 years using the section of the purple route between Boat of Garten Post Office and Aviemore, and who also cycles regularly for leisure on the other routes / route corridors under consideration. I strongly support the blue route option (the A95 corridor) over the purple route because a) it is significantly more direct, and therefore will have a much greater chance of generating modal shift to active travel for functional journeys. This is clearly the case for journeys between Carrbridge and Aviemore where it saves 5km; in addition, with the tarmac surface and a direct route option with minimal road crossings, it is also likely to be</p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> You are in favour of the Blue Route over the Purple Route due to the directness and the connectivity this option would offer which you consider would increase active travel for functional journeys between Aviemore and Carrbridge and other routes; Your comments on the current surfacing of the Speyside Way and the Aviemore Orbital and the areas that you consider to

Reference	Verbatim Comment:	Response
	<p>used for functional journeys between Boat of Garten / Nethybridge and Carrbridge / Aviemore in preference to the current tracks on the purple route, as it is likely to be quicker to cycle and require less time cleaning bicycles at the end of the journey. This is because the tracks forming the purple route are slower being unsealed and with 2 problem areas (i) along Kinchurdy farm track which is potholed, muddy in wet conditions, has adverse camber and is abnormally prone to prolonged icing, and (ii) the tortuous slow / narrow / hilly / bendy /muddy / prone-to-flooding section along the Aviemore orbital. b) it additionally facilitates a great leisure circular route, when combined with existing path infrastructure on the purple route, for people based in Aviemore or Boat of Garten. Or a 'lollipop' shaped leisure route from Carrbridge or Nethybridge (via the B road). The blue route therefore delivers greater overall benefit as both a commuter / functional route and enhancing the leisure cycling options of the area. I don't have a strong view on the sub-options for route sections beyond supporting the most direct routes, with the fewest locations where users will have to stop and wait for traffic. I strongly support your proposal that the surfaces are bitumen, and support an adequate maintenance regime that maintains surface integrity, tackles vegetation encroachment, removes surface debris such as broken glass quickly, and includes de-icing treatment in winter. Thanks for the opportunity to comment.</p>	<p>be below standard are noted;</p> <ul style="list-style-type: none"> Your preference for the most direct sub-options to be chosen as well as a preference for minimal road crossings; You are in favour of the proposed bituminous surfacing of the NMU route. <p>In terms of maintenance during winter, we are engaging with other agencies as our work progresses to identify the most appropriate and suitable organisations responsible for maintenance including winter maintenance. The ease of access for maintenance is being considered during the options appraisal process and will continue to be considered throughout the development of the outline design.</p>
ACNMU_026	<p>Thank you for the live webinar this evening (24th). I will feedback further on the content at a later date but wanted first to suggest that in future you made attending the webinars more simple. There was a lot of hunting around and scrolling down pages to find buttons to link to 'join webinar' and I personally</p>	<p>We note your comments in relation to the webinar and the virtual room. As a result of the Covid-19 pandemic, Transport Scotland were unable to hold face-to-face public exhibitions in the local community. In order to keep engaging with communities on our projects, it was decided</p>

Reference	Verbatim Comment:	Response
	<p>know several people who gave up trying at that stage alone. I also personally know of people who gave up at the next hurdle which involved having to download a .exe file and run it. Maybe if you are doing these things on a day to day basis it seems simple enough, however, for many people this is all very new and it is not a method they would normally choose to use but circumstances are forcing them to have to use it so they are trying to. A one click button that gets you directly into the meeting would be best if it could possibly be managed for future such webinars. Also, it was not made clear how a question could be asked at the webinar. We attended believing we would be able to ask questions once we had heard what was being said but there didn't appear to be any way of doing this during or at the end of the meeting when the Q and A session was on. Hopefully if you have a similar event in future it will have a more simplified way of attending, similarly the virtual exhibition should be easier to access. Thanks</p>	<p>that the public engagement would be undertaken virtually, and this approach is likely to continue for the foreseeable future as long as the Covid - 19 restrictions remain in place. With that in mind, your feedback will be considered by the project team for any future virtual engagement events.</p>
ACNMU_027	<p>How different options may affect you - As a cycle route between Aviemore and Carrbridge the Blue options delivers the most direct route by a significant margin. Indeed between the split outside Aviemore (opposite Achantoul) and Kirchurdy junction the purple option is twice as long at approx 10km cw 5km. If the NMU is about getting folk out of cars for local commuting then that is a significant difference which needs to be taken into account. Commuting Aviemore to Carrbridge or the other way around for work becomes feasible for many people with the blue route (approx 14 mile return trip) but the purple makes this more than 20. If no blue route then folk will cycle on the A96 itself which is dangerous for both car/lorry and riders. Added benefit of the blue route is that it</p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> Your feedback is in favour of the Blue Route due to it offering a more direct route than the Purple Route and your concerns that people may opt to use the existing B9152 and A95 if the Purple Route is selected. We confirm that directness and safety are among the key considerations within the route options appraisal study. You are in favour of the connectivity to other NMU routes that the Blue Route would provide and that

Reference	Verbatim Comment:	Response
	<p>would complete an accessible, safe circular cycle route in the heart of National Park centered on the main tourist destination. This would be a massive asset for the area. Surfacing or width of proposed NMU - does it really need to be 3m wide? what is the rationale for this. Does it need to be wider than the Speyside way or the Old Logging way which are heavily used cycle paths. Don't have a problem with tarmac - lasts longer and needs less maintenance in the longer term than loose grit surfaces and is more resilient to heavy rain events</p>	<p>you are in favour of the proposed surfacing of the NMU route.</p> <p>In relation to your query with regards to the width of the proposed NMU. We confirm that the proposed NMU facility will typically be 3.0m wide with 1.0m (min) verges which is in line with current design standards for a shared use facility. The setback distance for routes immediately adjacent to live carriageways will be 1.5m (min). Where existing constraints dictate, it may be necessary to narrow this setback and/or the width of the NMU route locally.</p>
ACNMU_028	<p>Whatever route and specification is decided upon it is critical that ongoing financial support for infrastructure maintenance is included in any plan.</p>	<p>We note your comment in relation to maintenance. Following route selection, this is something we will be discussing with the various agencies who are involved in road maintenance in the area.</p>
ACNMU_029	<p>Thank you for the opportunity to respond to the proposed Non-Motorised User route between Aviemore and Carrbridge. I have lived in "the Strath" for nearly 30 years and I am very familiar with the proposed routes and their environmental and community context. It appears to me that the choice is really between the B route (blue) and the P route (purple). The O route (orange) is proposed as a newly constructed NMU completely off carriageway and has such has my full support. Comments on the B- route I am strongly in favour of the construction of a separate, direct 'Active Travel' route out of Aviemore to Carrbridge, following</p>	<p>We note that your feedback is in favour of the Orange and Blue Route as this would deliver a scheme which is within a distance which you believe is feasible for commuting.</p> <p>We note your comment regarding a change to a bituminous sealed surface of the Speyside Way associated with the Purple Route detracting from the aesthetics of the existing trail</p> <p>The proposed NMU facility will typically be 3.0m wide with 1.0m</p>

Reference	Verbatim Comment:	Response
	<p>alongside the 'old A9' - that is the B9152, the A95 and the B9153. This route is under 10kms long and research shows that 10kms is the maximum distance likely to be used by someone as an Active Travel route (as opposed to recreational user). It therefore falls within the distance considered as feasible by commuters especially with the recent advent of electric bikes. It can be constructed with minimal impact on the curtilages and frontages of the residential properties along the route; away from flood zones like around Avielochan and close too but completely off the carriageway of a very busy 'old A9'. For as long as I have lived in the Strath, there has been a desire by the communities of Strathspey for such a route, the existing road is only very lightly used by "cyclists" brave enough – but not "people who cycle". That will change with the advent of an NMU running direct between Aviemore and Carrbridge. Comments on the P-route The alternative P-route proposed is just under 16 kms and realistically is therefore beyond the scope of regular users so would not deliver the benefits of increased Active Travel choices between Aviemore and Carrbridge. It also involves upgrading the NCN7/Speyside Way - which traverses a fantastically beautiful rural space - to a 3m wide tarmac track which would have a severely detrimental effect on that route. Tarmac is a most unattractive surface to walk on so upgrading this route would impact on the many people, both locals and visitors who use this route for running, and walking (with and without dogs), and whilst it would offer benefit to a limited number of cyclists (those with narrow width tyres) that benefit would be offset by the significant loss to others. Given that use of this section of the Speyside Way might actually fall off as a result of upgrading, and the route would be too long to be</p>	<p>(min) verges which is in line with current design standards. The setback distance for routes immediately adjacent to live carriageways will be 1.5m (min). Where existing constraints dictate, it may be necessary to narrow this setback and/or the width of the NMU route locally.</p> <p>As part of the comparative assessment during the options appraisal stage, it has been assumed that all route options will be new construction, or widening of existing paths, to provide a 3.0m wide facility with a bituminous sealed surface.</p>

Reference	Verbatim Comment:	Response
	<p>used as an Active Travel route, it is hard to see this route option as anything other than a “lose-lose” situation. In addition, the temptation for users to swing off the route at the Yard (where it angles north-east off to Boat of Garten) and take a shortcut west through Boat woods to Deshar Road would have implications for capercaillie in that habitat. Comments on the surface and width As an active travel route the surface should be sufficiently robust to enable all cyclists including those of narrow tyres road-bikes and commuter bikes - which in effect means tarmac. I am less fussed about width, whilst 3 m is an admirable goal, where constraints exist, (including aesthetic ones) it could easily be narrower. We are talking about a link between a rural village and a small rural town, not city centre cycle lanes at rush hour so it is important it fits well with the landscape of the area (which is why the P-route is 'out' as far as I am concerned). Summary Choosing and implementing the B-route improves on the options for both Active Travel AND recreational opportunities within this corridor.</p>	
ACNMU_030	<p>1. What is the actual time scale for construction of a cycle/walking route from Carrbridge to Aviemore? 2. Is the construction of a cycle/ footpath from Carrbridge to Aviemore dependent on the dualling of the A9? If that is the case, what happens if the dualling is delayed or doesn't go ahead? 3. Can priority be given to the most urgently needed stretch of the route between Carrbridge and Kinveachy for construction to start ASAP? The B9153 from Carrbridge to Kinveachy is a very dangerous stretch of road which has already been demoted from the Sustrans cycle route because of the speed of traffic. As well as local traffic, this road is heavily used by lorries, tourist coaches,</p>	<p>In response to your query on timescales, please note that the construction period for the NMU route will be dependent upon the identified preferred route.</p> <p>Once a preferred route is confirmed, an outline design will then be developed to a sufficient level of detail to determine the extent of land required. Transport Scotland will continue to engage with potentially affected landowners to discuss the potential for the acquisition of land or rights by agreement.</p> <p>Transport Scotland will continue to work closely with Cairngorms</p>

Reference	Verbatim Comment:	Response
	<p>school busses and visitors accessing Landmark Forest Park - one of the busiest tourist attractions in the Highlands. The road is also used as an alternative route should the A9 be closed due to accidents etc.</p> <p>I am in favour of either option 02 or 03 which ever is the shortest, most direct route from Carrbridge to Aviemore and the least complicated to negotiate in terms of land ownership. And with priority construction given to the stretch between Kinveachy and Carrbridge.</p>	<p>National Park Authority, The Highland Council, The Highlands and Islands Transport Partnership and Sustrans and will be seeking to submit a planning application later in 2021.</p> <p>The ACNMU is a separate project from the A9 Dualling and all design work for this project is being undertaken separately. Transport Scotland has committed to include the Aviemore to Carrbridge NMU route in the A9 Dualling construction contract should all the statutory consents (including acquisition of land or necessary rights) be obtained in time.</p> <p>We acknowledge your comments regarding the B9153 and its declassification from a Sustrans cycle route.</p> <p>We note that your feedback is in favour of the most direct route from Carrbridge to Aviemore as well as your comments on land ownership.</p>
ACNMU_031	<p>Thanks for an informative session. Main options - Preference for blue route for four reasons.</p> <p>a) The purple route already exists and is enjoyed by most recreational users, but is less suitable for commuting</p> <p>b) The blue route will encourage commuting as its direct and has will have a hard surface</p> <p>c) The purple route will not be urbanised by widening and surfacing</p> <p>d) The new blue route and existing purple route will make a good length</p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> You are in favour of the Blue Route and note your stated preference for sub-option B8; You consider the Blue Route to be more suitable for commuting than the Purple Route noting that the latter is an existing route already being

Reference	Verbatim Comment:	Response
	<p>new circular route for recreational use, especially for those starting from Aviemore.</p> <p>Blue route sub-options Preference for B8 over B7. B7 could be quite unpleasant to use squashed between the new A9 and railway.</p> <p>Watercourse crossings It was mentioned that the route will cross at least three tributaries of the Spey. Please ensure full consultation on the design of the crossings with Spey Fishery Board. Where possible open span bridges are much better than culverts to preserve natural fluvial processes and ecological connectivity.</p>	<p>enjoyed by recreational users;</p> <ul style="list-style-type: none"> • You also consider that surfacing the Purple Route will result in this existing route being urbanised; and, • You are in favour of the connectivity to other NMU routes that the Blue Route would provide. <p>We also note your comments with regards to where the routes cross tributaries of the River Spey and confirm that the design of crossings will be considered at the detailed design stage following selection of the preferred route. We confirm we will consult with the appropriate bodies, including the Spey Fisheries Board, as part of this process.</p>
ACNMU_032	<p>Just watched your webinar, good job by all.</p> <p>I do have a question regarding routes, there is a track that goes from Over the railway bridge at the dump, along the east side of the main rail line , past Loch nan Carraigean, and the east side of Loch Vaa towards boat of garden. This has been used a lot , the gates are fully accessible for cyclists etc did you consider this way to get to kinveachy without going backwards and forwards over the main road.</p> <p>Just saying.</p>	<p>Thank you for your positive comment on the webinar and thank you for providing information on the route over the railway bridge at the Aviemore recycling centre.</p> <p>The corridor in question was considered during the Baseline Assessment in 2019 as part of the assessment of Corridor 8. This corridor utilised the existing pathway HB52 and existing private access tracks between the east of Loch Vaa and Kinveachy Junction which we believe are the existing pathways you are referring to. The route was discounted at the Baseline Assessment stage and not taken forward to the options appraisal</p>

Reference	Verbatim Comment:	Response
		stage due to potential interfaces with forestry extraction, potential disturbance to protected species (Capercaillie) and loss of ancient woodland.
ACNMMU_033	<p>We are in favour of either option 02 or 03 as well as which ever is the shortest, most direct route from Carrbridge to Aviemore and the least complicated to negotiate in terms of land ownership. And with priority of construction given to the link between Kinveachy and Carrbridge.</p> <p>We would support the shortest route between the two communities as being the most desirable for commuting and for recreational. If recreational cyclist want to do a longer link, they can already use the existing path which links with the Speyside Way.</p> <p>The desire for a cycle/ walk path from Carrbridge to Kinveachy has been a priority on the Carrbridge community development plans for at least the past 12 years.</p> <p>It would be appreciated if this project could be progressed at speed and independently of the dualling of the A9. This cycle/ footpath is urgently needed now.</p> <p>Thank you.</p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> • You are in favour of either sub-options O2 or O3; • You have expressed a preference for the shortest most direct route between Aviemore and Carrbridge which you consider to be more desirable for commuting and recreational use; • You have a preference for the route with the least complicated land negotiations; and, • You would like the project to be completed as early as possible and independent of the A9 Dualling.
ACNMMU_034	<p>I found the various presentations during the webinar yesterday evening very helpful, but have some feedback to offer.</p> <p>1. The blue route would be much preferred, but I recognise that the purple route is likely to be less expensive because from Kinveachy to Aviemore, most of it is already in place, even if it needs widening. I suspect, however, it would not be popular with the residents of Kinchurdy Road because of the existing high level of cycling and walking traffic using it as part of the Speyside Way/NCR7.</p>	<p>Thank you for your positive comment on the webinar.</p> <p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> • You are in favour of the Blue Route; and, • You consider that the Purple Route would not be favoured by the residents of Kinchurdy Road due to the already high level of cycling and walking traffic already using that part of

Reference	Verbatim Comment:	Response
	<p>2. The ACNMU is by definition a route for non-motorised traffic, but when someone asked, during the Q&A session, whether e-bikes and e-scooters could be used on it, the answer was "Yes". But surely they are forms of motorised transport and should not be allowed on it?</p> <p>3. A new cycle route was built beside the most recently opened section of dual carriageway on the A9 from the Highland Wildlife Park to Dalraddy. It is hardly used at all at present because access to it by bicycle at either end is neither easy nor particularly safe. How will it be linked to the proposed ACMNU?</p> <p>What is the expected timescale for the completion of the ACNMU?</p>	<p>the Speyside Way / NCR7.</p> <p>With regards to your query in relation to the use of E-bikes and E-scooters on the proposed NMU route, we confirm that E-bikes are not classed as Motorised under British Law. However, if they exceed 250 watts power or assist riding in excess of 15.5mph, the bike would need to be registered, insured and taxed as a motor vehicle and would therefore not be permitted to use the NMU route.</p> <p>In relation to your query on the NMU between Kincaig and Dalraddy I can advise that when the A9 Dualling is complete there will be a continuous NMU track between Aviemore and Kingussie and the necessary connections are included in the proposed designs in that area. I am unable to confirm the timescale for these sections of the Dualling at this time since they are currently going through their statutory processes.</p>
ACNMU_035	<p>Thanks for providing a comprehensive overview of the proposals so far...The webinar was also helpful.</p> <p>First of all, careful consideration should be given to the type of path user as this should have a significant impact on the route selection, engineering and construction cost. The path must suit the needs of the user.</p>	<p>Refer to response in ACNMU_019.</p>

Reference	Verbatim Comment:	Response
	<p>I'm of the view that the path (option 6) will be predominantly used by recreational users (and equestrian users) and the path route and design should therefore take account of this. The analysis of users within the report also highlights the main use will not be as a commuter path requiring an A to B engineered solution. Additionally, a path constructed adjacent to the A9 (option 3) will not be used by recreational users as there is currently a much more suitable recreational path from Aviemore to Boat of Garten along the Speyside Way. Limited use would be made of a path built adjacent to the A9 and would be predominantly used by a small number of commuters.</p> <p>Assuming option 6 route is selected, one of my concerns is the "Key Assumption" that type of surface finish is identified as Bitumen surfacing. This type of surface would be inconsistent with the surroundings and significantly more expensive than other viable options. Additionally it would appear that the issue of winter maintenance has not been considered on the route. A DBM bitumen surface has a high potential to make the path unusable for many weeks in the winter due to snow, frost and ice.</p> <p>A number of alternative surface options could be considered further....</p> <ul style="list-style-type: none"> • Resin bound surface on a porous binder course • Fibredec • Bitumen bound spray & chip • Whin dust using local quarry dust. <p>Each of these options has benefits and limitations however each one may be more effective than a DBM bitumen surface.</p> <p>It is noted the the surface finish for the Aviemore to Glenmore cycle path (6miles) is a whindust finish and blends</p>	

Reference	Verbatim Comment:	Response
	<p>in with the environment by the use of natural local materials. As this path carries many thousands of recreational users each year and has not required any major maintenance over the past twelve years, it maybe worth considering a similar path design / surface finish for the the Aviemore/Carrbridge route. This type of surface finish is also approximately half the cost of a DBM surface.</p> <p>I would be happy to discuss any of the above in more detail.</p>	
ACNMU_036	<p>Redacted Text DO NOT APPEAR TO BE AFFECTED BY EITHER OF THE PROPOSED ROUTES HOWEVER IT IS ASSUMED THAT THE EXISTING MASONRY CULVERT CATTLE CREEP USED BY THE SPEYSIDE WAY WILL NOT BE AFFECTED ALTERED IN ANY WAY LOCATION NGR NH 90380 14065 PLEASE CONFIRM</p>	<p>The Purple Route P1 utilises the exiting Strathspey Rail Underpass. The interaction between the proposed NMU route and the structure will be considered at design stage should the Purple Route be selected as the preferred route. Notwithstanding this, it is not anticipated that any structural changes would be undertaken at the underpass and we will take account of the finished surface level of the proposed NMU facility with respect to seeking to maintain the existing headroom through the structure.</p>
ACNMU_037	<p>Bitumen surface: I do not think that a bitumen surface is suitable for this path since it: - will be costly to maintain and may not last long - will not be required by the vast majority of path users ie walkers and cyclists on mainly mountain bikes and hybrids (even commuters in this area using this path will most likely be using mountain bikes or hybrids rather than road cycles so the smoother bitumen surface will not be required) - is not environmentally friendly and will look out of place within the surrounding</p>	<p>In terms of surfacing, it is anticipated that a sealed bituminous surface will be specified and this has been assumed for the purposes of the comparative assessment undertaken as part of the options appraisal process.</p> <p>Notwithstanding this, a Landscape Character Assessment will be undertaken. The assessment will consider potential effects of the proposals on key landscape characteristics</p>

Reference	Verbatim Comment:	Response
	<p>natural environment - will be unsuitable for horses.</p>	<p>and Special Landscape Qualities of the National Park.</p> <p>We note your comment regarding the proposed surfacing for equestrian use. The recommendation, from relevant design standards, is to provide an adjacent trotting strip which does not need to be finished with a sealed surface. We will explore the use of the proposed NMU verge for this purpose at the detailed design stage where constraints permit.</p> <p>The NMU route being proposed will be available to all non-motorised users including equestrians and vulnerable users.</p>
<p>ACNMU_038</p>	<p>Blue route please. The Purple route is not a suitable option due to the proposed bitumin surface. While I appreciate this is a relatively low maintenance option it would not be acceptable because - a) a bitumin surface would "urbanise" the existing route through a natural scenic environment, which is well used precisely because it is natural and scenic. The current quarry dust/gravel surface does not impact the landscape in the way a tar surface would. It is also a safe, easy and popular introduction to off-road cycling for families. b) a bitumin surface would need to be gritted to allow it to be used safely all year for the aforesaid user groups. The Sustrans path to Deshar school, which forms a later part of the Purple route has to be gritted in the winter months as it was dangerous for bikes due to ice. This would not be possible or desirable for the Purple route option but may be suitable for sections of the Blue route as</p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> • You are in favour of the Blue Route; and, • You do not support a bitumen surface for the Purple Route as it would "urbanise" the natural environment and would require a higher level of maintenance over the winter. <p>In terms of your comment on the use of the term 'Avielochan Pond' and as per our response to you dated 3rd December 2020, we thank you for highlighting the naming/definition of Avielochan.</p> <p>Moving forward, the project team will ensure that any text that refers to Avielochan does so with the correct name.</p>

Reference	Verbatim Comment:	Response
	<p>it runs alongside both roads. Leaving the Purple route as the current Speyside Way would give the option of a natural surfaced route which can be used more safely in winter conditions. In addition, rather than repurpose an existing route through Boat of Garten, putting in the Blue route would expand route options, such as an NMU circular route from Aviemore to Boat of Garten and return, as well as a new route from Aviemore and Boat of Garten to Carrbridge. (Lastly, shame on you, Transport Scotland! I have never ever heard Avielochan being called Avielochan Pond. It is not a pond, it's a lochan. Check the OS map and please change it back!)</p>	
<p>ACNMU_039</p>	<p>Dear Sirs, On behalf of Redacted Text I have visited the recent Virtual Exhibition, and attended a Webinar on 24 September 2020.</p> <p>Unfortunately I seemed unable to send in any questions online at the webinar, probably due to my lack of internet skills....however other people asked the questions which I wanted to make, and I learned from the answers which your team gave. In passing, I would like to compliment your team on their presentations and on the ensuing discussion. It was helpful to learn how you intended to resolve some issues on the possible route.</p> <p>Just over a year ago(25 09 2019) I attended the exhibition in Aviemore, where the options for a possible route were displayed. I subsequently sent in my comments in an email and letter dated 5 10 2019. There is no point repeating what I wrote then, other than to confirm that I still consider that Option 3(alongside the A95 to Kinveachy then beside the B9153) to be the best option. By choosing option 3, the local community and the active travel</p>	<p>We thank you for your positive comments on the virtual exhibition and webinar.</p> <p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> • You are in favour of the Orange Route and the Blue Route; • You consider there a need to build a safe cycling route between Aviemore and Carrbridge to encourage users off the A95 which you deem unsafe for cycling and which you noticed was increasingly used by cyclists over the summer; • You consider that the Orange and Blue Route will provide a safe walking and cycling route between Aviemore and Carrbridge and you have expressed that the combination will result in connectivity to other NMU routes in the area;

Reference	Verbatim Comment:	Response
	<p>contingent will have the biggest gain.</p> <p>Option 3 provides a safe route for walkers and cyclists of all types between Aviemore and Carrbridge, and opens up other possibilities, as I pointed out in my response dated 5 10 2019.</p> <p>During this summer I noticed a steady stream of cyclists using the A95, which I do not consider a safe route for cyclists, as it is quite narrow, with many bends where visibility is limited, and heavy traffic of lorries etc.. Many of these cyclists were clearly touring, with laden panniers; in previous years many of them will have gone over to Europe but that option has not been open to them, so they have “staycationed” in Scotland.</p> <p>I chatted with some of them, and they confirmed my impression, expressing their appreciation of Scotland, especially as the weather was pretty good. I suspect that some of them will return another year, and will encourage their friends to do so too.</p> <p>Certainly I did not see any families cycling along the A95, whereas there are many families of cyclists on the Strathspey Way and the Old logging route to Glenmore. The touring cyclists and “roadies” however were quite frequent on the A95, unlike in previous years.</p> <p>There is therefore a clear need for a safe cycling route along the line of the A95 to cater for all cyclists, including commuters.</p> <p>Option 3 thus “ticks all the boxes”, whereas Option 6 (via the Strathspey Way and Boat of Garten) only gives the community an off road route between Kinveachy and Carrbridge along the B9153.</p>	<ul style="list-style-type: none"> • You are not in favour of the proposed surfacing for the Speyside Way; • Your query on the gradient of the proposed route North of Aviemore; and, • You consider safe at-grade crossings an essential part of the design. <p>The proposed NMU facility will typically be 3.0m wide with 1.0m (min) verges which is in line with current design standards. The setback distance for routes immediately adjacent to live carriageways will be 1.5m (min). Where existing constraints dictate, it may be necessary to narrow this cross section locally.</p> <p>We note your comments in relation to the potential A9/A95 crossing layout.</p> <p>The number of crossings will be a key consideration which will influence the combination of sub-options which will form the preferred route.</p> <p>The exact location and layout of crossings will be determined as we develop the design of the preferred route in compliance with guidance set out in current design standards. Transport Scotland is liaising with The Highland Council to ensure a consistent approach is adopted for the provision of crossings along the corridor. The approximate locations identified in the options appraisal have been selected where traffic speeds are reduced or visibility</p>

Reference	Verbatim Comment:	Response
	<p>To convert the Strathspey Way from 2m wide of toptrek to 3m wide of blacktop will not meet with uniform acclaim. Most walkers and runners prefer to use a surface with a bit more “give”. I have now walked the entire Strathspey Way, and can confirm that I had aching shins after the more northern sections which run on minor roads....and there are many walkers and runners along this stretch of the Strathspey Way.</p> <p>If Option 3 is chosen, more walkers and runners may choose to include part or all of the MNU route towards Kinveachy in order to access Loch Vaa and the hinterland towards Boat of Garten. This particular area saw increased walkers and cyclists this summer. Maybe therefore you should consider trektop in place of blacktop for the stretch along the A95 as far as Kinveachy; the route will be used by many different categories of access takers, not just commuters. Toptrek is cheaper than blacktop which is a consideration, although it has probably higher maintenance costs.</p> <p>I assume that the new cycle/walkway from the north end of Aviemore to Granish will be replaced with a new NMU route with rather easier gradients; it is an acceptable walking route, but not so suitable for cyclists, with short steep gradients and poor sight-lines.</p> <p>I noted from an answer at the webinar that crossings of the A95 will be at grade, which is probably the only option. However if a crossing is envisaged close to the A9/ A95 junction at Granish, it would be sensible to incorporate a central refuge at the crossing. The junction is quite busy with lorries and other vehicles, making crossing something of a problem much of the time. It is important to make family cyclists feel safe at such a busy</p>	<p>for approaching traffic is in line with current design standards.</p>

Reference	Verbatim Comment:	Response
	<p>junction; I would prefer a proper pedestrian crossing if I were taking my young grandchildren across the road there.</p> <p>Redacted Text is grateful for the opportunity to comment on the proposed NMU plans, and hope they will receive the green light in due course.</p>	
ACNMU_040	<p>I am a resident of Carrbridge and an active cyclist and so I am very appreciative of the opportunity to review and comment on the plans for the much-needed ACNMU route.</p> <p>OVERALL ASSESSMENT The BLUE route is preferred to the PURPLE as it is the more direct and shorter distance. This may suit locals who would probably prefer to get to and from Aviemore as quickly as possible. Tourists who may prefer the longer, more scenic option can make use of the existing Speyside Way track between Aviemore and Boat of Garten then join the new ACNMU route at Kinveachy.</p> <p>Comments on SUB OPTIONS Sub options O1 and B1: no issues. Sub option B2: comes with a requirement to cross the A95 at a fast section just south of Avielochan which would seem to be an unnecessarily dangerous activity. Sub option B3 would appear much safer as (i) the new roundabout at Granish would reduce traffic speed and (ii) controlled crossing points for cyclists and pedestrians could more easily be integrated in the design of the new roundabout. Sub option B4: no issues. Sub option B5 is preferred to Sub option B6 as the B5 routeing appears more elevated and scenic and would in my opinion provide a more satisfactory non-motorised experience along this section. Sub option B7 is preferred to Sub option B8 as the B8 routeing would appear to</p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> • You are in favour of the Blue Route due to it being more direct and a shorter distance; • The Blue Route may suit locals looking for quicker journeys; • You are in favour of a crossing at the proposed Granish roundabout rather than immediately south of Avielochan; • The existing Speyside Way is already available and may suit tourists for longer more scenic journeys; • We note your comments and preferences with regard to the various sub-options on the Blue Route; and, • We note your comments regarding safety of cyclists on the B9153 <p>We also note your comment on the early construction of the section of the route between Kinveachy and Carrbridge. In terms of programming this project is currently being developed as a single project.</p>

Reference	Verbatim Comment:	Response
	<p>run uncomfortably close to the A95 for the entire length of this section.</p> <p>Sub option O2 is preferred to Sub option O3 as having route on the east side of the B9153 at OS Map ref NH 9108 2111 provides a safe connection to the existing woodland route through Carr Plantation which continues over the hill to Boat of Garten via Docharn Farm. (see map 1)</p> <p>Sub option P1 no issues</p> <p>Sub options P2 and P3 could be replaced by using the very good existing woodland road. (see map 2)</p> <p>Sub options P2, P3 and P4 could be replaced by using the existing track to Kinveachy cottage running to the north-east of Loch Vaa. (see map 3)</p> <p>CONSTRUCTION SCHEDULING</p> <p>I would strongly suggest that for cyclists, the B9153 from Kinveachy junction to Carrbridge is the most dangerous section of the entire route. Reason being that there are NO reasonable, safe, off-road alternatives to avoid this section.</p> <p>By comparison, the A95 Aviemore to Kinveachy section already has at least 3 reasonable, safe, off-road alternatives; these being (i) the forest track route on the west side of the Strathspey Steam Railway (see map 4), (ii) the forest trail to the west of the A9 from High Burnside in Aviemore via Kinveachy Lodge (see map 5) and (iii) the Speyside Way route from Aviemore to Boat of Garten then roadside trail to Deshar school.</p> <p>I would therefore trust that because of this obvious safety concern, the team would prioritise to achieve the earliest possible construction and handover of this dangerous section.</p>	
ACNMU_041	<p>I refer to the invited comments on the proposed NMU route between Aviemore and Carrbridge.</p> <p>The term "NMU" concerns me. I am retired and have worsening arthritis in my knees. I have been a regular walker</p>	<p>Thank you for your email dated 26th November 2020 providing feedback on the Aviemore to Carrbridge Non-Motorised User (ACNMU) Study. The purpose of this study is to identify safe and accessible links between the</p>

Reference	Verbatim Comment:	Response
	<p>but long walks are now problematic for me. I cannot cycle as my failing knees do not allow me to do so. I now use a former garden tractor to get out and about occasionally on suitable local rural tracks. I have owned this for many years and covered many miles cutting grass. This wee, lightweight tractor can easily be loaded onto a small trailer for transport; a method I used for my former grass-cutting activities. This diesel-engined mini tractor is insured and road-legal. It has similar dimensions to that of a disability scooter, same width and length, as is its maximum speed of 8mph. Indeed; at 8mph max speed, although registered and road-legal, it is just dangerous to use on any road. Unlike a conventional disability scooter, it has go-anywhere ability and its wide 4x4 tractor tyres "float" over muddy parts of tracks without damage to the surface. On tracks, I feel safer on my wee tractor than a typical disability scooter, which will simply get stuck in muddy conditions.</p> <p>So the term "NMU" therefore discriminates against disabled users who are unable to access country tracks by walking, cycling or riding. Indeed what does "Motorised" in NMU mean? An electric or combustion motor makes no difference to the intended access to NMU-regulated tracks, as both categories are motorised. Any restrictions, unless in low emission zones, should only be to the maximum speed and dimensions of the vehicles being used, not simply a blanket NMU. Indeed, the increasing use of signage on popular tracks stating "no motor vehicles" can be legally challenged as it is discriminatory against disabled users.</p> <p>To avoid such discrimination, the term NMU should be clarified to allow use by disabled users on any vehicle, irrespective of how it is powered, providing it complies with defined access rules in terms of size and speed.</p>	<p>communities of Aviemore and Carrbridge, segregated from road traffic where possible. The term 'NMU' is a collective term to cover 'all users' including pedestrians, cyclists, equestrians, disabled and vulnerable users, electrically assisted pedal cycles, scooters and other users. Taking cognisance of your comments, we will ensure that this is clear in our reporting going forward.</p> <p>The Equality Act (2010) places a requirement on Scottish public authorities to work towards eliminating unlawful discrimination, victimisation and harassment, advance equal opportunities and foster good relations. To comply with the Equality Act (2010), and to help deliver on its duty to actively promote disability equality, Transport Scotland published 'Roads for All: Good Practice Guide for Roads' in 2013 (https://www.transport.gov.scot/media/43830/roads-for-all-good-practice-guide-for-roads-july-2013.pdf). The ACNMU study is being developed in accordance with this document to ensure that the route accommodates a range of user types, including disabled and vulnerable users.</p> <p>The ACNMU study will also be subject to an appropriate level of auditing to ensure that a wide range of users are considered in the design of the route. This will include an accessibility assessment and Transport Scotland will be consulting with Mobility and Access Community for Scotland (MACS), People Friendly Design (PFD) and the</p>

Reference	Verbatim Comment:	Response
	<p>I do not believe I'm unique in my choice of mobility vehicle. As we stop using our cars, "mobility vehicles", whatever they are, are increasing in popularity. I know of three other rural users of stripped-down former garden tractors as their mobility scooter. I'd love to explore the highland tracks as you propose from Aviemore to Carrbridge and elsewhere, but as an "MU" (disabled).</p>	<p>Scottish Disability Equality Forum (SDEF) in 2021 to ensure that the views of as many user types as possible are considered in the design.</p> <p>I trust this response addresses the concerns raised in your email.</p>
ACNMMU_042	<p>I've regularly used the east 'Sustrans' route for leisure cycling between Aviemore/Inverness - I see no need for it to be 'upgraded' (except possibly for a short section south of Boat of Garten). It is very attractive and sufficiently smooth in its current form for leisure riding. That would suggest that the money be best spent on the west option to shorten commuting distances and to increase the cycleway network. I never choose to ride on trunk roads such as the A95 Aviemore->Kinveachy so the presence of a cycleway along it would open up a useful new route.</p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> • Your preference for the Blue Route ("west option") as it may shorten commuting distances and provide a useful new route; and, • The Purple Route does not need to be upgraded and is already of sufficient standard.
ACNMMU_043	<p>Hello and thanks for allowing a contribution from those of us in the community who are longing for an NMU from Carrbridge.</p> <p>If I can firstly give a little feedback about the way information has been presented for this phase of the consultation before going on to details about the actual NMU and preference of routes.</p> <p>Although the information you have put together for this consultation has been clear, great maps, drawings and text, the method of accessing it has been less clear. The Transport Scotland website is far from user friendly for those of us who are not civil servants or used to the way they think and work! While I understand that things have had to be juggled about for a more virtual presentation of the information rather than meetings in village halls etc we would still have been looking online for</p>	<p>We note your comments on the Transport Scotland website, the virtual exhibition and the webinar. As a result of the Covid-19 pandemic, Transport Scotland were unable to hold face-to-face public exhibitions in the local community. In order to keep engaging with communities on our projects, it was decided that any public engagement would have to be undertaken virtually. Your feedback on the virtual exhibition is valuable and will be considered by the project team for any future virtual engagement events and also how the information is presented on the Transport Scotland website.</p>

Reference	Verbatim Comment:	Response
	<p>the info. There is too much having to hunt and scroll through pages and links to find the basics so perhaps in future it could be simplified so that there is a one page chronological list of things with the latest stuff at the top and clicky links through to the relevant docs and presentations. This would mean people just have to go to one page to find out quickly if there have been updates that they haven't already seen and would allow them to revisit quickly any elements they missed earlier or wanted to view again. I thought the virtual exhibition was tricky to use and for those not using that type of thing before or often they may not have thought to pan round the room so would have only seen items 1 to 3.</p> <p>Similarly the webinar was not simple and easy to use or indeed interact with. So in summary, the quantity and quality of information was good but the ease of access and user friendly aspect was bad.</p> <p>Now for my comments about the actual NMU and route.</p> <p>Since the September 2019 public exhibition re the Aviemore to Carrbridge NMU things have changed significantly with regard to the need and the urgency with which an NMU is required, particularly from the Carrbridge to Kinveachy stretch.</p> <p>The upsurge in cycling in the past nine months due to Covid-19 has meant a big increase in the number of cyclists, Sustrans have also removed elements of their previously advertised Route 7 through Carrbridge and have deemed the road from Carrbridge to Kinveachy unsuitable for most levels of cyclist and suitable only for expert/experienced cyclists.</p> <p>However, Hltravel have produced a Badenoch and Strathspey Active Travel Map with walking and cycling routes and have highlighted the B9153 Kinveachy to Carrbridge as a suggested cycle</p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> • You have a preference for the Blue Route due to it being a shorter length and more direct; • You have observed an increase in cycling in the area since the Aviemore to Carrbridge NMU Baseline Assessment exhibition in September 2019; • The Hltravel Badenoch and Strathspey Active Travel Map identifies the B9153 as a cycling route; • You have concerns surrounding the safety of users of the B9153 which does not have an off-road NMU facility particularly at times when traffic is diverted through Carrbridge. • For the reasons stated above you would like the section between Kinveachy and Carrbridge to be constructed earlier than the rest of the route; • You would like the NMU route to link to an existing Core Path at the Carrbridge section of the route; • You have a preference for the number of crossings to be kept to a minimum; • You favour the NMU route being as far from the road as possible; • You would like the provision of barriers along the route to be considered for the safety of users particularly children and animals;

Reference	Verbatim Comment:	Response
	<p>route on a minor road! This road may be a minor road but it is also an incredibly dangerous road and is not in any way suitable for cycling or walking as many local people will tell you. Since the publication of this map there has been a significant increase in the number of cyclists using this route and I fear it will be a matter of time before a serious accident occurs. Already there have been near misses reported both by cyclists and drivers.</p> <p>There is also the added danger of increased traffic using this road when there is ever a blockage or accident on the A9 as well as the A95 that means traffic is diverted through the village of Carrbridge. This will become a lethal issue if there is no NMU from at the very least Carrbridge to Kinveachy prior to work commencing on the dualling of the A9 as diverting of traffic through Carrbridge because of roadworks or people choosing to avoid roadworks will be frequent. There really is genuine concern in the community about this. I would therefore like to ask for it to be considered that the Kinveachy to Carrbridge leg of the NMU be commenced as a matter of urgency rather than wait to tie it in with the rest of the route and the dualling of the A9. This would be the Orange 2 or Orange 3 section as per your maps. Either of these two options would be suitable so I would suggest taking the one which could be expedited with least complications and hold ups.</p> <p>Could I also suggest that the Core Path that crosses towards the Carrbridge end of this section from one side of the road to the other links into the new NMU. I expect this will already have been done but I wasn't able to see enough detail to show that on the documents I looked at. My preferred option for the route to Aviemore would be the blue route as I am looking for a fast and efficient (it will of course be scenic too) route to use for</p>	<ul style="list-style-type: none"> • You suggested the use of benches along the route for recreational use; • Your request for early construction of the section of the route between Kinveachy and Carrbridge; and, • Your comment regarding linking the NMU route to the Core Path towards Carrbridge. <p>With regards to your comment on crossings, we confirm that the number of crossings will be one of the key considerations which will influence the combination of sub-options which form the preferred route.</p> <p>The exact location and layout of crossings will be determined as we develop the design of the preferred route in compliance with guidance set out in current design standards. Transport Scotland is liaising with The Highland Council to ensure a consistent approach is adopted for the provision of crossings along the corridor. The approximate locations identified in the options appraisal have been selected where traffic speeds are reduced or visibility for approaching traffic is in line with current design standards.</p> <p>In terms of the distance between the proposed NMU route and live traffic on adjacent roads, we confirm that the route is being developed in accordance with current design standards. For comparative purposes we are using a minimum clearance of 1.5m but this may be increased</p>

Reference	Verbatim Comment:	Response
	<p>multiple purposes. I hope to be able to use my car less and do a cycle to Aviemore a few times a week to shop but I would also use it to cycle to meet friends and family for lunch or coffee in Aviemore area and beyond as well as for recreational cycling. The purple route would add far too many extra kms even if it is just a few, what is needed is as direct a route as would be possible. So my preferred option is absolutely the blue route - with as few road crossings as possible. I don't feel I can comment on the Aviemore end as those who live there would be best placed to do that with their local knowledge. Do not underestimate local knowledge.</p> <p>While keeping a direct route I would hope that the NMU could be as far away from traffic as could be practical as the route between Carrbridge and Aviemore is often a very busy one and frankly walking or cycling close to that amount of traffic is very unpleasant. The health benefits would be totally cancelled out by breathing in traffic fumes. It is also very noisy being that close to heavy traffic so I would hope that these things are taken into consideration with the design and also that the safety of people/animals on the NMU will be considered with barriers where necessary but of a design that is fitting for the area, not industrial motorway type things.</p> <p>A final slightly frivolous suggestion if I may, on the stretches of the NMU where there are nice views over into the Cairngorms might it be possible to have a 'layby' maybe with a picnic bench or just a bench so that people can stop and enjoy the view without blocking the thoroughfare? Several points like this along the way would be a really nice addition if it were practical and economical to include.</p>	<p>to provide additional comfort for users and to minimise impact on existing infrastructure and utilities in the road verge; however, consideration will also be given to potential environmental impacts and land requirements.</p> <p>User safety on the NMU route is a key consideration in the ongoing design and assessment work. We recognise that fencing provision is an important aspect of this and will look to develop the design details around this following the announcement of the preferred route.</p> <p>We will consider your suggestion of stopping areas at the detailed design stage following the selection of the preferred route.</p>

Reference	Verbatim Comment:	Response
ACNMMU_044	I vote for the 24 kilometer route.	We have noted your preference with respect to the routes being considered.
ACNMMU_045	Although the route in pink does not pass through Boat Woods, which we advised against due to the potentially significant disturbance to capercaillie using the wood, there is still the possibility that if this NMU route is chosen then it may encourage some users to take short cuts around Boat of Garten through Boat Wood. This would inadvertently still result in increased recreational disturbance in this sensitive area of woodland and could result in potentially significant impacts to capercaillie as a qualifying interest of the surrounding Special Protection Areas. We would therefore advise that this possibility is fully assessed through an HRA going forward.	<p>As per your email dated 11th December 2020, we note that your response relates to the Purple Route and we note your comments in relation to the potential disturbance to capercaillie in this area.</p> <p>For information we advise that both route options (Blue/Orange and Purple/Orange) traverse areas which comprise functional habitat for capercaillie. We can confirm that preparatory work in relation to Habitats Regulations Appraisal (HRA) Screening is ongoing. This work has been informed by the findings of a recent Extended Phase 1 Habitat Survey. HRA Screening will be completed once the preferred route has been selected and will fully assess the potential for disturbance to capercaillie from recreational activity.</p> <p>In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, Environmental Impact Assessment (EIA) Screening will also be carried out for the preferred route.</p>
ACNMMU_046	<p>Redacted Text</p> <p>Cycling and mountain biking is important to the area for health and recreation, sport, business, and economy. It can also help protect and enhance the</p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> You consider cycling and mountain biking to be important to the area for

Reference	Verbatim Comment:	Response
	<p>natural environment if managed correctly.</p> <p>Given the increase in visitors and locals accessing the countryside, routes like the Aviemore – Carrbridge MNU are increasingly important in promoting responsible access. Redacted Text fully support the creation of improved off road links.</p> <p>Of the given options, Redacted Text support the Blue and Orange route options for the following reasons:</p> <ul style="list-style-type: none"> • The shorter more direct blue route will be more useful for more people, making it a better option for commuting and everyday use. The purple is considerably longer. We believe although probably less scenic, and more utilitarian, the more direct blue route will get a higher level of use. • The purple route is likely to be more scenic, as it uses the existing Speyside Way. However, its upgrade to NMU standard would result in a loss of its rural scenic quality – a wide tarred route is not in keeping and would significantly detract from its recreational appeal to locals and visitors. The Speyside way passes through some of the areas most beautiful scenery and its rural character should remain. • The area to the south of Boat of Garten to Loch Vaa is a habitat for capercaillie. Given our involvement with the Cairngorm Capercaillie project we would oppose any developments which could further threaten capercaillie habitats. • Should the Blue and Orange Routes go ahead, Redacted Text would still want to see improved links and safe road crossings between Boat or Garten and the Kinveachy junction as part of the project. • Leaving the Speyside • Overall, the MNU would be a benefit to the area and is supported by the Redacted Text Bike Plan as kit shows a 	<p>health, recreation, sport, business and economics reasons;</p> <ul style="list-style-type: none"> • You support the creation of improved off-road links; • You are in favour of the Blue and Orange Routes and have expressed this preference because of their directness which you consider makes a better option for commuting and everyday use; • You do not support bituminous surfacing of the Purple Route. • You would like to see improved links and crossing between Boat of Garten and the Kinveachy Junction; and, • You oppose developments that could impact capercaillie habitat. <p>It is noted that both route options (Blue/Orange and Purple/Orange) traverse areas which comprise functional habitat for capercaillie and we can confirm that preparatory work in relation to Habitats Regulations Appraisal (HRA) Screening is ongoing. This work has been informed by the findings of a recent Extended Phase 1 Habitat Survey. HRA Screening will be completed once the preferred route has been selected and will fully assess the potential for disturbance to capercaillie from recreational activity.</p> <p>In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, Environmental Impact</p>

Reference	Verbatim Comment:	Response
	<p>strategic need for new and upgraded links between communities</p> <ul style="list-style-type: none"> Any opportunities to increase the recreational value – viewpoints, picnic benches, recreation spaces are encouraged. 	<p>Assessment (EIA) Screening will also be carried out for the preferred route.</p>
ACNMMU_047	<p>As well as providing a direct NMU link between Aviemore and Carrbridge for active travel and commuting there is an opportunity to create a mini-network of safe segregated NMU trails for leisure and recreation. This could be achieved by building the new proposed Blue route from Aviemore to Kinveachy together with the Orange route from Kinveachy to Carrbridge. These routes linked with minor upgrading of the existing cycle path from Kinveachy to Boat and then the existing Speyside Way south to Aviemore and north to Nethy Bridge.</p> <p>I don't feel that the existing Speyside Way from Boat to Aviemore should be upgraded to bitumen as currently it provides an excellent introduction to off-road 'gravel' cycling for beginner cyclists and families - the section between Kinhurdy Rd and the upgraded section across the Moor would benefit from improvement. Regardless of options chosen the junction at Kinveachy needs careful consideration. Its currently a horrible road crossing for cyclists and pedestrians. A flyover would seem the best option to reduce impact to high speed traffic flow.</p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> You are in favour of the Orange / Blue Route and opportunities for a network of trails; You are not in favour of a bitumen surface being provided on the Purple Route; and, The NMU in the vicinity of the junction at Kinveachy need careful consideration for safety reasons whichever route is chosen.
ACNMMU_048	<p>I think this is a great idea. Many more people are walking and cycling so provision for this is welcome. I live 30+ miles away, but have often walked or cycled in the Aviemore area: however I don't know the area in detail. I favour keeping away from the A9 trunk road, and like the B2, B4, B6 and B8 options. However other options away from roads may also be pleasant. Surfaces readily become worn if they are gravel, and may require more frequent</p>	<p>We note that you have expressed a preference for Blue Route sub-options B2, B4, B6 & B8 and note your preference to keep away from the A9 trunk road.</p> <p>We also note your comments on the proposed surface and width of the NMU route. The proposed NMU facility will have a paved bitumen surface for comparative purposes and typically be 3.0m wide with 1.0m (min) verges</p>

Reference	Verbatim Comment:	Response
	<p>maintenance, although these give a more pleasant walking sensation than tarmac. It would be good if the path was wide enough to allow walkers, buggy pushers and cyclists to pass without having to stand to the side.</p>	<p>which is in line with current design standards. The setback distance for routes immediately adjacent to live carriageways will be 1.5m (min). Where existing constraints dictate, it may be necessary to narrow this setback and/or the width of the NMU route locally.</p>
ACNMMU_049	<p>A new NMU running adjacent to the road all the way from Carrbridge to Aviemore, but particularly between Kinveachy and Aviemore will be far more impactful in increasing active travel than linking up to the pre-existing NMU and NCN route (via Boat of Garten). Having lived in Carrbridge and Aviemore for many years previously, and commuted by bike to from Carrbridge to Glenmore, Boat of Garten and Aviemore at various points, I often took the 'shorter but more dangerous' route on the main road, only selecting the Boat of Garten/Coylum option on fair-weather/'special' days - ease and efficiency must be central to any significant investment, so you might as well go for it now and demonstrate commitment to future active travel and resilient communities in the CNP.</p>	<p>We note that you are in favour of the Blue Route and that you have stated a preference for the distance and directness of the Blue Route.</p>
ACNMMU_050	<p>I am a former resident of Insh near Kingussie, and would have used one or both of these route options if still living there. I welcome the attention being paid by Transport Scotland to NMUs, this is very welcome. Recent experience during lockdown reminded many of us that we have abandoned cycling and walking on main roads on account of the heavy traffic, because we were able to</p>	<p>We have noted your various comments as follows:</p> <ul style="list-style-type: none"> • You are in favour of the Blue Route; • You have a preference for sub-options B1, B3, B4, B5 and B8. • You are in favour of prominent signage to

Reference	Verbatim Comment:	Response
	<p>reclaim what we are technically allowed to do, and not to fear the consequences. As the project has become available as a result of dualling the A9, I prefer the options near the A9 (Blue route). I hope these will attract NMUs (especially cyclists) who use the A9 at present to move off the busy carriageway and have a more pleasant experience on the new route. To encourage them to do this, there needs to be prominent signage at access points. On the interesting point of electric bikes and powered trundle-buggies, these need to be welcomed specifically, because as powered vehicles they do not necessarily have access rights to pedestrian ways. Signage will help. Cyclists will welcome black-top, some walkers and some equestrians will not. Was there any consideration of a narrower section of black-top, adjacent to a 1m-wide unbound track? I can imagine equestrians using the adjacent verges, possibly for galloping, and think that there should be occasional tree-planting to break these up into short sections, so a horse can be rested on soft ground between short sections of tarmac. I am a little alarmed at the prospect of a three-metre wide development, but found the apology for being unable to maintain this through the under-bridges quite amusing. My preference for options and sub-options are: B1, B3, using a road-crossing adjacent to the new roundabout, B4, B5 and B8 as more direct. On the section to Carr-Bridge, the option on the West of the road avoids the private house, and is preferable. A road crossing at the entry to Carr-Bridge is a small consideration. It strikes me that the Purple route takes over from the well-used Speyside Way, which is already available as an option for those who want to take in Boat of Garten, and is much less direct. The Blue route makes new possibilities available, including the possibility of a</p>	<p>encourage cyclists onto the NMU routes and away from trafficked roads;</p> <ul style="list-style-type: none"> • You welcome electric bikes and power trundle-buggies using the route; • Your comments on the proposed surfacing and width of the NMU specifically in relation to equestrian use; • The Purple Route is less direct than the Blue Route; and, • You are in favour of the connectivity that the Blue Route provides and highlight that it could provide a circular route utilising existing trails (Speyside Way/Sustrans National Cycle Network 7). <p>We confirm that the design of the identified preferred route will be developed with signage in line with current standard to encourage usage and to alert vehicular traffic of the presence of walkers, cyclists and other vulnerable users.</p> <p>With respect to your comment on the access rights of electric bikes, E-bikes are not classed as Motorised under British Law, however, if they exceed 250 watts power or assist riding in excess of 15.5mph, the bike would need to be registered, insured and taxed as a motor vehicle and would therefore not be permitted to use the NMU route..</p> <p>The proposed NMU facility will typically be 3.0m wide with 1.0m (min) verges which is in line with</p>

Reference	Verbatim Comment:	Response
	circuit, which developing the purple route does not.	current design standards. The proposal for comparative purposes allows for a shared use space with a bituminous surface. We are aware that a bituminous surface is not an ideal surface for equestrian use.
ACNMU_051	<p>1. Steep, twisty bits of path are difficult for some potential users and exist in each option on the outskirts of Aviemore.</p> <p>2. The Blue option would give a quicker, more direct commute between Aviemore and Carrbridge, and is my preferred option. The Purple option would be better left as it is, mainly for recreation. Its present surface suits hikers better than bitumen would, and most cycles can use it too.</p> <p>3. I don't know of any sub-options.</p> <p>4. My preferred Blue option would need width and surfacing proposed in your report (bitumen surfacing and 3 metres wide) so that its directness could support cycling for commutes for me (or easier home coming after a long day) 1.5 metres seems too close to live traffic. I prefer it out of sight and hearing.</p> <p>MY PREFERRED OPTIONS 01, B1, Either B2 or B3 whichever is more eco-friendly, B4, B6 or B5, B8 or B7, 03.</p>	<p>We have noted your comments with regard to the following:</p> <ul style="list-style-type: none"> You consider the geometry and steepness of the existing route on the outskirts of Aviemore to be difficult for some users. You are in favour of the Blue Route due to its directness. You consider the current surface of the Purple Route to be more suitable for hikers than a bituminous surface. You are in favour of the proposed surfacing and width of the Blue Route. You have a preference for sub-options O1, B1, B2 or B3, B4, B5 or B6, B7 or B8 and O3. <p>The horizontal and vertical geometry will be one of the key considerations in the options appraisal assessment process as we identify a preferred route.</p> <p>With regards to your comment on the distance between the proposed NMU facility and the adjacent road, we confirm that the route is being developed in accordance with current design standards. However, for</p>

Reference	Verbatim Comment:	Response
		<p>comparative purposes a minimum clearance to the adjacent carriageway of 1.5m is being used in the assessment. This clearance may be increased to accommodate existing infrastructure and utilities but at the same time taking account of environmental impact and land requirements. Notwithstanding this, where existing constraints dictate, it may be necessary to narrow this setback and/or the width of the NMU route locally.</p>
ACNMU_052	<p>With regard to the route choice for the Aviemore – Carrbridge NMU, may I suggest that one of the most important factors to consider is future maintenance.</p> <p>Maintenance falls into four categories:-</p> <ol style="list-style-type: none"> 1. Repair of the footway/cycleway surface. 2. Mowing of verges, clearing heather or trees/bushes overhanging the footway/cycleway. 3. Sweeping of the footway/cycleway, to remove loose detritus, fallen leaves or mowing/clippings after other maintenance. 4. Winter maintenance, i.e. salting/gritting. <p>Maintenance is all too often forgotten, resulting in dangerous or impassable surface conditions caused by minor rock falls or material dislodged by heavy rain or flooding. Overgrown verges reduce the available width, and a build-up of wind-blown detritus can make passage difficult or even dangerous, and increases the risk of bicycle punctures or mechanical damage. Lengths of path through trees, although aesthetically pleasing, will be littered with wind-blown</p>	<p>,</p> <p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> • You consider maintenance to be an important consideration for the route study; • The proposed surfacing and width of the NMU route; and, • You are in favour of the connectivity to other NMU routes that the Blue Route would provide, specifically to Kinveachy Lodge. <p>A sealed bitumen surface has been specified for the proposed ACNMU route for comparative assessment purposes. We are engaging with other agencies as our work progresses to identify the most appropriate and suitable organisations responsible for maintenance including winter maintenance. The ease of access for maintenance is being considered during the options</p>

Reference	Verbatim Comment:	Response
	<p>twigs or branches and covered by fallen leaves in the autumn, making the surface very slippery when wet or frozen.</p> <p>Footway/cycleway projects are often opened to well publicised fanfares with flowing compliments about their design. How many of these schemes would deserve the same compliments five years after opening when the effects of nature and the limited funding available for maintenance has taken its toll. Only then are the effects of poor design realised.</p> <p>Poor maintenance has been highlighted on other sections of the A9 cycle facilities, notably between Calvine and Dalwhinnie where sections of the route which are not accessible to mechanical maintenance plant have made passage difficult or impossible, unless riding a mountain bike designed for harsh conditions, with a suitable high level of rider skills.</p> <p>Narrow sections of pathway with right angled bends, narrow bridges and switchback lengths make maintenance difficult, which is therefore usually neglected even further. These sections are normally remote from a vehicle route meaning maintenance has to be by manual methods only, or plant has to be very small with an off-road capability.</p> <p>It would be interesting to know if maintenance of the NMU will be undertaken by the local authority or by Transport Scotland, and what annual budget would be available for that purpose.</p> <p>May I suggest that the scrutiny of any proposed route gives ease of maintenance the utmost consideration, and any new pathway is kept close to an existing vehicle route.</p>	<p>appraisal process and will continue to be considered throughout the development of the outline design.</p> <p>The proposed NMU facility will typically be 3.0m wide with 1.0m (min) verges with an alignment that is in line with current design standards. The setback distance for routes immediately adjacent to live carriageways will be a minimum of 1.5m. Where existing constraints dictate, it may be necessary to narrow this setback and/or width of the NMU route locally.</p> <p>Thank you for providing information on your suggestion to align the NMU route with the A9 between Aviemore and Kinveachy. Your suggested route corridor was considered during the Baseline Assessment in 2019 as part of the Baseline Assessment. This corridor option was discounted at that stage and not taken forward to the options appraisal stage due to its significant engineering and environmental impact.</p>

Reference	Verbatim Comment:	Response
	<p>I would like to congratulate the designers on the consideration given to pedestrians/cyclists on the Kinraig-Dalraddy section of recently completed A9 dualling. The facilities provided have addressed in the main, the points that I have highlighted, in that the pathway is adjacent to the vehicle carriageway, enabling easy access for maintenance. There are however some unfortunate sections of switchback which make cycling progress difficult.</p> <p>Has consideration been given to the vertical alignment of the proposed options for the NMU, and are longitudinal sections available to highlight the gradients to be encountered. Making progress on cycle routes is all too often interrupted by unnecessary steep gradients.</p> <p>Consequently, may I suggest that the Aviemore-Kinveachy Junction section of the NMU follows the alignment of the proposed A9 dualling. A new pedestrian/cycleway should be included on the east side of the new dualling scheme. This would give the benefit of gradients suitable for cyclists and remove the right angled bends and detours associated with Route B, as well as provide an easily maintained route.</p> <p>Whilst I consider a route following the new A9 dualling fully from Aviemore-Kinveachy would be beneficial, I concede that such a proposal may not have been considered at the earlier consultation stages. However, the Blue Route options would suggest it is not too late to consider the above proposal at least from Granish Junction-Kinveachy, or amending Route B5 and B7 to give a new route adjacent to the A9 with a better connection at Kinveachy making use of the proposed new access arrangements to Kinveachy Lodge.</p>	

Reference	Verbatim Comment:	Response
	<p>With regard to the pathway width, it is likely that the Aviemore-Kinveachy section will be well used by walkers and cyclists particularly during the summer tourist season. Therefore, a minimum width of footway/cycleway should be 3.0m. This will permit pedestrians to walk two abreast, leaving a suitable width for the passage of cyclists. Additionally, the cross section should include a flat 1.0m grass verge on either side. No planting should take place within these margins, and all trees and bushes outwith these margins but which would grow to within them, should be removed. This will provide natural lighting of the new route and prevent claustrophobic overgrown lengths which elderly people find intimidating. A 3.0m width will also provide a suitable avenue for works plant engaged in maintenance.</p> <p>The surfacing of the Aviemore-Kinveachy section should be a bituminous material. A typical footway construction would normally comprise 150mm Type 1 sub-base, 50mm DBM base and 30mm HRA surface course. However, the path use by maintenance plant would suggest a heavier construction would be required to accommodate wheeled traffic. In addition, consideration should be given to the growth of tree roots over time, the effect of which is to cause ridges in the pathway surface which can cause cyclists difficulty when negotiating them at speed.</p> <p>Thank you for your consideration of the above information.</p>	
ACNMU_053	<p>Thank you the webinar was very helpful. Also thank you to [AMJV] Redacted Text for call to us previously answering our concerns etc. We are resident owners of Redacted</p>	<p>Thank you for your positive comment in relation to the webinar.</p>

Reference	Verbatim Comment:	Response
	<p>Text and would like to again mention (as we did to Redacted Text) our choice of the orange pathway taking route 3 on the west side of the B9153.</p> <p>The main reasons are :-</p> <p>The east route (2) would come right past our lounge and kitchen windows and an existing oil tank (which would leave no access to its refilling from the road) would need to be resited. All our services are at the edge of the road i.e. BT, water hydrant and there is a emergency water pipe running on the east side of the road from Redacted Text. A large shed is sited beside the oil tank and we feel that security of this shed with people passing close by would be of concern.</p> <p>Redacted Text</p> <p>We have no problem with the path being on the west side of the road as it would not encroach on our land and most importantly of all our privacy and security.</p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> • Your preference for sub-option O3; • Privacy concerns and impacts on existing utilities associated with sub-option O2; • Safety in relation to recent road traffic incidents to the north of your property to the east side of the B9153; <p>We confirm that impacts on property frontages, existing utilities and safety are among the key considerations used in the route options appraisal assessment to identify the preferred route.</p> <p>In regard to Police Scotland's involvement we confirm that the Police, along with other relevant stakeholders, are invited to attend a Road Safety Audit as part of the design and construction process.</p>
ACNMU_054	<p>1. I think the blue route would be better as it is direct therefore shorter. It would also be more suitable for a bitumen surface although I would personally prefer a non bitumen surface. I would use the blue route with my ebike to collect shopping from Aviemore, but wouldn't use the longer purple route for this. At present I drive to Aviemore for shopping, and cycle the Speyside Way for recreation. If the Speyside Way had a bitumen surface it would no longer be a mountain bike route and would then be less attractive as a recreational route.</p>	<p>We have noted your comments in regard to the following:</p> <ul style="list-style-type: none"> • You are in favour of the Blue Route as it is shorter and more direct; • You consider the Blue Route to be more suitable for a bitumen surface; • You would use the Blue Route with your e-bike for shopping but would not use the Purple Route for this;

Reference	Verbatim Comment:	Response
	<p>2. When going north it can be difficult to cross the main road to access Dalfaber Road. This is especially bad during busy holiday times when traffic is constant. A crossing may be needed here.</p> <p>3. I don't have a preference for B2 or B3; B5 or B6; B7 or B8</p> <p>4. Where the route ends at Carrbridge it is very close to a corner on the road. Whichever side of the road it takes here it would mean either cyclists or pedestrians having to cross the road when going north. ie. if the route was on the left of the road, pedestrians would have to cross over to the pavement on the right. If the route was on the right, cyclists would have to cross over to ride on the left of the road into the village.</p>	<ul style="list-style-type: none"> • You currently use the Purple Route for recreation; and, • You are not in favour of the proposed surfacing of the Purple Route. <p>Thank you for the information you provide in relation to access to Dalfaber Road. Local knowledge is vital and helps to inform the options appraisal process. We will take this into account as the design develops.</p> <p>Once a preferred route has been identified, the start/end points at Aviemore and Carrbridge will be considered in more detail as we develop the design and I would reassure you that the detailed design will require to comply with all the necessary Cycle Design Standards</p>
ACNMU_055	I think this is a great idea as it's a dangerous road but the alternative is much longer via Boat of Garten, so when I don't have so much time I use this road but do wonder when my luck will run out.	<p>We have noted your preference for a more direct route and your safety concerns when using the existing A95 road as opposed to the longer existing NMU route via Boat of Garten.</p> <p>We confirm that safety is an important aspect of the NMU route and is a key consideration as we seek to conclude the options appraisal process and develop the design of the preferred route.</p>
ACNMU_056	In my view the purple route should be avoided. Although less expensive to construct, it is less direct and as a result people will instead use the estate track from Kinveachy to the rail underbridge at grid reference NH92568 17157, part	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> • You are in favour of the Blue Route; • You prefer sub-options B3, B6, B8 and O3;

Reference	Verbatim Comment:	Response
	<p>of option 8 in the baseline study, which I understand was previously rejected on environmental and forestry operation grounds, to connect to the Speyside Way section of the purple route. Selecting the purple option will therefore effectively result in a previously rejected option becoming the normal route used by a significant proportion of users. In terms of the other route options my comments are: O1 - no comments B1 - no comments B2/B3 - B3 is preferred on the basis that it crosses the A95 at a location where vehicle speeds will be lower than at the other proposed crossing point, plus can be expected to that there will be a central island between carriageways at this location. B4 - no comments B5/B6 - B6 preferred as is further from the A9 and is marginally more direct. B7/B8 - B8 is preferred as is more direct and will have less tight corners for cyclists O2/O3 - O3 preferred as it avoids the need to cross the B9153 if the blue route is selected. Will embedded carbon be assessed for these options and be a deciding factor in making the final route selection and during development of the outline design for the scheme? Currently the NMU scheme is due to be delivered as part of the A9 dualling Dalraddy to Slochd. In order to secure the benefits of active travel that the construction of the NMU will afford to local residents and visitors to the area at the earliest opportunity is it possible for the route to be constructed in advance of the A9 dualling package being awarded?</p>	<ul style="list-style-type: none"> You are opposed to the Purple Route being the preferred route and you consider the selection of the Purple Route would have the deleterious effect of encouraging users to use part of the discounted Corridor 8; With regards to your question on a carbon assessment sustainability has been considered within the context of the various appraisal criteria. Sustainability principles, including opportunities to reduce the carbon footprint, will be applied in the development of the design; and, You would like the NMU to be constructed in advance of the A9 Dualling to secure early benefits from the route.
ACNMU_057	<p>I offer my opinion based on being a life long leisure cyclist both on and off road, also having commuted daily for 15 years until my retirement in 2018, between Carrbridge and Aviemore in all weather throughout the year. Given that there is already a recognised NMU route (albeit in need of repair in places) from Aviemore to Kinveachy junction as</p>	<p>We have noted your feedback as follows:</p> <ul style="list-style-type: none"> You prefer the NMU route to follow the A95 and the B9153 on their west side with a crossing at Granish roundabout;

Reference	Verbatim Comment:	Response
	<p>defined by Corridor 6, this provides a scenic, meandering link taking in Boat of Garten. Any additional route would provide further options and alternatives to NM users. My preferred option is Corridor 3, B1, B3, B4, B6, B8, then O3. Keeping to the west of A95 & B9153 from the road crossing at the proposed new Grainish roundabout where traffic is at a slower pace, all the way to within the village at Carrbridge is the most direct and free flowing where users would be more likely to stay on the path and not deviate between path and road. The above option also provides an alternative link between Boat of Garten, Carrbridge and Aviemore. A bitumen surface should allow users to arrive at their destination cleaner which may be of importance for many.</p>	<ul style="list-style-type: none"> • You have preference for sub-options B1, B3, B4, B6, B8 and O3; and, • You have a preference for a bitumen surfaced route.
ACNMU_058	<p>My strong preference for the proposed cycle route connecting Carrbridge to Aviemore is the B1-7 (Blue) Route parallel to the B9152/A95 primarily because it is more direct and consequently: shorter journey time compared with the alternative P1-3 (Purple) route. Perhaps by 20 minutes per journey - 40 minutes return - a significant saving for commuters and other utility cyclists returning with heavy shopping or laden touring cyclists will be carrying their items for a shorter time 'end-to-enders' wanting an alternative to the A9 or A95 but not at the expense of extra miles local recreational cyclists would have quicker access to the rest of the Strath. The extra miles at the beginning and, especially, at the end of a trip to Kingussie and beyond can be disheartening and limits scope to explore the further reaches of Strathspey Access to medical centres, library and the railway station would also have shorter journey times (Fewer trains stop at Carrbridge than Aviemore and the buses are timed NOT to connect</p>	<p>We have noted your comments with regard to the following:</p> <ul style="list-style-type: none"> • You are in favour of the Blue Route as it offers a more direct route resulting in shorter journey times; • You have a preference for sub-options B2, B6 and B8; • You consider accessibility and safety important aspects of the route study; • You have observed an increase in cyclist numbers; • You would like good integration with the existing cycle track network and careful design of the start and end point at Aviemore and Carrbridge; • You note the increased cycle activity in the area; • You advise your preference is for the NMU route to be surfaced and

Reference	Verbatim Comment:	Response
	<p>with trains.) Some (especially utility) cyclists, perhaps under time pressure, may decide to use the B9152/A95 road rather than the longer P1-3 route if that becomes the option chosen. The main reason for the necessity of a cycle path between Carrbridge and Aviemore is the unpleasant and hazardous nature of cycling on the A95. It would open a safe route, with the existing Sustrans (proposed P1-3) track, for families and those wishing for a short, circular trip from Aviemore, Boat of Garten and Carrbridge as well as holiday-makers in these places. A wider spectrum of cyclists would be encouraged to venture into the countryside, particularly less able cyclists or those with children. With the path being close to a bus route, tired or wet cyclists could use a bus to get home when buses routinely take cycles. Disturbance to wild-life is not a problem. Traffic on the nearby B9152/A95 and A9 make far more noise than would cycles and walkers on the adjacent NMU path. In addition, this would take cyclists away from the Sustrans route reducing any disturbance there. People in the, admittedly few, houses along the B9152/A95 currently have no safe cycling or walking access to Aviemore or Carrbridge. The B1-7 option would solve this. There was a noticeable increase in the number of cyclists on local roads, including the A95 and B9125, during the initial shut-down period, especially at week-ends. This suggests far more people would cycle if there were direct safe routes with little or no motor traffic. Alternatives within the B1-7 route; This route is particularly attractive to utility cyclists so avoiding unnecessary ups and downs should have priority. B2 is preferable to B3 as it avoids crossing the A95 near to the Granish Junction with the A9. B6 and B8 are preferable to B5 and B7 as they are more direct. The surface must be sealed to avoid skidding and it is more durable.</p>	<p>we confirm that a bituminous surface is being used in the comparative assessment; and,</p> <ul style="list-style-type: none"> You ask for the route to comply with Cycling by Design and we confirm that designs will comply with this guidance.

Reference	Verbatim Comment:	Response
	<p>The width should comply with 'Cycling by Design'. It should be wide enough for inexperienced cyclists to be confident passing other users.</p>	
<p>ACNMMU_059</p>	<p>I think that a direct route from Aviemore to Kiveachy is important and more sensible than using the Speyside Way to Boat. Either side of the road to East or West is good. From Kinveachy to Carrbridge is the most urgently needed route as this section is highly dangerous to cycle at present. If the plan is to tarmac the route it would not be a good idea to go via the Speyside Way. This is a good walking / cycling route with a good surface and plenty wide enough at present. This route could continue to be used during construction of a new direct route from Aviemore to Kinveachy. In addition, running the route down Kinchurdy Road and through the village of Boat makes it too long for commuters from Carrbridge. Hopefully the new route will not cross the road many times or have multiple gates. The joining points in Aviemore and in Carrbridge need careful planning.</p>	<p>We have noted your comments regarding the following:</p> <ul style="list-style-type: none"> • You are in favour of the Blue Route as it offers a more direct route; • You consider the Purple Route to be too long for commuter use from Carrbridge to Aviemore; • You consider the section of the route between Kinveachy and Carrbridge is urgently needed; • You are not in favour of bituminous surfacing on the Speyside Way (Purple Route); and, • Your preference is to keep road crossings to a minimum; and, • You consider the start and end points of the NMU route in Aviemore and Carrbridge need careful planning.
<p>ACNMMU_060</p>	<p>Focus should be on a bitumin covered cycle route along a corridor closest to A9 and A95 suitable for road bikes & likely to be used by those completing Lands End- John O Groats challenges. So my preference would be Orange route and any of Blue options. The purple route is already a well used off road bike option, that is circuitous and therefore attractive to mountain bikers but would unlikely be popular with other</p>	<p>We have noted that you have expressed a preference for the Orange Route and the Blue Route with a bitumen surface suitable for road bikes.</p> <p>We also note your comments in relation to the Purple Route being a well-used existing off road</p>

Reference	Verbatim Comment:	Response
	<p>users for the very reasons it is good for mountain bikers. Don't change it, but don't make it the focus of this project either</p>	<p>facility which is attractive for mountain bikers and would like this route to remain unchanged and retained as it is.</p>
<p>ACNMU_061</p>	<p>My view is that option B (off-carriageway route running parallel to A95) is by far the best option. It is the more direct route so likely to attract more users partaking in purposeful travel between Carrbridge and Aviemore, rather than just leisure users (though it will be good for them too). The blue route will help to take cyclists off of the A95, which is not a safe road to cycle on (60mph, lots of large lorries, few good overtaking spots, and a good deal of traffic). I feel the purple route is not a direct enough option to entice commuter cyclists off of the A95. Additionally, the purple route already exists so going with that option will not improve the non-motorised options for people travelling between Carrbridge and Aviemore. I have heard that re-surfacing of the Speyside Way may be involved if the purple option is chosen. I am very against the idea of widening or resurfacing the Speyside Way - this would be very out of keeping with the aesthetics of the beautiful area that is runs through & would cause a lot of unnecessary disturbance to the area. Also, widening/resurfacing the Speyside Way, to make it a higher-speed surface for commuting on, would make it less safe & less desirable for other leisure users of which there are many (e.g. dog walkers, hikers, leisure cyclists, horse riders, joggers). Plan B would be a great direct link between Aviemore and Carrbridge, keeping users safely off of the roads and giving them an efficient route for non-motorised travel between the two villages. I'm very much in support of Plan B. Thanks.</p>	<p>We have noted your comments as follows:</p> <ul style="list-style-type: none"> • You are in favour of the Blue Route (referred to as option B and Plan B in your correspondence); • You consider that the Blue Route would be attractive for those who wish to undertake purposeful trips between Aviemore and Carrbridge; • The Blue Route would encourage cyclists away from the A95 and that you consider the current A95 not to be safe to cycle on; • You do not consider the Purple Route to be direct enough for commuter use; and, • The Purple Route would not improve the route for those travelling between Aviemore and Carrbridge as it uses existing NMU routes (Speyside Way/NCN7). <p>You also commented on the adverse aesthetic impact both a change of surface and an increased width would have to the Speyside Way if the Purple Route were adopted as the preferred route. It is noted you are not in favour of the purple route being the preferred route.</p>

Reference	Verbatim Comment:	Response
ACNMU_062	<p>I think the existing speyside way between aviemore and boat is amazing as it is and to change it would be a huge shame. The route is exposed and often gets colder temperatures than in the forest and spends several weeks under winter conditions and if tarmaced it would need regular gritting and ploughing to remain safe to use. The current grit surface makes it much more grippy in the ice. I think the blue and yellow proposed route would be a much better option and would also allow familys a safe circular route when combined with the speyside way. This year there was a large number of novice cyclists riding the main road between carrbridge and aviemore so giving them a well marked parrelel route would be ideal.</p>	<p>We have noted your comments as follows:</p> <ul style="list-style-type: none"> • You are in favour of the Blue and Orange (referred to as yellow in your correspondence) Route; • The connectivity to other NMU routes that the Blue and Orange Route would provide, effectively providing an off-road circular route with the existing Speyside Way; • That you consider there to have been a large number of novice cyclists using the B9152, A95 and B9153 between Aviemore and Carrbridge this year; • You do not support the proposed surfacing of the Speyside Way; and, • If the Speyside Way were upgraded to a bitumen surface then it would need regular winter maintenance due to its colder temperatures in the area.
ACNMU_063	<p>Badenoch & Strathspey Trail Association believe that of the proposed routes the BLUE route would be preferable. The Purple route consists of pre-existing tracks. some of which (notably the Speyside Way) is already heavily used. Replacing the existing trail with a 3m wide asphalt track would have extremely negative effect on the 'feel' of</p>	<p>We have noted your comments as follows:</p> <ul style="list-style-type: none"> • You are in favour of the Blue Route; • The Purple Route utilises existing tracks including the Speyside Way and is already heavily used;

Reference	Verbatim Comment:	Response
	<p>the trail, which currently feels wild and remote in places. It would also be impossible to create a 3m wide asphalt track without causing damage to the rooting zones of numerous mature Scots Pines that grow alongside the track. We also believe that the tarmac surface - whilst being easier to maintain - would be significantly more dangerous in winter and late autumn when significant moisture and leaf litter contaminate the surface and frost/ice starts to form. The existing trail surface can cope with these factors significantly better. The final issue with the purple route is that it already exists and there is already a problem with users on the A95. A much more preferable route would be more direct - like the blue route - which would encourage users onto the trail and off the trunk road. The Blue route would also encourage users into a circular route that could visit the town of Boat of Garten rather than the out and back that is currently available which would benefit the economy of the community. Finally the Blue route would be a new trail in the area linking villages in a completely new way which we feel would only encourage new users and improve the health and well being of our population. We believe the start/end of the route in Aviemore needs consideration as the location of the start/end is currently onto a busy road. Ideally the route will get users into the centre of town in a safe manner separating motorised and non motorised users. We also request that the use of 'traffic calming' chicanes (as seen on the logging way) to slow users down prior to road crossings be carefully considered before any are installed. We have had numerous complaints that bicycle users with child trailers struggle to navigate the chicanes which end up being more of a hazard than they are trying to avoid. To summarise, the Blue route is; shorter and more direct, a new route that</p>	<ul style="list-style-type: none"> • You are not in favour of the Speyside Way being improved with surfacing and an increased width. You believe this would have a negative effect on the existing trail; • Your concern on the impact that a 3.0m wide track would have on rooting zones of mature Scots Pines along the Speyside Way; • You believe a bitumen surface along the Speyside Way would result in the route becoming more dangerous during the winter due to icing and leaf fall; • You believe that the Purple Route would not discourage users away from the A95; • The Blue Route would be beneficial locally by effectively creating a circular route via Boat of Garten incorporating existing NMU routes including the Speyside Way and NCN7; • You believe that the Blue Route would encourage more users than the Purple Route which would therefore have a positive effect on the well-being of the population; • You believe the start/end point of the proposed NMU route at Aviemore needs consideration; and, • You refer to the negative impact traffic calming chicanes can have on cycle route. And that these



Reference	Verbatim Comment:	Response
	<p>doesn't destroy an already popular track and a much more realistic solution for getting non motorised users off the trunk road. Badenoch and Strathspey Trail Association support the construction of the Blue NMU.</p>	<p>need to be carefully considered on the approaches to road crossings.</p>
<p>ACNMU_064</p>	<p>Not the easiest thing to actually work out what is going on. The option to bitumen the existing tracks via Boat of Garten is madness. That route already exists and is for mostly the leisure market. A route following the raids is the most suitable to give cyclists a valid, safe, option as well he existing road is very narrow with high speed traffic. The route must have low gradients and a flow. Avoid the use of gates - the Speyside way from Kincriag to Aviemore is an example of what not to do. I commute in that section and I and others use the road or estate roads rather than the path as it is so badly designed.</p>	<p>We have noted your comments as follows:</p> <ul style="list-style-type: none"> • You are not in favour of surfacing the Purple Route and the Speyside Way which already exists as a route for the leisure market. • You consider the blue route is preferable. • You have preference for low gradients and avoiding the use of gates in the design of the preferred route.
<p>ACNMU_065</p>	<p>As a walker and mountain biker, I would prefer the direct route from Aviemore to Carrbridge, rather the the indirect route via Boat. In terms of the surface, I am not familiar with the terminology used (can you explain what bitumen is?) but I would prefer the type of surface used on the current Speyside way between Aviemore and Boat rather than a tarmac/road like surface. This will be a route through some great natural</p>	<p>We note that you have expressed a preference for the direct route from Aviemore to Carrbridge (Blue Route) as you consider the route via Boat of Garten (Purple Route) to be too indirect.</p> <p>With regards to your query on the term 'bitumen', we confirm that this terminology has been used to describe a hard/sealed surface often referred to as 'blacktop',</p>

Reference	Verbatim Comment:	Response
	<p>landscape so I would not like it to be *too* smooth and unnatural.</p>	<p>'asphalt', 'macadam' or 'tar' or 'tarmac' and is commonly used on pedestrian footways and roadways.</p> <p>It is noted that you prefer the type of surface as used on the current Speyside Way. This is a smooth unsealed grit surface.</p>
<p>ACNMU_066</p>	<p>Having looked at the various options available, my preferred route is Corridor 3, B1, B3, B4, B6, B8, then O3. The corridor 6 route is currently great as a mountain bike / walking route, but I think as it is not direct it would not get used for commuting and cyclists would still be inclined to risk using the direct road. With the creation of Corridor 3 it would open up opportunities to regularly cycle between Carrbridge and Aviemore for shopping and other activities rather than using the car. Whilst the planned end of the route in Carrbridge ties in with pavement and 30mph speed limits, I feel that the Aviemore end leaves the user exposed to traffic at what can be quite a busy junction. It would be safer if the end of the route could be moved away from the junction. I also hope that the ends of the route, and any points crossing over vehicle routes, will be clearly marked, perhaps as per the ski road is for the logging trail, to ensure the safety of the NMU user. I am happy with the surface being of bitumen, but question the planned width. Any other paths I have used are, I estimate, 1.5-2m wide, and 3m seems rather excessive. I also feel it is important to have future maintenance of the route in place when it is built, as too often we see paths created from funding, but are then left to deteriorate. Looking forward to the opportunity to use the new NMU.</p>	<p>We have noted your comments as follows:</p> <ul style="list-style-type: none"> • You are in favour of the Orange and Blue Route with a preference for sub-options B1, B3, B4, B6, B8 and O3; • You are not in favour of the Purple Route which you consider is not direct enough to be used for commuting and would therefore not encourage cyclists to relocate from the A95 road; • You consider that the Orange and Blue Route would provide opportunities for travel between Aviemore and Carrbridge for shopping and other activities; • The tie-in/termination at Aviemore needs careful consideration and you believe there is a safety issue where it stops at a junction. You cite the Ski Road of the Logging Trail as a good example of how a cycle route should be marked at tis end point; and,

Reference	Verbatim Comment:	Response
		<ul style="list-style-type: none"> You are in favour of the proposed surfacing but believe the proposed width of 3.0m is too wide. You believe future maintenance should be part of the scheme and that this should be in place when the scheme is built.
ACNMMU_067	I prefer the option for the route Carrbridge to Aviemore direct. Please do not tarmac but keep as natural as possible.	<p>We note you have expressed a preference for the most direct route between Aviemore and Carrbridge which would be a combination of the Orange Route and the Blue Route.</p> <p>We also note that you would prefer the surface of the route to be as natural as possible and not surfaced.</p>
ACNMMU_068	Thank you for this. Overall questions - why a 3m wide track? This seems excessive and out of keeping with the local environment as well as making life more difficult to build a route. Purple route - great to upgrade the Speyside way for durability and potholes on the farm track but again why need to change the width? It's already busy and copes well with it. It is currently a very attractive route and this would be lost which is a real pity as that's part of its appeal and why it's used/why people come to the area for holiday. Blue Route - More direct from Carrbridge to Aviemore but with a number of awkward crossings. The sunken aspect of one of	<p>We have noted your comments as follow:</p> <ul style="list-style-type: none"> You are in favour of upgrading the Speyside Way specifically to improve durability; You are not in favour of increasing the width of the Speyside Way. You consider this would have a negative impact on the existing route; The Blue Route is more direct;

Reference	Verbatim Comment:	Response
	<p>the sub-options and running alongside the A9/A95 is much less attractive as a route. The ability to make a circular route from Boat to Aviemore and back would be good though. It's interesting to see how little the route by the A9 from Kingussie is used. I think this is because it is unattractive to cycle next to the dual carriageway, let alone walk, especially when in a sunken part or between concrete supports. Great to have an off road option into Carrbridge. There is a lovely off road track over the hill, I don't suppose that the livestock fencing will be upgraded?</p>	<ul style="list-style-type: none"> You deem some of the crossings of the Blue Route to be awkward; You are not in favour of the 'sunken aspects' of one of the Blue Route sub-options and also not in favour of the sub-options that run alongside the A9/A95. You cite the recently built NMU route alongside the A9 north of Kingussie not to be an attractive for this reason as it lies next to the dual carriageway.; You are in favour of the improved connectivity that the Blue Route would provide by creating a circular route with the existing Speyside Way / NCN7; and, You are in favour of an off-road option between Kinveachy and Carrbridge (Orange Route).
ACNMU_069	<p>Redacted Text welcomes Transport Scotland's commitment for the NMU route to be designed for shared use throughout, including equestrian use. Most of the surveys used for baseline assessment focused specifically on walkers and cyclists. Some of the routes recorded in the baseline report as being used only by pedestrians and cyclists are in fact also used by horse riders. This is an important section of route for horse riders, including not only local riders and carriage drivers but many passing through as part of longer routes between the Cairngorms, Speyside Way, Inverness, Loch Ness and Moray. Many of these individuals will have been unaware of and therefore failed to respond to previous baseline survey or consultation. The webinar and virtual</p>	<p>We thank you for the helpful feedback provided with respect to equestrians and how this study links to wider area and routes used by equestrians. Connectivity to other NMU routes is one of the appraisal criteria used to identify the preferred route, along with other criteria such as Safety, Directness and Attractiveness. Redacted Text</p> <p>We have noted your comments on the route options as follows:</p> <ul style="list-style-type: none"> You are in favour of the Blue Route because of the existing NMU routes around Boat of Garten (Speyside Way and

Reference	Verbatim Comment:	Response
	<p>exhibition focus mainly on route alignment options between Aviemore and Carrbridge. We appreciate the logic behind focusing on the options outlined but are concerned that option selection needs to factor in maintaining functional multi-use links with other existing routes, particularly the Burma Road and Old Military Road west of the A9, all of which are used by horse riders as well as walkers. Linkages (as well as the NMU route itself) need to be designed to maintain equestrian as well as walking and cycling use.</p> <p>In terms of route options, our comments are:</p> <ul style="list-style-type: none"> - Riders can already use the Speyside Way and existing cycle path north and west from Boat of Garten, hence the blue route would probably be preferable because it is more direct for anyone heading north/south and it would add more to the overall network. Redacted Text endorses proposals to construct bunds to help segregate the NMU route from the mainline railway and A95 where the two routes run close. Where possible we would like to see the separation between the route and the carriageway increased beyond the minimum 1.5 m to improve safety and user experience. - The blue route would more readily link with existing routes used by riders, but only if appropriate crossing or underpass facilities are provided to maintain the functionality and integrity of the existing routes. - Whichever option is chosen, nothing should be done to restrict or compromise existing equestrian use of the Speyside Way between Aviemore and Boat of Garten, either under the low railway bridge, or using NCN7. 	<p>existing cycle path north and west from Boat of Garten);</p> <ul style="list-style-type: none"> • You expressed a preference for the directness of the Blue Route; • You would like to see separation between the route and the carriageway increased from 1.5m referring to safety and user experience; • You are in favour of the connectivity to other NMU routes that the Blue Route would provide but this is dependent on whether crossings or underpasses are provided to maintain this integration; and, • You prefer the preferred route not to impact existing equestrian use of the Speyside Way between Aviemore and Boat of Garten either under the low railway bridge or using the NCN7. <p>With regards to your comment on the separation between the route and the carriageway, we confirm that the route is being developed in accordance with current design standards. For comparative purposes a minimum separation distance of 1.5m is being used for assessment purposes. Where appropriate this clearance may be increased to provide additional comfort for users and to minimise impact on existing infrastructure and utilities in the road verge; however, also consider the potential adverse effects such as environmental</p>

Reference	Verbatim Comment:	Response
	<p>Generic comments:</p> <ul style="list-style-type: none"> • Specification of 3m width wherever possible will enable walkers, cyclists, horse riders and other route users to safely pass in both directions, but type of use should not be restricted where the width needs to be reduced for any reason. • We would strongly recommend that more sustainable alternatives be considered for surfacing, such as McRebur or Flexipave, and that the slip-risk needs to be taken into account, which can be a particular problem for horses and less mobile walkers or those using mobility aids. <p>We would be happy to discuss surfacing from a multi-use perspective in more detail. Redacted Text would be happy to consult further with riders and carriage drivers about route options and more detailed design proposals. Please keep us informed.</p>	<p>impacts and increased land requirements. This level of detail will be confirmed as part of the outline design which will follow the announcement of the preferred route.</p> <p>Further, and with regards to your comment on the proposed width and users, the NMU route being proposed will be available to all non-motorised users including equestrians and vulnerable users. Where existing constraints dictate, it may be necessary to narrow the separation strip locally but note that users will not be restricted in these areas.</p> <p>The assumption made for the options appraisal assessment is to provide a 3.0m wide shared use space with a sealed bituminous surface; however, Transport Scotland is aware that this type of surface is not considered the optimum surface for equestrian use.</p> <p>We understand that the majority of users will be pedestrians and cyclists; however, the proposals will not preclude equestrian use and as such we seek opportunities to provide a soft 'trot along' strip within the NMU verge where constraints permit as an alternative to the sealed bituminous surface.</p> <p>Thank you for your input in relation to alternative surfacing types that are available other than bituminous surfacing.</p>

Reference	Verbatim Comment:	Response
ACNMU_070	<p>My strong preference for the proposed cycle route connecting Carrbridge to Aviemore is the B1-7 (Blue) Route parallel to the B9152/A95 primarily because it is more direct and consequently:</p> <ul style="list-style-type: none"> • shorter journey time compared with the alternative P1-3 (Purple) route. Perhaps by 20 minutes per journey - 40 minutes return - a significant saving for commuters and other utility cyclists • cyclists returning with heavy shopping or laden touring cyclists will be carrying their items for a shorter time • 'end-to-enders' wanting an alternative to the A9 or A95 but not at the expense of extra miles • local recreational cyclists would have quicker access to the rest of the Strath. The extra miles at the beginning and, especially, at the end of a trip to Kingussie and beyond can be disheartening and limits scope to explore the further reaches of Strathspey • Access to medical centres, library and the railway station would also have shorter journey times (Fewer trains stop at Carrbridge than Aviemore and the buses are timed NOT to connect with trains.) • Some (especially utility) cyclists, perhaps under time pressure, may decide to use the B9152/A95 road rather than the longer P1-3 route if that becomes the option chosen. The main reason for the necessity of a cycle path between Carrbridge and Aviemore is the 	<p>We have noted that you have expressed a preference for the Blue Route due to it being a more direct route between Aviemore and Carrbridge and we note your comments as follows:</p> <ul style="list-style-type: none"> • You consider the journey time to be significantly shorter for commuters and other utility cyclists; • You consider the directness of the Blue Route to be beneficial for those carrying shopping or laden touring cyclists; • You consider the Blue Route to be a good alternative to the A9 or A95 without needing to add additional mileage; • You consider the shorter distance will be more attractive for recreational cyclists seeking to access the rest of the Strath; • You note also the importance of shorter journey times to medical centres, library and the railway station; • You believe that the Purple Route would not discourage all cyclists away from continuing to use the A9 or A95 to save time; • You note the Blue Route would effectively provide a circular route between Aviemore, Boat of Garten and Carrbridge referring specifically to families and holiday-makers;

Reference	Verbatim Comment:	Response
	<p>unpleasant and hazardous nature of cycling on the A95</p> <p>It would open a safe route, with the existing Sustrans (proposed P1-3) track, for families and those wishing for a short, circular trip from Aviemore, Boat of Garten and Carrbridge as well as holiday-makers in these places.</p> <p>A wider spectrum of cyclists would be encouraged to venture into the countryside, particularly less able cyclists or those with children. With the path being close to a bus route, tired or wet cyclists could use a bus to get home when buses routinely take cycles.</p> <p>Disturbance to wild-life is not a problem. Traffic on the nearby B9152/A95 and A9 make far more noise than would cycles and walkers on the adjacent NMU path. In addition, this would take cyclists away from the Sustrans route reducing any disturbance there.</p> <p>People in the, admittedly few, houses along the B9152/A95 currently have no safe cycling or walking access to Aviemore or Carrbridge. The B1-7 option would solve this.</p> <p>There was a noticeable increase in the number of cyclists on local roads, including the A95 and B9125, during the initial shut-down period, especially at week-ends. This suggests far more people would cycle if there were direct safe routes with little or no motor traffic</p> <p>Alternatives within the B1-7 route;</p> <p>This route is particularly attractive to utility cyclists so avoiding unnecessary ups and downs should have priority.</p>	<ul style="list-style-type: none"> • You believe that the Blue Route would encourage a wider spectrum of cyclists into the countryside referring specifically to those less able or those with children; • The Blue Route is close to a bus route which could be used by cyclists; • You note that properties along the B9152/A95 do not currently have safe cycling or walking access and this route would be beneficial for them; • You have also observed an increase in the number of cyclists on local roads during the earlier part of the year; • You consider that disturbance to wildlife is not a problem as nearby traffic make far more noise than cyclists or walkers and that the Blue Route would result in causing less disturbance along the NCN7 / Speyside Way route; and, • You would prefer the route to have a sealed surface. <p>With regards to your comments on the Blue Route sub-options, we note the following:</p> <ul style="list-style-type: none"> • You have a preference to avoid unnecessary “ups and downs”. We confirm that the vertical alignment of the route options is being considered as we seek to conclude the options appraisal process and then develop the design of the preferred

Reference	Verbatim Comment:	Response
	<p>B2 is preferable to B3 as it avoids crossing the A95 near to the Granish Junction with the A9.</p> <p>B6 and B8 are preferable to B5 and B7 as they are more direct.</p> <p>The surface must be sealed to avoid skidding and it is more durable. The width should comply with 'Cycling by Design'. It should be wide enough for inexperienced cyclists to be confident passing other users.</p>	<p>route. Topography will be one of the criteria used in determining the preferred route and developing the detailed design;</p> <ul style="list-style-type: none"> You prefer B2 over B3 to avoid crossing the A95 near to the Granish Junction; and, You prefer B6 and B8 as they are more direct.
ACNMU_071	<p>The Aviemore to Carrbridge NMU options were discussed at the Redacted Text. All members attending agreed that the Corridor 3 Blue route, which follows the B9152, A95 and B9153, was the preferred option. No one was in favour of the Corridor 6 Purple route via Boat of Garten. The AVCC meeting were satisfied that the project engineers should determine the Blue route and Orange route sub-options according to the objectives and constraints of the project.</p> <p>The Redacted Text meeting preferred the Blue route because:</p> <ul style="list-style-type: none"> - It is the shortest and most direct route. - A direct off-road route between Aviemore and Carrbridge has been sought by residents in both villages for a long time. - The Purple route would go via Kinchurdy Road which has no pedestrian walkway for much of the road. - The Purple route would go via the Kinchurdy Road/Deshar Road junction which is already very busy. 	<p>We note that you have stated a preference for the Blue Route over the Purple Route for the following reasons:</p> <ul style="list-style-type: none"> It is the shortest and most direct route; Long standing local desire for a direct route between Aviemore and Carrbridge; The Purple Route would not have provision for off-road facility within Kinchurdy Road; The Purple Route is via the Kinchurdy Road/Deshar Road which you consider is already busy; and, The Purple Route would not be off-road until it reaches the existing off-road path on exiting Boat of Garten village heading westwards towards the A95. <p>In your feedback you also make reference to the questions that you asked during the webinar on 24th November 2020. We confirm</p>

Reference	Verbatim Comment:	Response
	<p>- The Purple route would go via Deshar Road until the off-road section is reached.</p> <p>I attended the webinar on 24th November Redacted Text. I asked a number of questions on-line, during the webinar, but have not yet received answers. Questions:</p> <ul style="list-style-type: none"> - Will there be fencing to keep dogs and children away from road/rail? - Is there mobile signal/telephone on routes? - Will there be skew gates to stop children running onto the road? - Will the route selected be treated in winter and will snow clearing be done? 	<p>that a response was issued to you by email on 21st December 2020 as follows:</p> <p>Q: Will there be fencing to keep dogs and children away from road/rail?</p> <p>A: The provision for fencing along the NMU route has not been considered in detail at this stage and will be determined after the preferred route has been selected.</p> <p>The need for fencing will be dictated by a range of factors including existing fencing provision in the locale of the NMU route, adjoining land use and considerations for any ecology fencing (e.g. deer, capercaillie etc). For example, where the NMU route is adjacent to a field with livestock, we would anticipate there is a need for stock-proof fencing.</p> <p>In the scenario where the NMU route may run parallel to a public road, lengths of safety barrier may be provided at discrete locations to mitigate hazards such as large embankments or structures. There may also be a need for pedestrian guard rails where the NMU route runs parallel to features such as culverts and locations of steep gradients / embankments.</p> <p>User safety on the NMU route is a key consideration in the ongoing design work. We recognise that fencing provision is an important aspect of this and will look to develop the design details around this following the</p>

Reference	Verbatim Comment:	Response
		<p>announcement of the preferred route.</p> <p>Q: Is there mobile signal/telephone on routes?</p> <p>A: Transport Scotland and AMJV have not undertaken a detailed review of phone signal availability in this area and unfortunately cannot advise on whether signal will be available for all networks along the route options being considered.</p> <p>Q: Will there be skew gates to stop children running onto the road?</p> <p>A: As above.</p> <p>Q: Will the route selected be treated in winter and will snow clearing be done?</p> <p>A: The responsibility for maintenance of the route may, among other aspects, be a function of the preferred route selected and who the relevant landowner is. For example, the preferred route could be a mixture of being adjacent to local authority or trunk roads, on private roads or along public rights of way. The maintenance responsibilities could therefore be split across different agencies.</p> <p>We continue to engage and consult with our multi-agency group of stakeholders (including Cairngorms National Park Authority, The Highland Council, Highlands and Islands Transport Partnership and Sustrans) as our work progresses to identify the most appropriate and suitable</p>

Reference	Verbatim Comment:	Response
		<p>organisations responsible for maintenance.</p> <p>Whichever agency will be responsible for the maintenance of the NMU route, the maintenance regime will be considered in parallel with existing winter maintenance arrangements for roads/other NMU routes in the area. We unfortunately therefore cannot confirm at this time whether the route will be snow clear or treated with salt in the winter, but note that this is an important consideration for a rural NMU route in this location.</p>
ACNMMU_072	<p>Redacted Text would start by thanking Transport Scotland and their agents for the progress already achieved. We are encouraged and look forward to this long-awaited cycle route being constructed.</p> <p>We favour the Blue direct route from Kinveachy to Aviemore, as it meets the overwhelming wishes of our community, as demonstrated by past surveys. The exact alignment we appreciate may well depend on ground conditions etc, but we favour the route being on the west of the A95 from Kinveachy until crossing it at the roundabout at Granish. This would reduce the number of road crossings required.</p> <p>The Orange route we are happy to go along with the planners, acceding to their knowledge of ground conditions and land access.</p> <p>We would hope that the probability of resurfacing and minor expansion of the existing Purple route being less</p>	<p>We have noted Carrbridge & Vicinity Community Council's comments with regards to the route options as follows:</p> <ul style="list-style-type: none"> • You are in favour of the Blue Route which aligns with local community wishes as demonstrated in previous surveys; • You favour the route west of the A95 from Kinveachy to the Granish roundabout on the basis that it would minimise the number of crossings; • You do not have a preference between the Orange Route sub-options; and • You would like early construction of the route between Kinveachy and Carrbridge.

Reference	Verbatim Comment:	Response
	<p>expensive than a totally new route direct from Kinveachy, does not mean that the financial cost is the determining factor as to which route is chosen. In comparison to the overall duelling costs, this NMU scheme is small change. Finally, as a result of representation from cyclists and motorists who have had frightening experiences on the B9153, we would ask that ways be explored of starting work on the Orange route section as soon as possible.</p>	<p>We note your concerns about cost being a determining factor in the assessment but please note that cost is only one of a number of parameters used in the options appraisal process.</p>
ACNMMU_073	<p>I would like to see the B route going forward (alongside A95). The route via Boat of Garten is already adequate but for me makes the journey too long to be easily achievable</p>	<p>We note that you have expressed a preference for the Blue Route as there is already an existing route via Boat of Garten; which you consider to be already adequate but unattractive due to it being too long.</p>
ACNMMU_074	<p>Thank you for your pre-application consultation which we received on 11th of November 2020 seeking our comments for the above proposed development. This letter contains our comments for our historic environment interests. That is, world heritage sites, scheduled monuments and their setting, category A-listed buildings and their setting, gardens and designed landscapes and battlefields on their respective Inventories. Our Advice We understand that the proposed development comprises options for a non-motorised user route connecting Aviemore with Carrbridge. We note that routes B5 and B6 lie within proximity to the Avielochan, Tor Beag, fort (Scheduled Monument, SM4157). However, given the nature of the development and existing infrastructure we are content that the proposed non-motorised user routes would not impact on the setting of the monument. We are therefore content that the development is unlikely to raise significant issues for our interests. Further information Guidance about national policy can be found in our 'Managing Change in the</p>	<p>Thank you for your comments on the pre-application consultation document. We have reviewed the feedback provided within the Pre-Application Advice pack and will ensure that your comments are taken into account as we conclude the options appraisal process and develop the design of the preferred route</p> <p>We note your comment with respect to the Tor Beag fort at Avielochan and thank you for confirming that you do not consider any of the NMU routes to impact on the setting of this monument.</p>

Reference	Verbatim Comment:	Response
	<p>Historic Environment' series available online at www.historicenvironment.scot/advice-and-support/planning-and-guidance/legislation-and-guidance/managing-change-in-the-historic-environment-guidance-notes Technical advice is available on our Technical Conservation website at http://conservation.historic-scotland.gov.uk/ We hope this is helpful.</p>	
<p>ACNMMU_075</p>	<p>Choice of surface</p> <p>We understand that the proposed choice of surfaced path will be durable and believe that it is the current standard for Sustrans. This is the Highlands and if it is intended for 24/7 use then in winter how will it be gritted as there will be a high chance of ice which will be lethal in winter or cooler mornings resulting in injuries. The surface of the Speyside way is a hard packed grit Type one, which is both durable, has lasted many years, is more aesthetically pleasing and does not need gritted. The Old logging way is made with the same construction and materials and has had very little maintenance in 10 years.</p> <p>Blue route</p> <p>More direct Unavoidable busy road crossings</p> <p>Granish junction, traffic controls will need to be robust. The options to have shared sections which will be used trunk roads maintenance vehicles would not be preferable as some are big vehicles etc and would go against the non motorised principles. Would create a circular route that would link in with existing off road routes, Speyside Way and foot path from Boat to the Carrbridge Junction.</p>	<p>We also note your comments on the route options as follows:</p> <ul style="list-style-type: none"> • The Blue Route is more direct; • The Blue Route includes unavoidable busy road crossings; • Traffic controls at the Granish junction need to be robust; • You are not in favour of shared sections, i.e. conflict with maintenance vehicles; • The Blue Route would effectively create a circular route in conjunction with the existing NMU routes (e.g. Speyside Way); • You are not in favour of a bituminous surface for the Speyside Way and the Purple Route for a number of reasons; and, • Road crossings on the Blue Route will need to be robust and safe.

Reference	Verbatim Comment:	Response
	<p>Pink</p> <p>The existing Speyside way is used a lot and for good reason as it's a beautiful part of the Strath with great views and the surface is sympathetic and in keeping with the surroundings. To drive a tarmac road through it would be unacceptable for numerous reasons both aesthetically, usability and for conservation reasons like chopping down native trees etc This path is used for cyclists to commute from Boat to Aviemore and during winter months would not be usable due to ice unless there is an intention to grit the path, which would need to be done by a vehicle. It isn't all off road although the roads that it does use are very quiet.</p>	
ACNMU_076	<p>The preferred route is the most direct between Aviemore and Carrbridge. A survey carried out with the support of the CVCC and the Community company, shows that approx 20% + of respondents would use this for commuting. This is a very good percentage given our rural location and the dependence on tourism to our local economy. I suspect this figure would be exceeded should the direct route get approved. Linking up to the purple route as shown, going via Boat of Garten, will add much more distance and therefore time to get from Carrbridge to Aviemore, effectively stopping those who would use the route for commuting. The Scottish Government has reiterated its desire to get people to use more active methods of transport for short journeys and commuting where possible. This is good for the environment and for the health of our nation, which the pandemic has shown is not great!</p> <p>I would therefore urge you to approve and instigate the Carrbridge to Aviemore route of O3/O2, B8/B4/B7/B6/B4/B2/B1/O1.</p>	<p>We have noted your comments with regards to the route options as follows:</p> <ul style="list-style-type: none"> • You prefer the most direct route between Aviemore and Carrbridge being the Blue and Orange Route; • You note that a survey carried out with the support of the Carrbridge & Vicinity Community Council and the Community company shows that approximately 20% of respondents would use the route for commuting which you consider to be a good percentage given the rural location. You consider that this number would be exceeded should the Blue Route be built; • The Purple Route adds time and distance to a journey between Aviemore and Carrbridge which you consider would

Reference	Verbatim Comment:	Response
	<p>I would also request that if possible this section of NMU is started as soon as possible and preferably before construction works on the Dalraddy to Slochd A9 works.</p> <p>I would further ask that the NMU scheme could be progressed in advance of the dualling works in order to secure the benefits of active travel that form part of the business case for the NMU at the earliest opportunity.</p>	<p>discourage commuters from using the route; and,</p> <ul style="list-style-type: none"> The Scottish Government's desire to increase active travel for short journeys and commuting where possible. <p>We also note your comment in relation to the project being taken forward as soon as possible and in advance of the Dalraddy to Slochd Dualling project. I can advise that no timescale has been set for the project but should all the necessary land and planning requirements be in place, Transport Scotland has committed to include the Aviemore to Carrbridge NMU route in the A9 Dualling construction contract.</p>
ACNMU_077	<p>The preferred route is the most direct between Aviemore and Carrbridge. A survey carried out with the support of the CVCC and the Community company, shows that approx 20% + of respondents would use this for commuting. This is a very good percentage given our rural location and the dependence on tourism to our local economy. I suspect this figure would be exceeded should the direct route get approved. Linking up to the purple route as shown, going via Boat of Garten, will add much more distance and therefore time to get from Carrbridge to Aviemore, effectively stopping those who would use the route for commuting. The Scottish Government has reiterated its desire to get people to use more active methods of transport for short journeys and commuting where possible. This is good for the environment and for the</p>	<p>We have noted your comments with regards to the route options as follows:</p> <ul style="list-style-type: none"> You prefer the most direct route between Aviemore and Carrbridge being the Blue and Orange Route; You note that a survey carried out with the support of the Carrbridge & Vicinity Community Council and the Community company shows that approximately 20% of respondents would use the route for commuting which you consider to be a good percentage given the rural location. You consider that this number would be exceeded should the Blue Route be built;

Reference	Verbatim Comment:	Response
	<p>health of our nation, which the pandemic has shown is not great!</p> <p>I would therefore urge you to approve and instigate the Carrbridge to Aviemore route of O3/O2, B8/B4/B7/B6/B4/B2/B1/O1.</p> <p>I would also request that if possible this section of NMU is started as soon as possible and preferably before construction works on the Dalraddy to Slochd A9 works.</p>	<ul style="list-style-type: none"> • The Purple Route adds time and distance to a journey between Aviemore and Carrbridge which you consider would discourage commuters from using the route; and, • The Scottish Government's desire to increase active travel for short journeys and commuting where possible. <p>We also note your comment in relation to the project being taken forward as soon as possible and in advance of the Dalraddy to Slochd Dualling project. I can advise that no timescale has been set for the project but should all the necessary land and planning requirements be in place; Transport Scotland has committed to include the Aviemore to Carrbridge NMU route in the A9 Dualling construction contract.</p>
ACNMU_078	<p>Route 3 ,the blue route. Is the much preferred route. For direct travel between Carrbridge and Aviemore why would anyone want to cycle an extra 5 km. OK for a weekend ride out but not for a commute or shopping trip. I'm also a little but concerned about being only 1.5 m separation from the carriageway unless there is a barrier. Heavy lorries and buses are regular users of these roads.</p>	<p>We note that you have expressed a preference for the Blue Route as you consider it to be more direct for commuting and shopping.</p> <p>We also note your concerns in relation to the separation distance between the NMU route and the adjacent carriageway. We confirm that the route is being developed in accordance with current design standards. For comparative purposes a minimum separation distance of 1.5m is being used for assessment purposes. Where appropriate this clearance may be increased to provide</p>

Reference	Verbatim Comment:	Response
		<p>additional comfort for users and to minimise impact on existing infrastructure and utilities in the road verge; however, consideration will also be given to potential environmental impacts and land requirements.</p>
ACNMU_079	<p>I am delighted that an NMU is to be created between Carrbridge/Aviemore, something that has long been required in the area. I have watched the Webinar and studied the two preferred routes outlined, and have no hesitation in stating my preference as Route 3 (Blue route). This more direct route has several advantages:</p> <p>1) The fact that it is more direct makes it much more likely to be used by commuters', and although the survey showed that the larger proportion of users were likely to use it for leisure, I feel that a direct route would definitely attract more people to use it other than leisure and ultimately take traffic off the road.</p> <p>2) Route 6, (Purple route) already exists and is widely used, but a lot of people do not like change and there are very likely to be a lot of complaints from people who like the natural look and would prefer that route to be left the way it is. (e.g. horse riders)</p> <p>3) With the addition of Route 3 – a new circular route will be created, which will be very attractive to both locals and tourists.</p> <p>4) Many more people are cycling these days, and many cycle tourists travel long distances, so the shorter more convenient direct route will be more likely to appeal to them.</p>	<p>We note that you have expressed a preference for the Blue Route and note your comments as follows:</p> <ul style="list-style-type: none"> • The Blue Route is more direct which you consider would make it more attractive for commuters; • The Purple Route would use existing NMU routes (Speyside Way / NCN7) and you believe a change to the current route would not be popular with those who currently use the route in its current natural condition; • The addition of the Blue Route would effectively provide a circular route with the existing NMU routes (Speyside Way / NCN7) which you consider would be attractive to both locals and tourists; • There is currently an increase in cycling activity, and you consider a shorter more convenient route would be more appealing for this mode of travel; and, • You believe there to be less of an impact on wildlife, in particular capercaillie, with the Blue Route.

Reference	Verbatim Comment:	Response
	<p>5) I believe that the disturbance to wildlife, particular Capercaillie, would be less of a threat in Route 3.</p> <p>My only concern in connection with Route 3 is the 1.5 meter buffer zone - for families large lorries hurtling past could be a concern. If, where possible, this could be extended or trees planted as a buffer, I think that would be very helpful.</p>	<p>We also note your concerns in relation to the distance between the NMU route and the adjacent carriageway. We confirm that the route is being developed in accordance with current design standards. For comparative purposes a minimum separation distance of 1.5m is being used for assessment purposes. Where appropriate this clearance may be increased to provide additional comfort for users and to minimise impact on existing infrastructure and utilities in the road verge; however, consideration will also be given to potential environmental impacts and land requirements.</p>
ACNMU_080	<p>Thank you for the opportunity to respond to the route selection process.</p> <p>Having been involved at an earlier stage, I must still register my disappointment that only options 3 and 6 have been taken forward when there were also options to place the route on the NE side of the A9. However, of the two remaining options, I must firmly state a preference for option 3.</p> <ul style="list-style-type: none"> • Option 3 (Blue) is the most direct route, by some considerable amount. It would be unacceptable to route motor vehicles round via a 50% extra long diversion so it should be similarly so for foot, wheeled and horse users. • Option 3 from Aviemore to the A95/B9153 junction will add to the existing options, providing a circular route for short trips from Aviemore, Boat of Garten etc. 	<p>We note that you are in favour the Blue Route for the following reasons:</p> <ul style="list-style-type: none"> • The Blue Route is the most direct route; • The Blue Route will provide a circular route between Aviemore and Boat of Garten; • The proposed surfacing of the Purple Route would not be supported by current user groups, including runners and horse riders; • The track between Kinchurdy and Boat of Garten at P2 is used by motor vehicles on a regular basis including forestry trucks; • There is regular flooding at P1 where the route crosses below the

Reference	Verbatim Comment:	Response
	<ul style="list-style-type: none"> • The existing Spey Side Way route out of Aviemore proposed for option 6 is used by a number of groups who would not want an bitumen surface. This includes many runners and horse riders. • The track between Kinchurdy and Boat of Garten (P2) is used by a number of motor vehicles on a regular basis, including forestry trucks. Separation between NMU and motor traffic was one of the reasons routes on the NE side of the A9 were previously discounted. • Route P1 is regularly flooded where it crosses below the Highland Mainline railway beside the Lochan Mor estate at the end of Barclay Drive, making that whole section impassable. • Route P3 requires to be on the motor carriageway through Boat of Garten. Again, conflicts with motor vehicles was one of the reasons given for discounting many of the other options previously. • Route P4 would still have a dangerous crossing of the A95 at Deshar. • Option B3 should be chosen over B2 in order to facilitate the safest crossing of the A95 as this can be made adjacent to the proposed roundabout at Granish where traffic is already constrained and at lower speeds. • Having crossed the A95 at Granish, B7 should be used to connect to O3, negating the need to cross the A95 again. • Where the Orange route enters Carrbridge at the new housing development the B9153 is currently still signed as National Speed Limit. The 30 mph limit should be extended further 	<p>Highland Mainline railway which makes the section impassable;</p> <ul style="list-style-type: none"> • Sub-option P3 would require the route to be on road; and, • Sub-options P4 would include a dangerous crossing of the A95 at Deshar. <p>We further note your comments in relation to the Blue Route sub-options as follows:</p> <ul style="list-style-type: none"> • You prefer sub-option B3 over B2 because you consider the crossing at the roundabout at Granish to be safer; and, • You prefer sub-option B7 connecting to O3 which would avoid an additional crossing alongside your preferred sub-option B3; <p>In relation to the Orange Route you consider that the tie in on the approach to Carrbridge be considered in detail relative to the 30 mph speed restriction limits at the village.</p> <p>Furthermore, we note your comment regarding existing informal access to Loch Vaa for leisure purposes.</p>

Reference	Verbatim Comment:	Response
	<p>South to encompass the road passing the new development.</p> <ul style="list-style-type: none"> Although possibly outwith the immediate scope of this study, Loch Vaa is a popular destination in its own right so a connection/spur to the Blue route at the junctions or B5/B6, B7 and B8 would be appreciated by many. 	
ACNMU_081	<p>My preferred option for the section between Aviemore and Kinveachy junction is the blue route.</p> <p>This is the most direct route, and in my view the only realistic option for a traffic free and fit-for-purpose route between Aviemore and Carrbridge. In my view, the B1, B2, B4, B5 and B8 options are the best.</p> <p>Options O2 and O3 from Kinveachy junction to Carrbridge:</p> <p>I don't have any strong feelings about which options to choose. Regardless of the options, some users will have to cross B9153 at Kinveachy junction.</p> <p>O2: users to/from Aviemore. O3: users to/from Boat of Garten.</p> <p>Since option O2 will affect the front garden of a house along the section, my preferred section is O3</p> <p>Timeframe</p> <p>The by far most important aspect for me is the timeframe for building this NMU route. The construction of this NMU is now linked to the start of the dualling of the Dalraddy to Slochd section of A9. This is not a priority section in the dualling plan, and will probably not start until 2024 or 2025. My fear is that the economical consequences of the Covid-situation adds to the risk of delays or even cancellation of the A9-dualling plan.</p>	<p>We note that you have expressed a preference for the Blue Route and note your comments as follows:</p> <ul style="list-style-type: none"> Blue Route is the most direct which you consider to be the most realistic option for a traffic free and fit-for-purpose route between Aviemore and Carrbridge; You have a preference for sub-options B1, B2, B4, B5 & B8; You do not have a strong preference between sub-options O2 and O3 because you acknowledge that some users will have to cross the B9153 at Kinveachy junction depending where they come from / to. However, you have a slight preference for O3 which would avoid impact on property frontage; The ACNMU should be taken forward as soon as possible, independent from the A9 Dalraddy to Slochd project, and not wait to be included in the A9 Dualling programme. <p>We further note your comments regarding the need for early construction of the NMU route</p>

Reference	Verbatim Comment:	Response
	<p>In my view, the only acceptable strategy for this NMU route is that Transport Scotland is pushing the construction of this NMU route forward as fast as possible.</p> <p>I also find that there are many valid arguments for why the section between Kinveachy should be given priority.</p> <p>Since the September 2019 public exhibition re the Aviemore to Carrbridge NMU things have changed significantly with regard to the need and the urgency with which an NMU is required, particularly from the Carrbridge to Kinveachy stretch.</p> <p>The upsurge in cycling in the past nine months due to Covid-19 has meant a big increase in the number of cyclists, Sustrans have also removed elements of their previously advertised Route 7 through Carrbridge and have deemed the road from Carrbridge to Kinveachy unsuitable for most levels of cyclist and suitable only for expert/experienced cyclists.</p> <p>However, Hltravel have produced a Badenoch and Strathspey Active Travel Map with walking and cycling routes and have highlighted the B9153 Kinveachy to Carrbridge as a suggested cycle route on a minor road! This road may be a minor road but it is also an incredibly dangerous road and is not in any way suitable for cycling or walking as many local people will tell you. Since the publication of this map there has been a significant increase in the number of cyclists using this route and I fear it will be a matter of time before a serious accident occurs. Already there have been near misses reported both by cyclists and drivers.</p> <p>There is also the added danger of increased traffic using this road when there is ever a blockage or accident on</p>	<p>between Kinveachy and Carrbridge and your specific comments as follows:</p> <ul style="list-style-type: none"> You consider there to have been an increase in the number of cyclists in the area over the past 9 months during the current Covid-19 interruption; The Badenoch and Strathspey Active Travel Map which identified the B9153 as a cycle route following Sustrans' declassification of this section from the B9153; Safety concerns for cycle users of the B9153 if traffic gets diverted through Carrbridge from the A9 or A95; and, <p>Safety concerns for users of the B9153 when traffic is diverted during A9 Dualling construction.</p>

Reference	Verbatim Comment:	Response
	<p>the A9 as well as the A95 that means traffic is diverted through the village of Carrbridge. This will become a lethal issue if there is no NMU from at the very least Carrbridge to Kinveachy prior to work commencing on the dualling of the A9 as diverting of traffic through Carrbridge because of roadworks or people choosing to avoid roadworks will be frequent. There really is genuine concern in the community about this.</p> <p>I would therefore like to ask for it to be considered that the Kinveachy to Carrbridge leg of the NMU be commenced as a matter of urgency rather than wait to tie it in with the rest of the route and the dualling of the A9.</p>	
ACNMU_082	<p>Dear Transport Scotland</p> <p>I was an objector to the lack of an NMU in the original upgrade to the A9 Dalraddy to Slochd section. I withdrew that objection once it was confirmed that an NMU would be provided between Aviemore and Carrbridge.</p> <p>Being a long time cyclist, both on and off road, I am delighted that this project will go ahead. On the basis of the maps and routes shown in your virtual exhibition, I would like to make the following comments.</p> <p>The preferred route is the most direct between Aviemore and Carrbridge. A survey carried out with the support of the CVCC and the Community company, shows that approx 20% + of respondents would use this for commuting. This is a very good percentage given our rural location and the dependence on tourism to our local economy. I suspect this figure would be exceeded should the direct route get approved. Linking up to the purple route as shown, going via Boat of Garten, will add much more distance and therefore time to get from Carrbridge to Aviemore,</p>	<p>We have noted your comments with regard to the route options as follows:</p> <ul style="list-style-type: none"> • You have a preference for the Blue/Orange Route this being the most direct route between Aviemore and Carrbridge; • You note that a survey carried out with the support of the Carrbridge & Vicinity Community Council and the Community company shows that approximately 20% of respondents would use the route for commuting which you consider to be a good percentage given the rural location. You consider that this number would be exceeded should the Blue Route be built; • The Purple Route adds time and distance to a journey between Aviemore and Carrbridge which you consider would

Reference	Verbatim Comment:	Response
	<p>effectively stopping those who would use the route for commuting. The Scottish Government has reiterated its desire to get people to use more active methods of transport for short journeys and commuting where possible. This is good for the environment and for the health of our nation, which the pandemic has shown is not great!</p> <p>I would therefore urge you to approve and instigate the Carrbridge to Aviemore route of O3/O2, B8/B4/B7/B6/B4/B2/B1/O1.</p> <p>I would also request that if possible this section of NMU is started as soon as possible and preferably before construction works on the Dalraddy to Slochd A9 works.</p>	<p>discourage commuters from using the route;</p> <ul style="list-style-type: none"> • This scheme will assist the Scottish Government's initiative to increase active travel for short journeys and commuting where possible; and, • Your preference is that this scheme should be built as soon as possible and in advance of the Dalraddy to Slochd A9 Dualling scheme.
ACNMU_083	<p>I wish to record my support for this scheme and hope that it can be started before the A9 Dualling programme gets to this section.</p> <p>I am strongly in favour of a "direct" route between Kinveachy Junction and Aviemore on the grounds of less distance, more convenient and suitable for commuting. The first section which needs construction is the section north of Kinveachy to Aviemore, as the traffic on this road makes its use for cycling a most unpleasant experience and certainly contrary to the well-publicised Scottish Government's stated aims and objectives in this respect.</p> <p>I look forward to the progression of the planned timetable of events for 2021.</p>	<p>We have noted your preference for the Blue Route to be constructed as this is the most direct route between Kinveachy Junction and Aviemore.</p> <p>Also, it is noted that you would like this scheme should be built as soon as possible and in advance of the Dalraddy to Slochd A9 Dualling scheme. In particular, your view the section from Kinveachy to Carrbridge as being the most urgent.</p>
ACNMU_084	<p>It was good to see the Virtual Room presentation and to attend the webinar. The presentations were thorough and well presented.</p> <p>In Carrbridge we feel cut off from our nearest town for cyclists/Scooters, walkers or cyclists due to the fact of having no accessible thoroughfare</p>	<p>Thank you for your positive comments on the virtual exhibition and webinar.</p> <p>We have noted your comments with regards to the route options as follows:</p>

Reference	Verbatim Comment:	Response
	<p>suitable for commuters, families and those recreating. This NMU is urgently needed before someone gets seriously hurt as has nearly happened on a few occasions.</p> <p>I have some comments for the Consultation:</p> <ol style="list-style-type: none"> 1. As this route will be used by people commuting I believe that it should be the shortest route possible i.e. Blue Route from Aviemore to Kinveachy junction. 2. The Blue route would be a safer route all round but particularly as it does not go into such remote terrain as the Purple route would. In the event of an accident it would be a safer route from which to 'rescue' someone or retrieve a broken bike. 3. Families with children don't need to have the extra 5 kms that is the Purple route. 4. The shorter Blue route would be used by more folk as it would be shorter and more direct than the Purple Route. 5. Ideally I would like to see the NMU built from Carrbridge to Aviemore for the following reasons: <ul style="list-style-type: none"> • The B9153 is a dangerous road to ride a bike and particularly with children. The bends are fast and not great width for cars and bikes. I have been nearly knocked off my bike twice this year. • Planning and engineering is simpler as it would just follow down one side of the road or the other without involving any/many frontages. • The N7 cycle route used to follow this route but no longer does as the road is designated as too dangerous for 	<ul style="list-style-type: none"> • You are in favour of the Blue Route as it is more direct and is likely be an attractive option for commuters; • You have a preference for sub-options O3, B8, B6, B3 and B1; • You consider the Blue Route to be safer than the Purple Route which you consider to be more remote; and, • You believe the additional distance of the Purple Route would result in the route not being as accessible for families with children. • You consider the B9153 to be a dangerous road for cyclists particularly children; • You consider the planning and engineering (of the Blue Route) to be simpler as it could follow one side of the road; • The NCN7 (N7 cycle route) which previously followed the B9153 was re-classified and downgraded. You would like it restored to its previous NCN7 classification which you consider to be important for tourism in the area; • Cyclists have no alternative but to use the B9153 between Kinveachy and Carrbridge. They have no other options; and, • The Speyside Way already exists as a route to Boat of Garten.

Reference	Verbatim Comment:	Response
	<p>cyclists. We would like to get this designation back as it is important for the village as an added attraction for tourists.</p> <ul style="list-style-type: none"> • There are no alternatives to this road as the alternative which was over Docharn Hill has also been de-designated as Route N7 off road. • From Aviemore there is already an alternative as the Speyside Way over the moor to the Boat of Garten. <p>My ideal choice of route would be O3, B8, B6, B3, B1 for the reasons stated above.</p> <p>I look forward to being updated on the progress of this sorely needed project.</p>	
ACNMMU_085	<p>I will keep my comments as short as possible and number for simplicity:</p> <p>1: the 2 shortlisted options at 9.9 and 15.7km approx. a 60% increase in length seems significant and the question is what is the route for a commute or pleasure.</p> <p>2: a 3m wide bitumen path over the moor above Aviemore is this practical for maintenance with associated cost.</p> <p>3: has a route profile (elevation) been reviewed/available to combine with route length.</p> <p>4: volume of traffic in the report for Route 7 at Aviemore 160,000 (2017) and Boat 47,611 (2011) and 80% recreation; split local/tourists. Anticipated increase any figures.</p> <p>5: the route differences between the 2 options is the point at the A95/B9153 junction. To this point people going through or from Boat could join the new (03) route. This would minimise any increase in traffic past the primary</p>	<p>We note and respond to your comments in the order they were raised as follows:</p> <ol style="list-style-type: none"> 1. We note that you have stated the Purple Route is approximately 60% longer than the Blue Route and that you have queried whether the route is to be provided for commuting or leisure purposes. We confirm that during the Baseline Assessment exhibition in 2019 Transport Scotland sought feedback on what respondents would likely use the route for and results showed the route would be used for both commuting and leisure; 2. We note that you have queried whether it is practical to maintain a 3m wide bitumen route in this area. We confirm that NMU route is being designed as a 3m wide

Refere nce	Verbatim Comment:	Response
	<p>school and nursery and a new route direct to Aviemore.</p> <p>6: A9 dualling, the Kincaig section has a tarred path alongside why not simply do the same on the west side to Carrbridge and go under 'new bridge' at Carrbridge. This would be covered during construction with little or no additional land purchased implications have less elevation demand and make for a quick journey time and minimise maintenance cost.</p> <p>I hope some of the above makes sense and as someone living on the speyside way I meet cyclists who are looking for smooth hard surface and not a forest type track as they seem to cover significant distances and hence my point 1, I prefer forest tracks but would not want to commute on one.</p>	<p>facility in line with current design guidance. A bitumen surface has been identified as the preferred surface informed by the anticipated user groups and feedback received to date. In addition, this type of surface is more durable and consequently will require less maintenance than an unbound material. We are also engaging with the Agencies who are likely to be responsible for the maintenance of the route and this will be considered following selection of the preferred route, at the detailed design stage.</p> <ol style="list-style-type: none"> 3. We confirm that route profiles are being considered as part of the options appraisal process. These route profiles are being developed in line with current design standards. 4. You consider there to be an increase of traffic volumes in the area. Thank you for highlighting these figures for us; 5. It is noted that you consider that the Blue Route would provide a new direct route to Aviemore and would reduce the level of traffic past the primary school and nursery in Boat of Garten; <p>In relation to your comment regarding a route alongside the proposed A9 Dualling, we confirm that this corridor was considered as part of the Baseline Assessment in 2019.</p>

Reference	Verbatim Comment:	Response
		<p>This was corridor 1 in the Baseline Assessment, and it was discounted and not taken forward at that stage due to the ecological impacts and other factors. It is not therefore included in the current options appraisal stage.</p>
<p>ACNMMU_086</p>	<p>I support the development of this infrastructure. I do not support it going via Boat of Garten, there is enough provision in that direction already. B2 or B3 makes little difference. But then I would prefer B6 and B8, which are more direct and give better access to Loch Vaa.</p> <p>Route O2 or O3 makes little difference, though O3 would mean no need to cross the road at the Kinveachy junction.</p> <p>It is important that cyclists should get priority when crossing side junctions. Without this, the facility will not be used by cycling commuters and others that don't want to slow down to give way at side junctions. The start/end of the route at Dalfaber Drive in Aviemore needs considerable work and planning to make it a safe place to cross and/or join the carriageway. The junction is wide and sweeping (hence fast turning cars), but with poor sightlines down Dalfaber Drive and is not a nice place to cross the road. Without an effective solution here, the route will not be as heavily used as it could be because less confident cyclists will not relish dangerous feeling interactions with other road users here. It is not good enough to assume that some other transport projects will deal with this problem.</p> <p>I am less familiar with the end of the route in Carrbridge but there may well be similar issues with joining the carriageway there at that start/end of the route.</p>	<p>We have noted your comments with regard to the route options as follows:</p> <ul style="list-style-type: none"> • You have preference for the Blue Route; • For the sub-options your preference is for B6, B8 and O3; • We note the informal access to Loch Vaa for leisure purposes; • The start/end points need careful detailed design in the vicinity of Dalfaber Drive, Aviemore and you feel there may be similar issues with integration to the existing road network in Carrbridge; and, • You feel the project should have a maintenance plan with ongoing budget to derive the full benefits of the project.

Reference	Verbatim Comment:	Response
	<p>Regardless of the surface finish, a thorough maintenance plan (including making the ongoing budget available) needs to be in place. If the route becomes potholed or uneven, has glass or litter on it, or becomes overgrown or vegetated/mossy, then people simply won't use it and will return to using the road. Will the route be cleared of snow and de-iced in the winter? If not, again, it will not provide the full benefit that is aimed for.</p>	
<p>ACNMMU_087</p>	<p>Below please find my second submission to this consultation.</p> <p>I often work in Redacted Text and often cite the great job they do with NMU paths and the high priority that these routes are given to help with Health, Wellness and improving the environment through pollution reduction enabling more people to commute to work by non motorised means</p> <p>Redacted Text has a similar climate and landscape to Scotland and population and we need to emulate of follow the lead of Redacted Text.</p> <p>See the pictures below and note on even relatively slow sections of 50 kph division from the carriageway is more like 3 m and not 1.5 m</p> <p>In the last two pictures where a narrow country road connecting some rural housing developments and where there is little room for the NMU that there is segregation between the road and the cycle way by barriers and this is in a LOW SPEED area not beside a busy 60 mph road with busy and HEAVY traffic like Lorries too.</p> <p>Note that in busy areas where high traffic is expected the NMU has two lanes for bikes and a third for pedestrians.</p>	<p>Thank you for the feedback you have provided and the photographs with examples of NMU facilities in Redacted Text.</p> <p>We note and respond to each of your comments in turn as follows:</p> <p>1, 2, and 3. – In relation to your first 3 comments where you indicate your preference for a 3m separation distance between the NMU route and the carriageway and also your desire to have a barrier between the NMU and the carriageway (when the separation distance is 3m); we advise that the key NMU assumptions for this corridor assessment are:</p> <ul style="list-style-type: none"> • Shared use facility 3.0m wide (where possible) • Minimum offset from live traffic 1.5m • Minimise impact on existing infrastructure verge • Bituminous sealed surfacing <p>This is something that has already been outlined on the panels at the Virtual Public Engagement Exhibition.</p>

Reference	Verbatim Comment:	Response
	<p>My points below are:</p> <p>1: If the NMU has to be close to the carriageway please consider a min 3m distance not 1.5m</p> <p>2: If the NMU is as close as 3m to the carriageway and fast and heavy traffic a suitable barrier must be installed</p> <p>3: An NMU without a barrier close to the carriageway is dangerous for children and animals in normal use and very dangerous to people should a vehicle leave the carriageway.</p> <p>4: An NMU connecting two villages like this must be a “linear route” – IT MUST FOLLOW THE MOST DIRECT AND SHORTEST ROUTE POSSIBLE WITH THE MINIMUM OF UNDULATIONS AND WITH GOOD SURFACES. In other words it needs to be the easiest option to encourage widespread and daily usage. If it snakes miles way through woods etc it will not appeal except to weekend adventurers not the general public. By following the A9 the direct and most level route would be best but the next best alternative is possible.</p> <p>5: Has full consideration been given to use by horses and carriage drivers. A carriage is usually 1.5m wide.</p> <p>6: Mounting blocks should be provided it at any gates, gates should also be suitable to operate from horse back, gates and bridges must be AT LEAST wide enough to allow passage by a horse drawn vehicle 1.5 m wide.</p>	<p>1, 2, and 3: In relation to the safety barriers themselves, these will comply with the necessary design standards and may be provided at discreet locations to mitigate hazards such as large embankments, structures and street furniture. In general, when a safety barrier is required it will be located within the road verge, between the carriageway and the NMU.</p> <p>The design details of the scheme and the site specific dimensions will only become clear after the preferred corridor has been selected and we move onto the detailed design of the preferred route. At that stage as we work up the layout and the project footprint we will be taking account of the various infrastructure constraints, environmental considerations and landowner sensitivities that present themselves along the length of the corridor. In addition, we will be seeking to make the new NMU as attractive and safe as possible for all user types having regard to the necessary design standards. Safety will of course also be a key consideration and we will be carrying out a Safety Audit of the project at the various stages of project development as it moves forward to delivery on the ground.</p> <p>4. It is noted you are in favour of a route alongside the A9 due to the directness and shorter distance.</p> <p>As stated in our email 23rd December 2020, we confirm that</p>

Refere nce	Verbatim Comment:	Response
	<p>7: As already mentioned horses do not like being too close to large and fast traffic so adequate spacing should be allowed.</p> <p>8: THIS ROUTE IS IMPORTANT TO LINK UP MANY ROUTES THAT WERE CUT OFF WHEN THE LAST A9 WAS BUILT. IN PARTICULAR LONG DISTANCE RIDING ROUTES THAT MAKE SE OF THE CAIRNGORMS, THE SLOCHD AND THE BURMA ROAD AS WELL AS MORE LOCAL USAGE BY RIDERS AND CARRIAGE DRIVERS NEEDING ACCESS TO THE PATHS AND WOODLANDS ON BOTH SIDES OF THE CURRENT A9.</p> <p>[pictures attached]</p>	<p>this corridor was considered during the Baseline Assessment in 2019 as part of the assessment of Corridor 1. This corridor was not taken forward to the options appraisal stage due to potentially significant impacts.</p> <p>For more information on the Corridors that were assessed during the Baseline Assessment, please see the Baseline Assessment Report as well as the exhibition materials from the Baseline Assessment Public Exhibition held in September 2019 all of which can be found on the Transport Scotland website at the link below.</p> <p>5. You queried whether consideration has been given to use by horse & carriage, and you refer to the standard horse & carriage width of 1.5m.</p> <p>The NMU route being proposed will be available to all non-motorised users including equestrians and vulnerable users.</p> <p>As indicated in item 1,2 and 3 above the proposed NMU facility will typically be 3.0m wide with 1.0m (min) verges which is in line with current design standards. Your information regarding the typical width of horse and carriage is helpful to understand potential impacts in this respect.</p> <p>6. You suggest that mounting blocks should be provided at any gates and request that gates should be suitable to operate from horseback. You also request that gates and bridges be at least wide enough to allow</p>

Reference	Verbatim Comment:	Response
		<p>passage by a horse drawn vehicle at 1.5m wide.</p> <p>The requirement for the provision and location of gates and widths of bridges will be determined at the detailed design stage. We recognise that gates can be a barrier for various user groups, and we will look to avoid or minimise these wherever possible. We will seek to avoid the need for mounting blocks, but should a situation arise where an equestrian may be required to dismount, mounting blocks will be provided if no other alternative is available.</p> <p>7. You mention that horses do not like to be too close to large and fast moving traffic and that adequate spacing should be allowed.</p> <p>Please see the response to items 1,2 and 3 above and we confirm that the detailed design following selection of the preferred corridor will be developed in line with current design standards.</p> <p>8. You consider this route to be important with regard to linking up routes which were cut off when the previous A9 was built.</p> <p>Connectivity to other NMU routes is included in the criteria used in the options appraisal assessment. Details of this can be found on the exhibition panels from the virtual exhibition on the Transport Scotland website at the link below.</p>

Reference	Verbatim Comment:	Response
ACNMMU_088	<p>The most direct route should be taken to allow people to travel between Carrbridge and Aviemore. If the route goes by Boat of Garten it will not serve the people living at Avielochan and they will still have to walk or cycle along the busy A95. Likewise people commuting for work or school between the 2 villages would likely still take the shortest route.</p>	<p>We note that you have expressed a preference for the Blue Route as the most direct route.</p> <p>We also note your comments in relation to the Purple Route which you explain would not serve those living at Avielochan who would have to continue to walk or cycle on the A95. Similarly, that you consider those who are commuting for work or school would be likely to continue to use the shortest route between Aviemore and Carrbridge.</p>
ACNMMU_089	<p>I support the development of this infrastructure. I do not support it going via Boat of Garten and want it to follow the blue options. Option B2 or B3 makes little difference. But then I would prefer B6 and B8, which are more direct and give better access to Loch Vaa. I would prefer O3 to Carrbridge as it would mean no need to cross the road at the Kinveachy junction. Cyclists should get priority when crossing side junctions. Without this, the facility will not be used by cycling commuters and others that don't want to slow down to give way at side junctions. The start/end of the route at Dalfaber Drive in Aviemore is a big issue. The junction is wide and sweeping (hence fast turning cars), but with poor sightlines down Dalfaber Drive and is not a nice place to cross the road. Without an effective solution here, the route will not be as heavily used as it could be because less confident cyclists (including families and children) will not relish dealing with other road users at this crucial point. It is not good enough to assume that some other transport projects will deal with this problem. Similar considerations of the importance of a safe start and finish arrangement should be given to the route in Carrbridge village. Regardless of the surface finish, a thorough maintenance</p>	<p>We note your comments with regards to the route options as follows:</p> <ul style="list-style-type: none"> • You are in favour of the Blue Route; • You have a preference for sub-options B6 and B8 which are more direct and have better connectivity with the informal access to Loch Vaa area; • You have a preference for sub-option O3 because it avoids the need to cross the road at Kinveachy junction; • The start and end points for the scheme at Aviemore and Carrbridge, you feel, need careful consideration in the detailed design to ensure the interface with the existing road network at these locations is safe; and, • A maintenance plan you consider should be included in the ongoing budget and be part of the project.

Reference	Verbatim Comment:	Response
	<p>plan (including making the ongoing budget available) needs to be in place. If the route becomes potholed or uneven, has glass or litter on it, or becomes overgrown or vegetated/mossy, then people simply won't use it and will return to using the road. Will the route be cleared of snow and de-iced in the winter? If not, again, it will not provide the full benefit that is aimed for.</p>	
<p>ACNMU_090</p>	<p>I was just watching the webinar regarding the Aviemore to Carrbridge NMU study.</p> <p>Why do we waste so much time and money on studies for NMU routes when the answer is so simple.</p> <p>ALL NMU routes should, where possible, follow and run along side the existing railway network for the following reasons:</p> <ul style="list-style-type: none"> * The terrain is user friendly as they are mostly level and never exceed a gradient of 1:75. * They generally follow the most direct route linking main centres of population. * It is a simple process to acquire a 3-4 metre strip of land along the existing routes (see example below). * The route can double up as a service strip for the railways and could be used in times of emergencies, such as the recent Stonehaven derailment. <p>The Aberdeen to Inverurie Railway was recently upgraded to dual tracks. A temporary service road was constructed along the majority of its length for the period of the contract. This was a perfect opportunity to provide a NMU facility. After the contract was finished this was systematically removed, such a</p>	<p>Thank you for your email dated 26 November 2020 to Transport Scotland and the Scottish Ministers in relation to the Aviemore to Carrbridge Non-Motorised User (ACNMU) Route Study. Redacted Text</p> <p>Thank you for taking the time to watch the ACNMU webinar on the Transport Scotland website.</p> <p>Transport Scotland is committed to placing public engagement and meaningful dialogue with directly affected communities and other stakeholders at the heart of the development and delivery of its projects.</p> <p>We want to ensure that communities have the opportunity to comment on the proposals for the ACNMU project at every stage in the process. It is important for engagement to be inclusive, open and transparent whilst ensuring that all feedback is considered. We also recognise that a local perspective on the impacts and opportunities is essential for the successful delivery of the project.</p> <p>Transport Scotland has been working closely with the Cairngorms National Park Authority (CNPA), The Highland</p>

Refere nce	Verbatim Comment:	Response
	<p>waste of money and amissed opportunity.</p> <p>I should be grateful if you could copy this email to relevent parties.</p>	<p>Council (THC), Highlands and Islands Transport Partnership (HITRANS) and Sustrans on the ACNMU route study since early 2019.</p> <p>Public and stakeholder consultation on the study began in September 2019 with public exhibitions held locally in both Aviemore and Carrbridge. These exhibitions displayed the outcomes of the Baseline Assessment of the route study and all the materials were made available on the Transport Scotland website.</p> <p>https://www.transport.gov.scot/publication/exhibition-materials-september-2019-aviemore-to-carrbridge-nmu-route-study/</p> <p>A key outcome of the Baseline Assessment was to identify a range of broad corridor options to provide an NMU link between Aviemore and Carrbridge. The study identified ten corridors which were informed by a review of both engineering and environmental constraints, existing NMU routes, feedback received from data collection and consultation exercises undertaken to date, in addition to guidance provided by Cycling by Design and the Scottish Transport Appraisal Guidance (STAG).</p> <p>The Baseline Assessment was finalised in 2019 and identified two corridors to be progressed to the Options Appraisal stage. A report summarising the Baseline Assessment was published on the Transport Scotland website.</p>

Reference	Verbatim Comment:	Response
		<p>https://www.transport.gov.scot/publication/baseline-assessment-report-september-2019-aviemore-to-carrbridge-nmu-route-study/</p> <p>The Options Appraisal stage has developed the two corridor options identified as part of the Baseline Assessment to a level of detail which will allow Transport Scotland to undertake a robust assessment of these options to identify a preferred route. A number of sub-options within the corridors were identified based on a review of both engineering and environmental constraints.</p> <p>The identification of options has considered opportunities for the provision of the NMU route alongside existing infrastructure, such as the trunk and local road networks and the Highland Main Line railway, where there is adequate space and no significant constraints or impacts. A number of the sub-options associated with the Blue route include provision alongside the B9152, A95, B9153 and Highland Main Line railway. Sub-option B7 for example is routed between the proposed A9 Dualling scheme and the existing railway embankment.</p> <p>Transport Scotland is committed to increasing levels of cycling and walking for transport and leisure and we hope to identify a preferred route for the ACNMU project early in 2021.</p>
ACNMU_091	Firstly thanks for the detailed thorough and comprehensive approach.	Thank you for your positive comments on the consultation process.

Reference	Verbatim Comment:	Response
	<p>I am strongly in favour of the blue (more direct) route option. For key categories of users - commuters, shoppers etc - the distance and time savings will be massive and will, in my view, make a significant difference to use. In fact, I'd go so far as to say that the "upgrade" to the existing purple route probably isn't worth the trouble. I don't think that usage would be significantly higher than now. I also worry that a 3m wide sealed bitumen track would adversely impact upon the environment between Kinchurdy and Aviemore. The current path there has a lower visual and physical impact and seems to me to work well.</p> <p>Wrt leisure users, I can see attractions from the blue route version in terms of new circular cycle routes eg Aviemore - Carrbridge - Boat - Aviemore and also a shorter version of the Burma Road route using the new blue route in place of the current "road" or "via Boat" options.</p> <p>Wrt the subsections, my comments are as follows:</p> <p>Favour Orange 3 due to minimising crossings at Kinveachy junction.</p> <p>Favour B3 over B2 as roundabout crossing feels safer.</p> <p>Favour B6 over B5 on basis of being more direct.</p> <p>In each case these are rather marginal preferences. The key issue is the main route.</p> <p>My final comment relates to timing. I'd strongly encourage the earliest possible start to the Orange 02/03 section. Living in Carrbridge, I don't cycle on the B9153 beyond the Carr Plantation/Docharn path junction at NH911212 as I don't feel comfortable or safe doing so. As a driver, I am</p>	<p>We note your comments with regards to the following:</p> <ul style="list-style-type: none"> • You are in favour of the Blue Route as it is more direct; • You consider the distance and time savings of the Blue Route to be preferable for key users such as commuters and shoppers; • You are not in favour of the proposed upgrade to the Purple Route which you consider would not result in a significant uptake and would negatively impact the environment between Kinchurdy and Aviemore; • You are in favour of the connectivity to other NMU routes that the Blue Route provides, specifically creating a circular route with the existing NMU (Speyside Way / NCN7); • You prefer sub-option O3 as it minimises crossings at Kinveachy junction, B3 as you consider it to be safer than B2 by crossing at a roundabout and B6 is preferred since it is more direct; and, • You would like to see the section between Kinveachy and Carrbridge identified for early construction due to the safety issues for cyclists on this section of the route. <p>With regards to your comment on the early construction of the route between Kinveachy and</p>

Reference	Verbatim Comment:	Response
	<p>regularly queued behind bikes on this road, sometimes slow moving. I am a patient and (hopefully) thoughtful driver. Not everyone is. I certainly would not cycle any part of that route in dark or poor light conditions.</p> <p>I hope that this is helpful.</p>	<p>Carrbridge, we confirm that Transport Scotland made a commitment to the Cairngorms National Park Authority and The Highland Council to undertake the Options Study and to develop an outline design for the preferred route to a sufficient level of detail to support a planning application. This commitment relates to the provision of NMU links between Aviemore and Carrbridge. In terms of programming of the eventual construction contract, it will be for the successful contractor to manage the programming of the works.</p> <p>Should all the necessary land and planning requirements be in place, Transport Scotland has committed to include the Aviemore to Carrbridge NMU route in the A9 Dualling construction contract.</p>
ACNMU_092	<p>I would much prefer route 3, the blue route, as it is much more direct. The already existing path of the purple route being made tarmac will not change much for me or a lot of people. Route 3 is more direct making it a much more viable choice for commuting and travelling between Aviemore and Carrbridge. It will mean it is used much more, especially when travelling is a necessity. The purple route is already there and is used by people travelling more recreationally. As it is at the moment, I and people I know will cycle on the road to travel but it is dangerous and not at all safe in poor weather and poor visibility which is not infrequent.</p> <p>Thanks.</p>	<p>We note that you have expressed a preference for the Blue Route as it is the more direct route and a more viable option for commuting to between Aviemore and Carrbridge.</p> <p>It is also noted that you believe the Purple Route is more of a recreational route for cyclists.</p>

Reference	Verbatim Comment:	Response
ACNMU_093	I live at Redacted Text and my instinct is that if the purple route is chosen most cyclists would be unlikely to go to Carrbridge via Boat of Garten and would as a result be inclined to use the existing B9152 which is currently tricky even for an experienced cyclist. I would suspect that most people be unlikely to travel between Carrbridge and Aviemore due to the significant increase in the time requires. In an ideal world it would be great to have both routes creating a safe route between the three villages	We note your comment in relation to the distance of the Purple Route and that you consider that with the distance involved cyclists will continue to use the B9152 and A95 north out of Aviemore.