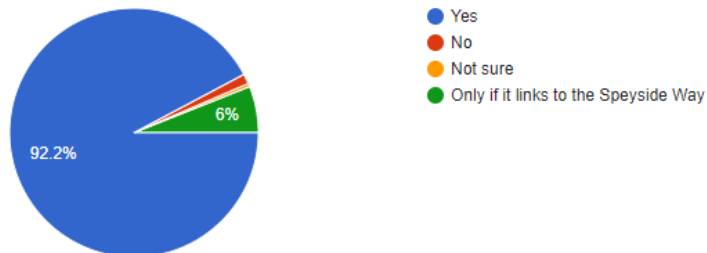


# Appendix B. Data received from other agencies and stakeholders

# Carrbridge to Speyside Way – Survey Summary

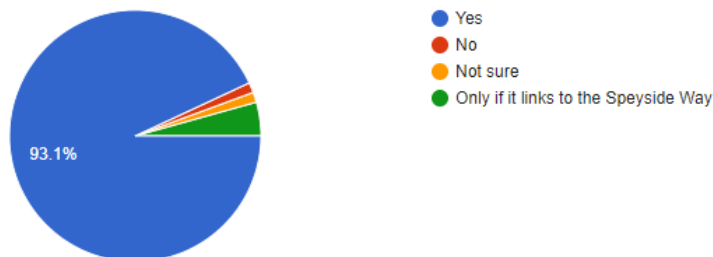
Do you think a path running parallel to the B9153 (old A9) from Carrbridge to Kinveachy is a good idea?

232 responses



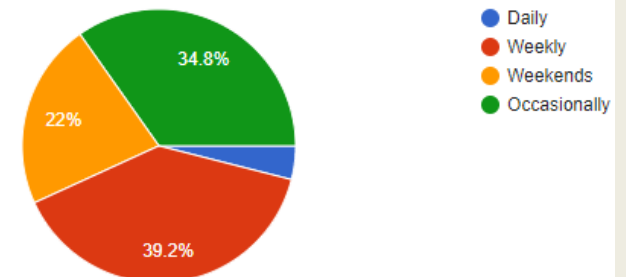
If there was an off-road path parallel with the B9153 (old A9) from Carrbridge to Kinveachy would you use it?

231 responses



How often would you use it?

227 responses



# Carrbridge to Speyside Way – Survey Summary

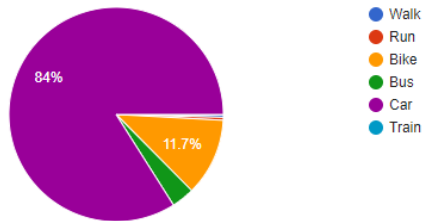
## What are the barriers to you leaving the village on foot or bike? (examples: safety of certain routes, quality of path, steepness of path, too far, no direct route to destination)

- Safety (47)
- No direct route (8)
- road is dangerous for cyclists, Docharn route is less than ideal (2)
- Speed of traffic and proximity of passing vehicles. Particularly on the A938 (2)
- None (2)
- We live two miles Out of Carrbridge and find the current road is dangerous (2)
- I wouldn't want to cycle on old a9
- Having to go up the steep hill to Docharn
- Safety concerns , steepness , not wanting to be on old A9/A95
- safety , and steepness of Docharn
- No direct/fast route to Boat/Aviemore this also makes it too far sometimes if you want to make the trip a bit quicker.
- Old A-9 not safe. Docharn hill time consuming, and at times muddy.
- steepness
- Fast traffic on Grantown road
- Safety, walking where there is no dedicated path can be dangerous
- No barriers it's safe and easy for me to join the path to Docharn
- Quality of path
- Blind summits on blind bends, speed of traffic,
- Docharn Hill is not family friendly either going up or down. The old A9 is simply too dangerous without a footpath or cycle path to use with children or elderly
- Worried about traffic on some routes
- No direct route or feel unsafe using main roads
- Safety, suitability, no clear route map
- Don't feel safe cycling on busier roads
- Speeding drivers
- The B9153 is busy with lorries and buses and when on a bike they try to pass you but find something coming opposite way and swerve back in. Ive personally had a few close calls from being knocked off.
- Some paths not great
- Speeding traffic
- Busy roads
- Lack of connectivity
- Previously used route 7 but found this to be unsuitable after being bitten by farm dogs. Now cattle prevents me using this route.
- No direct route and steepness
- path over docharn not suitable for a road bike. old a9 to kinveachy not nice to cycle with cars going fast round blind bends
- All of the above
- No barriers, but prefer a safer route
- I don't like to run on the road or the kids to bike on the old A9, its not safe and will be worse when the start to construct the dual carraigeway and idiots think they can use the old A9 through Carrbridge as a rat run like they did Kinraig.
- Busy road with lots of blind bends.
- Quality of track, foresting, traffic on road
- Traffic on roads when cycling with young family
- Docharn path too steep and indirect for commuting
- I wouldn't use any either the Grantown or Kinveachy road routes because of safety concerns
- Route to Aviemore via Boat is too indirect.
- Main road to Aviemore and Grantown dangerous for pedestrians
- no direct route to destination
- Dont cycle on road much.
- Dangerous old A9. Sustran off road is to challenging with small children.
- the steepness of docharn. and no other safe routes
- Safety, steepness, circuitous route over Dochsrn
- Docharn Hill is too steep and muddy, with cattle, to be used as a regular commuting route, so I tend to drive to Aviemore
- Traffic on A95 & A938
- work on the cross country route, and time taken to get to nezzr village
- Lack of pathways
- Docharn Hill; the path from the back of Landmark along the railway line needs improvement.
- Poor route and difficult for children. Unfriendly farmers and livestock on route
- safely and being seen on the road
- How busy the road has no become due to influxes of tourism
- steepness of the path and safety of certain routes
- Mainly the big hill up to Docharn and the very muddy track complete with cow pats to dodge on the other side!
- No real direct route, the Sustrans route is a very long way round but the only real safe route
- Safely of b9153 - I'd never cycle on it but docharn is often v. Muddy and has lots of gates so not very convenient
- Steepness of path -especially when taking children in a trailer/ bike seat (docharn)
- Don't want to cycle on roads with babies in trailer behind me
- From Aviemore - Carrbridge I use the Speyside way & bypass Loch Vaa- Then I am stuck with a dangerous section of road to carrbridge junction. If I have energy, I pick up cycle path to Boat junction, and then up and over hill to pick up tracks through Ellen forest. But if on a road bike I have no option but to use Old A9. This is dangerous because narrow and lots of lorries
- Links to other off road routes
- No direct route off road
- Traffic
- Far more enjoyable not to cycle in traffic.
- Heavy traffic
- No direct route to destination, steepness of path
- No safe route for me and my children
- No direct route , all of Badenoch and Strathspey should be linked with paths
- Safe passage riding a horse AND leading a pack horse. (Note - no horse option to choose above.
- It is a steep and rough path for a bike trailer with a baby and the road is too dangerous.
- (1) not prepared to cycle on A95 Kinveachy-Aviemore, nor through Dulnain Br to Grantown. Old A9 to Kinveachy is OK. (2) Cycling to Aviemore is very indirect even on mtb (via Boat and Speyside Way) and on road bike even less direct (via Boat and Coylumbridge)

# Carrbridge to Speyside Way – Survey Summary

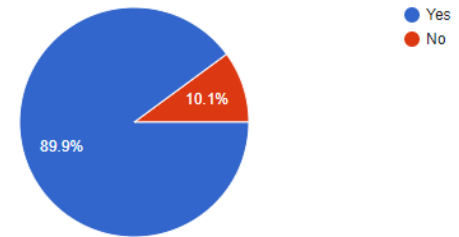
What is the most common way you currently leave the village to go to other communities i.e. Aviemore, Boat of Garten?

231 responses



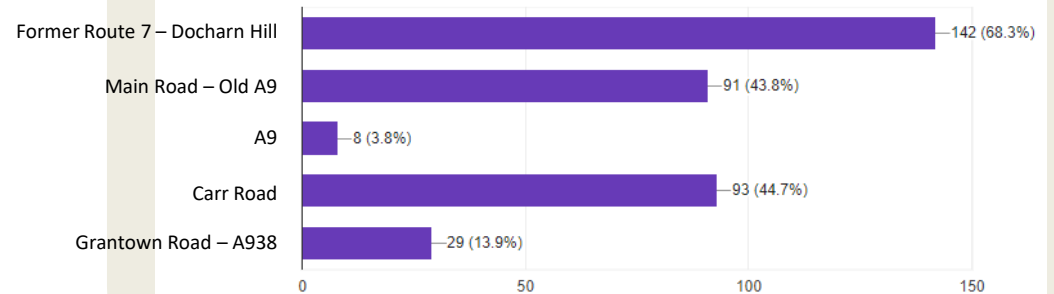
Do you ever walk, run, cycle, horse ride out of the village?

228 responses



If 'yes' to above, what route do you take?

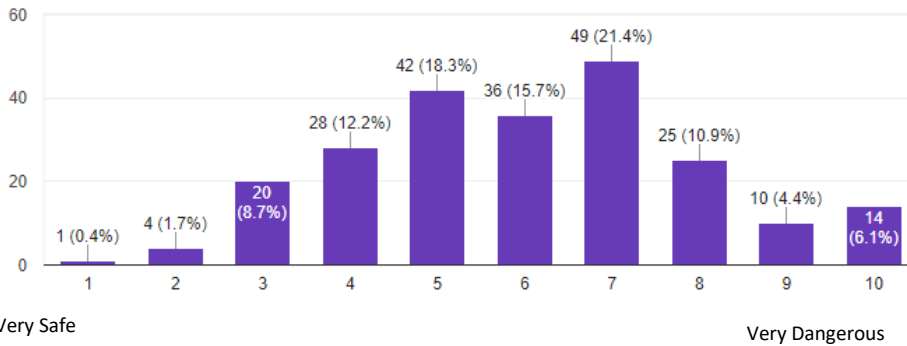
208 responses



# Carrbridge to Speyside Way – Survey Summary

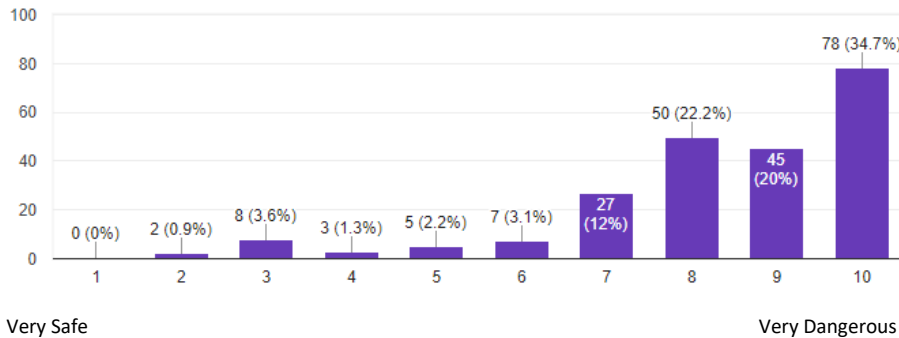
As a motorist, how safe do you perceive the B9153 Carrbridge to Kinveachy road to be?

229 responses



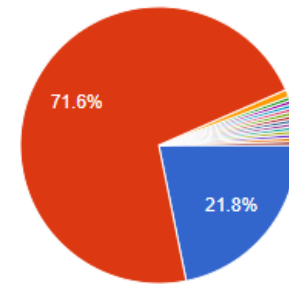
As a non-vehicle user (cyclist), how safe do you perceive the B9153 Carrbridge to Kinveachy to be?

225 responses



What would be your preferred path surface?

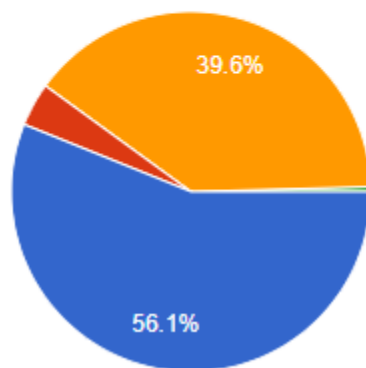
229 responses



- Tarmac
- Whin Dust (akin to Old Logging Wa...)
- Tarmac is better for all users, wheel...
- I don't know
- Anything so long as it isn't tarmac. Di...
- Like national cycle path at Sluggan.
- Whatever gets road cyclists off the r...
- Hard core dirt track
- For wheelchairs tarmac if its afforda...
- Surface that is kind on dog paws
- either would be OK -- just has to be...
- Whin dust where wash out will not b...
- None
- Needs to be well maintained for roa...
- Don't know
- Tarmac otherwise people on road bi...

We hope that this path would be built as well as a path alongside the newly dualled A9, however, if you had to choose between one and the other, which path would be your preference?

230 responses



- Link path to Speyside Way, parallel to old A9 South from Carrbridge
- Non-motorised user route alongside the newly dualled A9
- Both paths should be provided
- Neither

## Can you anticipate any benefits to local businesses? If so, please list what these may be.

- link to speyside way will enhance tourist footfall (2)
- so many (2)
- Possible increase in leisure cyclist and families as well as walkers coming to the village and stopping for lunch, coffee or landmark. (2)
- More of our guests would walk into Carrbridge in the summer and use the various restaurants / pub, leaving the car here. (2)
- More cycle tourists stopping
- Yes, the cafe's should benefit from the additional visitors who will find it easy to cycle etc to Carrbridge, perhaps the Spar shop and the gift shops also. Some family's may cycle to Carrbridge to go to Landmark from Boat and Aviemore
- They will be huge -so many people with bikes - coffe shops /spar/pub will all benefit
- too many to list!
- A safe and more direct/faster bike/walking route would bring Carrbridge into 'cake run' territory - where an outing is taken in order to visit a local cafe/pub for refreshments as a reward. Local shops would benefit from increased business too.
- A direct bike route will make it easier to explore neighbouring areas, thus making Carrbridge more attractive for overnight visitors. It will also make Carrbridge easier accessible for tourist who are staying in surrounding communities.
- passing trade
- Cafes would benefit from bikers and walkers
- More potential customers
- Increase in tourism
- Yes. I think lots of tourists from Aviemore would walk up for the day and contribute to trade in our shops and eaterys
- Foot traffic popping into local shops
- More walkers and bikers using the route hence more tourists
- The village would benefit from more people on bikes using the local cafes ect
- Benefits to locals at Duthil and lochenhully
- Safer off road accessibility
- more people would use
- better access for walkers and cyclists to carr-bridge and surrounding area commuting for younger people in the area.
- Increased trade from walkers/cyclists. Aviemore visitors/residents more likely to visit Carrbridge by foot/cycle
- More visitors to cafes
- Anything which links Carrbridge to Aviemore should assist with tourism to the area.
- Certainly: from increased spend by those coming into the village
- Better safer access with kids to the other villages. Use of the facilities in these, shops cafes etc. Will also increase people coming to Carrbridge.
- more use of cafes and possibly B&B by people walking speyside way
- Yes it would be a more preferable route for families cycling, tourers and for cycling events
- More family cyclists coming to the village
- Holidaying families and individuals more likely to explore as far as Carrbridge from Boat by cycle.
- Increased number of cyclists looking for accommodation/food/rest in the village
- Tourism increase
- Many benefits to be had. People using the Speyside Way if it was linked up could detour into Carrbridge. Improved health for people who may be encouraged to walk or bike more.
- Safe link up will encourage family bike outings
- Increased footfall, supporting throughput and retention of businesses serving the local community
- Encourage Lejog cyclists and Speyside way users to visit Carrbridge for food or accommodation.
- Improved/safer visitor opportunities
- More cyclists coming to carrbridge. old a9 safer for drivers
- Walkers from outwith the village coming in to our cafes or to visit Landmark
- Higher footfall
- Walkers and cyclists would be more likely to visit the village
- Cycling tourism is very important to rural communities. Linking traffic free routes together can only help to increase the quality of cycling & health.
- More cycling and walking traffic into village centre.
- More walkers into the village visiting attractions and businesses
- more people visiting village so they spend in shops
- Circular cycle route stopping at great cafes on route .
- Cyclist/walkers spending money
- Yes more cyclists stopping for refreshments at local cafes.
- Generate more income through stopping trade, walkers and cyclists
- yes esp the bird watchers and mountail guides that would take folk to and from the village... also the events that could bring more folk into our village with a path out linking the speyside way.
- Yes, increased trade

## Can you anticipate any benefits to local businesses? If so, please list what these may be.

- would make it safer for leisure cyclists to link the village to Aviemore off roads making the village more of a cycling destination from Aviemore. More visitors wanting cake and coffee, sweets and drinks etc
- Not sure
- Better and newer paths will produce more foot and bike traffic, which in turn leads to more customers for the local businesses.
- More passing cyclists
- more visitors with fewer cars
- More cyclists and walkers would stop in Carrbridge for coffee and cake
- Yes, as more holidaymakers and long distance cyclists would be likely to use the path and visit or pass through the village, leading to increased use of the shop, pubs, hotels and B&Bs.
- More tourists, walkers and bikers would come to the village from the likes of Aviemore, Boat and stop for lunch or a beer
- Increased trade to cafes/pubs
- More people travelling to Carrbridge for leisure walks/bike rides from neighbouring villages. Most would use cafes/pub/shops once at Carrbridge.
- Increased business.
- People coming and stopping in Carrbridge.
- Will bring people into village
- More people cycling to the village from other villages. More people willing to stay in Carrbridge as it creates another option for something to do. Families riding to village. Makes it a more appealing cycle destination. Great for coffee shops.
- More cyclists stopping for tea & cake!
- Yes. I enjoy visiting the cafes & pub in Carrbridge. I also use the Spar shop to refuel on my journey home from Aviemore from Inverness
- More accessible for other users to come and visit
- People using the route dropping into the village for snacks, meals and drinks
- Tea rooms etc would benefit from walkers/Runners/bikers going through the village
- The local cafes etc for people walking/biking
- Increase tourism, providing a locals and wheelchair users with a cleaner way to get around.
- More walkers visiting the village
- Easy route for tourists who don't have motor vehicles
- More traffic to visit area, stop for food or coffee cake while out on the bike
- Increased footfall
- I think if there is a path that people from outside the community will use it to visit Carrbridge.
- Extra revenue at shops
- Would bring more tourists into village
- Distance horse travel riders staying over night. From 4 different directions.
- Cafes busier with cyclists. People commuting to Carrbridge.
- More visitors
- More people may feel able to cycle into the village and use the cafes/pub/shop.
- Yes more people could access the village
- bring tourists to village encourage people to visit stay over as part of full route
- If it increased bike traffic, there is spinoff for village cafes and Spar
- It would create the opportunity for bike hire (could benefit local B&B / hotels) if there were better cycling options from and around Carrbridge. It would attract more day trippers (on bikes) who stay elsewhere in the strath and my otherwise not visit.
- Loads - people will visit the shops, cafes, pubs & hotel more - we do with other villages we can bike to.
- People can come in from Aviemore by foot or bike.
- Local B&Bs and other businesses would benefit from tourists having an off road to Aviemore (and Boat)
- People visiting, stopping for coffee/lunch. More people staying whilst doing 'walking' breaks. My friends walking to meet me
- More cyclists/walkers visiting the village from other villages and using Carrbridge facilities
- More bike tourists
- More bike groups using the path and stopping at the cafes, shop or pub for lunch or a drink.
- Big benefit as it will encourage cycles with the family
- Increase tourism attractiveness of Carrbridge
- Increase in visitors
- A suitable off road link to Aviemore would be a huge benefit, I would envisage increased footfall and spend in the local shops, cafe and pub. Cycle hire shops in neighbouring villages may also benefit.
- More cyclists visiting CB
- Other (83)



## What benefits can you anticipate from the creation of an alternative path to Kinveachy and the Speyside Way? For you personally and others, including; road users, tourists/day trippers from surrounding areas

- Safe linked route from Aviemore to Slochd, safe return route for MTBers heading over Burma Road (2)
- ease of access to the parts network already linking boat of garten and aviemore, etc (2)
- Safer route and better access to all the villages off road. Good for encouraging families to get out and enjoy their own area, as well as "serious" cyclist doing long distance routes. (2)
- I walk to Boat of Garten from home (Docharn) on occasion but the walk down the hill to Kinveachy junction is so dangerous before I pick up the cycle route at the bottom of the hill. Cars travel far too fast on the stretch between Kinveachy and Carrbridge. We would also use the proposed path to Carrbridge to cycle there. Tourist coming from other areas currently using the road would benefit with a new safer route adjacent to the existing road. (2)
- Cyclists not being on the road is by far the biggest advantage, to driver and cyclists safety.
- Significantly safe cycling, less worrying for motor vehicle drivers with less mountain bikers on the road, inclusive participation
- Exercise , getting out , seeing other communities by bike , not using car.
- lots!
- Stayin' alive! (a pretty good reason I think you'll agree?!) Currently it's too dangerous to bike/walk the B9153 which would be the most direct route to Boat or Aviemore. The Docharn route as well as being quite challenging for the not so fit also involves running the gauntlet of farm animals and is frequently very muddy and the track is covered in animal excrement.
- A path Kinveachy-Carrbridge will link Carrbridge to the existing nmu-users routes that are connecting Boat, Aviemore and Nethy today. It will make biking or walking a more realistic alternative for getting to/from Carrbridge for all groups of users.
- I would be more likely to bike in that area, to get to Boat or Aviemore. My mountain bike club would use it for social rides. Good for health and wellbeing, keeps bikes out of the way of cars, trucks, buses etc
- A safe path that does not interfere with traffic
- Safety for all
- Road users would have less cyclists. Cyclists would have a safe route. Tourists would have a decent low-level walk with option to return by bus.
- Health benefits of walking/cycling
- Much safer and shorter route to walk from Aviemore to Carrbridge
- Increased safety
- I would feel a lot safer being able to cycle separately from traffic
- Nil
- Connecting Carrbridge to the other villages
- A safer off road access for locals and tourists
- safer than what it is going by the oold road
- safer for everyone motorists,cyclists,walkers and young families with push-chairs .Especially in todays promotion of health and fitness plus you have the carbon footprint.
- A safe easy route to link to the excellent Speyside way path that is currently great for families and encourages safe enjoyment of several local communities, easy reached by bicycle.
- Health benefit s would use bike rather than car
- Enjoyable outdoor walking, community's linking, kids able to cycle to see friends, use facilities on route.
- Great way to access other villages and connect with other paths. Safer than cycling on the road and especially for families too.
- Safety and folks and locals alike not having to drive to get out of the village safely for a walk run or cycle
- Lots such as tourism and health
- A safe off road route which pedestrians, cyclists, wheelchair users etc could use for recreational and commuting purposes
- Easier and more plentiful walking / cycling from the doorstep
- More outdoor exercise opportunity
- Safer alternative route between the villages will allow us to plan family cycles from the door rather than taking the car initially.
- Creating a spur off the speyside way to visit interesting features in carrbridge for walkers,tourists etc
- I think linking in with the speyside way would bring added visitors go the village for bed nights, cafe/restaurants etc, for some it would be a welcome addition to their walk. It would also allow people to loop to carrbridge/boat/aviemore without having to go on the road.

# Carrbridge to Speyside Way – Survey Summary



## Continued...

- I would cycle to Aviemore instead of driving which I rarely do now as I don't feel safe on the road and don't always have time to go the long way round on tracks. It would be safe for families visiting the area to cycle between the villages. Possibly more business for cafes and small shops. Lorry and car drivers wouldn't be held up as much.
- It would properly open up an off road cycle route to Loch Morlich etc would also be good for cross country skiing in the winter
- I would cycle or walk with my family
- Better road safety and more pleasurable cycling
- Increased number of cyclists looking for accommodation/food/rest in the village
- Health
- Makes a good round trip from Aviemore for families, and can then cycle to Landmark
- Safety of runners, bikers, horse riders. More options for recreation.
- Stay from traffic
- An off-road path track linking to the SSW and to NCN would encourage leisure activity from Aviemore and Boat of Garten. This would encourage
- It will enable me to cycle from home with family. This will also apply to people staying in Carrbridge on holiday.
- There are many - safety, health, economic, more appealing for visitors, quality of life etc
- Safe link to Aviemore.
- Linking up with the Speyside way would be a big attraction, a good walking challenge for locals and tourists alike. Cyclists from further afield would have a good route to choose
- Higher level of safety and a more leisurely journey both on foot and by bicycle
- Good link between Speyside Way and NMU route over the Slochd.
- Greater variety of walking and cycling routes into Strathspey.
- more choice of walks
- Encourage leisure activity and associated income and health benefits
- It would allow those who've perhaps not cycled much to try it and see its benefits.
- More options
- More use of bike = health benefits for locals, Also better tourist experience.
- Health & fitness
- Open up greater access to wider off road routes.
- as above
- Safer route south, family friendly, less cyclists on old A9 therefore less worrying for drivers
- Greater separation of motorised road users from others
- I would commute to Aviemore on a more regular basis as I consider the current NCN 7 to be too dangerous to use regularly - dark nights make it dangerous in winter. And tourist traffic makes it dangerous in the summer.
- Alternative riding and cycling routes for those who are not hard core MBs
- see above - safe and enjoyable alternative to the road
- Further dog walks
- It would be quicker and more direct. This would encourage people to visit Carrbridge by foot or bike and likely link with other routes.
- safer, easier to explore and enjoy
- Tourists/visitors doing the Speyside Way can use Carrbridge as their base for few days or so.
- Fitness
- I would be able to get to work in Aviemore by bike or on foot with less mud and muck on me and my bike/trainers and clothing. It would likely be a more direct route making the commute more appealing in inclement weather (as I would be outside for less time and wouldn't have to contend with Docharn hill). As above, it would benefit the village by providing a route that attracts more holidaymakers and long distance cyclists to visit or pass through the village, leading to increased use of the shop, pubs, hotels and B&Bs.
- As above generally but for me I would cycle more out of the village.
- More active days out starting from Carrbridge
- Improved social connection between neighbouring villages. Chance for children to travel independently to see friends in neighbouring villages. Improved safety if not tempted to cycle on roads. Health benefits from another walking/running/cycling route in the area.
- Increased tourists, safer access to Speyside Way.
- Safer driving on road and something new to do at the weekend.
- Extended route for walkers and cyclists
- I would prefer to travel away from the road so this would be a great benefit to me. Cycling with kids will now be possible to Boat and Aviemore without the obstacle of Docharn Hill or cow fields. An alternative to going on the road which will be safer and less impeding of traffic on old A9. Families better access to Carrbridge. Possible cycling families to Landmark instead of driving from other villages. Adds to the offer that Carrbridge has, of things to do.
- Healthier, safer for all users. It's a no brainer!
- More likely to cycle so greener
- More active travel
- Leisure activities off road to & from village
- Better health and wellbeing
- Enjoyable exercise
- It would be nice to get more options for cycling and going to different places
- Being able to take day trips
- Safety, increased access to Aviemore, safer for children
- Being able to cycle or walk to Aviemore or Boat of Garten on a nice path.
- Day trippers
- Safety
- linking the 4 much used distance horse travel routes that cross here.
- It will make Carrbridge more accessible to everyone

## Continued...

- It would mean I could use my car less to access Boat of Garten and Aviemore and it is safer for everyone if there aren't cyclists using the B9153.
- safe route for walking
- For myself, the only significant benefit would be if there was also a direct road-bike-able NMU path from Kinveachy to Aviemore. And a path alongside the dualled A9 would fix that.
- 1) increased outdoor activity = better health for residents and visitors, 2) an alternative to using car or public transport, 3) better connections for those who don't have access to a car
- Tourist & locals magnet to travel, enjoy the outdoors, nature & develop healthy life styles. Journeying attraction for people in touring bikes. Depending on the construction it could suit people to use mobility scooters & enjoy our amazing environment
- Make the village more accessible for people on foot or cycling
- Better connectivity of routes for my family and others such as tourists.
- A joined-up route for off road travel would enable fewer motorised vehicle used.
- Other (86)

## Do you have any further comments about the proposal?

- No (3)
- Great idea (2)
- Good luck!! (2)
- make it happen (2)
- Good luck! (2)
- All trunk roads and roads being upgraded should have cycling paths included in the proposal. (2)
- We are currently corresponding with Sustran voicing our concerns. We believe this road will become busier than ever when the duelling takes place from Slochd to Kincaig. As happened with the recent road improvement at Kincaig, the 'old 9' was extremely busy thus making it dangerous to pedestrians and cyclists. We spoke to Scottish transport representatives at the village hall in December, but they were not interested in our concerns (2)
- It is a very good idea
- This multi use, non motorised way is very much needed
- Fantastic idea - so many benefits on so many levels
- Creating a more direct path for non motorised vehicles giving better access to Boat and Aviemore would significantly improve Carrbridge for both locals and tourists. Currently families with young children biking to/from Carrbridge are finding themselves suddenly out on very dangerous roads. It is a miracle that there has not been a serious accident. It would also create a safe route for commuting which currently does not exist.
- Its important that a nmu-path is connected to the Wpeyside Way in a way that gives users an as direct as possible route to Aviemore.
- Good idea, hope it works out.
- Sooner the better
- A path would be a significant asset to the Carrbridge community and visitors to the cairngorms
- The route from Carrbridge to Duthil is used by quite a few and many more will not walk,ride due to its dangerous use and no footpath,I feel a path on this route is needed for locals and tourist far more than the one being considered
- This path is long overdue!!
- would be great for everyone much safer
- It is about time before someone is killed especially younger adults and cyclists back and forth to aviemore.
- An improved cycle route between Carrbridge and Aviemore would make a huge positive difference to providing outdoor recreational access for visitors and residents alike. The superb current network of safe (car & lorry free) cycle paths and MTB trails needs better linking between Carrbridge, Kinveachy and Boat of Garten
- It would make living in Carrbridge even more amazing as one of the reasons for moving to this area is the off road cycling opportunities. It can be frustrating driving to other villages to connect with the other paths. Certainly a much 'greener' proposal too.
- This would be an exciting development
- Great idea! Good luck!!
- I think a path parallel to the old A9 would be a better option than one next to the new A9 but my second choice would be a link to the Speyside Way. At the moment I feel safer cycling the part from Carrbridge to Kinveachy than the part from Kinveachy to Aviemore as there is more/faster/ bigger traffic on that section. Would prefer not to be on the road at all, so any path would be an improvement.
- It would be good if it was very clearly sign posted and waymarked. Many people cycle down the road from Aviemore to Glenmore and don't know about the old logging way path.
- Health asset to all
- The phase 3 plans for the A9 dualling include the upgrading/creation of a track parallel to the A9 a couple of hundred metres from the northbound carriageway, crossing under the A9 at Kinveachy and a couple of km from Carrbridge near the Feith Mhor. A very short section of path built alongside the B9153 (c.350 metres) would connect this to the existing path network. I mentioned this to the road planners at the latest A9 public information meeting in Aviemore. Their response was that it was not in scope but that there was a very good case for considering it.
- The B9153 is not suitable to carry NCN Route 7 so a proposed new link should be created which can be designated and function as NCN Route 7
- Re your question about most common way to leave the village on foot - I walk up Station Road and can then go across country in several directions, all of which are great walking. But a route to connect with Speyside way is an excellent idea.
- Do hope it goes ahead
- An essential community link
- I don't consider a route adjacent to the dualled A9 to be a realistic proposition. It would not be attractive to recreational users or those wishing to commute to Aviemore
- The key link for cyclists is from Kinveachy to Aviemore - it is the A95 that is the big danger for cyclists. Having that as a leisure option (linking to the Speyside Way) is fine but it is a very roundabout route. The direct route would allow for cycling to Aviemore (e.g. to the dentists etc).
- Consider trying to create a bespoke circular route using this new path. Perhaps promoting much more with the Burma Road or an alternative route down Carr Road linking back via Croftjames/Dulnain/Nethy back to Aviemore.
- great idea!

## Continued...

- Fantastic proposal. Looking forward to seeing the progress of this project.
- Route: there is more chance of getting funding for one route rather than two, and my preference would be for a link path to the Speyside way parallel to the old A9 from Carrbridge. There is an existing path running behind Landmark alongside the railway - it would be great if that could be continued to link with the Speyside way. Being an experienced and regular local cyclist, I can say that cycling alongside the A9 on the current cycle paths between Inverness and Carrbridge is an unpleasant experience due to noise, fumes, gusts from lorries, spray and dirt thrown up. The cycle paths next to the A9 also tend to be covered in debris that is not cleared, increasing puncture risk. All this creates a very unpleasant experience that is likely to put people off using a route alongside the A9 for either commuting and leisure. I currently use the off road route via Docharn to get to work in Aviemore, cycling or running. I certainly would not run on a path next to the A9, for the reasons given above but also because I would feel more vulnerable being on foot next to vehicles. In my opinion it would also be better to route the path well away from the A9, so that users can enjoy the countryside (instead of views of the back end of lorries and cars!). Surface: Not tarmac please, this is a rural area where an urban finish like tarmac is out of keeping with the surroundings. It is also more likely to accumulate puddles in wet weather and ice up in winter making it unuseable, whereas the whin dust paths provide more drainage and grip. Support: I fully support the proposal to create an off road route between Carrbridge and the Speyside way, subject to it being a user friendly route and experience (ie not next to the A9).
- It is long overdue! we are not very well connected to adjacent villages unless you use your car.
- Good idea.
- This is an essential part of National park infrastructure to allow carrbridge the same access to the rest of the park as the other villages: currently served by the speyside way. It provides tourist access both in and out of carrbridge and would link residents to other villages without having to travel by road. The path would be a great asset to the leisure path network. This path should not detract from the obligation to provide an NMU as a part of the dialled A9, as it serves a different purpose.
- It could encourage greater movement of people between villages utilising healthy transport options & and lead to vibrant businesses, and less cars on the road. It makes total sense to me
- Excellent idea, fingers crossed
- One of the reasons it is dangerous driving the roads out of Carrbridge is because often there are cyclists on the roads. Providing a route taking the cyclists off the roads would be of great benefit.
- Well done. Ism BHS Access Officer for area specialising in Distance Horse Travel. Do get in touch if you need horse / rider info etc.
- I feel making a safe link to the speyside way is essential for residents of Carrbridge and to bring people into the village by means other than car and bus.
- As already noted, the key need for cyclists or potential cyclists in Carrbridge is a \*direct\* offroad route to Aviemore (there are already various indirect routes). Here to Kinveachy (alone) doesn't help at all, and here to Speyside Way via Kinveachy and past L Vaa has very little advantage over the existing routes via Docharn or old A9 to Boat and then the Speyside Way.
- Ideally a cycle path to Kinveachy would cut across to link to the Speyside way, so that if heading towards Aviemore you wouldn't have to cycle all the way "around" to Boat of Garten first.
- Good luck
- My preference would be to prioritise a path linking to Kinveachy, parallel to the B9153 rather than one associated with the A9 dualling. A path directly next to the A9 would have far greater noise and fumes from constant traffic making it unpleasant to use, along with greater risk of bicycle punctures due to debris originating from the road and traffic. A more direct link to the Speyside Way heading to Aviemore would also be great to avoid detouring via Boat of Garten. I frequently use the existing path around the back of Landmark alongside the railway. Whilst there is the existing route to continue over Docharn hill, the negative of Docharn hill is the muddy ground conditions due to the livestock. I don't mind that so much for running / walking, but for cycle commuting it is unappealing. I am keen to cycle commute from Carrbridge to Grantown. Despite being a confident and experienced cyclist I would not use the A938 Grantown Road, the road is too busy/speeders. Carr Road ends up having to join the A938 near Dulnain Bridge, or take what looks like a narrow road linking down to the A95 at Croftjames. Both of these routes would leave me on the horrible A95 for the last stretch to Grantown. The B9153 (then via Boat of Garten and Nethybridge) would not be too bad going downhill early in the morning when it is quiet, but it would not be pleasant coming more slowly back up the hill from Kinveachy at the end of the day with more traffic. A new path linking to Kinveachy would be great to be away from the traffic and bypassing the track over Docharn hill. The path surface should definitely not be tarmac, should be a rural not urban finish. Tarmac would also be slippery with the slightest frost.
- Really good idea
- This is long overdue, the road is a death trap for any user not in a car, vehicles come around corners faster than they are able to stop for a cyclist if there is oncoming traffic, only couple places safe to pass, at night you'd be blinded by oncoming traffic making cyclist invisible. Wasn't someone killed walking home along here in the dark a few years back? By bringing route away from a9 we bring long distance cyclists to village businesses, a more peaceful route, reduced inhaling of exhaust fumes

# Carrbridge to Speyside Way – Survey Summary



## Continued...

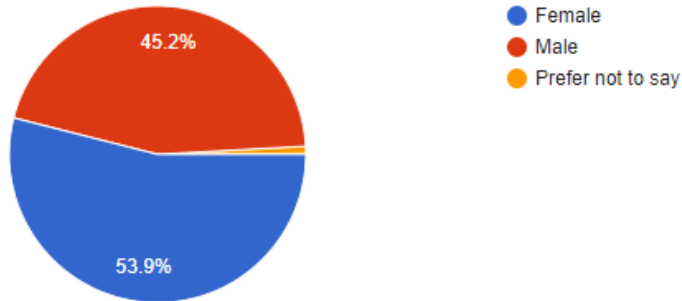
- Will be good for getting the family out and cycling walking safely
- A separate response from my husband has been submitted using the same email address. Please include both submissions.
- The A9 doesn't really run that far away from the old one so I would hope a path that serves both purposes would be possible
- I would like to cycle more often! Reaching all neighbouring villages, apart from Boat of Garten involves using the A95. That's difficult without daylight. Currently we rarely go to Aviemore for the route is not direct or is via the busy A95. The new route would encourage us to go more often - ideally if linked with a direct cycle route beside the A9. The current proposal for the cycle track heading to Aviemore is to use an existing forest track which is hilly, unsurfaced and in woods west of the A9 (i.e. darker) - worse in fact than the Sustrans route via Boat of Garten. Round trips are not easy from Carrbridge. Icy conditions and darker days reduce opportunities to cycle but these factors are worsened by poor or non-existent infrastructure for non-motorists. I look forward to cycling more often!
- The path as far as Kinveachy would be an asset, as it would link up to the Sustrans path to Boat of Garten from where a network of quiet roads in the Loch Garten area can be reached. A good quality cycle track alongside the upgraded A9 would be desirable as a commuting route and would also give the option of a round trip. (The current plans are for a forest track, not parallel to the A9.) Answer to Q4 is influenced by current situation. If a good quality path were available, I would probably use it more often. Answer to Q5: I go to a Bridge Club in Inverdrue one a week and another in Grantown weekly except in the summer. For reasons of darkness, lack of evening public transport and often with things to carry, I use the car. Otherwise, I use train, bus or cycle where possible.
- no
- Though I like the idea of both routes maintenance is essential, & possibly more likely if Transport Scotland takes responsibility for it (so if adjacent to dualled A9).
- It is a good idea please do it.
- no.
- The more paths the better.
- This is needed
- I am a Director of Strathdearn Community Developments - we are looking at an LDR through the Strath - Slochd to Moy to create an off road route for walkers and cyclists linking Aviemore to Inverness through the villages.
- Would the cycle path start from the North A9 junction down to Carrbridge village? This road can be busy with traffic going to Grantown ---A95
- Excellent proposal
- great idea
- Take away the danger of cycling from carrbridge to Kinveachy
- The route over Docharn is too serious an option for most people. A new link would avoid a big hill and be more accessible for a larger age group of folk for walking, cycling and even XC skiing
- Trust this path gets the go ahead as it will bring great benefit
- I have long suggested that Carrbridge already has much of the path network in place for a large boundary circular route taking in Carrwood, Ellanwood, and the woods north of Bogroyvia the Gurka bridge. The missing link is from the Grantown road back across the river towards Carr Place. Great potential for large annual events etc. All benefitted by a footpath link right through to the Speyside way.
- Just a really good idea
- Excellent idea to enhance attractiveness to visitors to the village
- This would reduce the amount of traffic going through the village and parking. Carrbridge is a hub for Walkers, Cross country Skiers etc
- Can we have before I pop my clogs
- suggested Whin to keep cost down.
- The building of new path should not mean Docharn should close- Beautiful route. Whin path NOT Tarmac as no one will maintain it in 20 years
- Really good idea - will open up Carrbridge as a destination for walkers and cyclists
- Thank you for offer to give one's views
- This is a great idea and would benefit many, cyclist, wheelchair users, walkers and buggies and prams.
- Willing to help where I can
- Very good idea - happy to volunteer for any role that might help progress the proposal
- Who is conducting the survey, no information on the form.
- As I have acquired an electric motor bike as well as a pedal one, I would be delighted to use a safe route to Boat of Garten.
- Great proposal with huge community and health and safety benefits.
- Fantastic idea if it goes ahead
- I'll be retired before this path is built but would still use it regularly for leisure and commuting in my own time.
- crack on
- This is a very welcome proposal which deserves local support.
- I think the proposal is much needed.
- Consideration should be given to similar route provision to Grantown.
- To encourage shopping then tracks have to be tarmac... where as they dont if yousing an off road type bike... for leisure

# Carrbridge to Speyside Way – Demographics

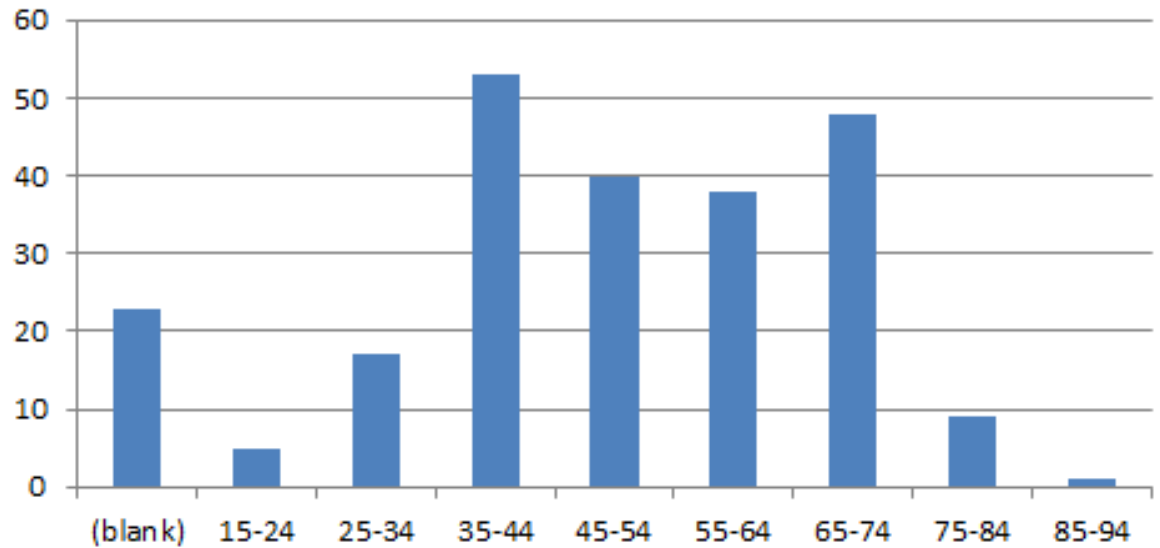


## Gender

228 responses



## Breakdown of Age

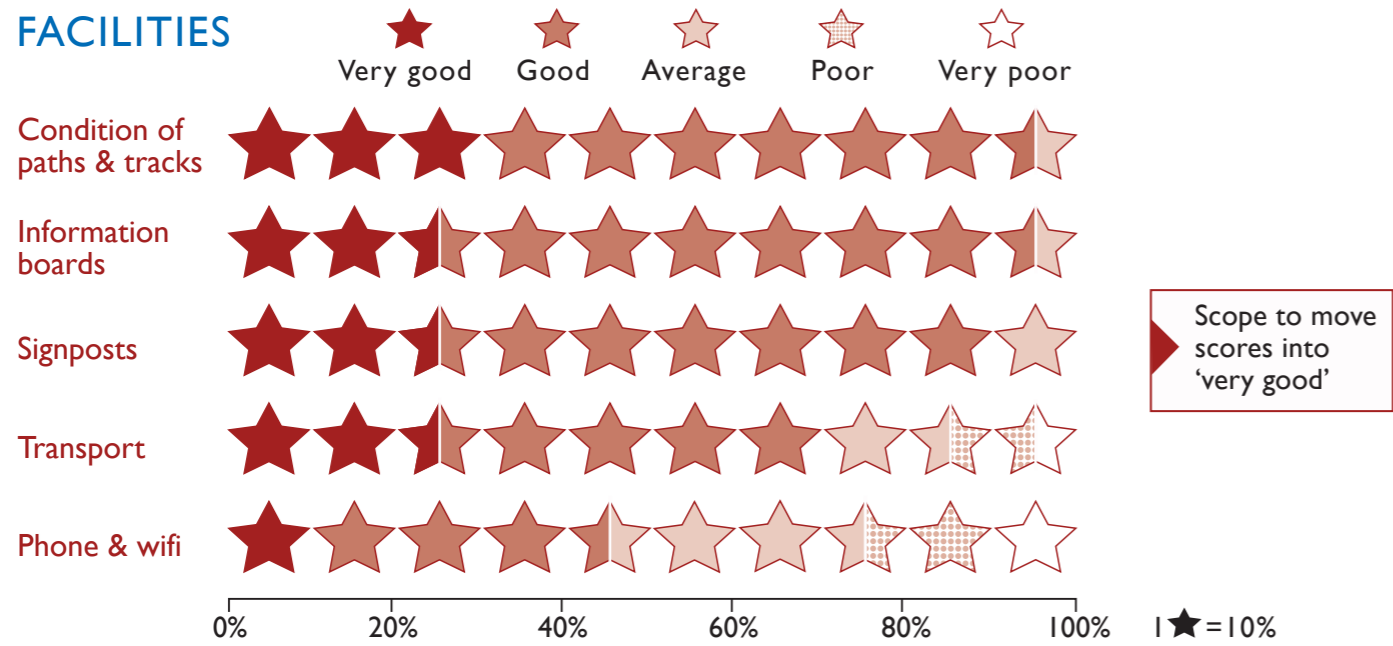


Age ▾

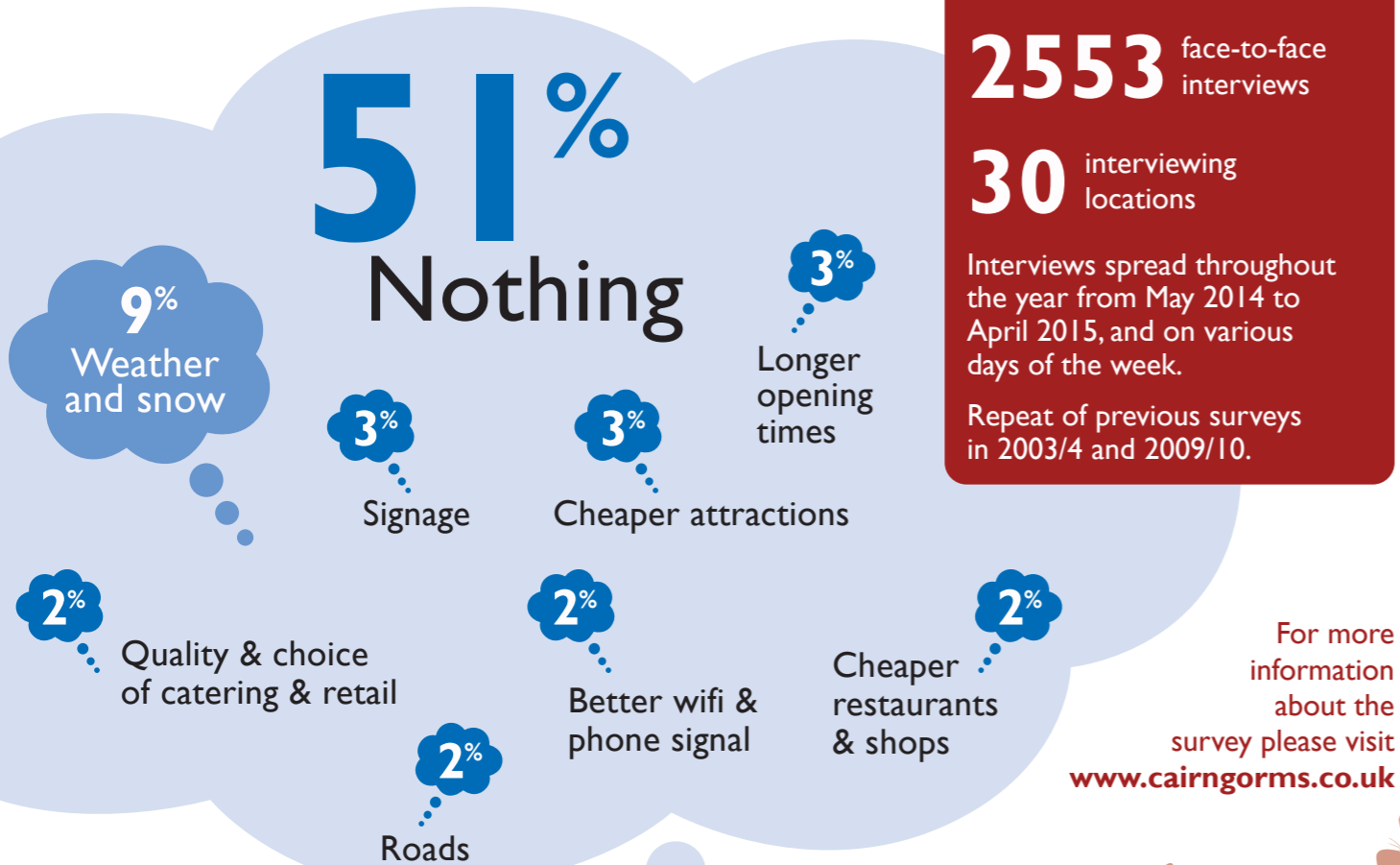


# Ratings

## FACILITIES



## WHAT COULD BE IMPROVED?



## ABOUT THE RESEARCH

**2553** face-to-face interviews

**30** interviewing locations

Interviews spread throughout the year from May 2014 to April 2015, and on various days of the week.

Repeat of previous surveys in 2003/4 and 2009/10.

For more information about the survey please visit [www.cairngorms.co.uk](http://www.cairngorms.co.uk)

# Cairngorms Visitor Survey 2014/15 Facts & Figures



## EXPECTATION

**90%** Positive

Prior to visit

## VISITOR SCORE



- Increase from 8.3 out of 10 in 2009/10 survey
- Scores were uniformly high from all visitors, at all interview locations

## EXPERIENCE

**93%** Positive

Once in the Park



**96%**

love the Park



**98%**

recommend the Park



**93%**

would visit again



**83%**

value for money

**91%** aware they are in a National Park

**93%** of those aware before visit

National Park status influenced decision to visit

**27%** Scotland

**39%** Rest of UK

**63%** Overseas

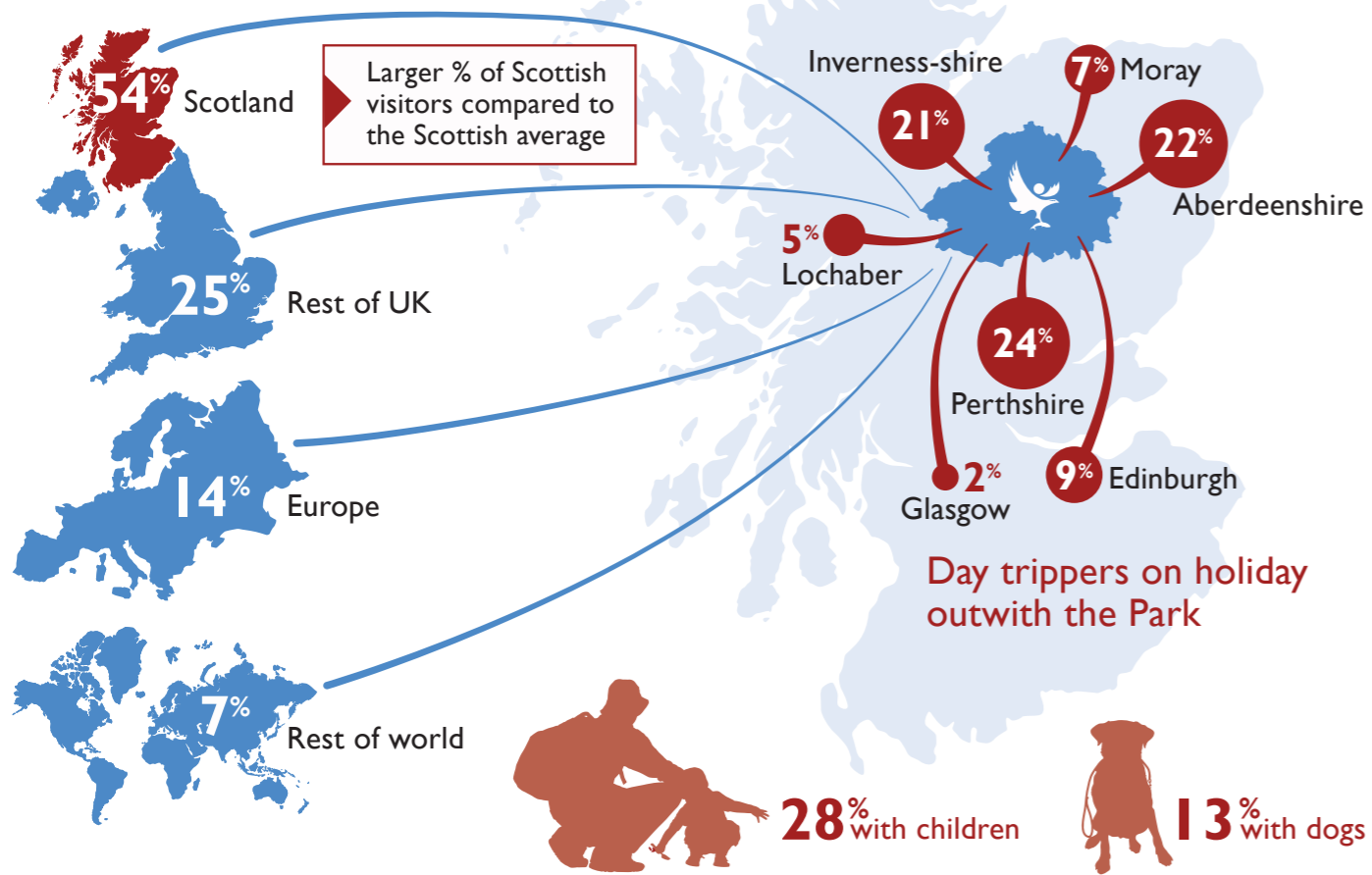
**47%**

can describe Cairngorms National Park brand



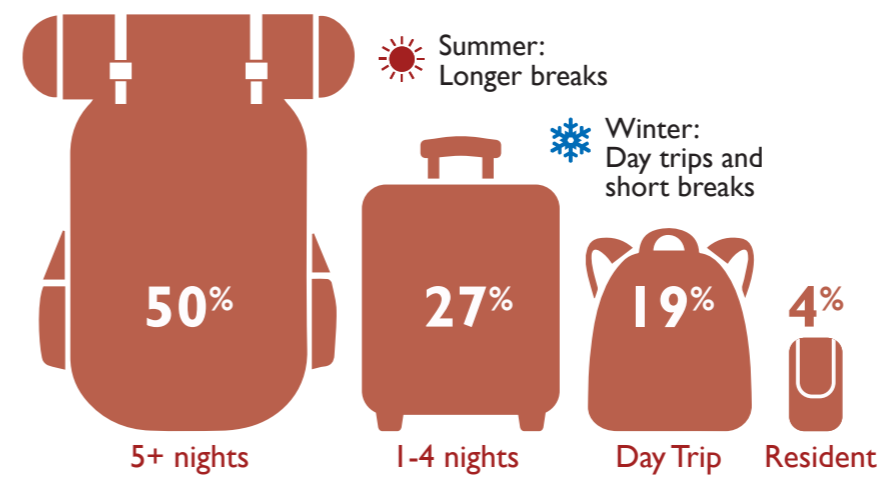
# Who

## ORIGIN OF VISITORS

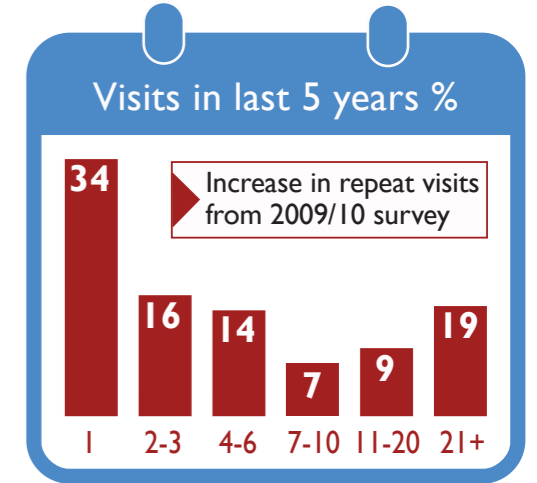


# How

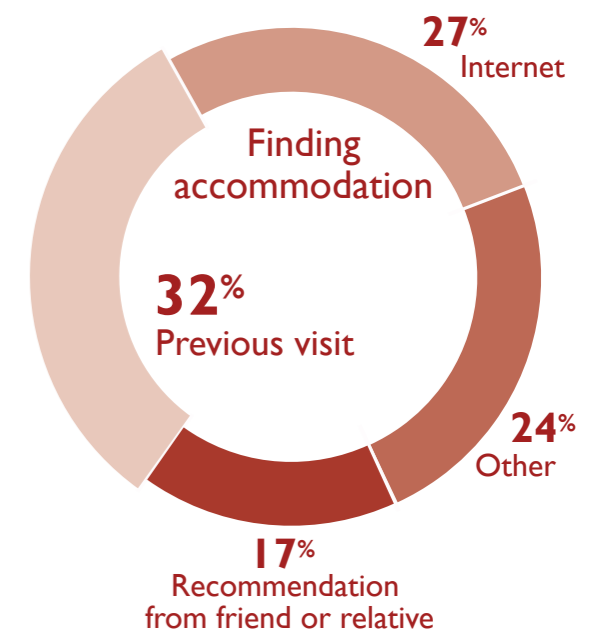
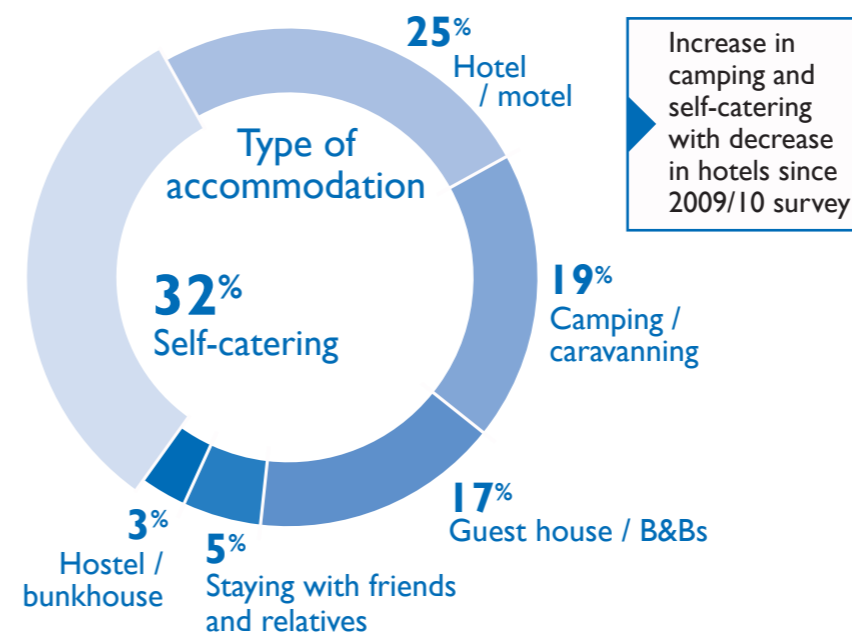
## DURATION



## REPEAT VISITORS



## ACCOMMODATION

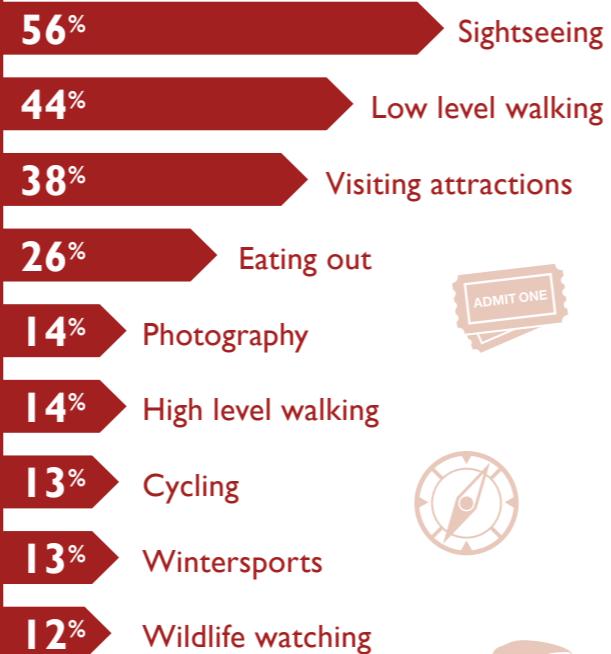


# Why

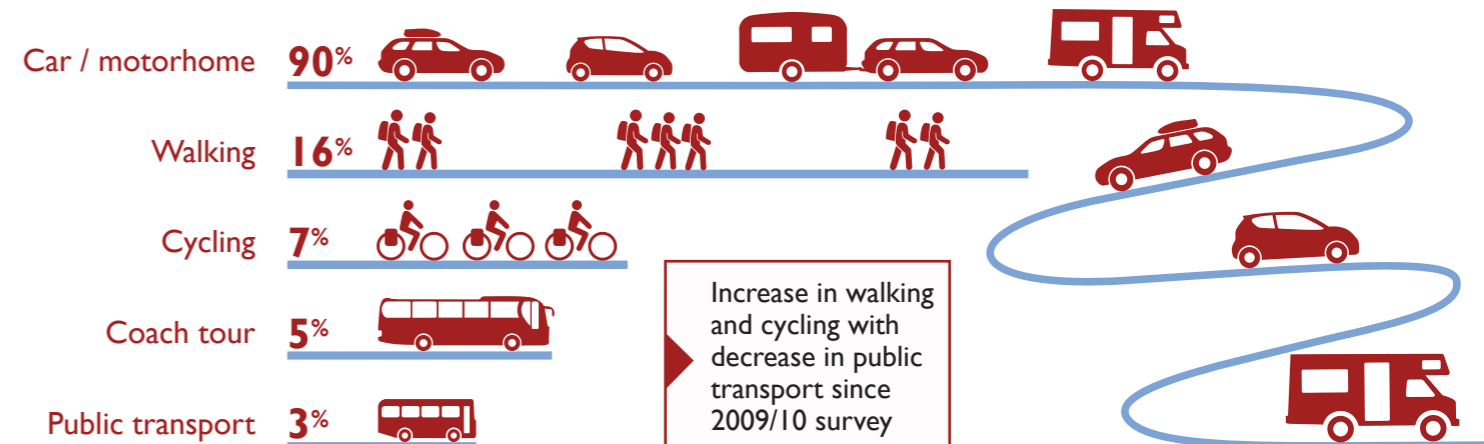
## MOTIVATION

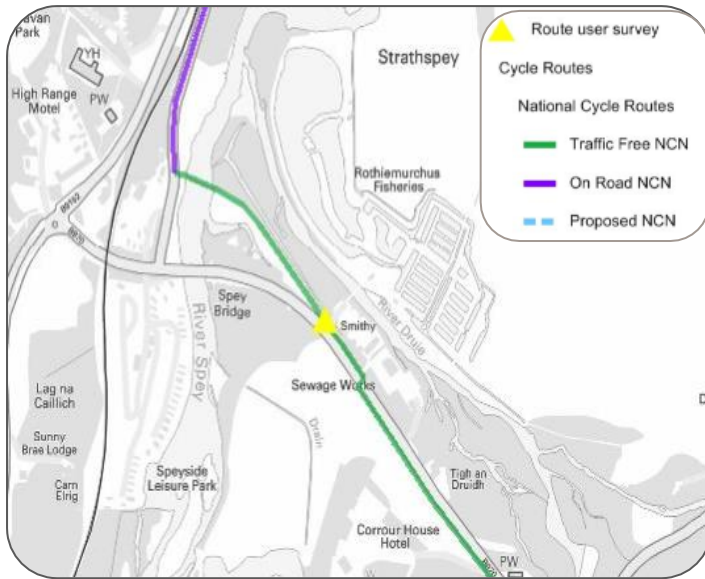


## ACTIVITIES



## GETTING ABOUT



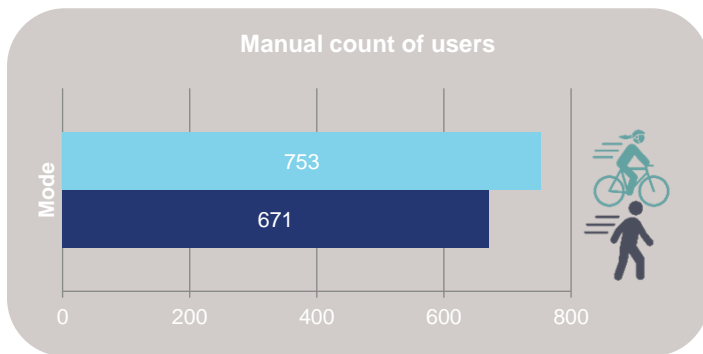


The survey site is on a traffic-free section of National Route 7 in this remote rural area. At the point of the survey site the route runs through woodland.

The survey was undertaken over four days in October 2017. The weather was cold, with some wind and showers.

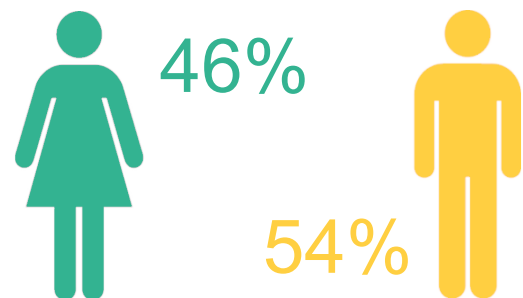
**Our annual usage estimate for 2017 is just under 160,000 trips.**

## Who is using the route?

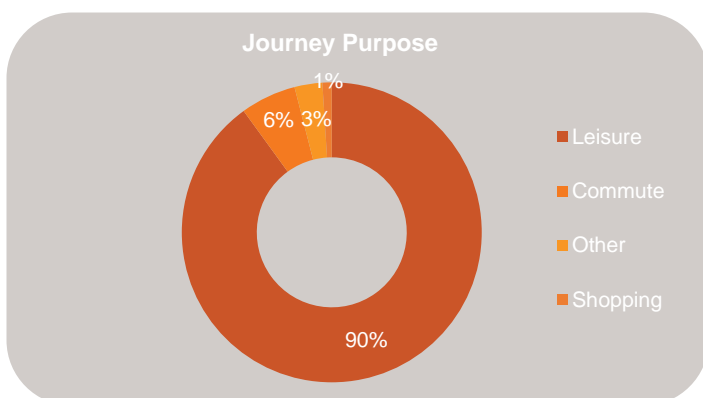


- 1,458 route users were counted over the four day survey period.
- Interviews were conducted with 71 of these route users: 33 were pedestrians (including 7 dog walkers and 3 joggers) and 38 were cyclists.
- 668 potential interviews were declined by route users.

- It is estimated that 46% of route users are female and 54% are male.
- It is also estimated that 21% of trips are made by children, 71% by adults aged 16-64 and 8% by adults aged 65 and over.
- 72% of respondents were in full-time or part-time employment, while 24% were retired.



## Purpose of current journey (based on 71 responses)



- 90% of trips in 2017 were taken for leisure purposes. 6% of trips were for commuting purposes and 1% were for shopping.
- Of those on a recreational trip, 68% were on a short trip of less than 3 hours.
- Of those on a recreational trip, 42% were travelling from home.

## Benefits of the route (based on 71 responses)

# 93%

of users didn't use any other mode of transport as part of their journey other than walking or cycling.



- 87% of those who didn't use a car for their journey did so as recreation was the main purpose of the trip.
- 72% of users agreed that the route allowed them to walk or cycle instead of using a car or van for the journey.

# 74%

of cyclists were experienced, regular cyclists.



- 96% of route users agreed that the route had helped increase their levels of physical activity
- 79% of users had met or exceeded the recommended amount of physical activity\* in the previous week.

# 97%

of users either agreed or strongly agreed that they liked the surroundings on the route.



- 100% of route users either agreed or strongly agreed that they used the route to get exercise.
- 90% of users either agreed or strongly agreed that they used the route because they have environmental concerns.

## Benefits to local economy

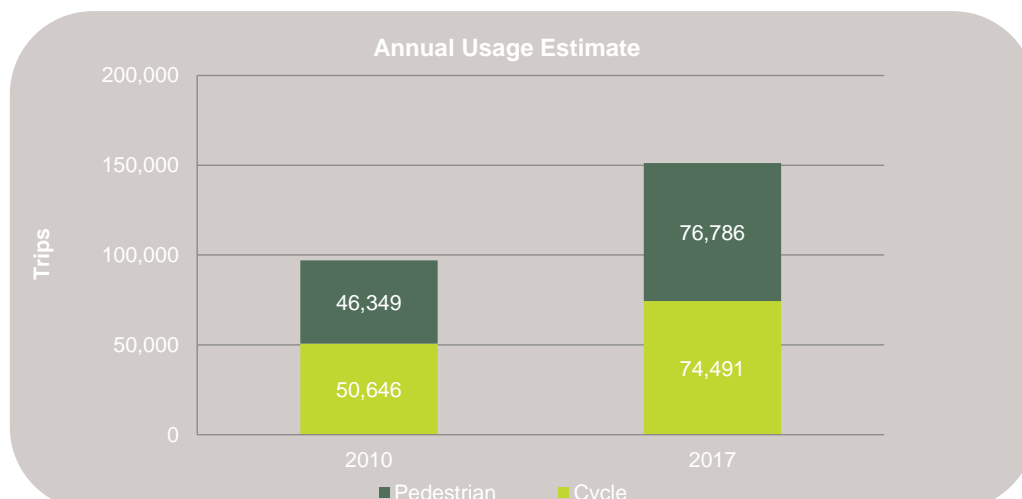
- It is estimated that just under £550,000 was spent by recreational cyclists on the route in 2017, equating to £8.23 per cyclist.
- This spend is estimated to support 12.45 full time jobs.



- It is estimated that just under £1,100,000 was spent by recreational pedestrians on the route in 2017, equating to £16.48 per pedestrian.
- This spend is estimated to support 24.91 full time jobs.

## Comparison with previous data

Monitoring also took place at the Aviemore site during August and October 2010. The graph below shows annual usage estimates taken from manual counts of route users on the four survey days of all survey iterations.



\* UK Physical Activity Guidelines recommend that adults aged between 19 and 65 should aim to be active for at least 150 minutes a week. One way to approach this is to do 30 minutes on at least five days a week (Department of Health, 2011).

# Route User Intercept Survey Report

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## Boat of Garten, Scotland

Fieldwork: August/September 2008 & July/August 2011

Report published: January 2012

## **About Sustrans**

Sustrans makes smarter travel choices possible, desirable and inevitable. We're a leading UK charity enabling people to travel by foot, bike or public transport for more of the journeys we make every day. We work with families, communities, policy-makers and partner organisations so that people are able to choose healthier, cleaner and cheaper journeys, with better places and spaces to move through and live in.

It's time we all began making smarter travel choices. Make your move and support Sustrans today.  
[www.sustrans.org.uk](http://www.sustrans.org.uk)

## **About Sustrans' Research and Monitoring Unit**

Sustrans' Research and Monitoring Unit has pioneered the development of monitoring and evaluation of sustainable travel interventions. We measure the impacts of our own work, and that of partners and clients across the UK. We also undertake research collaborations with consultants and academic groups.

Our aim is to establish effective, valid and rigorous ways of measuring a wide range of interventions. With others, we have developed a robust body of evidence assessing the value of sustainable travel.

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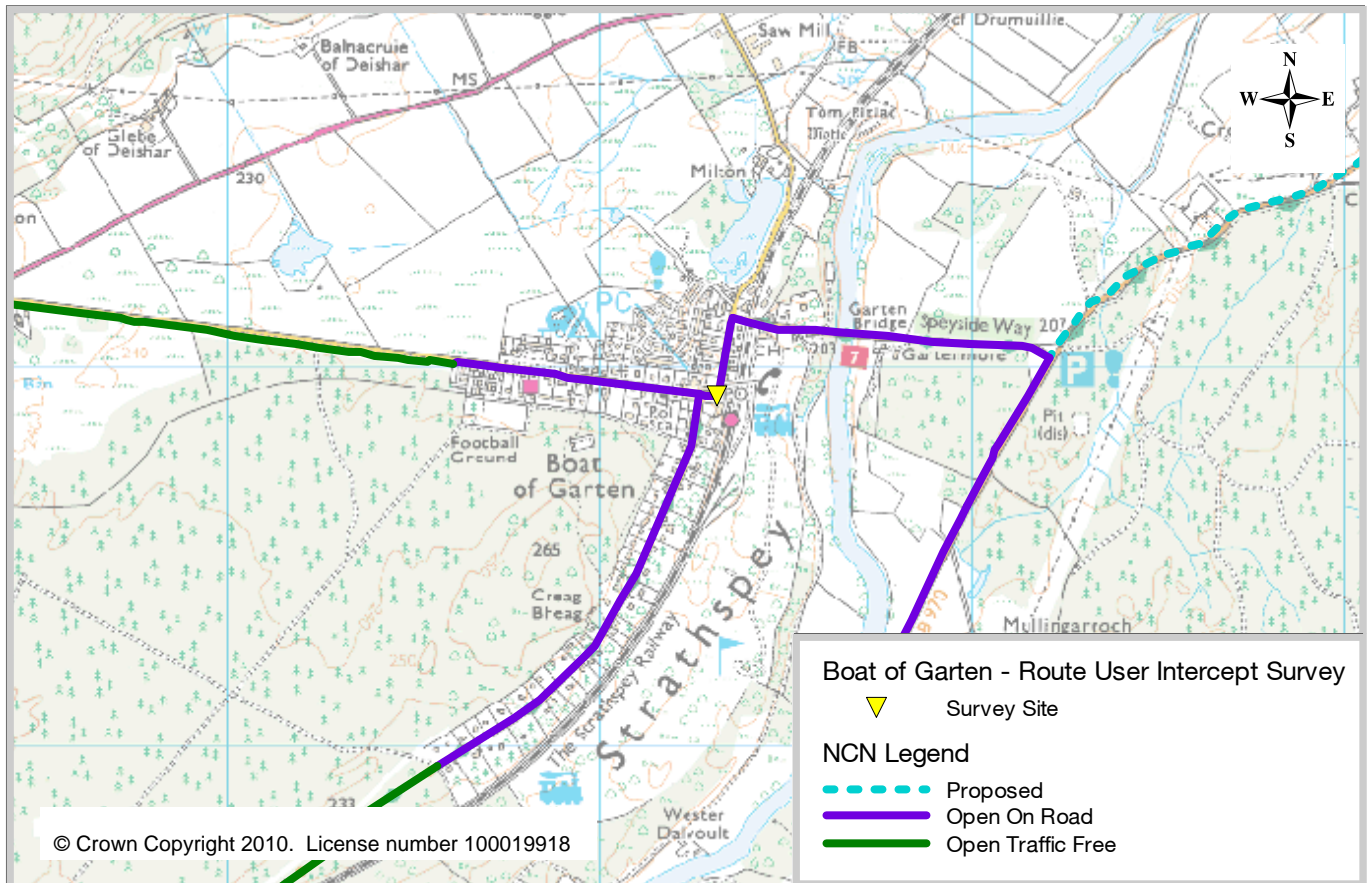


## Introduction

This is a report of data collected at a single point on the route during July and August 2011 and compared with a survey conducted in August and September 2008. Route users were interviewed during four 12-hour survey periods, a school-holiday weekday, a school-holiday weekend day, a term-time weekday and a term-time weekend day. Manual count data was collected during the same four 12-hour periods.

## Survey site

The survey site is on a road adjacent path in the centre of Boat of Garten village which forms part of NCN7.



**2008:** The total number of route users counted over the four day survey period was 378 with 49 people interviewed

**2011:** The total number of route users counted over the four day survey period was 484 with 62 people interviewed

## Key findings

- The annual usage estimate at Boat of Garten was 37,917. It was estimated that 22,145 users would be cyclists, 15,371 pedestrians and 401 other types of route users
- 84.7% of trips are for leisure, 8.3% for shopping and 4.4% for other purposes
- 62.0% of route users were employed full-time
- The current annual usage estimate at Boat of Garten is 47,611. It was estimated that 22,575 users would be cyclists, 23,722 pedestrians and 1,314 other types of route users
- 59.5% of trips are for leisure, 20.2% for shopping and 16.8% for other purposes
- 68.0% of route users were employed full-time

The following sections of the report outline both manual count and survey data. Data are shown for all survey respondents.

## Differences in annual usage

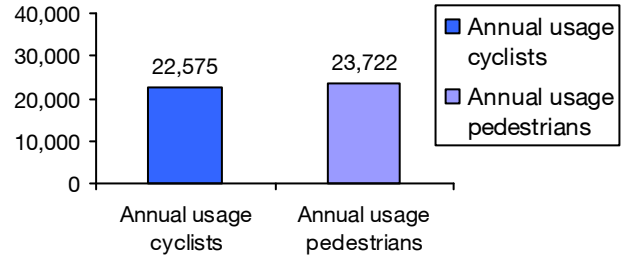
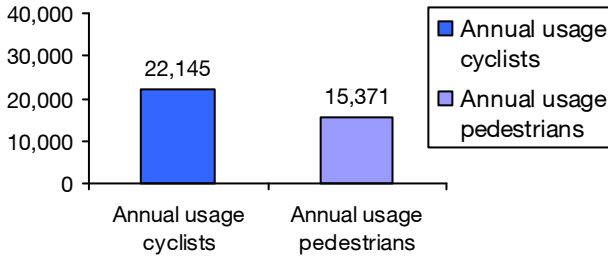
### 2008

The estimated total annual usage in 2008 was 37,917 users.

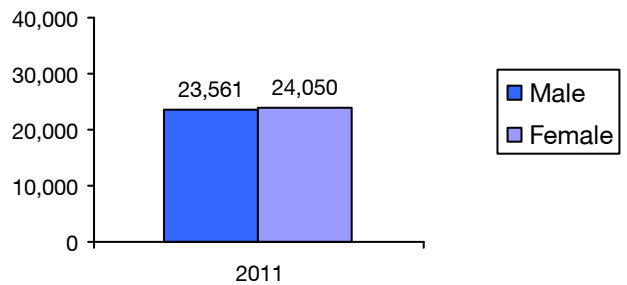
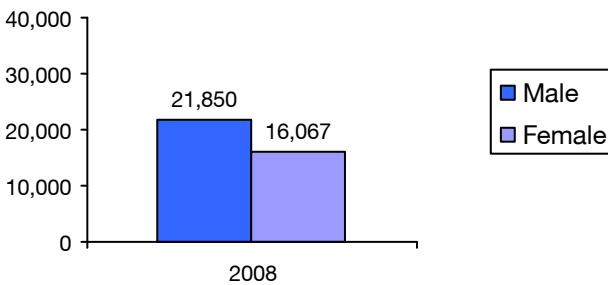
### 2011

The estimated total annual usage in 2011 is 47,611 users.

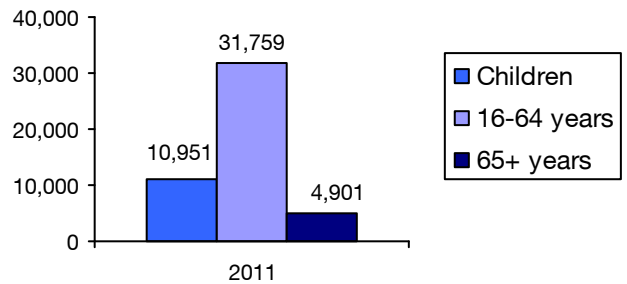
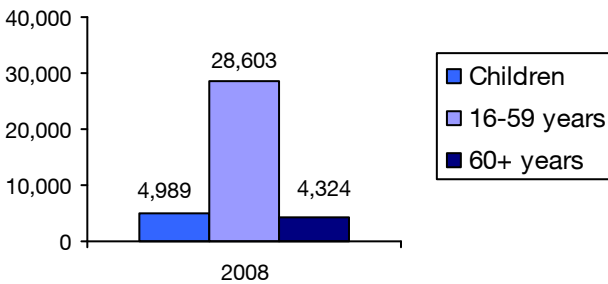
## Cyclists and pedestrians



## Gender



## Age of users



## Count data

A breakdown of the characteristics of all users counted at the site during the survey period.

2008					2011				
	Cyclists	Pedestrians	Other	All		Cyclists	Pedestrians	Other	All
Weekday term-time	27	26	2	55	Weekday term-time	33	23	1	57
Weekend term-time	27	18	3	48	Weekend term-time	52	53	6	111
Weekday school holidays	86	63	0	149	Weekday school holidays	88	71	5	164
Weekend school holidays	74	47	5	126	Weekend school holidays	74	75	3	152
Total	214	154	10	378	Total	247	222	15	484
Percentage	56.6	40.7	2.6	100.0	Percentage	51.0	45.9	3.1	100.0

	All	All %	Cyclists	Cyclists %		All	All %	Cyclists	Cyclists %
Child	68	18.0	50	23.4	Child	124	25.6	82	33.2
Adult Male	167	44.2	103	48.1	Adult Male	163	33.7	90	36.4
Adult Female	112	29.6	54	25.2	Adult Female	128	26.4	56	22.7
Older Male	15	4.0	3	1.4	Older Male	28	5.8	8	3.2
Older Female	16	4.2	4	1.9	Older Female	41	8.5	11	4.5
Total	378	100.0	214	100.0	Total	484	100.0	247	100.0

## Commuting periods

The following tables illustrate the number of route users counted during commuting periods of between 0700h-0900h and 1600h-1800h.

### 2008

	0700-0900		1600-1800		Total within commuting periods		
	Cyclists	Pedestrians	Cyclists	Pedestrians	Cyclists	Pedestrians	All
Weekday 1	1	7	4	0	5	7	
Weekday 2	10	9	30	13	40	22	
All weekdays	11	16	34	13	45	29	74
Average weekday	5.5	8.0	17.0	6.5	22.5	14.5	37.0

### 2011

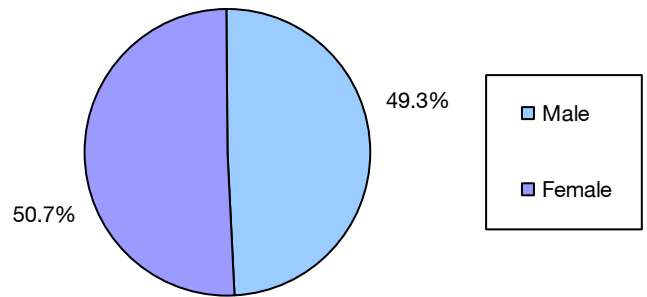
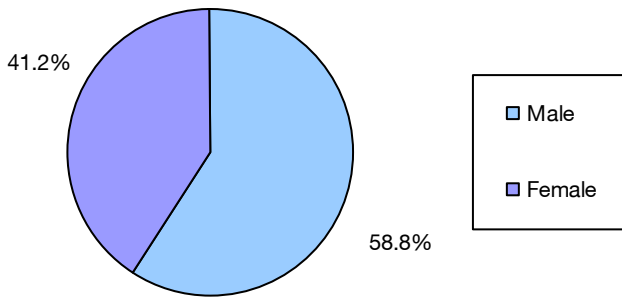
	0700-0900		1600-1800		Total within commuting periods		
	Cyclists	Pedestrians	Cyclists	Pedestrians	Cyclists	Pedestrians	All
Weekday 1	3	6	6	0	9	6	
Weekday 2	7	7	12	11	19	18	
All weekdays	10	13	18	11	28	24	52
Average weekday	5.0	6.5	9.0	5.5	14.0	12.0	26.0



**2008 - all users**

**2011 - all users**

**Survey data - Demographics**



**Ethnic origin of route users**

- 100.0% White

**Ethnic origin of route users**

- 100.0% White

**Age of route users**

- 2.9% - 16-24
- 22.5% - 25-34 years
- 15.8% - 35-44 years
- 45.6% - 45-59 years
- 13.1% - 60+ years

**Age of route users**

- 3.9% - 16-24 years
- 28.2% - 25-34 years
- 17.2% - 35-44 years
- 24.4% - 45-54 years
- 12.9% - 55-64 years
- 13.4% - 65+ years

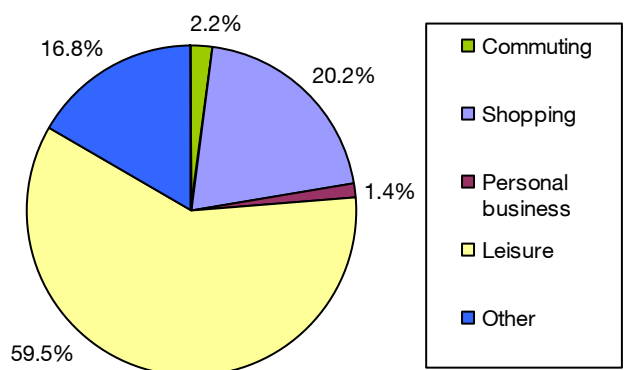
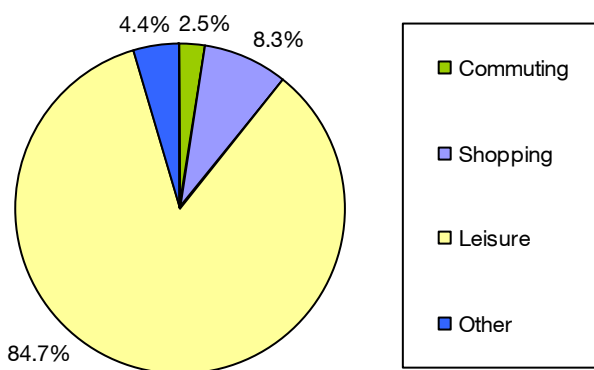
**Employment of route users**

- 62.0% employed full-time
- 18.9% retired
- 12.0% employed part-time
- 3.5% studying
- 2.0% other
- 1.7% looking after family/home

**Employment of route users**

- 68.0% employed full-time
- 21.7% retired
- 5.6% employed part-time
- 2.1% looking after family/home
- 1.7% unemployed/sick leave
- 0.8% studying

**Trip type**



**Travel behaviour**

Respondents were asked if they used or will use any other form of transport during their journey

- 67.7% have not/will not
- 27.4% have/will use a car/van

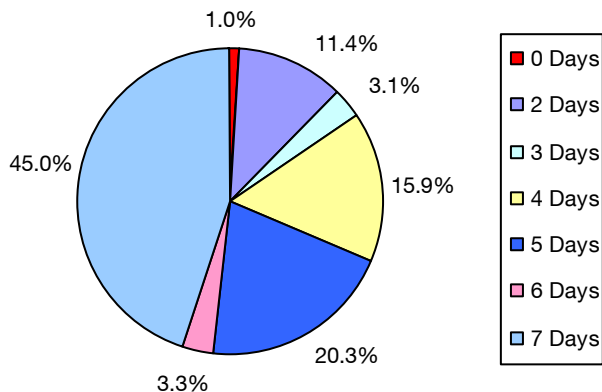
Respondents were asked if they used or will use any other form of transport during their journey

- 97.9% have not/will not
- 2.1% have/will use a car/van

## Survey data - All 2011

The following sections present data collected through intercept interviews conducted on the route during the four day survey period in 2011 that cannot be compared with the 2008 data as a result of questionnaire developments. Data are shown for all users.

### Physical activity - Last 7 days



### Health

Respondents were asked how they would rate their general health

- 14.5% excellent
- 59.5% very good
- 22.3% good
- 2.0% fair
- 1.7% poor

Respondents were asked if they had any long term illness, health problem or disability which limited their daily activities or work they do

- 7.1% yes
- 92.9% no

### Current and future levels of walking and cycling

Respondents were asked how strongly they would agree or disagree with the statement: **I intend to walk more in the next 12 months.**

- 4.7% strongly agreed
- 74.3% agreed
- 6.4% disagreed
- 14.7% had a neutral opinion

Respondents were also asked about their future walking intentions and whether they would agree or disagree with the statement: **It is likely I will walk more in the next 12 months.**

- 25.3% strongly agreed
- 52.4% agreed
- 7.0% disagreed
- 15.3% had a neutral opinion

### Route usage and modes of transport

Respondents were asked how often they make this journey

- 19.1% - daily
- 24.2% - 2 - 5 times per week
- 5.1% - weekly
- 1.1% - fortnightly
- 0.4% - monthly
- 38.3% - less frequently
- 11.8% - other

Respondents were asked what other modes of transport they could have used to complete this section of their journey. Please note this is a multiple response question

- 53.1% wouldn't have made the journey
- 43.8% car/van
- 21.1% bus
- 16.2% rail
- 2.7% taxi
- 2.5% other

Respondents were asked if they were unable to access the route would they still have wanted/needed to make their current journey

- 60.4% yes
- 34.3% no
- 5.2% don't know

Respondents were asked how strongly they would agree or disagree with the statement: **I intend to cycle more in the next 12 months.**

- 18.3% strongly agreed
- 55.2% agreed
- 15.6% disagreed
- 5.8% strongly disagreed
- 5.0% had a neutral opinion

Respondents were also asked about their future cycling intentions and whether they would agree or disagree with the statement: **It is likely I will cycle more in the next 12 months.**

- 33.4% strongly agreed
- 39.4% agreed
- 16.3% disagreed
- 5.8% strongly disagreed
- 5.0% had a neutral opinion

## Sustrans routes, programmes, projects and schemes

Respondents were asked if they had heard of Sustrans routes, programmes, projects or schemes

- 50.7% yes
- 49.3% no

## Route benefits

Respondents were asked if the route helped them to increase the amount of physical activity they regularly take

- 3.5% yes, by a large amount
- 21.0% yes, by a small amount
- 75.5% no

## Trip

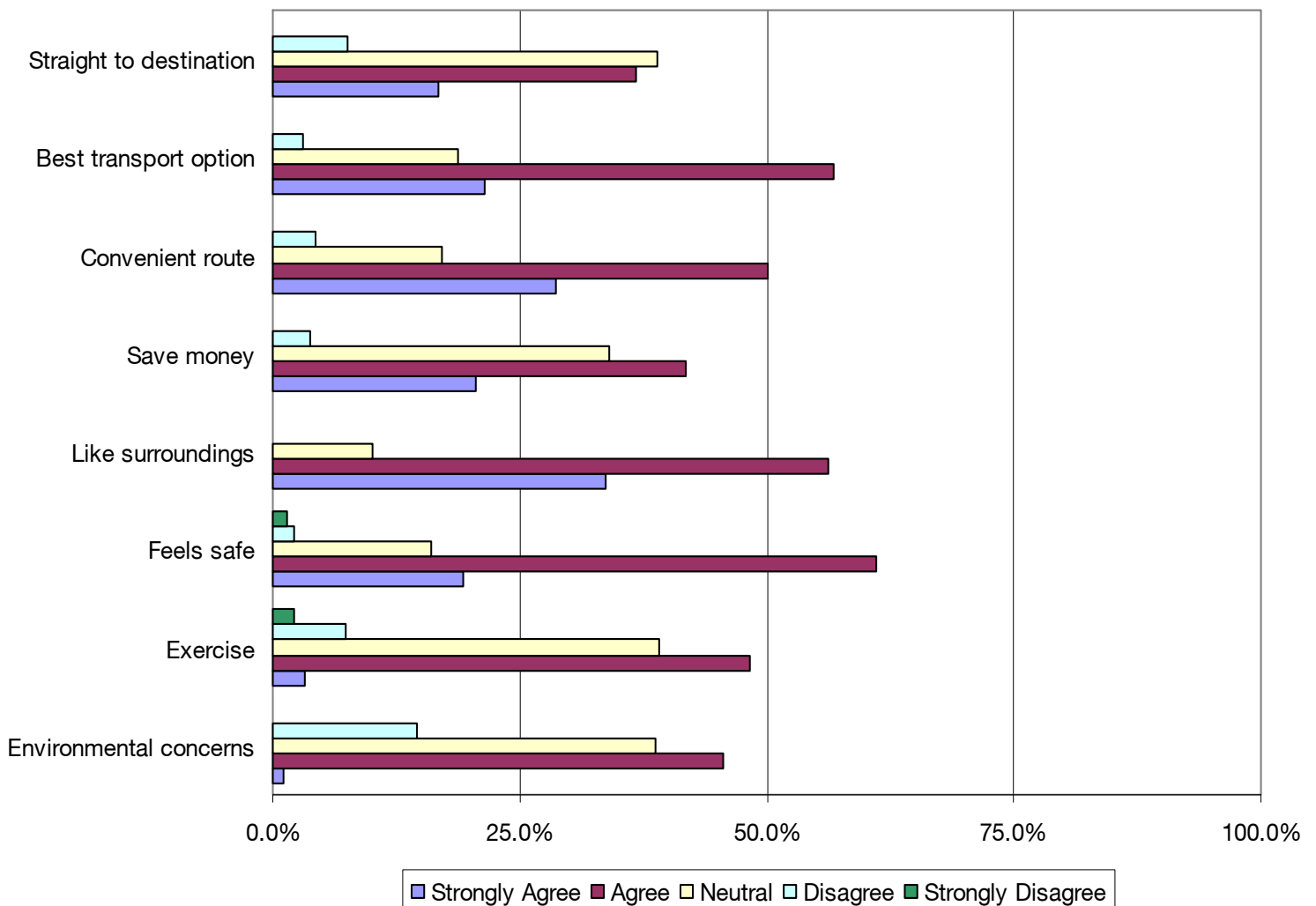
Respondents were asked how would they describe their walking/cycling trip today

- 45.0% short, circular recreational trip
- 12.4% day ride/walk
- 23.1% short break
- 11.6% touring holiday
- 7.9% dog walking

Respondents were asked how would they describe their walking/cycling trip today

- 18.5% home
- 23.9% holiday base (staying 1 night)
- 57.6% holiday base (staying more than 1 night)

## Factors influencing route usage



## Cycle Route Economic Impact

Based on the annual usage estimate for cyclists and data collected during the survey period the following estimates can be produced using the Cycle Route Economic Impact model

- The estimated usage for recreational cycling over one year in 2008 would be 17,028 of which 8,769 would be tourist use defined as people traveling from a holiday base, in 2011 would be 18,444 of which 13,796 would be tourists

**Table 1-1: Summary of Boat of Garten tourism revenue estimate**

Estimated spend	2008 revenue	2011 revenue
<b>Annual tourist users spending</b>	£264,241	£424,989
<b>Annual home-based users spending</b>	£83,200	£49,952
<b>Total spending</b>	£347,441	£474,940
<b>Tourist users daily spend per head</b>	£30.13	£30.80
<b>Home-based users daily spend per head</b>	£10.07	£10.75
<b>Average spend per head on route</b>	£20.40	£25.75

- In 2008, an estimated 5.6 full time equivalent jobs sustained by tourism, compared to 7.7 jobs in 2011

## Methodology

This study used Sustrans' Route User Survey monitoring procedure. The Route User Survey has been widely applied around the UK, making this exercise directly comparable with surveys conducted on many other routes. The survey took place at the survey site on one weekday during term time, and one weekend during term time, one weekday during the school holiday period and one weekend day during the school holiday period. In each case, the surveys were conducted between the hours of 0700h and 1900h. A total of 48-hours of survey coverage was achieved at the site. A survey was also completed during August and September 2008 using the same methodology but a different version of the survey form making sections of it comparable with 2011 data.

Estimates of total annual usage are generated by comparing the manual counts conducted over the four survey days with observed distributions of usage from continuous counts at sites of a comparable nature where data is available over a year. A proportion of total annual usage is used to scale up the data from the four survey days, producing an annual usage estimate. The total annual usage estimate is calculated on the basis of this proportion. The continuous count data is for cyclists only. However, the same distributions are assumed for pedestrians.

Tourist revenue estimates are generated by taking the annual usage estimate for cyclists and adjusting this figured to reflect the proportion of recreational cyclists. Using RUIS data outputs are created based on recreational cyclists responses, the usage estimate for recreational cyclists is split by tourists (respondents staying at least one night at a holiday base) and non-tourists (respondents traveling from a home base). Selected outputs from RUIS are entered in to the Cycle Route Economic Impact Model to estimate the impact of recreational cyclists. The output from the model is presented in terms of total spending by leisure and touring cyclists using the route, and also by spending per cyclist.

A weighting mechanism is applied to the survey data. This is based on the estimated total annual usage derived from the manual count conducted as part of the Route User Survey. The representative value of responses recorded on the four different day types, and of responses by gender, by age category, and by activity are adjusted using the manual count record to reflect usage throughout the whole of the year.

Mapping contains Ordnance Survey data supplied by Welsh Assembly, HMSO, DEFRA and Dotted Eyes (c) Crown Copyright licence nos 100017916, 100020540 and 100019918. Also data from OpenStreetMap (c) [www.openstreetmap.org](http://www.openstreetmap.org) (and) contributors licence CC-BY-SA ([www.creativecommons.org](http://www.creativecommons.org))

Email message sent to Aviemore, Carrbridge and Boat of Garten Community Councils	Responses
<p>Dear Sir/Madam,</p> <p>As you have been made aware by Transport Scotland, Atkins Mouchel Joint Venture (AMJV) are undertaking a study into a potential Non-Motorised User (NMU) route between the Aviemore and Carrbridge. I attach the scope of this study for your information and reference.</p> <p>You will see from the attached scope that we are currently undertaking a baseline assessment which will draw on our review of existing NMU provision and on information that may be available from other agencies such as The Highland Council, Cairngorms National Park Authority, Sustrans and HiTrans. In addition to these sources of information, we would be grateful to receive any information, surveys or data that the Community Council may have gathered from its members and the wider community that might help inform the baseline assessment and the wider study.</p> <p>We acknowledge the ongoing statutory process in relation to the A9 Dualling and the Community Councils position on the matter but would welcome any information that you may be able to provide. We will be looking to engage more widely with communities and NMU groups in the coming months and any information you are able to provide at this stage will help with this future engagement.</p> <p>We look forward to hearing from you in relation to this.</p> <p>Regards,</p>	<p>Aviemore CC –</p> <p>Thank you for your email detailing the NMU Route Study. If you could use this address for any future correspondence. There is a problem with the website email address.</p> <p>Regards,</p>
	<p>Carrbridge CC –</p> <p>Thank you for this.</p> <p>We are pleased to see your appointment and very keen to work with you. I believe you have been forwarded our Carrbridge community NMU survey already?</p> <p>I do understand you will work primarily with CNPA , THC , Sustrans and HiTrans but we are keen to be included where appropriate as our local knowledge will be useful.</p> <p>Regards,</p>
	<p>Boat of Garten CC –</p> <p>I regret that we have no specific data to offer you other than to say we know all cycle routes in this area are used extensively by locals and visitors alike. We look forward to your consultation with us in the future.</p> <p>Regards,</p>