











## Appendix H. Public Exhibition Feedback and Responses

Reference	Verbatim Comment:	Response
Avie_001	I would prefer Corridor 3 because of: - 1. It's directness (When time is important) 2. It's links with other NMU routes in the area (For the provision of variety in routes to traverse)	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal. Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and that this is due to its directness and links with other NMU routes in the area.</p> <p>As part of the options appraisal, integration with other NMU routes will be considered when selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Boat_001	Corridor 3 would be the best option for this route. The current road - B9153 currently dangerous for both cyclists and walkers, it needs to be changed urgently!	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, as well as your comments made with regards to the current B9153 road being dangerous for cyclists and walkers.</p> <p>As part of the options appraisal, safety will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>





Reference	Verbatim Comment:	Response
Boat_002	<p>Corridor 3 is my preference. It would be of benefit for me and my family, community in general and tourists.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3 and we acknowledge your comments with regards to such a route providing benefits for you and your family, the community and tourists visiting the area.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_001	<p>I support option 6 - the most direct route as the current route 7 is dangerous but the only way to leave /access Carrbridge without going over Docharn which is a steep hill. The path should be alongside the road. Consider lighting if it is to be used for commuting. Make sure the path is flat and not cambered eg Kincaig to Aviemore is cambered and uncomfortable to cycle on.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>In your feedback you have stated that the corridor you support for an NMU route between Aviemore and Carrbridge is Corridor 6, because it is, “the most direct route”.</p> <p>Corridor 6 is a combination of existing core paths and NCN7. This corridor starts in Aviemore and follows existing core paths before joining the NCN7 to Kinchurdy Road in Boat of Garten. The corridor then turns west from Boat of Garten to the A9, where it joins the B9153 to Carrbridge. The total length of this corridor is approximately 15.7km.</p> <p>Corridor 3 follows the A95 out of Aviemore, and the B9153 to Carrbridge, and is approximately 9.7km in length.</p> <p>Corridor 3 is therefore the most direct corridor between Aviemore and Carrbridge of the two corridors that are being taken forward to the option appraisal.</p> <p>We have noted your preference for an NMU route to be alongside the road, your preference for such a route to be flat and not cambered, and we have also noted your comment that lighting should be considered if the route is to be used for commuting.</p> <p>As part of the options appraisal, comfort and safety will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>As part of the options appraisal, both lighting and segregation from motorised traffic will be examined and will be informed through</p>





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		<p>ongoing consultation with communities, NMU groups and other agencies.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Avie_002	<p>I would think Corridor 3 would work best. In an ideal world both would be installed to create an enlarged loop. To encourage folk off the road on to bikes the path needs to be an active travel route - not a leisure route.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note your comment that whilst you think Corridor 3 would work best for an NMU route between Aviemore and Carrbridge, you would ideally like both corridors to be progressed.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>With regard to your second comment that the path should not be a leisure route, the options appraisal will consider the route with respect of all non-motorised users, including both commuting and leisure cyclists.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Avie_003	<p>As a owner of 3 bikes - road, gravel and mountain bike, I cycle very regularly in this beautiful area. I have cycled several times on the cycle path (parallel from A9 wildlife park to Kinraig and am concerned with the loose stones on a tarmac path) - Please consider this in the planning.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>In your feedback you mentioned that you cycle regularly in the area, on a selection of road, gravel and mountains bikes. We note that you would like surfacing to be considered in the route study, as well as your comment about loose stones on bituminous (tarmac) surfaces. Whilst no decision has been made regarding surface type, please note that surface type will be examined as part of the options appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p>





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		<p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Boat_003	<p>Corridor 6 seems to offer the best route, especially considering most of it is already there and heavily used by walkers and cyclists (Aviemore - Boat - Deshar School). The proposed corridor from Deshar school road junction to Carrbridge seems favourable, especially in terms of gradient - however it should be as far away from the road as possible (A95 + B9153). Closeness to the railway is much preferred over closeness to the road.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 6. We confirm the corridor follows existing routes and acknowledge your view that the Aviemore - Boat of Garten - Deshar section is heavily used</p> <p>Furthermore, we note that you are in favour of the section of Corridor 6 from Deshar school to Carrbridge, particularly with respect to the gradient. We also further note your comment that a route in this area should be as far away from the road as possible, and your preference would be for an NMU route to be closer to the railway rather than the road.</p> <p>As part of the options appraisal, gradient will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Avie_004	<p>Prefer option 3 - tarmac surface. - Most direct to promote active travel. How can we link to 'active Aviemore' project and ensure sole segregated NMU along Grampian Road, Aviemore.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, as well as your comment with regards to Corridor 3 being the most direct route to promote active travel. As part of the options appraisal, directness will be a factor in selecting the preferred option, along with other criteria of Environmental and Engineering impacts, Economy and Land requirements. At this stage the options appraisal will consider the route with respect of all non-motorised users, including both commuting and leisure cyclists.</p>





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		<p>In your feedback you mention a preference for bituminous (“tarmac”) surfacing. No decision has been made regarding surface type. Surface type will be examined as part of the options appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies, including the Cairngorms National Park Authority (CNPA).</p> <p>With regards to your question about the Aviemore to Carrbridge NMU study linking to the ‘Active Aviemore’ project, the design team are aware of the project. It is envisaged that the start and end points of the Aviemore to Carrbridge NMU route will integrate with existing NMU facilities in the communities. The start and finish points will be determined based on the preferred route selected, however potential interface with Active Aviemore project shall be informed through ongoing consultation with CNPA and other agencies and will be considered further through the options appraisal.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_002	<p>I live in Carrbridge and will work in Aviemore when the new hospital is built. I would greatly value a safe, direct comfortable NMU to commute by bike between these points. There are endless leisure routes for cyclists in this area including that of Corridor 6. Corridor 3 is my preferred option because it provides a functional alternative to what is a very unsafe road for cyclists.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3. We also note your comments that you would value a safe, direct and comfortable NMU route to commute by bike between the two locations.</p> <p>As part of the options appraisal, safety, comfort and directness will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>





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Avie_005	<p>The surface of the track is vital to ensure that it maximises potential of active travel to work/services such as GP surgery (ie tarmac is ensure surface is suitable for road bike and mountain bike use). This is an opportunity to maximise health benefits for local community by facilitating active travel rather than leisure use. Given the limited daylight hours in winter thought should be given to illuminate this track.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>In your feedback you comment that the surface type is important in ensuring that it maximises potential of active travel to work and services in the area, and note that bituminous (“tarmac”) is suitable for both road and mountain bike use. We note your comments with regards to the surfacing. No decision has been made regarding surface type at this time. Surface type will be examined as part of the options appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies.</p> <p>We also note your comment that the Aviemore to Carrbridge NMU route is an opportunity to maximise health benefits for the local community.</p> <p>Furthermore, we note your comment that lighting along the route should be considered, particularly in relation to the limited daylight hours in winter. Lighting, as with surface type, will be examined as part of the options appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>We note that you did not tick the box to agree for Transport Scotland to contact you with future updates about the study. In line with your request, and following this response to your feedback, Transport Scotland will not be able to contact you with any further updates about the scheme including, for example, invitations to future public engagement events. If you wish to receive future updates, please contact the project team at any time via the contact details below.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Boat_004	<p>Option 3 as displayed would seem to be the most direct route and one that would allow families in particular to utilise the existing routes around the area. The road biking in the area is increasing and a surface that would accommodate road cyclists as well as mountain bikers would be welcomed.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note your feedback in respect of Corridor 3, that this corridor is the most direct of the two corridors that have been taken forward into the options appraisal. We note your further comment that this would allow users to utilise the existing routes around the area.</p> <p>As part of the options appraisal, links with other routes will be a factor in selecting the preferred option, along with the other criteria</p>





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		<p>of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Furthermore, we note your preference is for a surface that accommodates both road and mountain bike users. No decision has been made regarding surface type at this time. Surface type will be examined as part of the options appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Avie_006	<p>Corridor 3 looks the best option. Reasonably direct, follows existing road. Alternative off road routes already exist but for active travel - commuting, school access etc this would be the best route. Speaking as a local cyclist and health worker.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3 and we note that your preference for this is due to the corridor being direct, following the existing road, and is preferred for commuting and school access.</p> <p>As part of the options appraisal, the directness will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Furthermore, we acknowledge you are providing feedback as a local cyclist and health worker.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Inv_001	<p>The importance of dualling the A9 as soon as possible is the ultimate goal for all in the Highlands.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p>





Reference	Verbatim Comment:	Response
		<p>This NMU study is being carried out separate from A9 Dualling Dalraddy to Slochd project.</p> <p>However, with regard to the A9 Dualling Dalraddy to Slochd project, the draft Orders and Environmental Statement were published on 28th August 2018 and a number of objections to these were received during the six-week consultation period which closed on 9th October 2018. The project has now been registered with the Planning and Environmental Appeals Division (DPEA) of the Scottish Government. A Reporter has been appointed and timescales / arrangements for a Public Local Inquiry (PLI) will be communicated to objectors by DPEA in due course. In the meantime, Transport Scotland will continue to work to resolve objections where possible.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Avie_007	<p>I think the two residual corridors are both acceptable but personally I think Corridor 6 is much more attractive to/for cyclists than Corridor 3 as it passes through Boat of Garten (easy link to NC7 and local amenities) despite its greater length ( plus 6km is negligible for cyclists).</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note your preference for Corridor 6 over Corridor 3 as an NMU route between Aviemore and Carrbridge as it provides easy links to other routes and to Boat of Garten.</p> <p>As part of the options appraisal, attractiveness and links with other NMU routes will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_003	<p>Corridor 3 is the best option. Most direct route</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p>





Reference	Verbatim Comment:	Response
		<p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3 and that your preference is due to Corridor 3 being the most direct route.</p> <p>As part of the options appraisal, the directness of the route will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>We note that you did not tick the box to agree for Transport Scotland to contact you with future updates about the study. In line with your request, and following this response to your feedback, Transport Scotland will not be able to contact you with any further updates about the scheme, including, for example, invitations to future public engagement events. If you wish to receive future updates, please contact the project team at any time via the contact details below.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_004	<p>I would prefer the Corridor 3 option which follows the B9152, A95 and B9153. This way 2 routes would be available to everyone. It would also hopefully take cyclists off the road from Carrbridge to Aviemore which would be great! A cycle route to Aviemore from Carrbridge would be fantastic! Thank you.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that you are in favour of an NMU route between Aviemore and Carrbridge, and note that your preference is Corridor 3. We note your comment that if Corridor 3 is progressed, it would allow for both routes to be available to users and take cyclists off the road from Carrbridge to Aviemore.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_005	<p>Corridor 3 looks much better than Corridor 6. It would be a more practical route that I think would be used more for getting back and forth. Corridor 6 is more scenic but I don't think we need scenic (there's lots of that about already) - a direct flat quick route would be amazing. Our</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p>





Reference	Verbatim Comment:	Response
	<p>family would love to be able to get to Aviemore easily on our bikes.</p>	<p>We have noted that you prefer Corridor 3 over Corridor 6 for an NMU route between Aviemore and Carrbridge. We acknowledge your comments with regards to Corridor 3 being a more practical route, and that you anticipate such a route would be used more for travel between the two locations. Furthermore, we note your comment that you are in favour of a direct and flat route, and that Corridor 6, whilst a more scenic route, is less desirable to you.</p> <p>As part of the options appraisal, the directness and gradient of the corridor will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>We note that you did not tick the box to agree for Transport Scotland to contact you with future updates about the study. In line with your request, and following this response to your feedback, Transport Scotland will not be able to contact you with any further updates about the scheme including, for example, invitations to future public engagement events. If you wish to receive future updates, please contact the project team at any time via the contact details below.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_006	<p>Corridor 3 is far more direct and much more reliable and much more suitable for me and my family. Would be nice if the path was not immediately adjacent to the main road. Thanks</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, including your comments that Corridor 3 is more direct, reliable and suitable for you and your family.</p> <p>As part of the options appraisal, directness will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Furthermore, we note that you would prefer for a route along this corridor to not be “immediately adjacent to the main road”.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>





Reference	Verbatim Comment:	Response
Carr_007	Corridor 6 seems to be a better link - Carrbridge - to Boat - Boat to Aviemore - for leisure. However I do not have a strong preference as I enjoy a circular walk/cycle too.	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note your comment with regards to Corridor 6 offering a better link for leisurely activity between Carrbridge, Boat of Garten and Aviemore. We acknowledge that despite your comment, you do not have a strong preference between the two corridors.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_008	I would prefer option 3, especially if there were NMU on both sides of the road.	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_009	Corridor 3 is my preferred option as a Carrbridge resident. It is more direct so cycling or walking becomes a much more feasible option for myself as an elderly person with grandchildren this option is also preferable as the additional Boat of Garten leg already exists. Option 3 would give	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p>





Reference	Verbatim Comment:	Response
	<p>Carrbridge residents the best of both worlds.</p>	<p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge Corridor 3 and that this is due to Corridor 3 being more direct than Corridor 6.</p> <p>As part of the options appraisal, directness will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Furthermore, we note your comment that Corridor 3 would provide users with both options due to the existing NMU route in the vicinity of Corridor 6.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_010	<p>Really excited for a cycle path. The main deciding factor for me in deciding which route would be regarding the natural habitat. Natural areas should be protected and while I'd love and use a cycle path I wouldn't want it to come at cost of cutting down many trees and losing significant natural areas. If the path can be made with minimal effects on our wildlife that would be hugely preferable.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. Please see a response to any comments made to question 5 below.</p> <p>We note that you are in favour of an NMU route being built between Aviemore and Carrbridge.</p> <p>We note your comments with regards to natural habitat and we acknowledge that whilst you are in favour of an NMU route between Aviemore and Carrbridge, that your preference would be to minimise tree cutting and loss of natural areas. The environmental impact of the NMU route options will be assessed as part of the options appraisal and will be a factor in selecting the preferred option, along with the other criteria of and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Anon_003	<p>The favoured option would depend on the target audience. For the leisure user (visitor) or local, Corridor 6 would be more attractive. For a commuter, Corridor 3. Given NCN7 and the Speyside Way are already in place and usable for non road bikes and</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p>





Reference	Verbatim Comment:	Response
	<p>walking I would favour Corridor 3.</p>	<p>We note your preference of Corridor 3 for an NMU route between Aviemore and Carrbridge and that this is due to the directness of the corridor.</p> <p>We note your comments that Corridor 3 would be suitable for commuting cyclists and that Corridor 6 would be more attractive to leisure cyclists. At this stage the options appraisal will consider the routes with respect of all non-motorised users, including both commuting and leisure cyclists.</p> <p>We also note your comments that should Corridor 3 be preferred, the NMU provision that currently exists in the vicinity of Corridor 6 would provide users with both options.</p> <p>As part of the options appraisal, directness and links with existing NMU routes will be factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>We note that you did not tick the box to agree for Transport Scotland to contact you with future updates about the study. In line with your request, and following this response to your feedback, Transport Scotland will not be able to contact you with any further updates about the scheme including, for example, invitations to future public engagement events. If you wish to receive future updates, please contact the project team at any time via the contact details below.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_012	<p>Both routes ok. But route 3 best for directness. My main concern is the Carrbridge to Kinveachy section does not reduce overall woodland cover in this area which is a vital wildlife corridor. Being a bottleneck and dispersal route for our capercaillie in particular and vital to ensure north and south populations are joined together.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. Please see a response to any comments made to question 5 below.</p> <p>We note your preference of Corridor 3 for an NMU route between Aviemore and Carrbridge and that this is due to the directness of the corridor.</p> <p>With respect to capercaillie, the options appraisal will review existing capercaillie data (both RSPB survey information and data collected to inform the Habitats Regulation Assessment undertaken for the A9 Dualling project) to ensure potential impacts to this species is fully considered.</p> <p>We note that you did not tick the box to agree for Transport Scotland to contact you with future updates about the study. In line with your request, and following this response to your feedback, Transport Scotland will not be able to contact you with any further updates about the scheme including, for example, invitations to future public engagement events. If you wish to receive future updates, please contact the project team at any time via the contact details below.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p>





Reference	Verbatim Comment:	Response
		<p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_013	<p>Would love to see this cycle track operating as soon as possible.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. Please see a response to any comments made to question 5 below.</p> <p>We note that you are in favour of an NMU route being built between Aviemore and Carrbridge. Please note that the options appraisal will consider the route with respect of all non-motorised users, including cyclists.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_014	<p>(Answers received for questions 1-4. No comments left as question 5 was left blank by respondent.)</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form.</p> <p>Your feedback has been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_015	<p>Option 3 preferred - more direct and therefore more likely to encourage those not currently cycling to consider it. There are already reasonable cycle tracks between Boat and Aviemore and between Boat and the primary school. So option 3 creates a genuine triangle whereas option 6 only creates 2 sides.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3 and your comments that this is due to the corridor being more direct. We also note that that you anticipate that Corridor 3 would be more likely to encourage more cyclists to consider its use.</p>





Reference	Verbatim Comment:	Response
		<p>As part of the options appraisal, directness will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Where Corridor 6 uses some existing section of the NCN7, these existing sections will be initially assessed if they are of a suitable standard based on their existing condition and suitability of the proposed specification (e.g. taking consideration of width, need for segregation and surfacing).</p> <p>We also note your comment that should Corridor 3 be preferred, it would create a link to the existing NMU provision in the vicinity of Corridor 6. Links to other NMU routes will be a factor in selecting the preferred option.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_016	<p>Corridor 3 - Direct and of most use if cycling for work. Corridor 6 - would require considerable upgrade at Boat of Garten and also at Dalfaber and out run into industrial estate not ideal.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. Please see a response to any comments made to question 5 below.</p> <p>We note your comment with regards to Corridor 3 being the most direct corridor and that it would be most beneficial for commuter travel. We also note your comments about the current standard and route of Corridor 6 and its interface at the Dalfaber industrial estate.</p> <p>As part of the study, where the routes uses some existing section of the NCN7, these existing sections will be initially assessed if they are of a suitable standard based on their existing condition and suitability of the proposed specification (e.g. taking consideration of width, need for segregation and surfacing).</p> <p>As part of the options appraisal, directness and links with other NMU routes will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>





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Carr_017	<p>My preference is for option 3 - the most direct route from Carrbridge to Aviemore. I currently use the cycle network going over the high route at Docharn farm as the main road is too busy and dangerous. However this network route is steep, muddy and goes through a working farm with cattle and deep mud in winter. I would use the direct route by bike regularly to access my weekly gym sessions and shopping in Aviemore. Current section from Kinveachy to Boat of Garten is too narrow and I have seen a collision. Strathspey Way from Boat of Garten to Aviemore can be busy with walkers, dogs and cyclists. E-bikes very fast. Preference would be for wiser tracks with pedestrians and cyclists separated by a line as per in Europe.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and your comment that this is the most direct route from Carrbridge to Aviemore.</p> <p>In your feedback you state that you currently use the existing NMU provision past Docharn Farm, but that this route is “steep, muddy and goes through a working farm with cattle and deep mud in winter”. Your comments have been noted.</p> <p>Furthermore, in your feedback you made comment on the current NMU provision from Kinveachy to Boat of Garten, and also the Strathspey Way from Boat of Garten to Aviemore, particularly in relation to the width of existing infrastructure. Where the routes uses some existing section of the NCN7, these existing sections will be initially assessed if they are of a suitable standard based on their existing condition and suitability of the proposed specification (e.g. taking consideration of width, need for segregation and surfacing).</p> <p>As part of the options appraisal, safety, directness and attractiveness will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>We note your comment that you would like segregation between different users of the NMU route. The options appraisal will consider an NMU route that is nominally 3.0m wide, dependent on location and interface with existing NMU provision.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_018	<p>Corridor 3 is very good and would meet all my needs. It is more direct, shorter and doesn't disturb caper. Corridor 6 is ok but it meets more leisure than direct/commuting needs and would take longer (nearly 6km) longer. And as I get older this will become more of an issue - as extra 12km there and back journey to get to amenities.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and your comments that Corridor 3 is “more direct, shorter and doesn't disturb capercaille”.</p> <p>Furthermore, we note your comments with regards to Corridor 6, that it is nearly 6km longer (when compared to Corridor 3), and that this route would be more suited to leisure users, compared to commuters,</p> <p>As part of the options appraisal, directness, and environmental considerations including ecology will be factors in selecting the</p>





Reference	Verbatim Comment:	Response
		<p>preferred option, along with the other criteria of Engineering considerations, Economy and Land requirements.</p> <p>At this stage the options appraisal will consider the route with respect of all non-motorised users, including both commuting and leisure cyclists.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_019	<p>Corridor 3 would be preferred for direct route to Aviemore. It would also take cycling away from the busy A95. Corridor 6 is too far for ordinary and speedy users. OK for leisurely tourists.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and your comments with regards to Corridor 3 being a more direct route from Carrbridge to Aviemore. Furthermore, we note your comments that Corridor 6 with regards to its length and that it is more favourable for leisure and tourism.</p> <p>As part of the options appraisal, directness will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>The options appraisal will also consider the route with respect of all non-motorised users, including both commuting and leisure cyclists.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Anon_004	<p>Corridor 3 option more attractive due to distance &amp; directness. Corridor 3 will remove the danger of cycling along A95 - it will also encourage running and walking between the two towns (10KM a do-able distance). At the moment, it's a long and hilly run between the towns. Corridor 6 already covered in majority by route 7 and actually only saves the issue of the B953, not the big</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note your preference of Corridor 3 for an NMU route between Aviemore and Carrbridge, and that this is due to the directness of the corridor.</p>





Reference	Verbatim Comment:	Response
	<p>safety issue of the A95. But need to take into account the caper habitat and ensure that they are in no way affected. Those birds are teetering on the edge as it is! Thanks.</p>	<p>Your comments about Corridor 3 removing the danger of cycling along the A95 have been noted.</p> <p>We also note your comments about the NMU provision that currently exists in the vicinity of Corridor 6.</p> <p>As part of the options appraisal, directness, safety and links with existing NMU routes will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments that Corridor 3 would encourage pedestrian users is also noted. The options appraisal will also consider the route with respect of all non-motorised users, including both pedestrians and cyclists.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>We note that you did not tick the box to agree for Transport Scotland to contact you with future updates about the study. In line with your request, and following this response to your feedback, Transport Scotland will not be able to contact you with any further updates about the scheme including, for example, invitations to future public engagement events. If you wish to receive future updates, please contact the project team at any time via the contact details below.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_021	<p>My comments on the corridor options are as follows. Corridor 3 - 1st. For safety reasons the considerations to be made should be the distance of the corridor from vehicular traffic on the B9183. Corridor 6 - 2nd. This protected route would discourage commuting. Very attractive route which is best suited to tourists with time to enjoy the scenery. Both the costs and management should be met by the A9 dualling not passed to the CNPA.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note your comment with regard to segregating the route from motorised traffic. The options appraisal and detailed design will consider segregation in line with the guidance outlined in Cycling by Design, whilst also taking into account any constraints such as land availability, existing road infrastructure, environmental sensitivities, as well as any other constraints.</p> <p>We note your comments with regards to Corridor 6, that the route is suitable for tourism and would discourage commuting.</p> <p>The options appraisal will also consider the route with respect of all non-motorised users, including both commuting and leisure cyclists.</p> <p>With regard to your comments that the cost should be met by the A9 Dualling project, please be advised that the Aviemore to Carrbridge NMU Route Study is being progressed separately to the A9 Dualling project.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p>





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		<p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_022	<p>Corridor 3 is the only option! We can already cycle to Boat of Garten safely but we cannot get to Aviemore without going via Boat of Garten. We need a direct route. Option 6 is like building a new road from Carrbridge to Inverness and telling us we have to go via Nairn.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and your comment with regards to the requirement for a direct route.</p> <p>As part of the options appraisal, directness will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_023	<p>Our preference as a family would be route 3 as it would be used more often. More feasible for me with children and disabled electric wheelchairs - all of which are part of our family.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and we acknowledge your comment with regards to the feasibility of a route within Corridor 3 for children and users of electric wheelchairs.</p> <p>The options appraisal will consider the route with respect of all non-motorised users, including those with reduced mobility.</p> <p>As part of the options appraisal, factors such as gradient, directness and integration with other NMU routes will form the selection of the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p>





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		<p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_024	<p>Option 3 is my preferred option. We need a direct route to Aviemore that will allow fast (if possible smooth and flat gradient) travel to Aviemore. There are attractive leisurely routes available (eg for MTB). This route should focus on allowing users to take a bike instead of car.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3. Furthermore, we note your comments with regards to the need for a direct route that is, where possible, smooth with a flat gradient for travel from Carrbridge to Aviemore.</p> <p>As part of the options appraisal, directness and gradient will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Furthermore, the options appraisal will also consider the route with respect of all non-motorised users, including both commuting and leisure cyclists.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_025	<p>Option 3 is far better than option 6. - shorter, flatter, allows leisure users the possibility of using a less direct route in one direction, most direct for commuting shopping visiting GP etc. The Kinveachy - Boat - Speyside Way part of option 6 is already safe and rideable on most bikes. For maximum benefit the pathway/bikeway needs to have a smart hard surface (for road bikes) and be wide enough for passing/overtaking by users of different uses at different speeds in opposite or same direction - not just 1-2m wide.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and your comment about the existing NMU route in the vicinity of Corridor 6.</p> <p>We also note your comments with regard to Corridor 3 being shorter, flatter and more direct than Corridor 6, as well your feedback on surfaces and widths.</p> <p>As part of the options appraisal, length, gradient and directness will be a factor in selecting the preferred option, along with the other</p>





Reference	Verbatim Comment:	Response
		<p>criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>The options appraisal will also consider the route with respect of all non-motorised users, including both commuting and leisure cyclists. Surface type will be examined as part of the options appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_026	<p>I would prefer option 3 due to the directness and suitability for various types of users. The other option is too long and too hilly for use by young families and older people.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and your comments with regards to Corridor 3 being direct and suitable for various types of users. Furthermore, we note your comments with regards to the length and the gradient of Corridor 6.</p> <p>As part of the options appraisal, directness will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Furthermore, the options appraisal will also consider the route with respect of all non-motorised users, including both commuting and leisure cyclists.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_027	<p>(Answers received for questions 1-4. No comments left as question 5 was left blank by respondent.)</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form.</p> <p>Your responses have been recorded and will be considered during the options appraisal.</p>





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		<p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_028	<p>I think the direct option 3 is best as it would encourage bike/electric bike use between Aviemore and Carrbridge. It would allow commuter travel and would link with other scenic routes to encourage leisure travel. As far as I am concerned the sooner the better.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and your comment with regards to Corridor 3 encouraging bike and electric bike use between Aviemore and Carrbridge. Furthermore, we note your comment with regards to Corridor 3 allowing commuter travel, as well as its integration with other NMU routes in the vicinity.</p> <p>As part of the options appraisal, integration with other NMU routes will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Furthermore, the options appraisal will also consider the route with respect of all non-motorised users, including both commuting and leisure cyclists.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_029	<p>Option 3 would be preferable as it would provide both a direct route between Carrbridge and Aviemore and also a circular option via Boat of Garten and NCN7 to Aviemore.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and your comment that Corridor 3 would provide users with both options due to the existing NMU route in the vicinity of Corridor 6.</p> <p>As part of the options appraisal, integration with other NMU routes will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p>





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		<p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_030	<p>Option 3 is preferred if - sealed tarmac surface (the alternative option has a good crushed gravel surface, good for gravel and MTB). - Provides direct route with safety. -model path as exists, Newtonmore to Kingussie, Boat of Garten to Deshar School</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and your comments with regards to the surfacing, directness and safety.</p> <p>As part of the options appraisal, directness and safety will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>No decision has been made regarding surface type at this time. Surfacing will also be examined as part of the options appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies.</p> <p>The options appraisal will also consider the route with respect of all non-motorised users, including both commuting and leisure cyclists.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_031	<p>Corridor 6 is significantly longer than 3 which is less convenient for those commuting or shopping. Route 6 is more or less what is already in place apart from Carrbridge to Kinveachy junction. Assume that the entire route is off road for safety then route 3 is preferable and people who wish could take the longer route via Boat of Garten.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note your comment that Corridor 6 is longer than Corridor 3, and that this would be less convenient for those commuting or shopping.</p> <p>The options appraisal will also consider the route with respect of all non-motorised users, including both commuting and leisure cyclists.</p>





Reference	Verbatim Comment:	Response
		<p>Furthermore, we note your comments about Corridor 3 and that the NMU provision that currently exists in the vicinity of this Corridor 6, would provide users with both options. Where the routes use some existing section of the NCN7, these existing sections will be initially assessed if they are of a suitable standard (e.g. taking consideration of width, need for segregation and surfacing).</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_032	<p>I would like it to link with the Boat of Garten cycle ways. Combine 3 and 6 so that the track from Boat of Garten to Loch Vaa ensured continue to Kinveachy junction. This would make a lovely circular walk or ride. At the moment you have to get onto the A95 from the Loch Vaa entrance to Kinveachy. - dangerous and busy.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note your comment that you would like a combination of Corridor 3 and 6, providing circular links from Boat of Garten to Loch Vaa and on to Kinveachy, for both walkers and cyclists.</p> <p>Your comments about the dangers posed by using the A95 have been noted.</p> <p>Whilst only one from Corridor 3 and 6 will be promoted as the preferred route, as part of the options appraisal safety and links with existing NMU routes will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_033	<p>(Answers received for questions 1-4. No comments left as question 5 was left blank by respondent.)</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form.</p> <p>Your responses have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the</p>





Reference	Verbatim Comment:	Response
		<p>September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_034	<p>Corridor 3 is the only suitable option without a massive detour through Boat of Garten and adding more distance. Safety is achieved better by running alongside the road and particularly after dark. The Boat NMU to Aviemore is quiet, secluded and miles from civilisation and help.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We have noted that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and your comment about Corridor 3's directness compared with Corridor 6. We also note your comments with regards to the safety of Corridor 3 compared to Corridor 6.</p> <p>As part of the options appraisal, directness and safety will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_035	<p>1. Most direct route. 2. But would be great if a T junction was added and the option to go to Boat of Garten as well.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We have noted that your comment that any NMU route between Aviemore and Carrbridge be the “most direct route”. As displayed at the public exhibition, Corridor 3 is approximately 6km shorter than Corridor 6 therefore Corridor 3 is the most direct route.</p> <p>Furthermore, we note your comment regarding connectivity to Boat of Garten.</p> <p>As part of the options appraisal, directness and links with other NMU routes will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p>





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		<p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_036	<p>Option 3 preferred due to directness. Option 6 - nice but too long. An NMU would make a HUGE difference to Safety,health ,well being and economy of the area.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, due to the directness of the route.</p> <p>We also note your comments about safety, health and wellbeing, as well as economic impacts of an NMU route.</p> <p>As part of the options appraisal, directness and safety will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>





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Carr_037	<p>Both preferred options (3 and 6) has a good route along B9153 from Carrbridge to Kinveachy junction.</p> <p>From there, option 3, which gives the shortest route to Aviemore would probably be the best for commuters and all ability levels, although its hard to know how flat this section will be until more detailed plans are made.</p> <p>The other preferred option - option 6 is not direct enough, and is nevertheless available as an alternative route when an NMU route along B9153 between Carrbridge and Kinveachy has been built.</p> <p>In my view, option 8 should have been the other preferred option. Although longer, it gives more distance to traffic on A95 and its scenic. This option is my personal favourite.</p> <p>I was very surprised to hear that the potential disturbance of Capercaillie-birds between A95 and Kinchurdy road was a reason for this option being rejected. I cant see that it should be a valid reason. This stretch is already frequently used as a shortcut between the Speyside way and Kinveachy junction and the general human disturbance in the whole of the area between BoG and loch Vaa makes it nevertheless unsuitable as an important capercaillie area.</p> <p>A safe NMU-route Carrbridge-Aviemore is long overdue, and its essential that it can be a reality as quickly as possible. The most critical part is the section from Carrbridge to Kinveachy junction/start of forest track east of loch Vaa. It should therefore be considered to split the project into two phases, with the above mentioned section as the first phase.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note your comment that both Corridor 3 and Corridor 6 provides a good an NMU route along the B9153 from Carrbridge to the Kinveachy.</p> <p>With regards to Corridor 3, we note your comment that this provides the shortest route from the Kinveachy junction to Aviemore, and that this would be best for commuters and all ability levels.</p> <p>With regards to Corridor 6, we note your comment that you feel this corridor is not direct enough, and that the existing NMU route in the vicinity of Corridor 6 would be available as an alternative route.</p> <p>Corridor 6 is a combination of existing core path LBS116d and NCN7. This corridor starts in Aviemore and follows existing core paths, which is formed from a footpath adjacent to the road for the first 1.4km. The route then joins NCN7 to Kinchurdy Road in Boat of Garten. Where the routes use some existing section of the NCN7, these existing sections will be initially assessed if they are of a suitable standard based on their existing condition and suitability of the proposed specification (e.g. taking consideration of width, need for segregation and surfacing).</p> <p>We note that your preference would have been Corridor 8 due to its distance/segregation from the A95. Corridor 8 was assessed and discounted during the baseline assessment.</p> <p>The baseline assessment concluded that there was potential for protected species to be affected in terms of long term disturbance due to upgrade of existing forestry tracks. Whilst there are existing routes which cross 'functional land' for capercaillie, the potential increase in user numbers which would result from upgrading/formalising these routes has the potential to increase levels of disturbance. Given other routes included in the baseline assessment did not have the potential to impact areas of protected species, Corridor 8 was discounted.</p> <p>The phasing and timing of construction will be considered in due course, but is subject to all necessary permissions and planning consents being in place.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>





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Carr_038	<p>Option 6 should not have been a consideration as it is basically what we already have from Carrbridge at the moment. I would have preferred to see the two options presented as Option 3 and Option 8.</p> <p>Option 8 would be my preferred choice as although a few km longer than Option 3 it takes you further away from the A95 which is a busy and noisy road so would be a healthier option. I was advised the reason it was not put forward as an option was because there are apparently capercaillie in the forest. This is a ridiculous reason given that there are already tracks in place on that route but they are rough so not suitable for ALL abilities. My point being the tracks are already well used by off road bikes. People and wildlife live side by side in this area and whether there are or are not capercaillie there should not make a difference. Residents in the area should have a right to a safe bike route without having to breathe in fumes!</p> <p>When designing it is important to make sure there is enough width for two bikes or horses to pass easily without one or other having to step off to the side or to stop. As I imagine a lot of people will use the route as a fast way to Aviemore it therefore needs to be safe and enjoyable for all users. People walking also need to feel safe when bikes are passing them so maybe even a bike lane and a walking lane?</p> <p>Carrbridge desperately requires a safe route out of the village that is not on a road and if we have to wait until possibly 2025 this is too long so I would suggest that since both the options you've presented follow the same route from Carrbridge to Kinveachy that this part of the route is done as soon as possible as a Phase 1 of two</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>Firstly, we note your comment with regards to the existing NMU provision in the vicinity of Corridor 6 which is a combination of existing core path LBS116d and NCN7. This corridor starts in Aviemore and follows existing core paths, which is formed from a footpath adjacent to the road for the first 1.4km. The route then joins NCN7 to Kinchurdy Road in Boat of Garten. Where the routes use some existing section of the NCN7, these existing sections will be initially assessed if they are of a suitable standard based on their existing condition and suitability of the proposed specification (e.g. taking consideration of width, need for segregation and surfacing).</p> <p>We note your comment that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 8, with both Corridor 3 and Corridor 8 being the two that you would have preferred to see being taken forward to the options appraisal. We note that your preference would have been Corridor 8 due to its distance/segregation from the A95. Corridor 8 was assessed and discounted during the baseline assessment.</p> <p>The baseline assessment concluded that there was potential for protected species to be affected in terms of long term disturbance due to upgrade of existing forestry tracks. Whilst there are existing routes which cross 'functional land' for capercaillie, the potential increase in user numbers which would result from upgrading/formalising these routes has the potential to increase levels of disturbance. Given other routes included in the baseline assessment did not have the potential to impact areas of protected species, Corridor 8 was discounted.</p> <p>We note your comment that you would like segregation between different users of the NMU route. The options appraisal will consider an NMU route that is nominally 3.0m wide, dependent on location and interface with existing NMU provision.</p> <p>The phasing and timing of construction will be considered in due course, but is subject to all necessary permissions and planning consents being in place.</p> <p>We note that you did not tick the box to agree for Transport Scotland to contact you with future updates about the study. In line with your request, and following this response to your feedback, Transport Scotland will not be able to contact you with any further updates about the scheme including, for example, invitations to future public engagement events. If you wish to receive future updates, please contact the project team at any time via the contact details below.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>





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	<p>phases with the second phase being completed (once the option decided on is chosen) as planned along with the A9 dualling project. The side of the road out of Carrbridge to Kinveachy has been dug up several times over the past year or so and now would be an excellent time before the ground has all healed to get the NMU in along to Kinveachy from the village.</p>	
Carr_039	<p>Option 3 - Direct connection. Use road bike. Travel with small child. If surface is anything other than black top it will be of no benefit. NCN7 is already gravel. Kinveachy on west side of railway is also off road so there is already two options. Paths need to be separated by 1M from road.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note your comment that Corridor 3 is a “direct connection”. As part of the options appraisal, directness will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Furthermore, we have noted your comment and preference with regards to the surfacing of the route, and segregating the route from motorised traffic.</p> <p>The options appraisal and detailed design will consider segregation in line with the guidance outlined in Cycling by Design, whilst also taking into account any constraints such as land availability, existing road infrastructure, environmental sensitivities, as well as any other constraints.</p> <p>The options appraisal will consider the route with respect of all non-motorised users, including both commuting and leisure cyclists.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the</p>





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		<p>September public exhibitions, is available on the Transport Scotland website at the following link:  <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_040	<p>From an NMU perspective it would be better for the route to not be on or beside the road. Other countries have NMU routes that pass through the woodland areas, away from the road that are safer, more attractive, more enjoyable and which would attract more active travellers to the area. Even if the route had a 'green' space between the road and the route that would be desirable.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note your preference for an NMU route to be segregated from motorised traffic.</p> <p>Types of segregation such as verge, vegetation or street furniture/safety barriers will be examined as part of the options appraisal and will be location dependent.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link:  <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_041	<p>From an NMU perspective it would be better for the route to not be on or beside the road. Other countries have NMU routes that pass through the woodland areas, away from the road that are safer, more attractive, more enjoyable and which would attract more active travellers to the area. Even if the route had a 'green' space between the road and the route that would be desirable.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note your preference for an NMU route to be segregated from motorised traffic.</p> <p>Types of segregation such as verge, vegetation or street furniture/safety barriers will be examined as part of the options appraisal and will be location dependent.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link:  <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>





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Carr_042	<p>Corridor 3 I am not aware of any existing NMU facilities except NCN signage on the B9153. This is easily the preferred option. Its directness is a big plus point for commuters and other utility cyclists. It is relatively flat, except for a fairly short section heading north from Kinveachy. In the other direction, the rise is over a much longer distance. Besides, the alternative corridor also uses the B9153.</p> <p>Corridor 6 An attractive route for leisure cyclists but the much greater distance (nearly 60% further) makes it unattractive for utility cyclists. This would be compounded by the psychological effect of getting substantially closer Aviemore at Kinveachy only to get further away again from there to Boat of Garten. If this route is not chosen (and I hope it is not), the NCN off-road and on-road (B970) routes are still available for leisure cyclists and allows for circular routes using the Corridor 3 option.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, due to the corridor being direct with minimal gradient.</p> <p>Furthermore, we note your comments with regards to Corridor 6, and that this route due to its longer distance would be more suited to leisure users, compared to commuters.</p> <p>At this stage the options appraisal will consider the route with respect of all non-motorised users, including both commuting and leisure cyclists</p> <p>Where the routes uses some existing section of the NCN7, these existing sections will be initially assessed if they are of a suitable standard based on their existing condition and suitability of the proposed specification (e.g. taking consideration of width, need for segregation and surfacing).</p> <p>In this regard, we note your comments about Corridor 3 and that the NMU provision that currently exists in the vicinity of Corridor 6 would provide users with both options.</p> <p>As part of the options appraisal, the directness and gradient of the route will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_043	<p>The current route involves stony tracks; I don't have a mountain bike. It is 50% longer than the direct route which adds considerable time to a return journey. The surface can be reasonable when first applied but through the season rain falling on any slopes erodes the surface making ruts and coating the surface with sand in places which is hazardous. The scenery is improving as the surrounding trees grow. At first it appeared as a moonscape!</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note your comments with regards to the current cycle routes between Aviemore and Carrbridge which is the NCN7, and your comments, about the length of the existing route, and about the surfacing of the current route, particularly through winter.</p> <p>We note your preference for any new NMU route to have a sealed surface, as well as lighting.</p>





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	<p>Corridor 3 is the obvious choice for utility cyclists but is also attractive to leisure cycling in that it provides a choice of routes making circular routes possible. Cyclists dependent upon speed when riding from Land's End to John o'Groats won't use a cycle track but their leisure compatriots would use a more direct, safer route. If cyclists use fast roads they create difficulties for motorists.</p> <p>If the route lies close to a road used by buses and assuming buses will carry cycles regularly in the not too distant future it would be possible to have transmodal points. (Transfer from cycle to bus for tired children or in the case of mechanical trouble.)</p> <p>The cycle track must have a smooth and secure (sealed) surface and lighting would be a bonus, possibly powered from solar panels, as working hours at this latitude frequently intrude upon the darker hours.</p> <p>As for Corridor 6 I use it rarely because it makes a longer journey, has a surface of varying qualities, is certainly quiet but not without danger. I was on it today and was aware of oncoming mature mountain bike riders approaching at speed. Thankfully I did not meet them on a bend where vegetation hides the track ahead.</p>	<p>We note that your comments regarding the potential users of both Corridor 3, and Corridor 6, particularly in relation to the longer distance of Corridor 6, as well as your safety concerns.</p> <p>Both surface type and lighting will be examined as part of the options appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies. Furthermore, and as part of the options appraisal, safety and directness will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>At this stage the options appraisal will consider the corridors with respect of all non-motorised users, including both commuting and leisure cyclists.</p> <p>With regard to Corridor 6, this is a combination of existing core path LBS116d and NCN7. Where the routes uses some existing section of the NCN7, these existing sections will be initially assessed if they are of a suitable standard based on their existing condition and suitability of the proposed specification (e.g. taking consideration of width, need for segregation and surfacing).</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_044	<p>My preferred option is Corridor 3. I use this route for both leisure and commuting. It is a very dangerous road. We need this route built as soon as possible. Thank you</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and that you would use this route for both leisure and commuting. Furthermore, we note your comment that the road in this vicinity is "very dangerous".</p> <p>At this stage the options appraisal will consider the corridors with respect of all non-motorised users, including both commuting and leisure cyclists.</p>





Reference	Verbatim Comment:	Response
		<p>As part of the options appraisal, safety will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_045	<p>My preferred option is Corridor 3 - direct to Aviemore.</p> <p>This is a very dangerous road and many times I have nearly been hit whilst cycling along the road.</p> <p>Please, please get this cycle/walking path built as soon as possible.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and we note your comment with regards to the danger of the current road.</p> <p>As part of the options appraisal, safety will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>At this stage the options appraisal will consider the corridors with respect of all non-motorised users, including cyclists and walkers.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Boat_011	<p>As a Boat of Garten resident, my comments are in favour of Corridor 3, as this would also be beneficial to BoG residents to have a more direct non-motorised option to Aviemore alongside a main road.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and your comment that such a route would be a benefit to residents from Boat of Garten as it would provide a more direct non-motorised option to Aviemore alongside the main road.</p> <p>As part of the options appraisal, directness will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>We note that you did not tick the box to agree for Transport Scotland to contact you with future updates about the study. In line with your</p>





Reference	Verbatim Comment:	Response
		<p>request, and following this response to your feedback, Transport Scotland will not be able to contact you with any further updates about the scheme including, for example, invitations to future public engagement events. If you wish to receive future updates, please contact the project team at any time via the contact details below.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>We note that you did not provide feedback using the feedback form, and therefore did not tick the box to agree for Transport Scotland to contact you with future updates about the study. Following this response to your feedback, Transport Scotland will not be able to contact you with any further updates about the scheme including, for example, invitations to future public engagement events. If you wish to receive future updates, please contact the project team at any time via the contact details below.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Neth_001	<p>I strongly support Corridor 3 which would make much more of a meaningful difference to the active travel infrastructure in the area. If built, I would use the section between Deshar and Aviemore for commuting, provided the surface is tarmac.</p> <p>Corridor 6 is less direct, therefore less suitable for functional journeys. In addition, most of the section from Boat of Garten to Aviemore is unsealed. I use this section to cycle commute daily, and have done since 2005. Whilst the route is through attractive landscapes, it is unnecessarily slow due to the uneven, pot-holed surface; and the extra time needed to clean mud and grit off my bicycle whenever it is raining or the surface is muddy or puddly. In addition, it is distant from the road and pavement network which means it isn't treated in winter. The section on Kinchurdy Farm track becomes particularly hazardous in winter because snow gets compacted into ice by farm vehicles, which is then slow to melt under the trees. So this renders the</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We have noted that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and your comment that you would use the section between Deshar and Aviemore for commuting should the surface be bituminous (“tarmac”).</p> <p>No decision has been made regarding surface type. Surface type will be examined as part of the options appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies.</p> <p>Furthermore, we note your comments about Corridor 6 and the NMU provision that currently exists along lengths of this route, in particular with regard to the distance, existing conditions and likely purpose of journeys on this corridor. Where the routes uses some existing section of the NCN7, these existing sections will be initially assessed if they are of a suitable standard based on their existing condition and suitability of the proposed specification (e.g. taking consideration of width, need for segregation and surfacing).</p> <p>In addition, at this stage the options appraisal will consider the corridors with respect of all non-motorised users, including both commuting and leisure cyclists.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the</p>





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	<p>whole route un-cyclable for weeks at a time most winters, as a ribbon of ice persists on Kinchurdy farm track long after uncompacted snow has melted from surrounding areas. This pushes me onto the busy A95. In addition, the heavy, compacted and slow draining surface of this farm track means that it is particularly prone to black ice formation; I have fallen off twice here in recent years due to un-forecasted black ice, while commuting home in the dark. All these issues mean that you have to be a very committed cycle commuter to use this route when it is wet or in the winter; it is not an effective route for encouraging modal shift. The section of this route on the Speyside Way path between Kinchurdy farm track and Aviemore is not affected by these problems so badly.</p>	<p>September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_047	<p>I am a resident of Carr-Bridge, and I have a family of 4 children all of whom love being outdoors and love cycling.</p> <p>We have many paths all around this area and for that we are very grateful. To have a direct access route that is accessible to aviemore would be incredibly useful to us.</p> <p>I have just cycled the speyside way for charity and it was an incredible experience.</p> <p>We as a family would cherish the ability to cycle direct to aviemore on a safe path. Right now the only way is over docharn and through boat of garten. This is not only too tough for my older children but my youngest two would never make it, but it is unsafe due to the gradients involved and the main roads to cross.</p> <p>Corridor 3 is the option of choice for all those with young children and feel that it would make longer cycles accessible and safe.</p> <p>Thank you for putting those campaigns in place. I feel that many commuters in this area would cycle back and fourth to work and use</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3 due to directness, and your comment with regards to Corridor 3 being a more suitable corridor for those with young children. We note your comment that Corridor 3 would be used by commuters in the area, as well as promoting tourism and encouraging visitors to Carrbridge. Furthermore, we note your comment that Corridor 3 would connect up to the existing Speyside Way.</p> <p>At this stage the options appraisal will consider the corridors with respect of all non-motorised users, including both commuting and leisure cyclists. As part of the options appraisal, directness will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>We note that you did not provide feedback using the feedback form, and therefore did not tick the box to agree for Transport Scotland to contact you with future updates about the study. Following this response to your feedback, Transport Scotland will not be able to contact you with any further updates about the scheme including, for example, invitations to future public engagement events. If you wish to receive future updates, please contact the project team at any time via the contact details below.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p>





Reference	Verbatim Comment:	Response
	<p>Aviemore more frequently. On the flip side, it would encourage folk from aviemore to come and build up carrbridge be is tourist or commuters to landmark, or just to visit our beautiful village. It would connect the speyside way and other tracks from there too.</p>	<p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
<p>Avie_008</p>	<p>Little to choose at this stage between either corridor, but the adaption of 3 would offer a circular route in conjunction with existing part of 6 (some of which though is unsustainable for touring bikes). More important is design, ie surface, signage, etc. and i trust that further consultation (extravagant presentations notwithstanding) will take place. I have become concerned that due to their increasing popularity, safety issues are arising on local shared usage routes and wonder if it may be appropriate to offer some form of etiquette guidance in future. A cycle/pedestrian path was constructed alongside the A9 south of Aviemore when it was dualised recently. It appears rather underused - irrelevant even - mostly due to access difficulties. Couldn't these be resolved by properly linking in at the other end? The designated NCN7 between Kingussie and Aviemore remains an attractive alternative despite being shared with motorised traffic. As a side issue, your term NMU was new to me and made me wonder about the use of e-bikes. I am contemplating a not too distant future when I may be very happy to own one, but have noticed a recent trend in their adoption by some as an easy means of enhancing personal ability and even as an aid in actually ascending some of the ad hoc downhill routes that are appearing in the forests and on the hills - a privilege thankfully denied motorbikes. A matter for the National Park Authority perhaps, or organisations whose priority is conservation, but</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below. We have noted your comment that if Corridor 3 were to be progressed, it would provide users with both options due to the existing NMU provision in the vicinity of Corridor 6. We also note your comments with regard to safety.</p> <p>At this stage the options appraisal will consider the corridors with respect of all non-motorised users, including both commuting and leisure cyclists.</p> <p>With respect to your comments regarding the design of the preferred route, factors such as surface type, safety and directness will be examined as part of the options appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies.</p> <p>Aspects such as signage, would be considered during the detailed design, in-line with design standards.</p> <p>As noted in your feedback, an NMU link between Kincaig and Dalraddy was built as part of the A9 Dualling following a Ministerial commitment made in 2013 to provide a cycle facility between Kingussie and Aviemore. The A9 Dualling Dalraddy to Slochd project includes a commitment for NMU provision north between the tie-in at Dalraddy to Aviemore and the A9 Dualling Crubenmore to Kincaig project includes a commitment to provide an NMU to the south connecting to Kingussie. This provision fulfils the Ministerial commitment made in 2013.</p> <p>With regard to your comments about e-bikes, the proposed route is considering non-motorised users and therefore motorised users will not be considered for this route. 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.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>





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	presumably a distinction between motorised and motor assisted has been established. Sorry if that's a bit pedantic.	
Carr_048	Option 3 - preferred. This would be a new option taking you off the main road. Option 6 - There are currently existing tracks that allow you to cycle to Boat of Garten. No real gain in this option.	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and that this corridor provides the option to take users off the main road.</p> <p>Furthermore, we have noted your comments with regards to Corridor 6 and the NMU provision that currently exists in the vicinity of this corridor.</p> <p>Corridor 6 is a combination of existing core path and NCN7. Where the routes use some existing section of the NCN7, these existing sections will be initially assessed if they are of a suitable standard based on their existing condition and suitability of the proposed specification (e.g. taking consideration of width, need for segregation and surfacing).</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Avie_009	We prefer following the A95, However this is contingent upon there being a safe and comfortable distance between the route and the road. I would use the route with kids so this means a gap of at least 3m (or a fence if short stretched are less).	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, along the A95, and your comment that this is dependent on the route being a safe and comfortable distance from the road.</p> <p>We note your comment with regard to segregating the route from motorised traffic. The options appraisal and detailed design will consider segregation in line with the guidance outlined in Cycling by Design, whilst also taking into account any constraints such as land</p>





Reference	Verbatim Comment:	Response
		<p>availability, existing road infrastructure, environmental sensitivities, as well as any other constraints.</p> <p>In the scenario where the NMU route may run parallel to a public road, safety barrier may be provided at discreet locations to mitigate other hazards such as large embankments / structures and street furniture. Pedestrian guard rail may also be provided where deemed necessary through risk assessment along the NMU route in front of features such as culverts and locations of steep gradients/embankments.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_049	<p>This is an extremely dangerous road. Both as a driver and a cyclist/ walker I have seen many near miss accidents over the years. Our community has been requesting a cycle / walking path alongside this road for the past ten years plus. It has been a priority on our community development plan.</p> <p>Please just get on and provide a path as soon as possible before someone is seriously injured or killed.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form..</p> <p>We note your comment with regards to dangerous roads in the area. As part of the options appraisal, safety will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>We note that you did not tick the box to agree for Transport Scotland to contact you with future updates about the study. In line with your request, and following this response to your feedback, Transport Scotland will not be able to contact you with any further updates about the scheme including, for example, invitations to future public engagement events. If you wish to receive future updates, please contact the project team at any time via the contact details below.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>We note that you did not tick the box to agree for Transport Scotland to contact you with future updates about the study. In line with your request, and following this response to your feedback, Transport Scotland will not be able to contact you with any further updates about the scheme including, for example, invitations to future public engagement events. If you wish to receive future updates, please contact the project team at any time via the contact details below.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>





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Avie_010	<p>Path must not use existing NCN7 off road route. This is not a tarmacked path and if it were mountain bikers would be up in arms. It's also not direct enough for Lands End John O'Groats (LEJOG) cyclists.</p> <p>Path must be close to A95 and well sign posted in order to keep LEJOG users off the A9. Current paths in the area not well sign posted resulting in more cyclists on A9. Path must be tarmac surface, road cyclists will not use it otherwise.</p> <p>Path must avoid sharp turns and be safe cycling at 20+ mph. Any bollards must be obvious and have reflective markings, this will get used at night too. Gaps in bollards / fences must be large enough to get a heavily laden touring bike through.</p> <p>See my page with photos of existing A9 path at Drumochter: <a href="http://www.unixnerd.demon.co.uk/a9path.html">http://www.unixnerd.demon.co.uk/a9path.html</a> New path must have maintenance responsibilities clearly designated and advertised on path signage before being built. The Drumochter path is in a terrible state because nobody can agree who pays to look after it. This results in cyclists using the A9.</p> <p>Please involve some cyclists in the detailed design. Much money was spent on the Aberdeen-Westhill path yet some sections are actively dangerous.</p> <p>There will be a choke point at the path about 500m south of the B9153 junction at Kinveachy. There are houses close to the road on both sides and the road is already narrow here. Solution may be to route path east away from road.</p> <p>Expanding on above solution, possible route east of Avielochan and over small railway bridge there. Then between cemetery and Loch Vaa.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We have noted your preference for an NMU route between Aviemore and Carrbridge to not use the existing NCN7 off road route due to the fact that the current provision is not a bituminous ("tarmac") path. With respect to Corridor 6 and the NMU provision that currently exists along lengths of this road, these existing sections would be initially assessed if they are of a suitable standard based on their existing condition and suitability of the proposed specification (e.g. taking consideration of width, need for segregation and surfacing). Surface type will be examined as part of the options appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies</p> <p>We note your comments regarding Corridor 3 in the vicinity of the A95, as well as your comments about specific users, particularly long-distance cyclists. At this stage the options appraisal will consider the corridors with respect of all non-motorised users, including both commuting and leisure cyclists.</p> <p>We note your comments regarding surface type and safety of corridor design, including furniture and signage.</p> <p>Aspects such as signage will be considered during the detailed design, in-line with design standards.</p> <p>Your comments about local constraints have been noted and will be considered as part of the options appraisal.</p> <p>With regard to future maintenance, the preferred route could include a mix of being adjacent to local authority or trunk roads, on private roads or along public rights of way. The maintenance responsibilities in this case could therefore be split across different agencies. We will continue our engagement with other agencies as study progresses to identify the most appropriate and suitable organisations responsible for maintenance.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>





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Avie_011	<p>I think the best corridor is the direct route following the A95 past Kinveachy and Avielochan. I live at Avielochan and cycle this road regularly, it is a dangerous route as it stands. A sealed tarmac finish is essential otherwise it is not suitable for road bikes and they would continue using the A95. If people are commuting it would be sensible as cycling on unsealed road will cause dirt problems and it is the fastest route.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We have noted that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and your comment with regards to the danger of the current road. Furthermore, we note your preference for an NMU route to have a sealed bituminous (“tarmac”) finish, as this would make it suitable for road bikes and commuting.</p> <p>At this stage the options appraisal will consider the corridors with respect of all non-motorised users, including both commuting and leisure cyclists.</p> <p>No decision has been made regarding surface type. Surface type will be examined as part of the options appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Boat_005	<p>"As a regular cyclist, runner and walker resident in the area affected by the proposed NMU route options, I disagree with the decision that option 3 is the only one suitable for further consideration. Having reviewed the alternative options, I suggest that a modified version of option 8 would be more appropriate for the following reasons:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Option 3 follows the route of the A95, which is unpleasant and unsafe to cycle along due to the volume of traffic, spray and wind from HGVs, as well as debris that accumulates at the side of the road. While it might be appealing on paper as the most direct route, a separate cycle path alongside the A95 will suffer from the same issues, causing a new path to be underutilised. It will be</li> </ul>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>With regard to your comment that you “disagree with the decision that option 3 is the only one suitable for further consideration”, please note that following the conclusion of the baseline assessment, two corridors (3 &amp; 6) are now being progressed to the options appraisal stage.</p> <p>The Aviemore to Carrbridge Non-Motorised User (NMU) Route Study comprises of two parts: the Baseline Assessment and an Options Appraisal. The Baseline Assessment included a review of existing policies and plans, NMU guidance and design standards, existing NMU routes and facilities in the study area and data collection from CNPA, THC, HITRANS, Sustrans and community councils. From this assessment, a total of ten corridors were identified and were assessed against a range of criteria. Following this assessment and following consultation with CNPA, THC, HITRANS and Sustrans, eight corridors were sifted out based on potentially significant impacts.</p>





Reference	Verbatim Comment:	Response
	<p>unpleasant to use and feel unsafe due to proximity to fast moving traffic including HGVs.</p> <p>□ Route option 8 appears to make sense for the section from Carrbridge south to the A95. However the section between there and Aviemore would benefit from a modification for safety and cost reasons. Route 8 should make use of the existing forestry track going south east from the A95 at Meikle House, joining the Speyside Way and NCN route 7 next to the house marked as The Yard on OS mapping. This is shown in the red dashed route marked on the extract of Sustrans mapping below, which also shows the route of the existing NCN route 7.</p> <p>[Image]</p> <p>The modification to option 8 would make use of existing infrastructure, so reducing costs.</p> <p>The reasons given for not considering this as an option given in the baseline assessment report is that “use of the forestry track south of Kinveachy is considered to represent an interface with forestry extraction and woodland management operations as well as present the potential for significant disturbance to protected species (Capercaillie) which would be difficult to mitigate”.</p> <p>These presumed issues are easily overcome:</p> <p>i) In relation to potential conflict between users and forestry operations, the forestry track referred to in the report, and others connected to it in Boat Woods, are already well used by cyclists, walkers, dog walker and runners, both visitors and locals, throughout the year. This is backed up by evidence in Impacts of Human Disturbance on Capercaillie Tetrao urogallus Distribution</p>	<p>As stated above, Corridor 3 and Corridor 6 are being progressed to the options appraisal stage. These two corridors were displayed at the public exhibitions held on 25th and 26th September in Aviemore and Carrbridge, and can be viewed on the Transport Scotland website at this address <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/#60512">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/#60512</a>.</p> <p>We note that you do not favour Corridor 3 because of concerns about safety and lack of comfort due to the proximity with motorised traffic.</p> <p>We have noted your preference would be for a modified version of Corridor 8 as an NMU route between Aviemore and Carrbridge, due to safety and cost, as well as utilising the existing forestry tracks.</p> <p>With regard to Corridor 8, you correctly comment that following the baseline assessment, this is not being taken forward to the option appraisal for reasons that include the potential for protected species (capercaillie) to be affected and disturbed, as well as the significant interface between non-motorised users and woodland management operations including timber haulage.</p> <p>In response to each of your points, Corridor 8 is currently used by non-motorised users sharing a route that requires regular interface with forestry and other land management vehicles.</p> <p>Accordingly, if this corridor was to be promoted as the preferred route, the sharing of tracks that are currently used for forestry operations would mean that segregation from this traffic would not be possible.</p> <p>Similar to your concerns with Corridor 3, safety and comfort for users will be factors in selecting the preferred option. Indeed, these will be assessed as part of the options appraisal, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Indeed, safety is also a priority for the majority of people who have engaged during the public consultation to date.</p> <p>With regard to your comment that where interaction is anticipated with forestry traffic, that this can be managed via signage and diversions, it would be preferable to promote a route that minimises disruption to users, requires minimal closures, as well as fewer agencies having operational and maintenance responsibilities.</p> <p>You comment that when forestry operations occur on Corridor 8, a diversion can be implemented which directs users to the existing NMU provision via Boat or Garten.</p> <p>Please note, that Corridor 6 which is one of the two Corridors being progressed to the option appraisal, follows the route you describe. In this respect, we will be appraising a route in this vicinity that does not face the same operational issues as Corridor 8.</p> <p>It should also be noted, where routes are shared and split across different agencies and operators, that considerable management, coordination and consultation is required to ensure that continued surface maintenance and safety requirements meet the needs of all users.</p> <p>Furthermore, if the preferred route is shared with forestry operations, then the management of traffic and potential conflicts will require careful management and ongoing consultation with the appropriate landowner/operator.</p>





Reference	Verbatim Comment:	Response
	<p>and Demography in Scottish Woodland by Moss et al (2014), particularly Figure 2, published via <a href="https://bioone.org/journals/wildlife-biology/volume-20/issue-1/wlb.12065/Impacts-of-Human-Disturbance-on-Capercaillie-iTetrao-urogallus-i-Distribution/10.2981/wlb.12065.full">https://bioone.org/journals/wildlife-biology/volume-20/issue-1/wlb.12065/Impacts-of-Human-Disturbance-on-Capercaillie-iTetrao-urogallus-i-Distribution/10.2981/wlb.12065.full</a>. Potential for conflict between infrequent forestry (and other land management) operations and users of the tracks is currently managed through signage, diversions and publicity via Boat of Garten community social media. There is no reason why this could not continue to happen should the track become part of the NMU route.</p> <p>ii) If the modified version of route option 8 were to become part of the NMU route, during the limited times in the future when there would be forestry (or other land management) operations resulting in a need to restrict access to the track, users could easily be diverted, albeit on a slightly longer route. Diversions could be along the route of the NCN7 towards Boat of Garten, via the existing surfaced path alongside (but separate from) the A95, which continues alongside (but separate from) Deshar Road towards Boat of Garten until the Pinewood Road development. Shortly before the development, users could either be directed to turn right onto the forest tracks and routed to join the NCN7 at the end of the tarmacked Kinchurdy Road, then onwards to Aviemore via the Speyside Way. Or they could be directed to continue into the village along the NCN7, onto Kinchurdy Road and onwards to Aviemore via the Speyside Way. Both diversions would make use of existing tracks so would not incur additional project costs.</p>	<p>Your comments on capercaillie in the vicinity of Corridor 8 are noted. Whilst there are existing routes which cross 'functional land' for capercaillie, the potential increase in user numbers which would result from upgrading/formalising these routes has the potential to increase levels of disturbance. Given other routes included in the baseline assessment did not have the potential to impact areas of protected species, Corridor 8 was discounted.</p> <p>It should be noted that whether Corridor 3 or 6 is promoted as the preferred route, ultimately there is no intention to prohibit future access to any existing NMU routes that are currently enjoyed by users. This includes the route mentioned in your feedback.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>





Reference	Verbatim Comment:	Response
	<p>iii) In relation to the potential for disturbance to capercaillie, the report does not recognise that the track referred to in the report, and others connected to it in Boat Woods, are already established and well used areas for recreation, by cyclists, walkers, dog walker and runners, both visitors and locals, throughout the year (as evidenced by Moss et al as referenced above). Capercaillie have been shown to avoid 250m of well used tracks in Boat Woods, as reported by the Cairngorms National Park Authority in the 2015 Cairngorms Capercaillie Framework, available via <a href="https://cairngorms.co.uk/wp-content/uploads/2015/07/CapercaillieFrameworkReport_V2.0.pdf">https://cairngorms.co.uk/wp-content/uploads/2015/07/CapercaillieFrameworkReport_V2.0.pdf</a>. Capercaillie are therefore already disturbed and avoid the track from the A95 at Meikle House that joins the Speyside Way. Making use of the track as part of the NMU route would not add significantly to the existing levels of disturbance, so should not pose a problem for capercaillie (or other sensitive species making use of Boat Woods).</p> <p>I therefore request that a modified version of route 8 is taken forward for further assessment, as the issues identified in the baseline report are easily overcome, offer a safer and more pleasant route for users, and by making use of existing infrastructure would represent better value for money."</p>	
Grant_001	<p>I am very disappointed with both the two short-listed options. They are basically routes which already exist. Option 3 simply follows the existing roads and is the route most cyclists currently follow, particularly between Carrbridge and the Kinveachy junction as there is no other option without proper off road biking. This route is increasingly busy with many blind corners and poor visibility, and therefore</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note your comments with regard to the two corridors (Corridor 3 and Corridor 6) that, following the baseline assessment and public exhibitions held on 25th and 26th September in Aviemore and Carrbridge, are now being progressed to the options appraisal stage.</p>





Reference	Verbatim Comment:	Response
	<p>dangerous. It is not clear from the information provided how far away from the road a separate NMU path would run. Assuming it would closely parallel the road, safety would be improved, but that's really all, and it seems a sad waste of an opportunity to create a more scenic, pleasant route, even more important for walkers than cyclists. Option 6 follows the Speyside Way for the southern half of the route - scenic, pleasant, good to use an existing route - but parts of it are currently not suitable for road bikes and the surface would require substantial upgrading. The northern half is the same as Option 3 and has the same flaws, ie not getting away from the busy road.</p> <p>Overall, I was hoping for much better! It must be possible to find a more inspired route meeting all of the criteria without prohibitive negative impacts.</p> <p>Please try harder, this is a once in a lifetime chance to achieve massive improvements for NMUs on this well used and loved route.</p>	<p>We have noted your comment that you would like a more scenic and pleasant route.</p> <p>At this stage the options appraisal will consider the corridors with respect of all non-motorised users, including both walkers and cyclists.</p> <p>The baseline assessment examined 10 corridors between Aviemore and Carrbridge, including some which already form part of the path network between the two communities. Whilst those corridors discounted will not be promoted as part of this Route Study, the use of them is not prohibited and they can continue to be used as NMU and recreational routes.</p> <p>We note your comment that Corridor 3 follows the existing road infrastructure, that the route is currently used by most cyclists and is dangerous.</p> <p>With regard to your comments on safety of the existing provision, factors such as safety will be examined as part of the options appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies.</p> <p>We also note your comments with regard to the existing NMU provision in the vicinity of Corridor 6, particularly the current condition of the route in some places. Where the route uses some existing section of the NCN7, these existing sections will be initially assessed if they are of a suitable standard based on their existing condition and suitability of the proposed specification (e.g. taking consideration of width, need for segregation and surfacing).</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Edi_001	<p>We regularly visit Aviemore throughout the year and regularly use the existing Sustrans path to Boat of Garten. We have previously tried to cycle to Carrbridge but the volume of traffic on the roads put us off. Having reviewed the plans we would have a strong preference for Corridor 6 option as described on the plans. This is a more attractive route for walkers, cyclists and families as it is away from the main road and connects Boat of Garten and the Speyside Way.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 6, and that this is due to the distance that the corridor is from the main road, as well as it connecting with Boat of Garten and the Speyside Way.</p> <p>We note your comment with regards to the volume of traffic on the road which has put you off cycling from Aviemore to Carrbridge previously. As part of the options appraisal, safety will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p>





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		<p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_050	<p>I recommend that you progress with the Corridor 3 option as it offers the shortest route to Aviemore and therefore stands the best chance of seeing use for travel between Carrbridge and Aviemore by bike.</p> <p>The Corridor 6 option will not work as planned as people using it will not use the leg down into Boat of Garten, but instead will take the existing track from Kinveachy to the rail underbridge at NH926172 to pick up the Speyside Way. This is the route that is currently used by people traveling by bike between Carrbridge and Aviemore.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and your comment that this corridor, being the shortest route, would encourage travel between Aviemore and Carrbridge by bike.</p> <p>Furthermore, we note your comments with regards to Corridor 6, and your opinion that users, instead of following the route via Boat of Garten, would instead take the existing track between Kinveachy and the Speyside Way..</p> <p>As part of the options appraisal, directness will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>No decision has been made regarding surface type. Surfacing will also be examined as part of the options appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies. Your feedback on this aspect will be helpful.</p> <p>The options appraisal will also consider the route with respect of all non-motorised users, including both commuting and leisure cyclists.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Anon_005	<p>I like the option 3 as it is direct and would be a much more used route than option number 6. It would also provide a circular route for leisure use, especially from Aviemore.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note your preference of Corridor 3 for an NMU route between Aviemore and Carrbridge, and that this is due to the directness of</p>





Reference	Verbatim Comment:	Response
		<p>the corridor, compared to Corridor 6, meaning it is more likely to be used.</p> <p>As part of the options appraisal, directness and links with existing NMU routes will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>We also note your comment that Corridor 3 would provide users with both options due to the existing NMU route in the vicinity of Corridor 6, and that a circular route would encourage leisure users.</p> <p>The options appraisal will also consider the route with respect of all non-motorised users, including both commuter and leisure cyclists.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>We note that you did not tick the box to agree for Transport Scotland to contact you with future updates about the study. In line with your request, and following this response to your feedback, Transport Scotland will not be able to contact you with any further updates about the scheme including, for example, invitations to future public engagement events. If you wish to receive future updates, please contact the project team at any time via the contact details below.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_052	<p>Whilst Corridor 6 may be attractive and follows a large part of the existing Speyside Way route it adds far too much distance for a simple route (Carrbridge to Aviemore) over 50% increase. If the purpose is to provide an NMU link between Aviemore and Carrbridge then Corridor 3 is the only one which offers that.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and your comment that Corridor 3 would provide a shorter route compared to Corridor 6.</p> <p>As part of the options appraisal, directness will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>





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Carr_053	<p>I think an NMU route between Aviemore and Carrbridge is an excellent plan, and I would certainly use it if it was the more direct of the two options. I would obviously love an attractive rural route but am concerned about the effect on the natural environment, so would happily settle for a route following a road-although not on it - rather than destroy more of the natural environment. As long as the points were well signposted I wouldn't have a problem with the route crossing roads and I wouldn't mind 'pinch-points' along the route. I would be keen to see the detailed route when further information is available.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that you are in favour of an NMU route being built between Aviemore and Carrbridge, and your comment and preference for the more direct of the two options. Corridor 3 is the most direct corridor out of two being taken forward to the option appraisal.</p> <p>We note your comments with regards to protecting natural habitat. The environmental considerations of the NMU route options will be assessed as part of the options appraisal and will be a factor in selecting the preferred option, along with the other criteria of Engineering considerations, Economy and Land requirements.</p> <p>Your comments with regard to NMU interface with motorised traffic are noted. Aspects such as signage would be considered during the detailed design, in-line with design standards.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_054	<p>230 residents responded to a community survey conducted in May 2018. It was sent to all households in Carrbridge who reported that they wished to see a direct, accessible and safe route leaving Carrbridge parallel to the B9153 towards Aviemore via the Kinveachy Junction. It is very encouraging therefore that option 3 offered by Transport Scotland design team will meet the communities' needs, therefore we would like to also confirm that option 3 is our preferred choice. We would also like to confirm our position that this project should be linked to the dualling of the A9 and be taken forward by Transport Scotland. The community Council represents the communities need to see a safe alternative route to the current NCN7 on the B9153 to link up with the off-road cycle network in the National</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We have noted that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and your comments with regards to the survey that was conducted by the Community Council that in May of 2018. It is further noted, the majority of respondents wished to see a direct, accessible and safe route leaving Carrbridge parallel to the B9153 towards Aviemore. We would also like to thank the community council for agreeing to provide us with the data from the community survey. This was assessed as part of the baseline assessment and will continue to be used as a part of the options appraisal.</p> <p>We further note your desire for the proposed NMU corridor to integrate with existing NMU facilities in the area.</p> <p>As part of the options appraisal, directness, accessibility, links to other NMU routes and safety will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p>





Reference	Verbatim Comment:	Response
	<p>Park with particular focus on reaching Aviemore and Boat of Garten.</p>	<p>We also note your comment that you would prefer for this project to be linked to the A9 Dualling Project. Please be advised that the Aviemore to Carrbridge NMU Route Study is being progressed separately to the A9 Dualling project.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_055	<p>Currently between Kinveachy and Carrbridge the NCN7 routed along the busy B9153. As a consequence cyclists must share this narrow road with all manner of motorised vehicles. This is risky enough for experienced road cyclists but is totally unsafe for occasional cyclists or family groups. It is therefore imperative that the chosen NMU option be implemented in a timely manner.</p> <p>In my opinion Option 3 provides the most direct route and as such is likely to prove a very attractive option for cycling enthusiasts both within the Strath and long distance tourists. It is therefore my belief that Option 3 should be progressed with immediate effect to alleviate the obvious safety concerns along the B9153.</p> <p>Observation i. The existing, relatively traffic free, walking/cycle route from Kinveachy to Aviemore via Boat of Garten and the Speyside Way is already in a fairly serviceable state. Adoption of Option 3 would therefore also provide the spin-off benefit of a new NMU loop linking Aviemore to Kinveachy to Boat of Garten to Aviemore.</p> <p>Observation ii. If Option 3 is progressed then the NMU section between Kinveachy and Carrbridge must be prioritised. Early completion of this section would enable a link to the existing walking/cycle route from Kinveachy to Aviemore via</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and note that this is due to its directness as well as safety concerns due to the existing NCN7 currently following the B9153 'on road'.</p> <p>As part of the options appraisal, directness and safety will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>The options appraisal will also consider the route with respect of all non-motorised users, including both commuting and leisure cyclists.</p> <p>We also note your comment that Corridor 3 would provide users with both options due to the existing NMU route in the vicinity of Corridor 6.</p> <p>With regards to your comments about existing NMU provision that currently exists, Corridor 6 is a combination of existing core path LBS116d and NCN7. This corridor starts in Aviemore and follows existing core paths, which are formed from a footpath adjacent to the road for the first 1.4km. The route then joins NCN7 to Kinchurdy Road in Boat of Garten. Where the routes uses some existing section of the NCN7, these existing sections will be initially assessed if they are of a suitable standard based on their existing condition and suitability of the proposed specification (e.g. taking consideration of width, need for segregation and surfacing).</p> <p>Furthermore, we note your comments with regards to the timescales for delivering an NMU route.</p> <p>In terms of construction phasing, this will be considered prior to construction in order to minimise impact on users.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link:</p>





Reference	Verbatim Comment:	Response
	<p>Boat of Garten and the Speyside Way. This provides a temporary NMU solution during the period of construction of the section of Option 3 between Kinveachy and Aviemore.</p>	<p><a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
<p>Avie_012</p>	<p>I think option 3 would be the best route. Although option 6 is more scenic, I anticipate it would mainly be used by holiday, pleasure cyclists. Commuters, cyclists out training would get more use from option 3 and would hopefully encourage cyclists to stay off the road. Since option 6 is already in existence to beyond Boat of Garten, adding option 3 gives more choice. The current cycle path between Aviemore and Glenmore is still ignored by many cyclists who still continue to use the road rather than the uneven terrain of the path. A good flat, even path adjacent to the road would provide a much safer option. Easy access for emergency services if anyone takes a tumble.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and your comments that you hope such a route would encourage cyclists off the road.</p> <p>We note your comments with regard to commuters and road cyclists using Corridor 3, and with regard to recreational cyclists using Corridor 6 due to it being more scenic. The options appraisal will consider the route with respect of all non-motorised users, including both commuting and leisure cyclists.</p> <p>Furthermore, we acknowledge your comment that Corridor 6 is a combination of existing core path LBS116d and NCN7, and we note your comment that Corridor 3 would provide users with both options due to the existing NMU route in the vicinity of Corridor 6.</p> <p>We note that you did not tick the box to agree for Transport Scotland to contact you with future updates about the study. In line with your request, and following this response to your feedback, Transport Scotland will not be able to contact you with any further updates about the scheme, for example invitations to future public engagement events. If you wish to receive future updates, please contact the project team at any time with the contact details below.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>





Reference	Verbatim Comment:	Response
Carr_056	<p>Hello -</p> <p>I am a keen cyclist living in Carrbridge, with strong local knowledge of on/off road bike routes in the area. I use a bike most days to get around. Currently, whilst I would like to cycle to Aviemore (e.g. for shopping purposes), I do not - I use the car. This is because the A95 is unsuitable for cyclists - it is too narrow and the traffic is too fast.</p> <p>Of the two potential routes, my strong preference is for Corridor 3. Corridor 6 is a combination of the B road and the existing off road route via Boat of Garten and the Speyside Way. This is an indirect route between Carrbridge and Aviemore (some 6km longer than Corridor 3 - which means an additional 15-30 mins extra of cycling, depending on bike/conditions/fitness of cyclist). The route is great as a leisure ride/family ride but it is not a commuting/shopping route. It is also more suited to mountain bikes than to hybrids/road bikes. It's therefore not what I would consider to be an active transport route.</p> <p>For Corridor 3 to work, it would need to be wide enough for two bikes (with panniers) to pass going in opposite directions of travel and to be surfaced suitable for multiple types of bikes (road, hybrid, MTB).</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, due to the directness compared with Corridor 6. We note your comment with regards to the current A95 and that it is unsuitable for cyclists due to the road being too narrow and the traffic too fast.</p> <p>As part of the options appraisal, both directness and safety will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>We also note your comments with regard to Corridor 6 being more suited to leisure cyclists due to additional distance when compared to Corridor 3. The options appraisal will consider the routes with respect of all non-motorised users, including both commuting and leisure cyclists.</p> <p>Furthermore, your comments have been noted with regards to Corridor 6 and the NMU provision that currently exists in the vicinity of this corridor. Corridor 6 is a combination of existing core path LBS116d and NCN7. Where the routes uses some existing section of the NCN7, these existing sections will be initially assessed if they are of a suitable standards based on their existing condition and suitability of the proposed specification (e.g. taking consideration of width, need for segregation and surfacing).</p> <p>We have noted your comment with regards to width and surface type of a route within Corridor 3. Both width and surface type will be examined as part of the options appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>We note that you did not provide feedback using the feedback form, and therefore did not tick the box to agree for Transport Scotland to contact you with future updates about the study. Following this response to your feedback, Transport Scotland will not be able to contact you with any further updates about the scheme including, for example, invitations to future public engagement events. If you wish to receive future updates, please contact the project team at any time via the contact details below.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>





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Neth_002	<p>While frequently walking ourselves, also wish to represent walkers and other NMUs in general. These include:</p> <ol style="list-style-type: none"> <li>1. Long distance walkers (Speyside Way, Great Glen, East Highland and also LEJOG) who require a link between these paths and also to Inverness (airport and other onwoud links).</li> <li>2. The Burma Hill road (from Alltnacriche to the Dulnain Valley) used by walkers and cyclists needs a link between Aviemore and Carrbridge to make it a circuit.</li> <li>3. General Wade's road - over the Sluggan linking Inverness to Aviemore.</li> </ol> <p>Of the two options given we would choose Corridor 3 which provides a direct route between Aviemore and Carrbridge. The Corridor 6 serves no purpose as it follows the existing sustrans route over the Avielochan moor.</p> <p>An alternative would be a pathway alongside the new dual carriageway (as is the case for the Dalraddy section) but we are aware of reasons why this was not given as an option.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback on behalf of the Strathspey and Badenoch Ramblers.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and your comment that Corridor 3 provides a direct route between Aviemore and Carrbridge.</p> <p>Furthermore, we note your comment with regard to Corridor 6 and the NMU provision that currently exists in the vicinity of this corridor. We acknowledge that Corridor 6 is a combination of existing core path and NCN7. Where the route uses some existing section of the NCN7, these existing sections will be initially assessed if they are of a suitable standard based on their existing condition and suitability of the proposed specification (e.g. taking consideration of width, need for segregation and surfacing).</p> <p>You further comment about a route alongside the A9 as being an alternative. As acknowledged in your comments, this route is not being taken forward to the options appraisal.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_057	<p>I regularly commute by bike between Carrbridge and Aviemore so I would benefit hugely from a segregated cycle route that gave me a direct route to Aviemore, and kept me away from traffic. This would be particularly true in winter when it is dark and the road is just too dangerous to cycle on.</p> <p>I would support development of Corridor 3 as Corridor 6 is generally too indirect for a commuting route.</p> <p>Careful consideration needs to be given to the route surfacing as a smooth tarmac surface can be dangerous in the long winter months in the Cairngorms.</p> <p>Additionally, I beleive that this project should always have been seen as an integral part of the A9</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that you are in favour of an NMU route being built between Aviemore and Carrbridge.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, due to the directness compared with Corridor 6.</p> <p>We also note your comments regarding safety and an NMU route being segregated from motorised traffic</p> <p>As part of the options appraisal, both directness and safety will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>With regards to your comments concerning surface type, these have been recorded. Surface type will be examined as part of the options</p>





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	<p>dualling project and that it should be taken forward by Transport Scotland</p>	<p>appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies.</p> <p>We note your comment that this Route Study should be included as part of the A9 Dualling project. Please be advised however that the Aviemore to Carrbridge NMU Route Study is being progressed separately to the A9 Dualling project.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_058	<p>Option 3 is my preferred route.</p> <p>In order for this to be a useful commuter section, it needs to provide an option of being fairly direct to Aviemore, which option 3 does, whilst also connecting to the speyside way.</p> <p>Whilst the B9153 Kinvechy to Carrbridge section is a fairly fast and twisting road, the worst (ie seemingly most dangerous, most teeth clenching to ride or watch a cyclist on) section is from Kinvechy along the A95 to Aviemore (through the 'canyon of doom') where traffic is squeezed between two steep banks near Loch Vaa. A path at this point is essential for safety.</p> <p>Consideration needs to be given to the development of the NMU; as a commuter route, connecting Carrbridge, Aviemore and Boat of Garten residents to the local villages; and as a leisure/tourist route, connecting the same villages for the purposes of tourist business and enjoyable riding. These considerations have slightly different priorities; efficient travel and routes taking an appealing route. Both are equally important and I believe Option 3 gives balance of this.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, due to Corridor 3 providing a balance of direct and efficient travel, as well as providing access to and integrating with other NMU routes within the area i.e. Speyside Way.</p> <p>We note your comments with regards to both the B9153 and the A95 being dangerous roads, and your comment that an NMU route is important for safety.</p> <p>As part of the options appraisal, directness, safety and links to other NMU routes will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>We also note your comments with regard to segregation from motorised vehicles.</p> <p>We also note your comments with regard to commuters and leisure cyclists. The options appraisal will consider the routes with respect of all non-motorised users, including both commuting and leisure cyclists.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>





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Carr_060	<p>Hi, I'd like to make a couple of comments on the Aviemore - Carrbridge NMU consultation please. 1) I think the route needs to be tarmac, multi-use 2) I think it needs to be a direct route that Links Aviemore-Carrbridge</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note your preference for an NMU route to be bituminous (“tarmac”) and multi-use. The options appraisal will consider the routes with respect of all non-motorised users, including both commuting and leisure cyclists. No decision has been made regarding surface type. The surfacing of the route will be examined as part of the option appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies.</p> <p>Furthermore, we note your preference for the route to be a direct route that links Aviemore and Carrbridge. Corridor 3 is the most direct corridor out of the two being taken forward to the option appraisal. As part of the options appraisal, directness will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>We note that you did not provide feedback using the feedback form, and therefore did not tick the box to agree for Transport Scotland to contact you with future updates about the study. Following this response to your feedback, Transport Scotland will not be able to contact you with any further updates about the scheme including, for example, invitations to future public engagement events. If you wish to receive future updates, please contact the project team at any time via the contact details below.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Boat_006	<p>Corridor 3 would be my preference as we live in Boat of Garten and commute to Aviemore as well as Carrbridge where our children go to childcare and school. While NCN7 is great, the section of shared use with the private farm road along Kinchurdy road is extremely rough and no good for the bike trailer with my kids. It is uncomfortable for them for over a mile. Also the gate section is hard to navigate on your own with a trailer. If the new section was to overcome these issues we would definately use it more. Safety is my main concern</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3.</p> <p>Furthermore, we note your comments with regard to Corridor 6 and the NMU provision that currently exists in the vicinity of this corridor, including the condition of the existing surfaces, particularly when towing a bike trailer. We acknowledge that Corridor 6 is a combination of existing core paths NCN7. Where the route uses some existing section of the NCN7, these existing sections will be initially assessed if they are of a suitable standard based on their</p>





Reference	Verbatim Comment:	Response
	<p>as i would use this route between Kinveachy and Carrbridge as a school run. I'd rather take a detour and have a more level topography than steep gradients. As an aside, i think that Corridor 6 would also provide an excellent loop for running. Taking in Avielochan and Loch Vaa would be real attractions. I would also cross country ski these in winter when conditions allow.</p>	<p>existing condition and suitability of the proposed specification (e.g. taking consideration of width, need for segregation and surfacing).</p> <p>No decision has been made regarding surface type. Surfacing will be examined as part of the options appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies.</p> <p>You also make comment about gated sections on the existing NMU provision in the vicinity of Corridor 6. The requirement for any gates, barriers or furniture between the preferred route and adjacent land uses will largely be a function of the route option selected, in line with design standards.</p> <p>We note your comment that safety is your main concern, as well as your comment that Corridor 6 would provide a loop for running that you are in favour of.</p> <p>As part of the options appraisal, safety and links to other NMU routes will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Furthermore, the options appraisal will consider the routes with respect of all non-motorised users, including walkers and cyclists</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Avie_013	<p>I refer to the recent public exhibition in Aviemore regarding the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study. The Community Council discussed the study at our October meeting and noted its contents. The Community Council decided that we should maintain our objection as this is just a study and no guarantee of a suitable route being put in place.</p> <p>With regards to the study and the resultant options, the Community Council consider that Corridor 3, with the proviso that this is an off-road path between Aviemore and Carrbridge, except for the crossings indicated, is the best option.</p> <p>In the 'Background' note on the exhibition document we note that it cites the non-</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>As you are aware, the Aviemore to Carrbridge NMU Route Study is being progressed separately to the A9 Dualling Dalraddy to Slochd project. Please be advised that we have passed your comments to the A9 project team.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, should it be segregated from motorised vehicles.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>





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	<p>impact on the current National Cycle Network Route 7 as a reason for not having a new route. We re-iterate that Route 7 also goes between Aviemore and Kingussie and is not impacted by the A9 dualling yet an NMU route was included in the Dalraddy section and the land used was included in the compulsory purchase orders.</p> <p>We will discuss the objection again when you can give us concrete proposals for the route.</p>	
Carr_061	<p>Corridor 3 would be my preferred option.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Avie_014	<p>I've had a chance to look at the two proposed NMU routes online and can confirm that I don't have any concerns about either route. It's good to see that the two proposed routes through Boat Wood have been scoped out as these presented concerns in terms of disturbance to capercaillie.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback on behalf of Scottish Natural Heritage (SNH).</p> <p>We note that you have no concerns of Corridor 3 or Corridor 6.</p> <p>Furthermore, we note your acknowledgement that other corridors are not being taken forward to the option assessment due to concerns in terms of disturbance to capercaillie.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>





Reference	Verbatim Comment:	Response
Carr_062	<p>I attended your exhibition in Carrbridge on 26 September and confirm that I am please to note that a separate NMU route is to be provided, given the unsuitability of the B9153 for cycling or walking from a safety viewpoint. An off-road alternative will be very welcome.</p> <p>Either Corridor 3 or 6 will achieve this, with a preference for Corridor 3 as a more direct link, but I also wonder why Corridor 8, similar to Corridor 6, has been rejected.</p> <p>My primary use of the route will be for occasional leisure cycling and walking to Aviemore, Boat of Garten and beyond.</p> <p>Looking forward to seeing the project develop in future.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note your preference for Corridor 3 due to the directness of the route when compared to Corridor 6.</p> <p>We note that you are in favour of a segregated NMU route being built between Aviemore and Carrbridge, due to safety concerns for cycling or walking on the B9153.</p> <p>As part of the options appraisal, directness and safety will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>With regard to Corridor 8, this is not being taken forward to the option assessment due to the potential for protected species to be affected in terms of long term disturbance, as well as the significant interface between users and woodland management operations including timber haulage. Full details of the assessment can be found in the baseline report available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/publication/baseline-assessment-report-september-2019-aviemore-to-carrbridge-nmu-route-study/">https://www.transport.gov.scot/publication/baseline-assessment-report-september-2019-aviemore-to-carrbridge-nmu-route-study/</a></p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Boat_007	<p>Kinveachy -&gt; Aviemore is such a fast road it is dangerous to cycle so I wholeheartedly support a separate safe cycle route.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that you are in favour of an NMU route being built between Aviemore and Carrbridge, as well as your comments regarding segregation, as well as the safety of the road between Kinveachy and Aviemore.</p> <p>As part of the options appraisal, safety will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p>





Reference	Verbatim Comment:	Response
		<p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Avie_015	<p>Corridor 6 - encourage people to go to both villages plus gets them away from the roadside.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 6, and that you anticipate the route would encourage users to Aviemore and Carrbridge, and would move users off the road.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>We note that you did not tick the box to agree for Transport Scotland to contact you with future updates about the study. In line with your request, and following this response to your feedback, Transport Scotland will not be able to contact you with any further updates about the scheme including, for example, invitations to future public engagement events. If you wish to receive future updates, please contact the project team at any time via the contact details below.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Anon_002	<p>Corridor 3 option makes more sense for commuting. It could be used with Corridor 6 as a circular route for leisure. At the moment Corridor 3 is not safe so off road path would be amazing.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, due to its directness as a commuting route, and its integration with other NMU routes.</p> <p>As part of the options appraisal, directness and integration will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Furthermore, the options appraisal will consider the routes with respect of all non-motorised users, including commuting cyclists and leisure cyclists.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>We note that you did not tick the box to agree for Transport Scotland to contact you with future updates about the study. In line with your request, and following this response to your feedback, Transport</p>





Reference	Verbatim Comment:	Response
		<p>Scotland will not be able to contact you with any further updates about the scheme, including, for example, invitations to future public engagement events. If you wish to receive future updates, please contact the project team at any time via the contact details below.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Anon_001	<p>I prefer the option of Corridor 3 - it is a more direct road from Carrbridge to Aviemore. It is what is needed to limit the traffic of bicycles and walkers on that road. This option can then easily be linked to other cycle paths available nearby - Thank you.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note your preference of Corridor 3 for an NMU route between Aviemore and Carrbridge, and that this is due to the directness of the corridor, compared to Corridor 6.</p> <p>We also note your comment that Corridor 3 would reduce the number of non-motorised users from using the road.</p> <p>The options appraisal will also consider the route with respect of all non-motorised users, including both pedestrians and cyclists.</p> <p>We further note your comment that Corridor 3 would provide links to other existing NMU provision in the vicinity.</p> <p>As part of the options appraisal, directness, safety and links with existing NMU routes will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>We note that you did not tick the box to agree for Transport Scotland to contact you with future updates about the study. In line with your request, and following this response to your feedback, Transport Scotland will not be able to contact you with any further updates about the scheme including, for example, invitations to future public engagement events. If you wish to receive future updates, please contact the project team at any time via the contact details below.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Avie_017	<p>Corridor 3 makes most sense as a direct commuting route but then also creates a circular route from Aviemore to Boat that can be used for</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p>





Reference	Verbatim Comment:	Response
	<p>leisure rides. Ideally Corridor 3 would be tarmac for use by road cyclists to avoid the dangerous A95.</p>	<p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, due to its directness as a commuting route, and its integration with existing NMU routes.</p> <p>As part of the options appraisal, directness and integration will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Furthermore, we note your preference for a bituminous (“tarmac”) surface which can be used by road cyclists. No decision has been made regarding surface type. Surfacing will be examined as part of the options appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies.</p> <p>The options appraisal will also consider the routes with respect of all non-motorised users, including commuting cyclists and leisure cyclists</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_063	<p>In my view Corridor 3 would be the best option as a direct route is needed between Carrbridge and Aviemore. Carrbridge and Kinveachy is particularly important as on road is so dangerous. The route from Kinveachy to Boat of Garten and from there to Aviemore already exists and is fine for leisure cycling. Kinveachy to Aviemore needs to be direct. I do not think road bikes use the cycle paths. If the cycle path were tarmaced it would be a waste - cannot share a track with road bikes, walkers, horses and prams.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, due to it being a direct route between Aviemore and Carrbridge. We also note your comment about safety of the current stretch of road between Carrbridge and Kinveachy.</p> <p>As part of the options appraisal, directness and safety will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>We note your comment that a route from Kinveachy to Boat of Garten, and from Boat of Garten to Aviemore already exists, and furthermore that the route is “fine for leisure cycling”. Where the routes use some existing section of the NCN7, these existing sections will be initially assessed if they are of a suitable standard based on their existing condition and suitability of the proposed specification (e.g. taking consideration of width, need for segregation and surfacing).</p>





Reference	Verbatim Comment:	Response
		<p>We note your comments with regards to road bikes not likely to use cycle paths, and that your preference is for an NMU route to not be bituminous (“tarmac”), due to the it being difficult to share the path with different potential users.</p> <p>No decision has been made regarding potential segregation between users and surface type. Surfacing and user segregation will be examined as part of the options appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_064	Corridor 3 best option. Need direct route.	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and your comment about the need for a direct route.</p> <p>As part of the options appraisal, directness will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_065	Corridor 3 would be my choice as Corridor 6 would be too far in distance to be able to get my children to cycle through and back. Also, Corridor 3 opens up the use of tracks around Loch Vaa and make it safe to get back to Carrbridge without having to go onto the busy dangerous road.	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p>





Reference	Verbatim Comment:	Response
	<p>At present we can not cycle to aviemore as Docharn hill is too hard and rough for the children. So we drive to Boat of garten and then do cycling. This new option is brilliant for linking the villages and allowing outdoor activities.</p>	<p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, due to the directness of Corridor 3 compared to Corridor 6.</p> <p>We also note your comments about the potential for Corridor 3 to integrate with existing NMU provision, as well as safety and gradient of the route. In this regard, we note your comment that the existing route via Docharn hill is difficult for children to cycle.</p> <p>As part of the options appraisal, safety, comfort, directness and links with other NMU routes will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Furthermore, the options appraisal will consider the routes with respect of all non-motorised users, including commuting cyclists and leisure cyclists.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_066	<p>Corridor 3 is the better option as it opens up a much more varied area for biking and walking and also links the villages better. Corridor 6 also has an awkward area once you arrive in aviemore where previously I have gotten lost. So the straight Corridor 3 is better.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3 due to the route providing a greater variety for cycling and walking, as well as providing better links between Aviemore and Carrbridge.</p> <p>Furthermore, and in relation to Corridor 6, we note your comment about poor connectivity within Aviemore. It is envisaged that the start and end points of the Aviemore to Carrbridge NMU route will integrate with existing NMU facilities in the communities. The start and finish points will be determined based on the preferred route selected.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Avie_018	<p>We support a route that</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in</p>





Reference	Verbatim Comment:	Response
	<p>maximises the opportunities for all members of our community to increase their levels of active travel. We know that increasing activity has a huge range of health benefits. We also know that climate and environmental damage has negative impacts on health, so the route that has the greatest impact on pollution and carbon will have the greatest climate-related health benefits. Active travel is advocated in a wide range of Scottish policy documents in both health and transport.</p> <p>As it is alot shorter, Corridor 3 is likely to have a much greater effect on day to day travel mode choices for locals in Carrbridge, Aviemore and the transport-option-poor community of Avielochan (whose only access is the busy A95, too busy for any but the bravest walkers and cyclists). For functional travel - commuting, seeing friends, shopping, aged 8-80 years old - the difference between 10km and 16km will be a huge game changer. Only Corridor 3 supports Avielochan. Boat of Garten residents would still be able to use the current Speyside way route to Aviemore even if Corridor 3 is the chosen route.</p> <p>Any route should be suitable for all weathers on any bicycle. Realistically this means that it should be tarmaced. Gravel surfaces pool mud in the winter, which is significant disincentive for all cyclists except leisure mountain-bikers.</p> <p>Similarly, gradients should be as gentle as possible to encourage all types of cyclists.</p>	<p>September 2019, thank you for taking the time to provide feedback on behalf of the Aviemore Medical Practice.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. Please see a response to any comments made to question 5 below.</p> <p>We note your comments about Corridor 3 and the directness of this corridor, compared to Corridor 6, as well as your comments about a shorter route encouraging a variety of users.</p> <p>As part of the options appraisal, directness will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Furthermore, the options appraisal will consider the routes with respect of all non-motorised users.</p> <p>We note your preference for the route to be bituminous (“tarmac”). No decision has been made with regard to the surfacing of the NMU route. Surfacing will be examined as part of the options appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies.</p> <p>Furthermore, we note your comment that Corridor 3 would provide users with both options due to the existing NMU route in the vicinity of Corridor 6.</p> <p>We note your comments about the health benefits of active travel.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Inv_002	<p>Corridor 3 provides a significantly shorter route between the two communities. For me this directness is the main factor in choosing between these two routes.</p> <p>I commute between</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p>





Reference	Verbatim Comment:	Response
	<p>Aviemore and Carrbridge occasionally, using the busy A-road, which feels dangerous and scary. The alternative route (Corridor 6 - Speyside Way) via Boat of Garten is significantly further such that I prefer to cycle the unpleasant but shorter route.</p> <p>Thus for me, only Corridor 3 will make me feel safer, as I would not use an improved Corridor 6 due to it being still too far. I would probably commute more frequently if the route was safer.</p> <p>I suspect that distance will be a factor for others as well. Thus there will be significant differences in the modal shift impact of the two routes, Corridor 3 being better.</p> <p>Any corridor should be tarmaced or similar; gravel will be muddy much of the year and I and others would be less likely to use it.</p> <p>Improving Corridor 3 will create recreational opportunities, in the form of a loop from Aviemore - Boat of Garten - Avielochan - Aviemore. I doubt improving the already mostly good provision along Corridor 6 would have any greater impact on recreational use. Thus the Corridor 3 choice would have tourism benefits as well as for modal shift.</p>	<p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, due to the directness of the route in comparison to both the current Speyside Way and Corridor 6.</p> <p>We note your comment that the existing route via the road between Aviemore and Carrbridge is dangerous, and that Corridor 3 would make you feel safer.</p> <p>As part of the options appraisal, directness and safety will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>We note your preference for the preferred route to be bituminous ("tarmac"), or similar. No decision has been made with regard to the surfacing of the NMU route. Route surfacing will be examined as part of the options appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies.</p> <p>Furthermore, we note your comment that Corridor 3 would provide users with both options due to the integration with the existing NMU provision in the vicinity of Corridor 6.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_067	<p>I strongly favour Corridor 3. This is the most direct route and therefore increases the likelihood that many people will use it. Corridor 6 is significantly longer, and I can imagine many people will be put off from using it. It's important that the new route sees high levels of use. We want to increase levels of exercise, to reduce NHS bills, and reduce car use, to reduce carbon emissions. Corridor 3 is the best route for achieving this. Thanks for consulting with us!</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, due to the directness of the corridor in comparison with Corridor 6 and that the increased distance of Corridor 6 may put deter users.</p> <p>As part of the options appraisal, directness will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>We note your comments about increasing activity levels.</p>





Reference	Verbatim Comment:	Response
		<p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_068	<p>Having looked at the options, Corridor 3 would be the preferred option with the segregation from the road as shown at the public exhibition. This route would greatly enhance the current cycle network for both locals and visitors and provide a much safer and family friendly route, thereby increasing usage. An NMU from Carrbridge to Aviemore is greatly supported by the community.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, as well as your comments with regards to segregation from the road. We note your comments that the route would enhance the current cycle network for both locals and visitors, as well as your anticipation that a safe and family friendly route would lead to an increase in usage.</p> <p>As part of the options appraisal, safety will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Boat_008	<p>I would definitely prefer the route from Aviemore via Boat of Garten. I also think the health and safety aspect is paramount and the Kinveachy to Carrbridge should be a priority. When the proposed dualling takes place on A9, this route will become a 'rat run' by both local and construction traffic and will be impossible for any cyclists and walkers at any time of year.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 6.</p> <p>We note your comments about safety being paramount, and your concerns about users being in close proximity on the road network.</p> <p>As part of the options appraisal, safety will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>You have noted that the side roads in the vicinity will become a 'rat-run' during construction of the A9 Dualling. Please be advised that</p>





Reference	Verbatim Comment:	Response
		<p>the Aviemore to Carrbridge NMU Route Study is being progressed separately to the A9 Dualling Dalraddy to Slochd project. However as part of that project appropriate construction planning, phasing and traffic management will be implemented to minimise impacts on the surrounding network. We have passed your comments to the team responsible for that project.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Boat_009	<p>The current road between Aviemore and Carrbridge is a very popular route for cyclists including young families. This is a very dangerous road due to fast moving traffic which is due to increase in volume when the new building site in Carrbridge is completed. When our young grandchildren visit we have to take them to a safe place by car before allowing them to ride their bikes. A link up with the Kinveachy/Boat of Garten cycle path would be a great asset too. I think a direct link to Aviemore would be better used, especially by long distance cyclists and commuters.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that you think a direct corridor for an NMU route between Aviemore and Carrbridge would be better used by commuters and long distance cyclists. As displayed at the public exhibition, Corridor 3 is approximately 6km shorter than Corridor 6, therefore Corridor 3 is the most direct route.</p> <p>The options appraisal will consider the routes with respect of all non-motorised users, including both commuter cyclists and leisure cyclists.</p> <p>We note your comment that the existing route via the road between Aviemore and Carrbridge is dangerous.</p> <p>We further note your preference for a link with the existing Kinveachy to Boat of Garten NMU path.</p> <p>As part of the options appraisal, directness, safety and integration with other NMU routes will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_069	<p>As someone in their late sixties I would prefer the shorter route Corridor 3 which is 9.9km. I look</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p>





Reference	Verbatim Comment:	Response
	<p>forward to hearing of the progress.</p>	<p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, and note that your reason for this preference is due to it being shorter than Corridor 6.</p> <p>As part of the options appraisal, directness will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_070	<p>My corridor option would be no. 3. Having had experience of horses on the track on the nearside path I would like to object to them using this new track as it can be very frightening meeting a large horse or 2 or 3, especially when walking or cycling with young children. Also dog walkers pick up their dogs mess but horse riders never do and to walk with a pram, wheelchair, relation or other disability vehicles plus using a bike it is quite difficult to avoid their droppings. Perhaps some form of blocking the track at certain places would help.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3.</p> <p>Furthermore, we note your comment regarding potential equestrian use of the route, due to the experiences you have had in the past.</p> <p>Please be advised that the options appraisal will consider the routes with respect of all non-motorised users. Consideration will be given to the potential for segregation between different users but this will be dependent on location and interface with existing NMU provision.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_071	<p>Corridor 3 is the most appropriate in my opinion. There is more likely hood of people using the more direct route if going through to Aviemore. Already an option</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p>





Reference	Verbatim Comment:	Response
	<p>from Kinveachy Junction to Boat of Garten.</p>	<p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, due to it being more direct when compared to Corridor 6, as well as your comments that a direct route would encourage people to use it.</p> <p>As part of the options appraisal, directness and links to existing NMU routes will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>We also note your comment about NMU provision, which forms part of Corridor 6, that currently exists between Kinveachy Junction and Boat of Garten,</p> <p>With regard to the appraisal of Corridor 6, where the route uses some existing section of the NCN7, these existing sections will be initially assessed if they are of a suitable standard based on their existing condition and suitability of the proposed specification (e.g. taking consideration of width, need for segregation and surfacing).</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_072	<p>Connecting with trains at aviemore (as poorer service at carrbridge), connecting with coach services at Aviemore (no national coaches stop in Carrbridge), utility trips such as shopping, visiting health centre, library, dentist, vet etc, as well as leisure trips to friends or longer trips via Aviemore. My wife would use it to commute to work once the new hospital is built in Aviemore. Currently the direct route between carrbridge and aviemore is very unattractive even for an experienced cyclist, due to speed and volume of traffic, especially on the A95 section.</p> <p>I strongly support the development of this route via the direct route alongside the existing highway, with a fully sealed surface. It is an important missing link in the</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that you are in favour of an NMU route being built between Aviemore and Carrbridge. We note your preference is for the direct route in the vicinity of the existing road network. As displayed at the public exhibition, Corridor 3 is the most direct route and is approximately 6km shorter than Corridor 6. Your comments that it would complete a missing link and would have both economic and social benefits have been noted.</p> <p>We note your comment that the existing route via the road between Aviemore and Carrbridge as being unattractive for non-motorised users.</p> <p>As part of the options appraisal, directness and safety will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Furthermore, we also note that you support a fully sealed surface. No decision has been made with regard to the surfacing of the NMU</p>





Reference	Verbatim Comment:	Response
	<p>local sustainable travel network and vital for future economic and social development in this part of the National Park. Funding should be secured for it irrespective of the dualling of the nearby A9. Much like the dualling of the Highland rail line, it is more important than the A9 dualling if we are to embrace a sustainable future.</p>	<p>route. Surfacing will be examined as part of the options appraisal and will be informed through ongoing consultation with communities, NMU groups and other agencies.</p> <p>With regard to connectivity with other services and transport facilities, it is envisaged that the start and end points of the Aviemore to Carrbridge NMU route will integrate with existing NMU facilities in the communities. The start and finish points will be determined based on the preferred route selected.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Boat_010	<p>I would suggest that of the two options shortlisted, Corridor 6 should be preferred. I am assuming that the Corridor 3 option would involve building a dedicated cycling/walking track beside the B9152, the A95 and the B9153 all the way between Aviemore and Carrbridge. It is clearly the shortest route, but would involve approximately double the land acquisition and construction costs. It would also be beside, or close to, a busy road for its full length. In addition it would render redundant a lengthy and very attractive stretch of the existing National Cycle Route 7 (on the Speyside Way), and deprive Boat of Garten of the customers it gets from Route 7 at present. Using the existing cycle route from Aviemore to Kinveachy would greatly reduce land acquisition and construction costs, and provide a more attractive route. New construction would only be required from Kinveachy to Carrbridge. This section would be essential because the present routing of Route 7 on the B9153 to Carrbridge is very unsatisfactory due to the volume and speed of traffic on that road.</p> <p>It would appear that option 6 leaves Aviemore on the Orbital Route, rather than via</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 6. We note your reasons for this are cost, land requirements, attractiveness and safety, when compared to Corridor 3.</p> <p>As part of the options appraisal, safety and attractiveness will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>We also note your comments about Corridor 3 and the proximity to the motorised traffic.</p> <p>With regard to your comment that Corridor 3 would 'render redundant a lengthy...stretch of the existing National Cycle Route 7 (on the Speyside Way)', should Corridor 3 be preferred and progressed, users would not be prohibited from continuing to use the existing NMU provision in the vicinity of Corridor 6.</p> <p>With regard to connectivity within settlements, it is envisaged that the start and end points of the Aviemore to Carrbridge NMU route will integrate with existing NMU facilities in the communities. The start and finish points will be determined based on the preferred route selected.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>





Reference	Verbatim Comment:	Response
	<p>the tunnel under the railway behind the Bank of Scotland and the continuation of Dalfaber Road. If this is correct, the existing crossing of the B9152 by the Orbital Route north of Aviemore is dangerous because of the poor sight lines, especially when crossing from east to west, and much of the Orbital Route to the west of the B9152 is in a poor condition and would need to be reconstructed.</p>	
Carr_073	<p>Corridor 3 is the most flexible option which would give a direct route to Aviemore for commuting and connecting with other routes and rail travel (as not all trains stop at Carrbridge). However this still allows for connecting with routes via Boat of Garten for alternative leisure bike rides within the area.</p> <p>Also for families with young children being able to cycle direct between Carrbridge and Aviemore will be more appealing and Carrbridge would benefit from visitors in the way Boat of Garten does at the moment by use of the Speyside way/</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, due to directness, and links with existing NMU links and transport connections. Furthermore, we note your comment regarding the benefit of tourism in Carrbridge.</p> <p>Furthermore, we note your comment that Corridor 3 would provide users with both route options due to the integration with the existing NMU provision in the vicinity of Corridor 6.</p> <p>As part of the options appraisal, directness and integration with existing NMU provision will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>We also note your comments that Corridor 3 would be more appealing for families cycling between Aviemore and Carrbridge. The options appraisal will consider the routes with respect of all non-motorised users, including both commuter cyclists and leisure cyclists</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_074	<p>Route/corridor/ option 3 is more preferable as from this you can link into the Boat of Garten tracks or Loch Vaa and the options from there are endless but if you want to go direct to Aviemore this also allows that.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p>





Reference	Verbatim Comment:	Response
		<p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3, due to directness and links with existing NMU routes.</p> <p>As part of the options appraisal, directness and integration will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Carr_075	<p>The current route via the main road is very dangerous, the other option via Boat of Garten is a very long route taking an hour by bike and almost 10 miles. We need a direct route, not going over the hills to Boat of Garten. It is 6-7 miles by road, the route needs to follow the path of the road ideally to make it more direct.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We have noted your preference for an NMU route between Aviemore and Carrbridge that is direct, flat and follows the road, and that your preference is a route that avoids the hills to Boat of Garten. Furthermore, we note your comments that the main road is dangerous.</p> <p>As part of the options appraisal, safety, directness and gradient will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>We also note your comments about the route via A95 and B9153 as being dangerous Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Avie_019	<p>A direct route between Carrbridge and Aviemore would be ideal taking in the communities at Kinveachy and Avielochan.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p>





Reference	Verbatim Comment:	Response
		<p>We note your preference for an NMU route between Aviemore and Carrbridge that is direct, and that includes the communities at Kinveachy and Avielochan.</p> <p>As displayed at the public exhibition, Corridor 3 is the most direct route and is approximately 6km shorter than Corridor 6.</p> <p>As part of the options appraisal, directness will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Avie_020	Direct Route is my preferred option	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We have noted your preference for an NMU route between Aviemore and Carrbridge that is direct.</p> <p>As displayed at the public exhibition, Corridor 3 is the most direct route and is approximately 6km shorter than Corridor 6.</p> <p>As part of the options appraisal, directness will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>
Edi_002	Transport Scotland are to be applauded for responding in such a positive manner to formal objections raised in response to the draft orders for the Dalraddy to Slochd section of the A9 dualling project.	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for attending the exhibition and taking the time to provide feedback, on behalf of Scotways.</p> <p>As demonstrated at the exhibition, the two corridors that will form part of the option appraisal are Corridor 3, which is approximately 9.9km and Corridor 6 which is approximately 15.7km.</p>





Reference	Verbatim Comment:	Response
	<p>Now that the other 8 possible options have been discounted, those remaining are Corridor 3 (alongside the A95 to Kinveachy and thereafter following the B9153) and Corridor 6 (Strathspey Way / NCR7 to Boat of Garten, alongside the road to Kinveachy, thereafter as Corridor 3). Corridor 3 is approximately 9.9km; Corridor 6 is approximately 15.7km.</p> <p>Whichever option is chosen, it is a relief that an off road route is planned for the Kinveachy-Carrbridge section. There is a surprising amount of traffic along the B9153, which wiggles through the forest; as a cyclist, one is aware that cyclists are somewhat “in the way” as inevitably vehicles have to slow down to overtake them, as the road is not that wide. Certainly it is not a suitable route for family cyclists at present. The alternative “hill route” is somewhat steep, I am told, but I haven’t been to try it.</p> <p>The A95 itself is really too narrow and busy for cyclists; one only rarely sees any cyclists on that section at all. Nor is the verge suitable for walkers; the section from Avielochan to Loch Vaa is particularly dangerous, as the verge is about a foot wide, tussocky and above the level of the road. One is clinging to the barbed wire fence as the whisky lorries slow down to pass you....very unpleasant, and saved by a courteous lorry driver.</p> <p>Of the two options on the table, the best one to choose would be Corridor 3, which would allow commuting by cycle between Aviemore and Carrbridge. It would also allow NMUs to visit Loch Vaa and Avielochan safely, and enjoy the tranquillity of these little visited places.</p> <p>Choosing Corridor 3 would also open up at least two</p>	<p>We note you that you are in favour of an NMU route between Aviemore and Carrbridge and we note that your preferred corridor is Corridor 3.</p> <p>We also note your comments about the difficulty and risks for non-motorised users travelling on A95 and B9153 due to proximity with motorised traffic, width of the carriageway and the condition of the existing verge. You comment that an ‘off-road route is planned’.</p> <p>With regard to Corridor 3, we note your comments that it would facilitate commuting cyclists as well as encourage leisure cyclists to visit areas between Aviemore and Carrbridge. The options appraisal will consider the routes with respect of all non-motorised users, including both commuter cyclists and leisure cyclists.</p> <p>We also note your comments that should Corridor 3 be progressed, it would provide access to existing NMU provision in the vicinity of River Dulnain/Sluggan Bridge, as well as NMU provision that currently exists in the vicinity of Corridor 6 and Boat of Garten.</p> <p>As part of the options appraisal, safety and links with existing NMU routes will be factors in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>Furthermore, you also make comment about gated sections on NMU routes elsewhere. The difficulties you highlight in this respect have been noted. The requirement for any gates, barriers or furniture between the preferred route and adjacent land uses will largely be a function of the route option selected, in line with design standards.</p> <p>With regard to your final comment about NMU provision between Kincaig and Aviemore, an NMU link between Kincaig and Dalraddy was built as part of the A9 Dualling following a Ministerial commitment made in 2013 to provide a cycle facility between Kingussie and Aviemore. The A9 Dualling Dalraddy to Slochd project includes a commitment for NMU provision north between the tie-in at Dalraddy to Aviemore and the A9 Dualling Crubenmore to Kincaig project includes a commitment to provide an NMU to the south connecting to Kingussie. This provision fulfils the Ministerial commitment made in 2013.</p> <p>As the Aviemore to Carrbridge NMU route study is being progressed separately, your comments regarding the A9 Dualling project have been passed to the A9 project team</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>





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	<p>circular routes: one visiting Aviemore, Boat of Garten, Kinveachy and Carrbridge; the other using General Wade's Military Road from Kinveachy over the hill to the River Dulnain and Sluggan Bridge, and back down the quiet road to Carrbridge.</p> <p>This imaginative development will enhance the "visitor experience" for people staying in all three villages, and for local residents. One only has to look at the popularity of the Logging Way from Aviemore to Loch Morlich to realise how much cycle tourism has developed over the past few years.</p> <p>One thing I noticed when cycling the new cycle/walk way from Kinraig towards Aviemore is an unfortunate design fault. On two occasions the cycleway drops down to cross an estate road from the Alvie direction towards the B9152. At one intersection there are cattle grids on each side of the estate road, which do not impede progress. On the other intersection, however, one has to open and close 2 deer-sized gates, one on each side of the estate road. This is an awkward operation, as there is nowhere to lean the bike while opening and securely closing each gate. That was bad enough with an un-laden bike, but it would be a very difficult manoeuvre for a cyclist with panniers. That situation is bound to happen when LEJOG (Land's End to John o' Groats) cyclists use the cycle/walkways.</p> <p>I therefore hope that such crossings will not be used on the Aviemore-Carrbridge section. I also hope that the difficult crossing on the Kinraig-Aviemore section can be changed before Transport Scotland receives unwelcome publicity from irate cyclists. At present the cycle/walkway is not complete towards Aviemore, so is little used.</p>	





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Neth_003	<p>Corridor 3 would be my preferred choice as it has two advantages.</p> <p>1. It would offer a recreational loop from Aviemore using the new route and the existing Spey Way route completely off road which would be great for adults and children both local and visitors.</p> <p>2. It gives a second route into Aviemore which is off road. This gives options for people as to which they use/prefer and also if there is an issue where one route is closed due to say repair or flooding then you can still cycle in completely off road.</p> <p>Would it be possible to look at a route linking Nethy Bridge into Carrbridge and Aviemore which is off road?</p> <p>Any new routes should be suitable for all types of users - bikes including non offroad bikes and wheelchair users - including access through gates etc.</p>	<p>Following the Aviemore to Carrbridge Non-Motorised User (NMU) Route Study public exhibition in Aviemore and Carrbridge in September 2019, thank you for taking the time to provide feedback.</p> <p>We note the answers that you have provided for questions 1 to 4 of the feedback form. This information will be collated to inform the next stage of the NMU route study – the options appraisal.</p> <p>Please see a response to any comments made to question 5 below.</p> <p>We note that your preferred corridor for an NMU route between Aviemore and Carrbridge is Corridor 3. We note your reasons for this is links with other NMU routes, and segregation from the road.</p> <p>Furthermore, we note your comment that Corridor 3 would provide users with both route options due to the integration with the existing NMU provision in the vicinity of Corridor 6.</p> <p>As part of the options appraisal, integration with existing NMU provision will be a factor in selecting the preferred option, along with the other criteria of Environmental and Engineering considerations, Economy and Land requirements.</p> <p>We also note your comments about the route being suitable for a variety of users. The options appraisal will consider the routes with respect of all non-motorised users, including cyclists and wheelchair users.</p> <p>Finally, we note your comments regarding an off-road link between Nethy Bridge, Carrbridge and Aviemore. However please be advised that the scope for this study, which was agreed with Cairngorms National Park Authority, The Highland Council, HITRANS and Sustrans, relates to an NMU connection between Aviemore and Carrbridge.</p> <p>Your comments have been recorded and will be considered during the options appraisal.</p> <p>Up to date information on the Aviemore to Carrbridge Non-Motorised User Route Study, including materials presented at the September public exhibitions, is available on the Transport Scotland website at the following link: <a href="https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/">https://www.transport.gov.scot/active-travel/aviemore-to-carrbridge-non-motorised-user-route-study/</a></p> <p>If you have any other queries, please e-mail: <a href="mailto:ACNMU@wsp.com">ACNMU@wsp.com</a>.</p>



