



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA

ATKINS mouchel 

Aviemore to Carrbridge

Non-Motorised User (NMU) Route Study
Options Appraisal

Virtual public exhibition

transport.gov.scot/ACNMU

Welcome

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

The purpose of this exhibition is to:

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

In addition to this virtual public exhibition, Transport Scotland and its consultant Atkins Mouchel Joint Venture (AMJV) will be hosting a live webinar on **24 November 2020** at **5pm**

to explain aspects of the project in more detail and answer any queries you may have. Please register your interest for this event on the website transport.gov.scot/ACNMU, where the event will also be published.



Existing NMU route in the study area

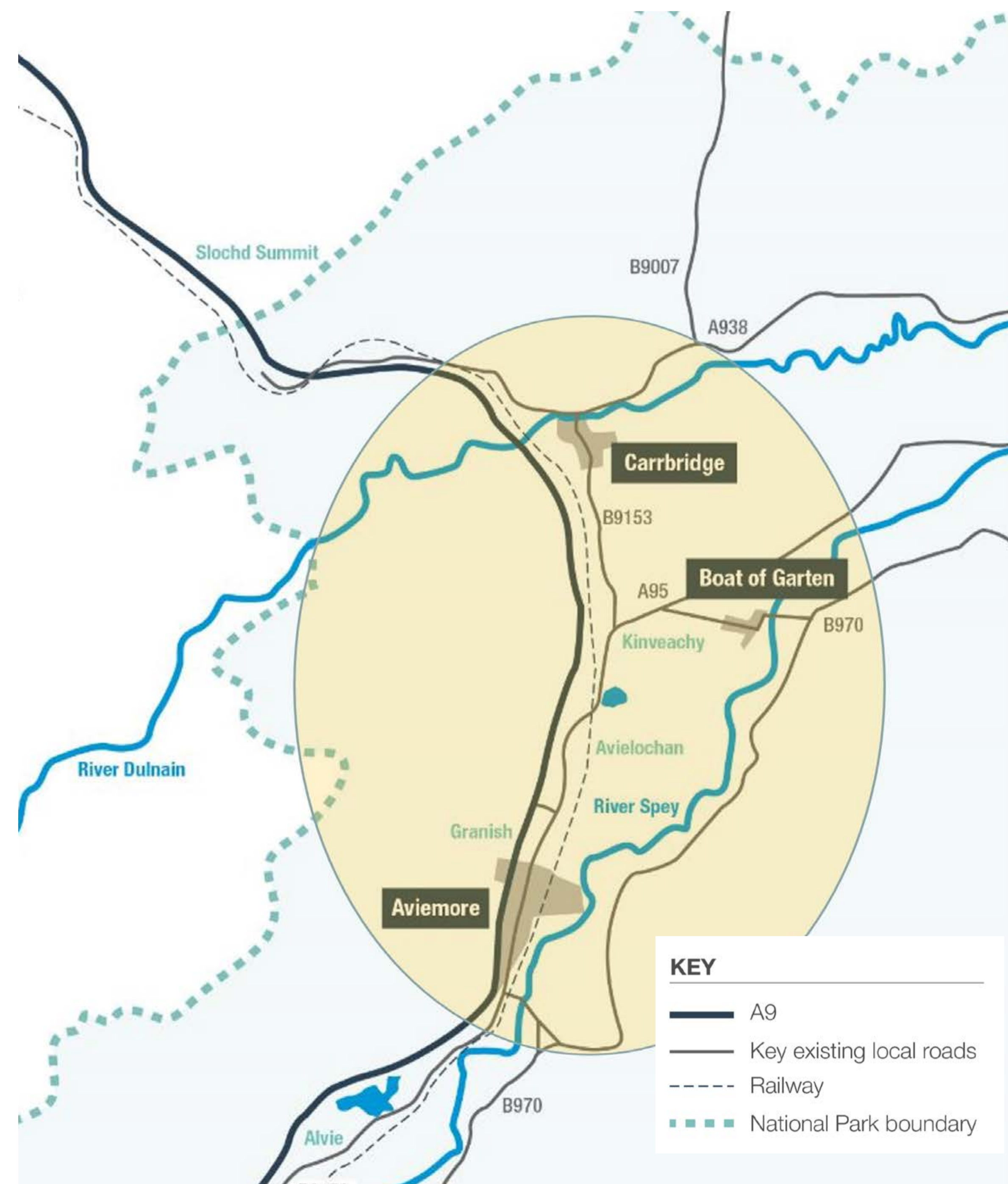
Prepared in consultation with:

Overview

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

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

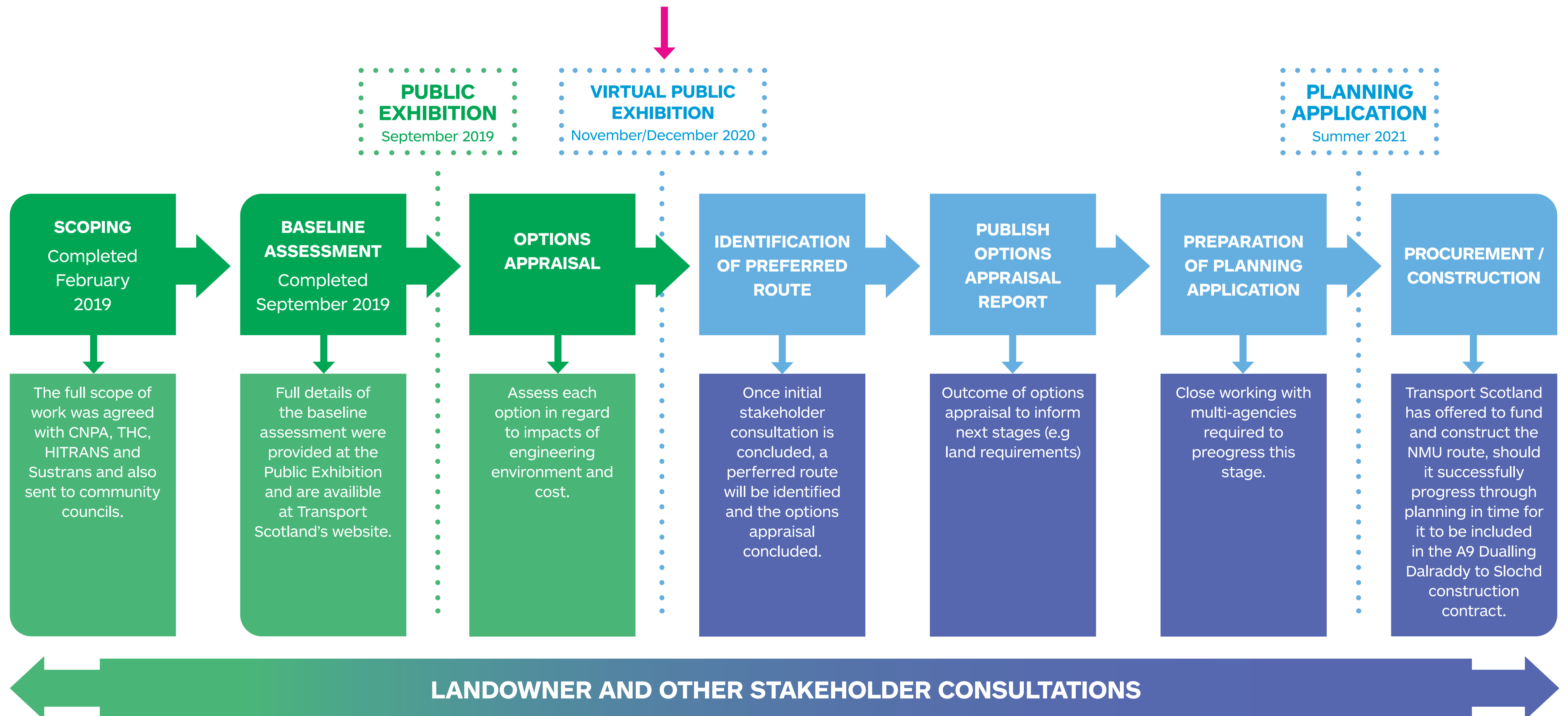
This virtual public exhibition marks an important milestone for the project, and we would welcome feedback from the local community and potential users of an NMU route to inform the ongoing options appraisal.



Map of the study area

Project development process

WE ARE HERE



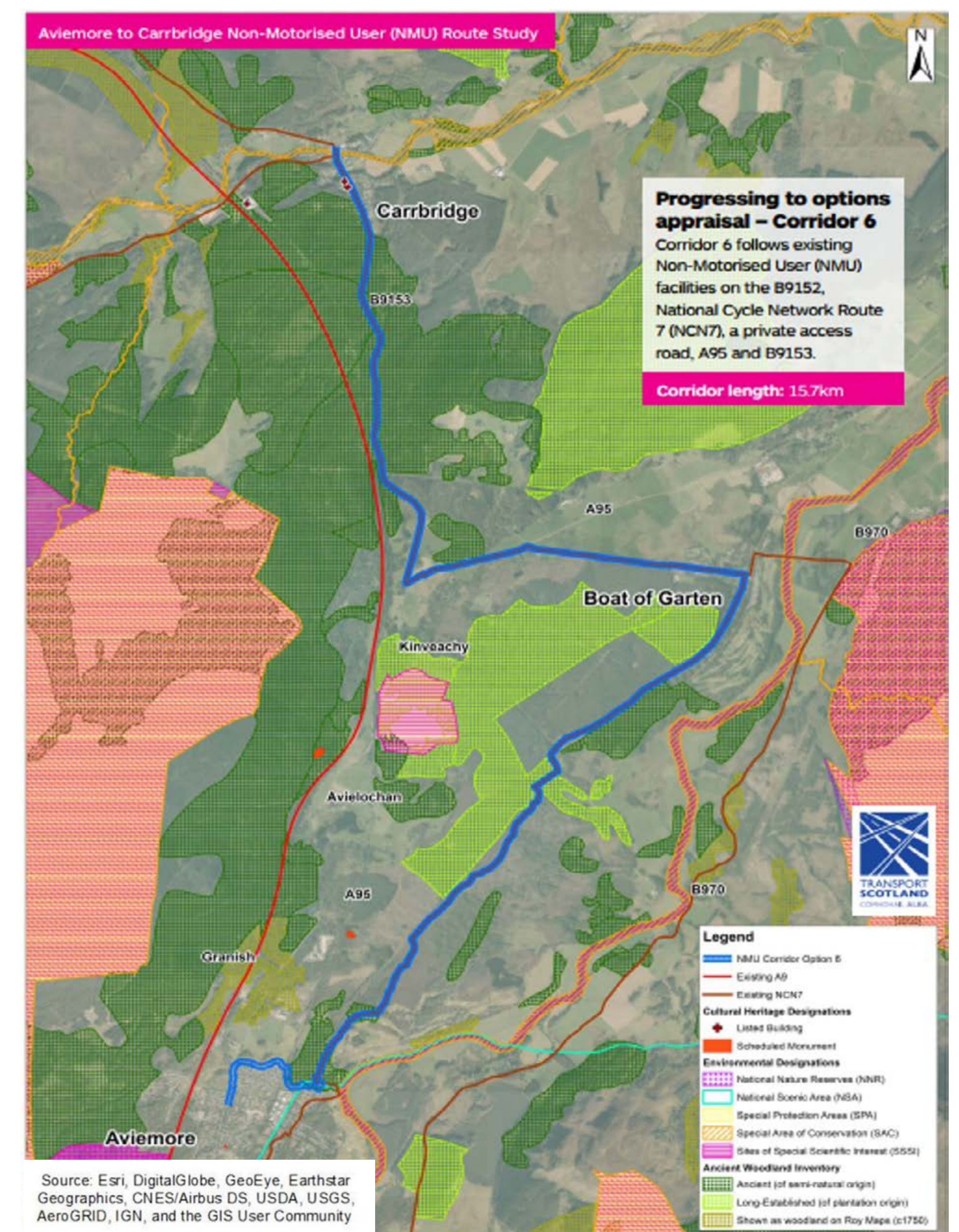
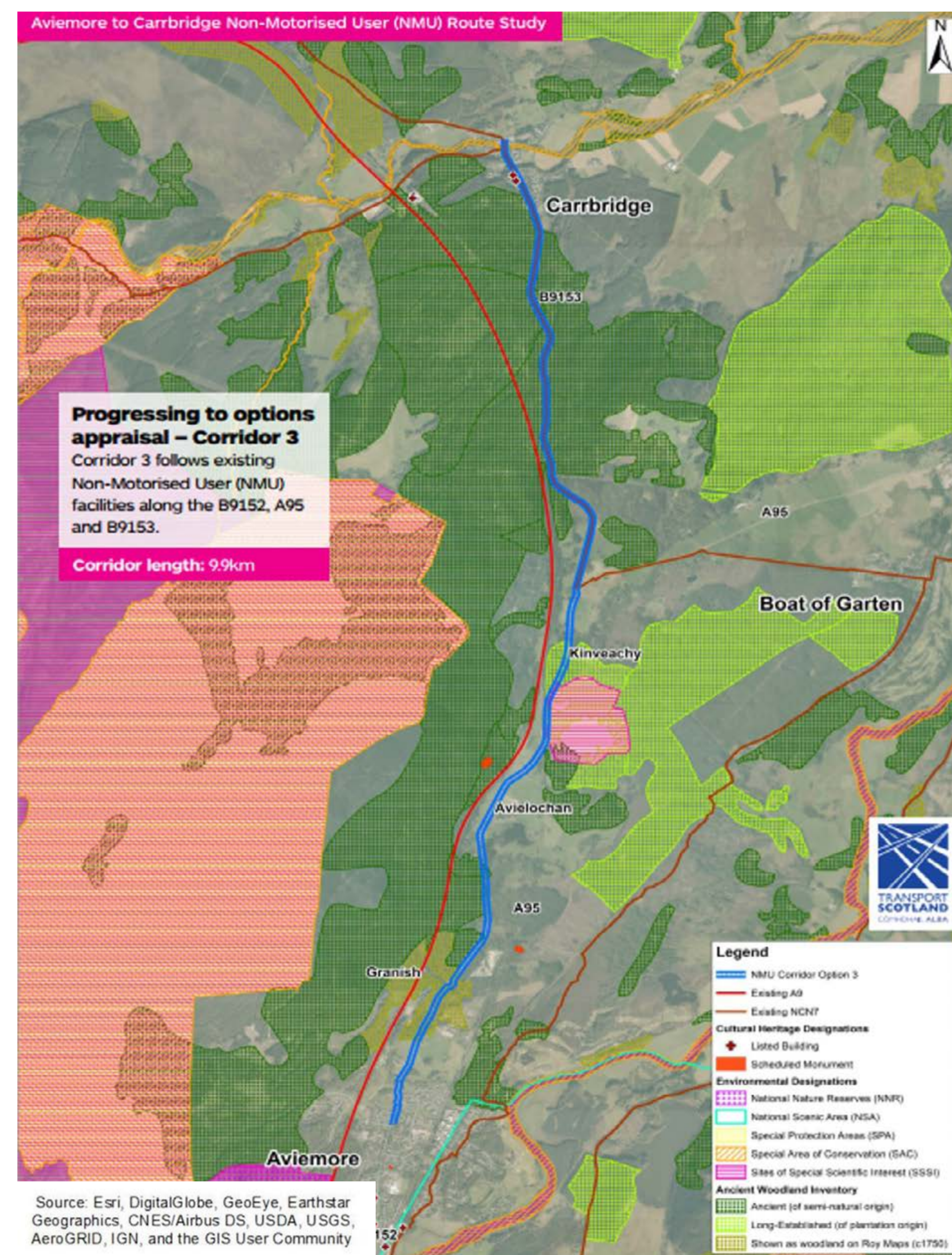
Baseline assessment – identified corridors for taking forward

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

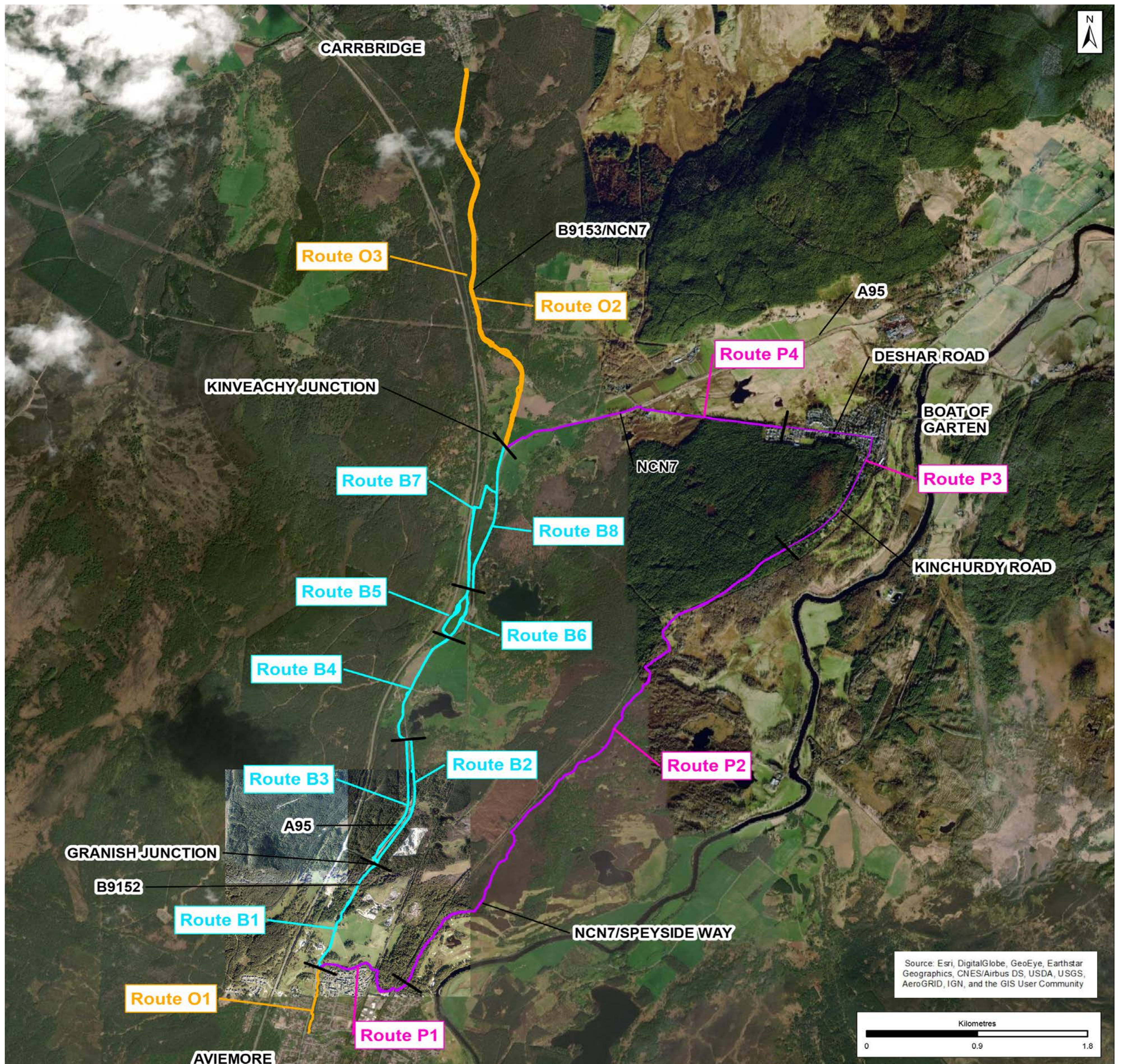
A public exhibition was held in September 2019, where feedback on the corridor options was received.

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

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



Options appraisal – route options



Options appraisal – route options

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

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

Options appraisal – route options

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

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

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

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

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

Options Appraisal Criteria

Engineering

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

Environmental

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

Other

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

Options appraisal

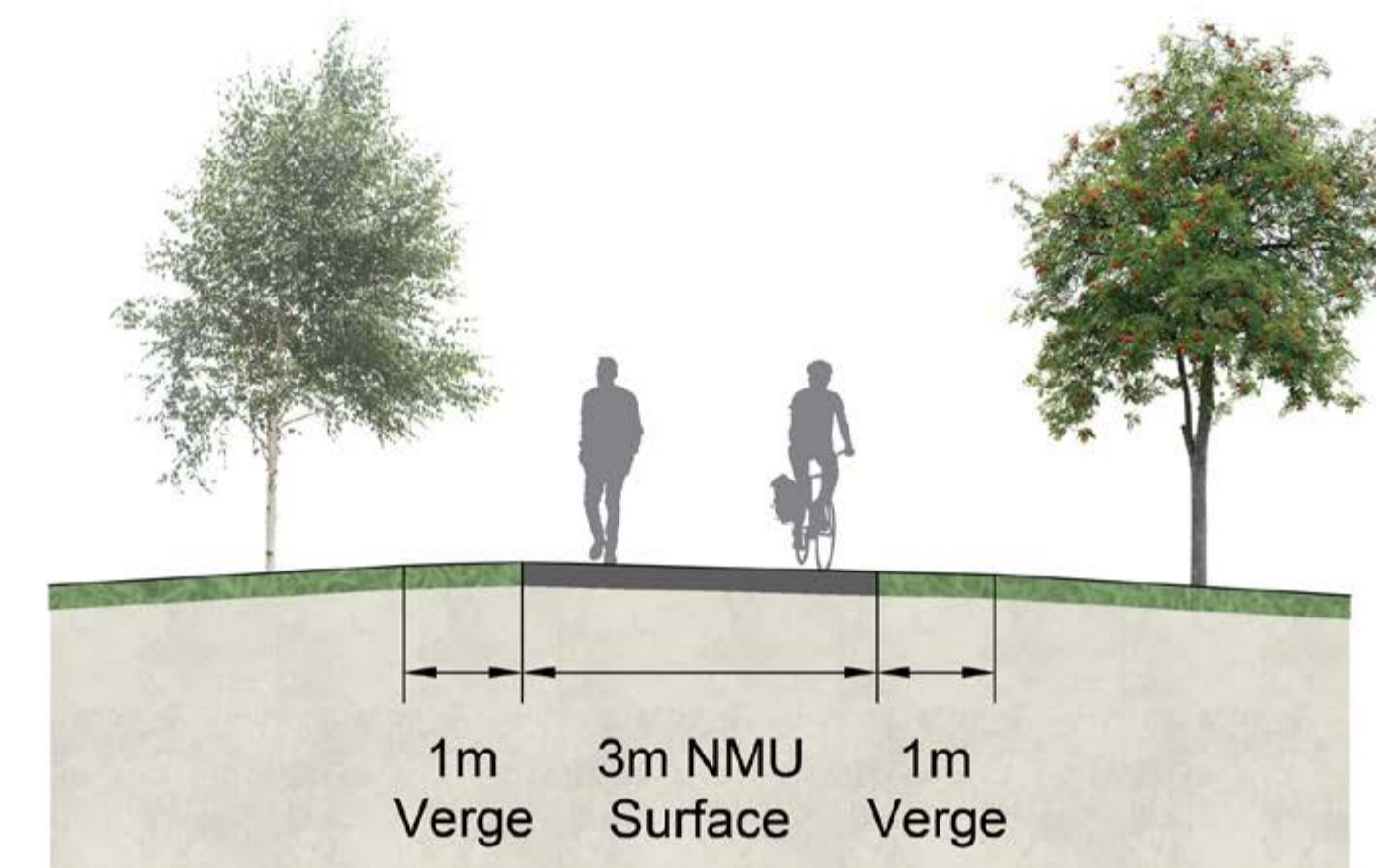
Taking into consideration the feedback received as part of the baseline assessment in 2019, Transport Scotland established the following design principles and key assumptions:

Design principles

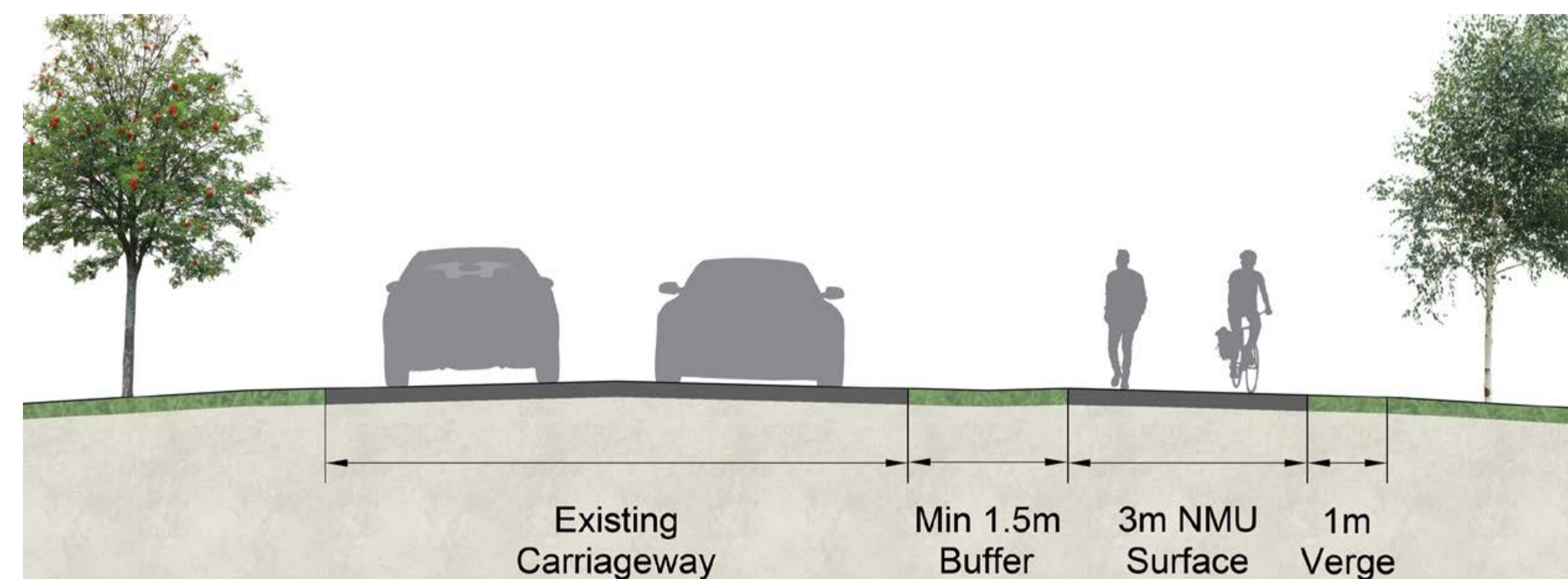
- Where practicable, minimise environmental impacts (e.g. loss of woodland)
- Where practicable, provide an attractive route for all user types
- Where possible, minimise the number of public road crossings
- Where public road crossings are unavoidable, strive to provide controlled crossings or locate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

Key assumptions

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



Typical section where NMU route is remote from carriageway



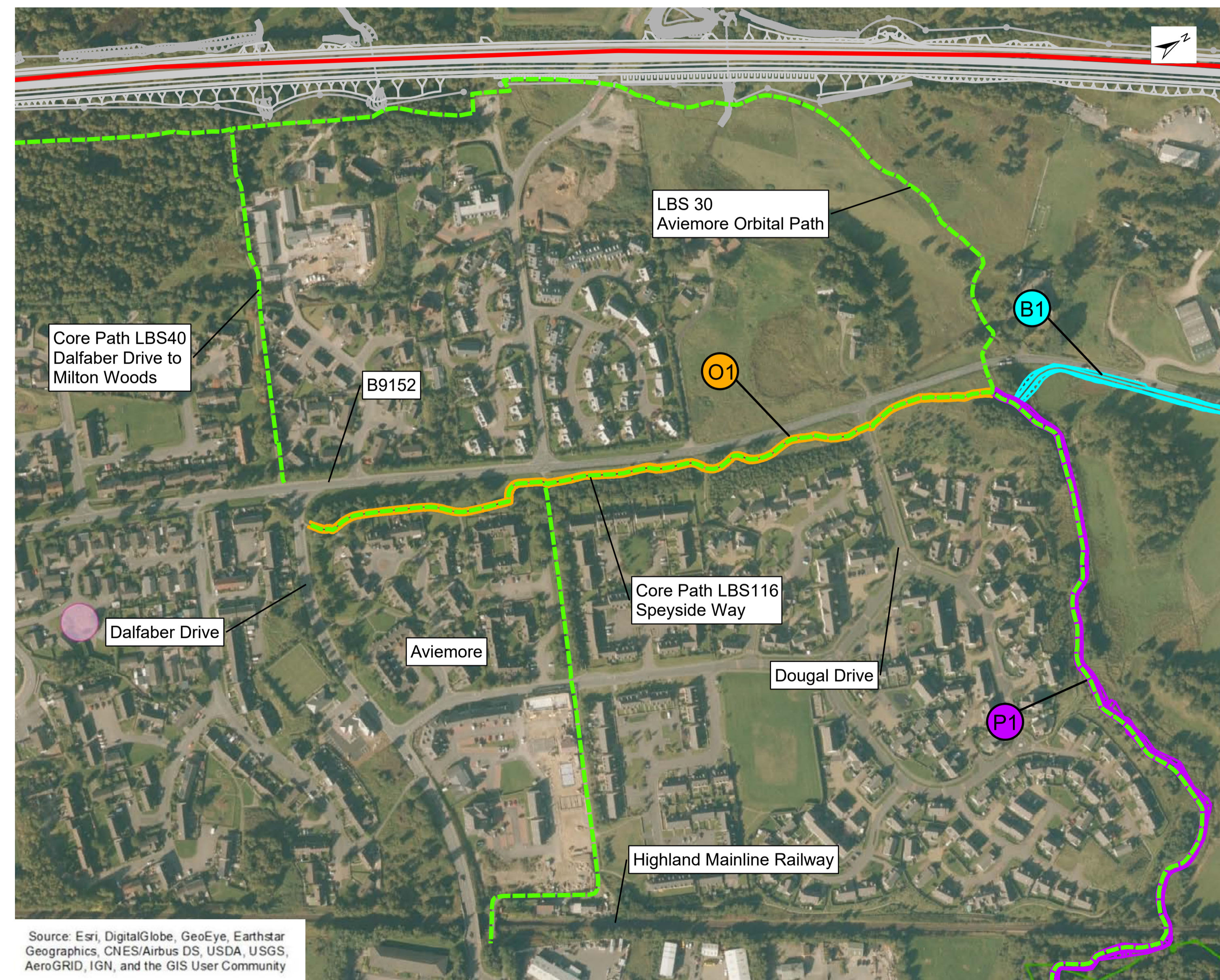
Typical section where NMU route is adjacent to carriageway

Options appraisal - orange route

Orange Route (O1):

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

-  Blue Route
-  Orange Route
-  Purple Route
-  Existing A9
-  Proposed Scheme
-  Existing Core Path
-  Listed Building
-  National Scenic Areas
-  Scheduled Monument
-  Special Area of Conservation (SAC)
-  Sites of Special Scientific Interest (SSSI)
-  National Nature Reserves
-  Special Protection Areas (SPA)
-  Ancient Woodland (of semi-natural origin)
-  Long-Established Woodland (of plantation origin)
-  Shown as woodland on Roy Maps (c1750)



Orange Route O1

Options appraisal – blue route

Blue Route (B1):

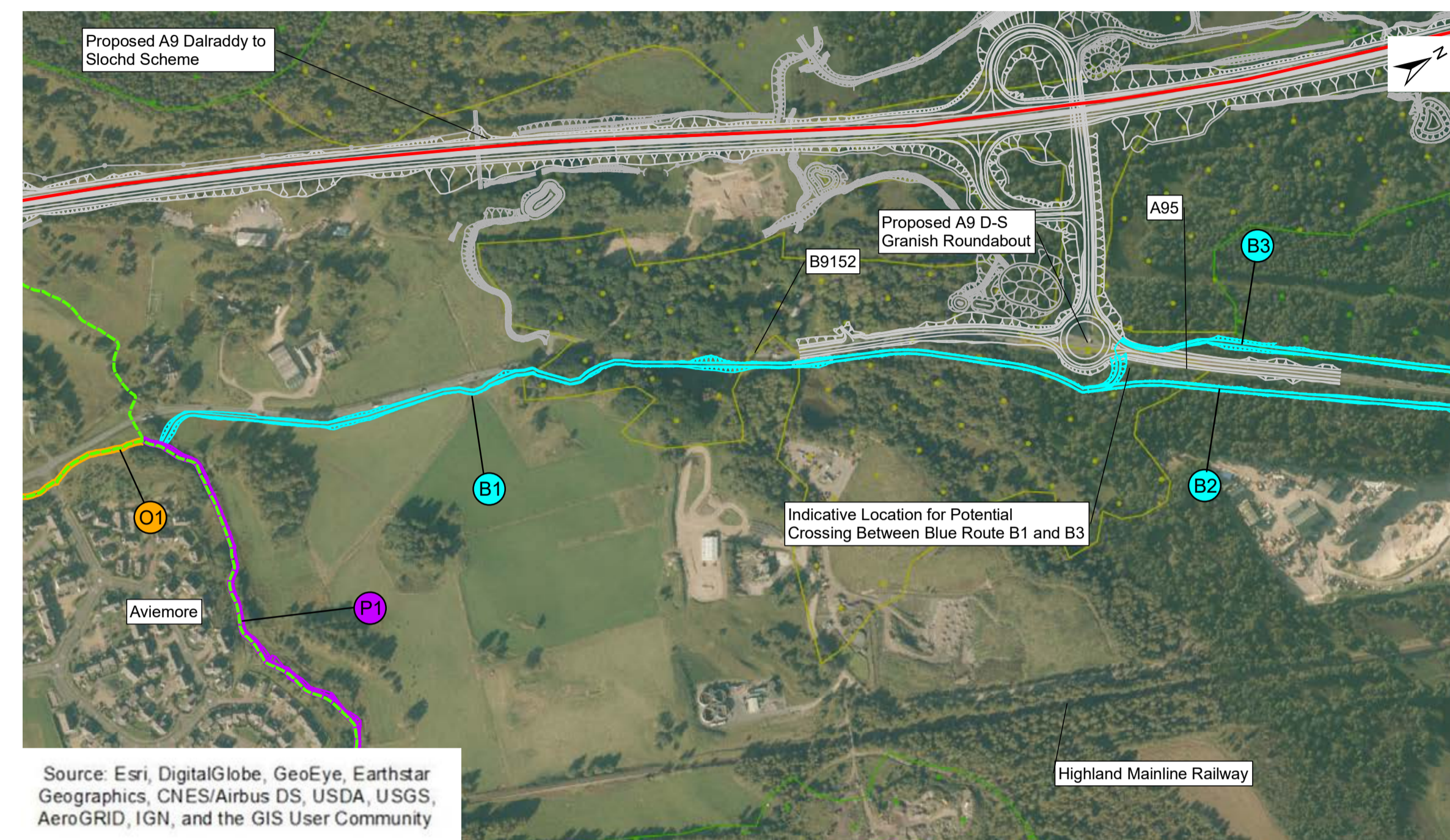
- B1 starts at the northern extents of Aviemore, widening and extending northward an existing path to the east side of the B9152
- B1 ends at the north side of Granish roundabout which is part of the proposed A9 Dualling Dalraddy to Slochd Granish Junction.

Blue Route Sub-Option (B2):

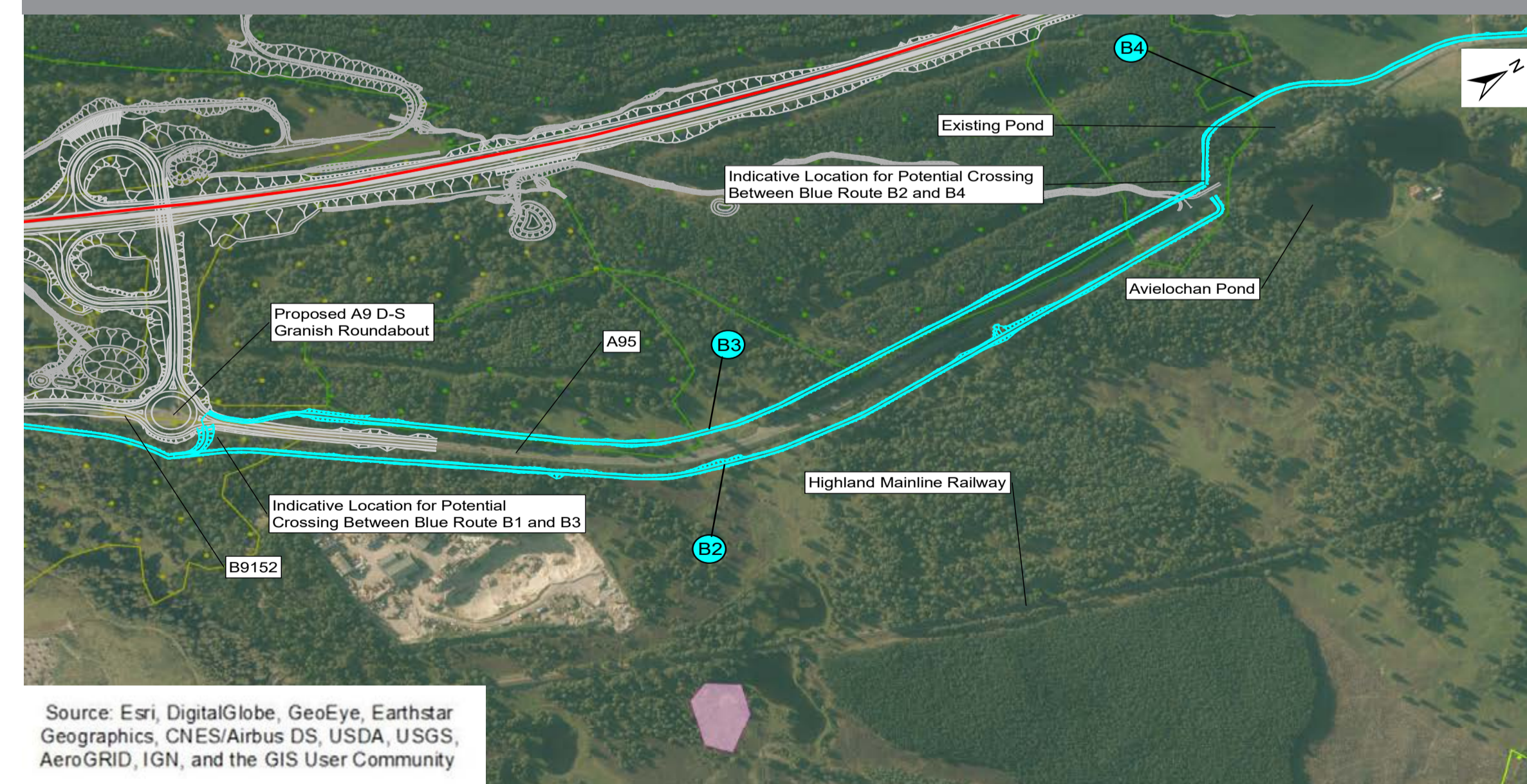
- B2 runs to the east and parallel to the A95 to a point immediately to the south of Avielochan pond
- B2 cannot be continued north from this point due to the proximity of Avielochan Pond to the A95
- B2 would require a crossing of the A95 to connect with the northbound B4 option.

Blue Route Sub-Option (B3):

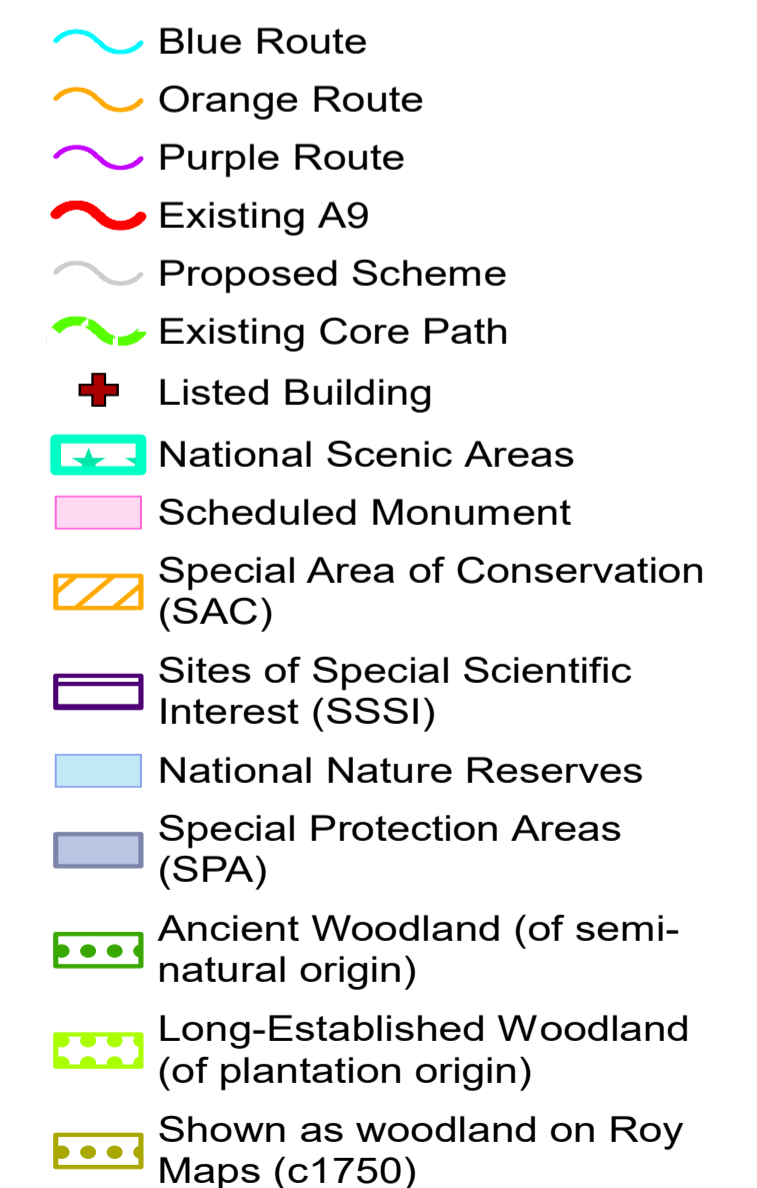
- B3 runs to the west and parallel to the A95 to a point immediately to the south of Avielochan pond
- B3 would require a crossing of the A95 adjacent to the proposed Granish Roundabout to connect with the southbound B1 option.



Blue Route B1



Blue Routes B2 vs B3



Options appraisal – blue route

Blue Route (B4):

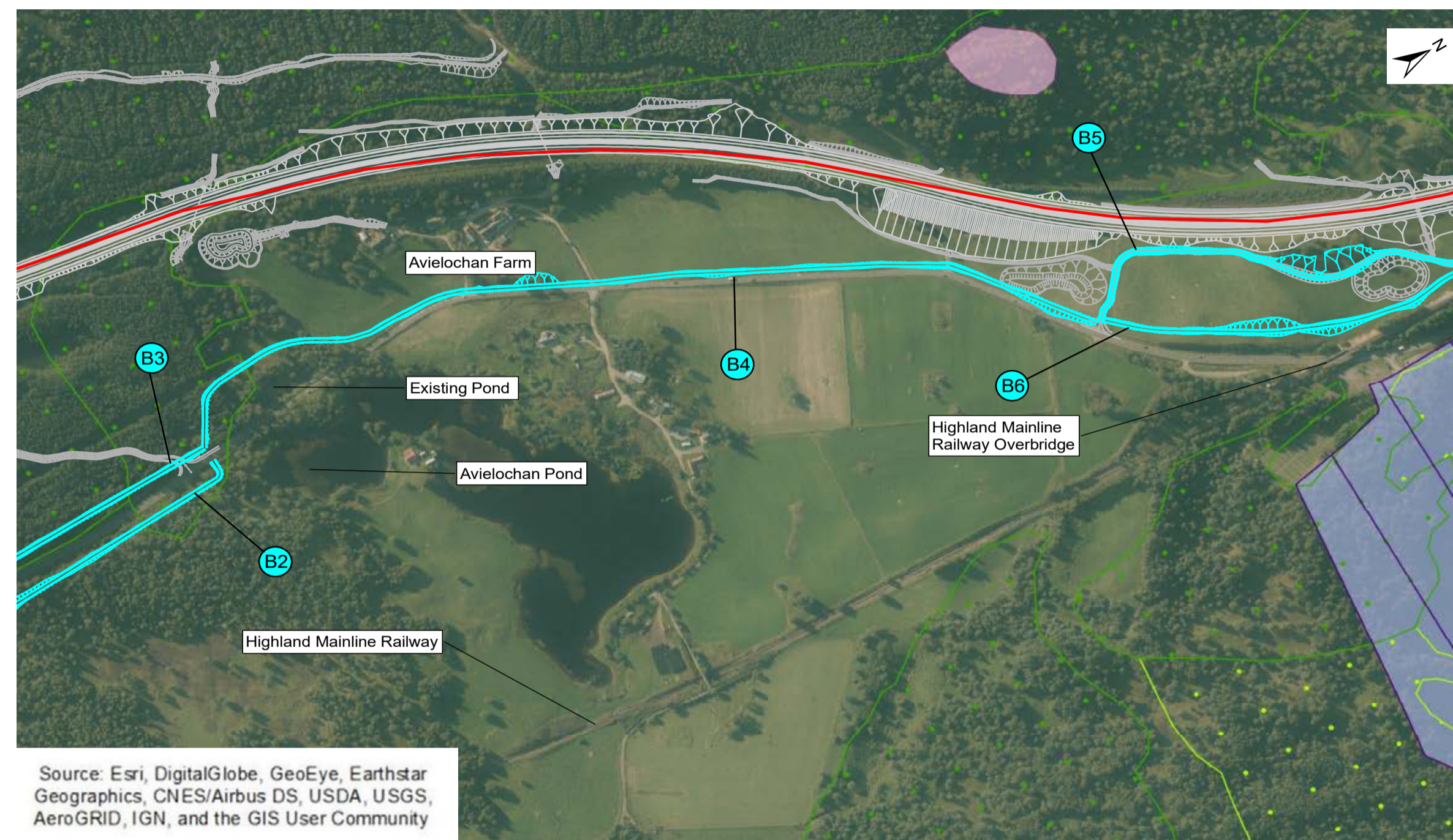
- B4 runs to the west of the A95 continuing north from the end of B2/B3 option with a localised deviation away from the A95 to minimise impacts on an existing pond
- B4 terminates at a point immediately south of the Highland Mainline Railway (HMR) overbridge
- B4 cannot continue to run parallel to the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

Blue Route Sub-Option (B5):

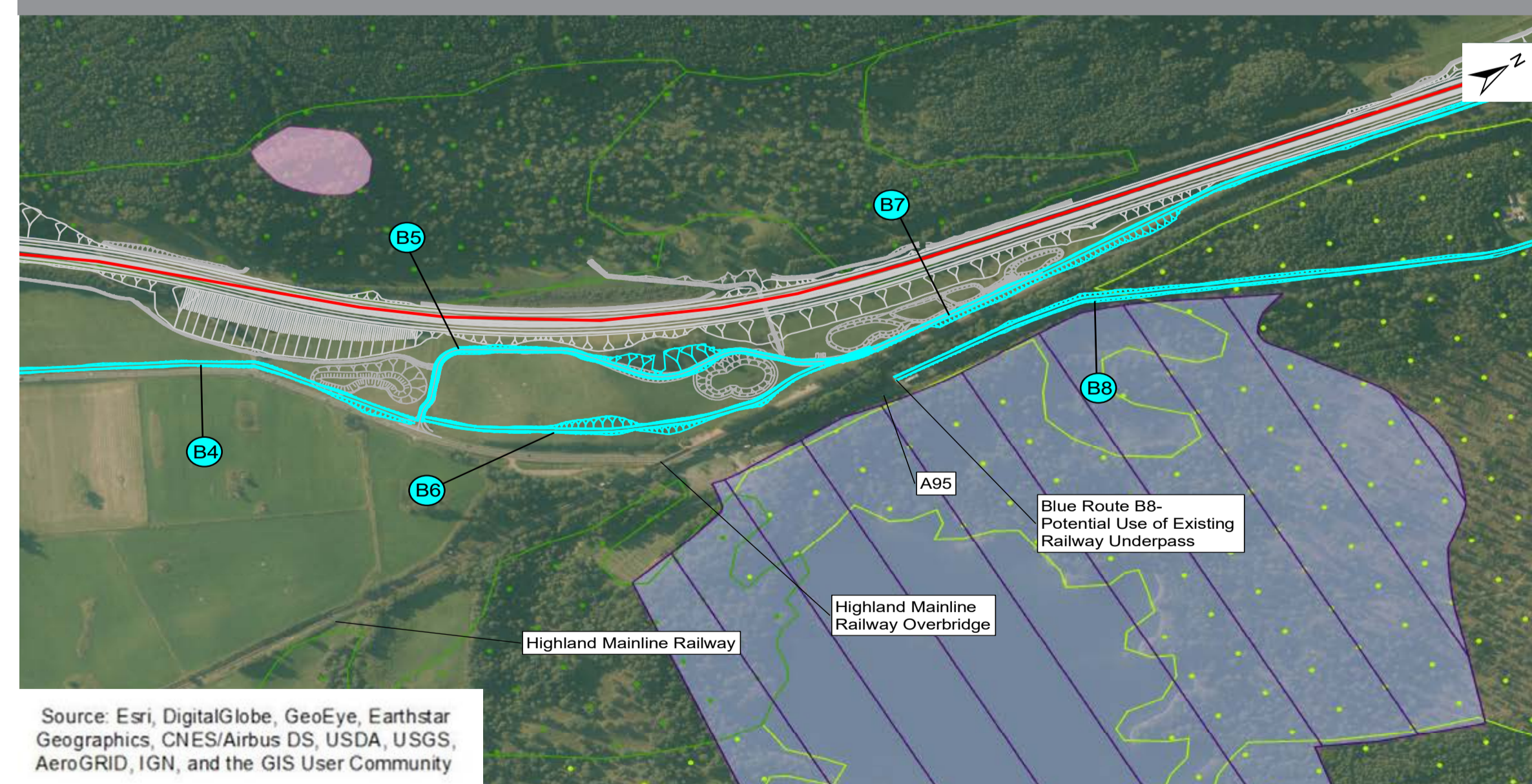
- B5 is remote from the A95 carriageway and uses an estate, agricultural and drainage pond access track forming part of the proposed A9 Dualling Dalraddy to Slochd project
- No route option available under HMR overbridge due to insufficient space available.

Blue Route Sub-Option (B6):

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



Blue Route B4



Blue Routes B5 vs B6

- Blue Route
- Orange Route
- Purple Route
- Existing A9
- Proposed Scheme
- Existing Core Path
- Listed Building
- National Scenic Areas
- Scheduled Monument
- Special Area of Conservation (SAC)
- Sites of Special Scientific Interest (SSSI)
- National Nature Reserves
- Special Protection Areas (SPA)
- Ancient Woodland (of semi-natural origin)
- Long-Established Woodland (of plantation origin)
- Shown as woodland on Roy Maps (c1750)

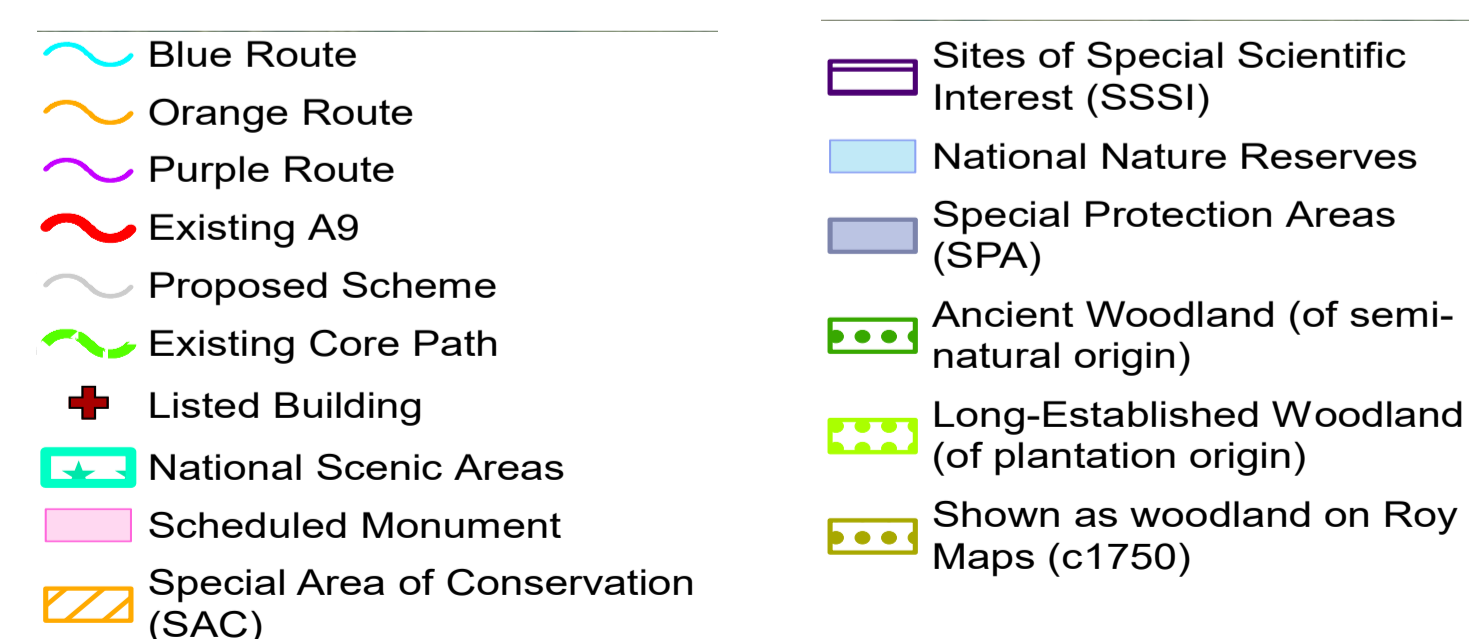
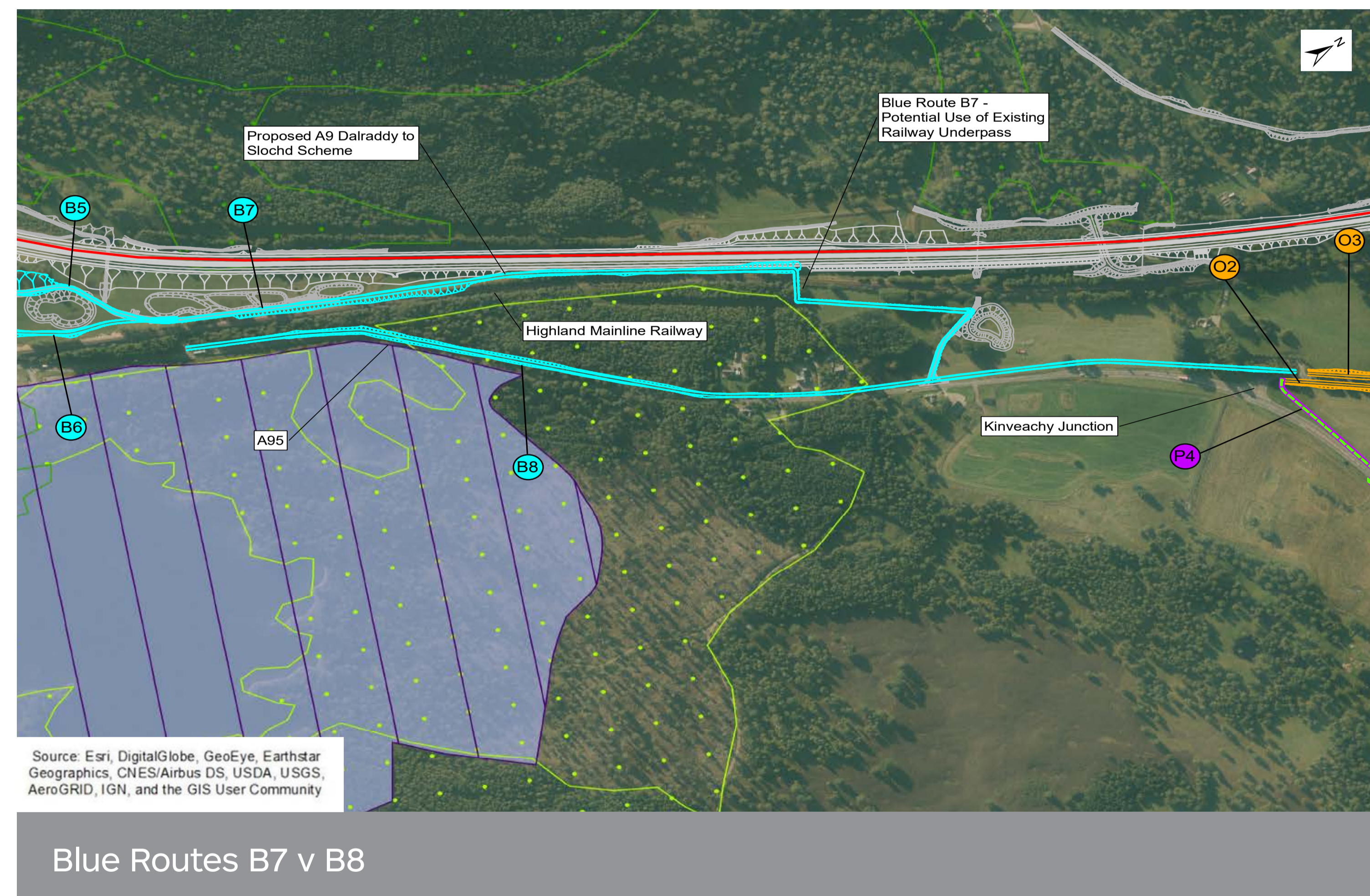
Options appraisal – blue route

Blue Route Sub Option (B7):

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

Blue Route Sub Option (B8)

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



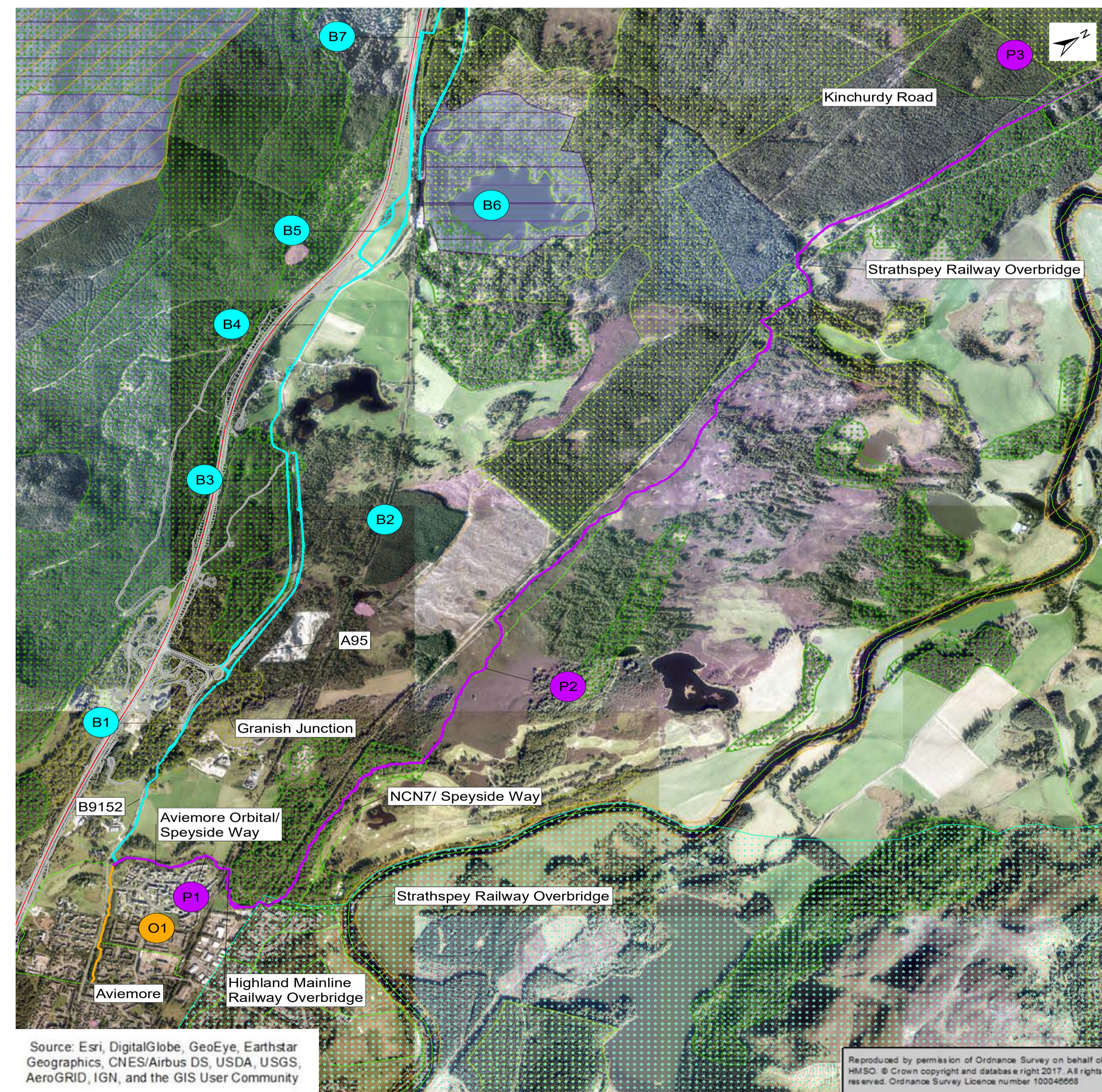
Options appraisal – Purple Routes P1 & P2

Purple Route (P1):

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

Purple Route (P2):

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



Purple Routes P1 & P2



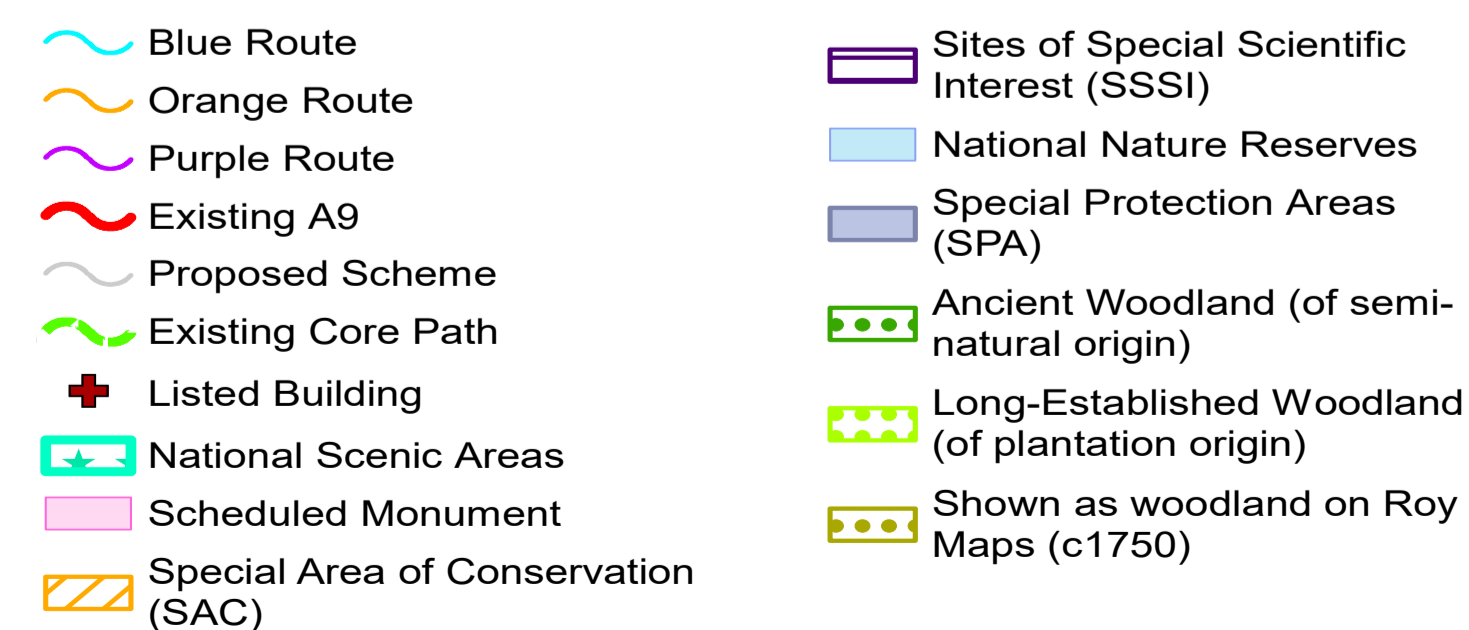
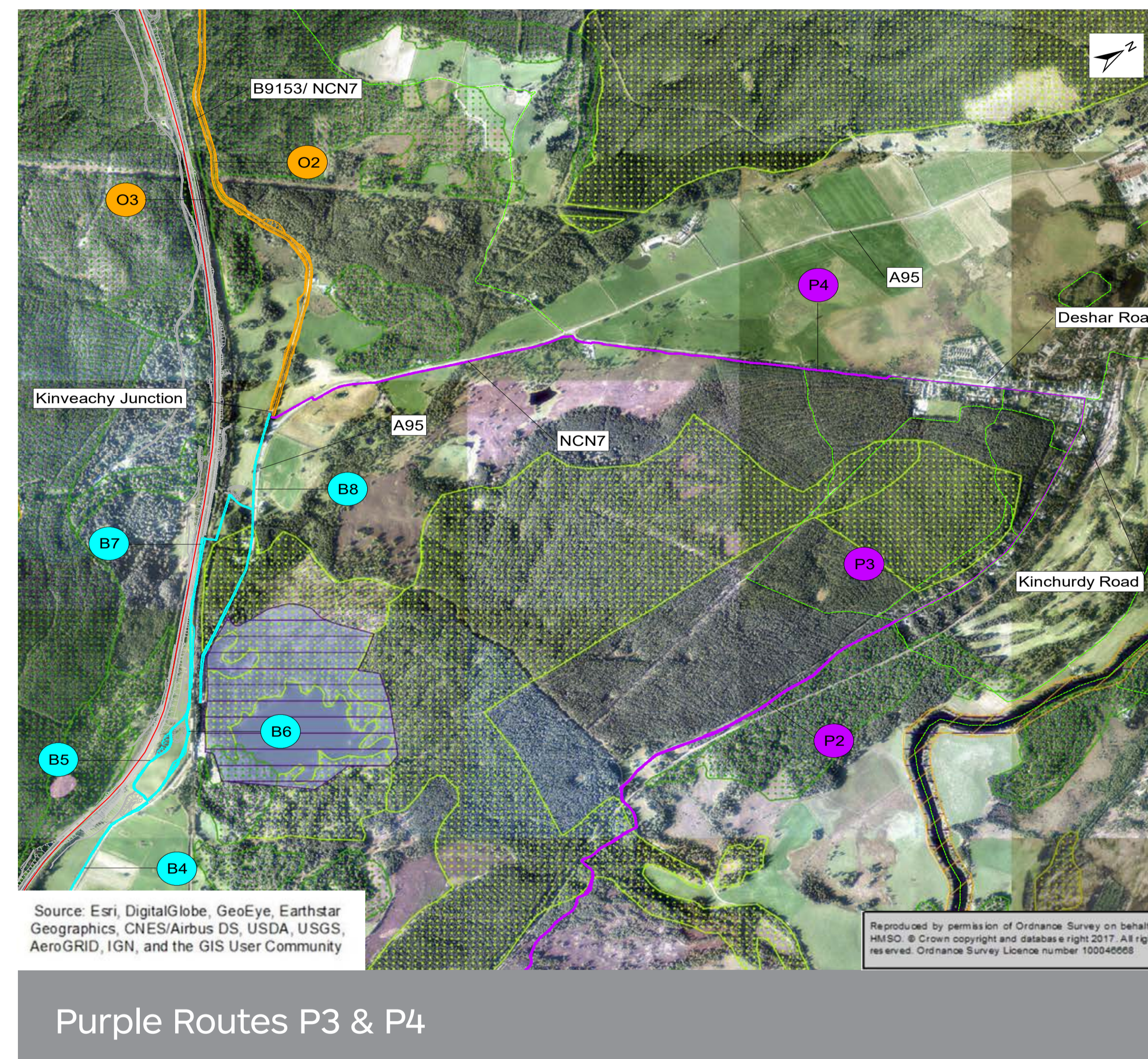
Options appraisal – purple route

Purple Route (P3):

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

Purple Route (P4):

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



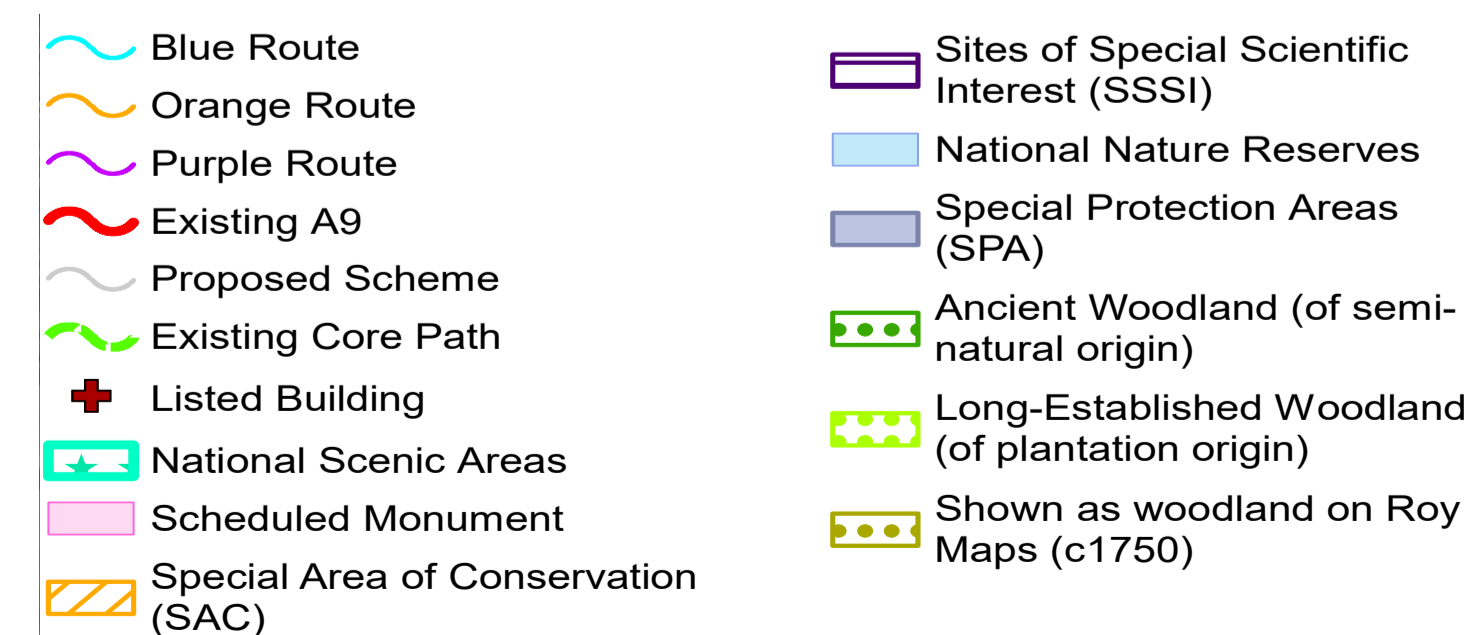
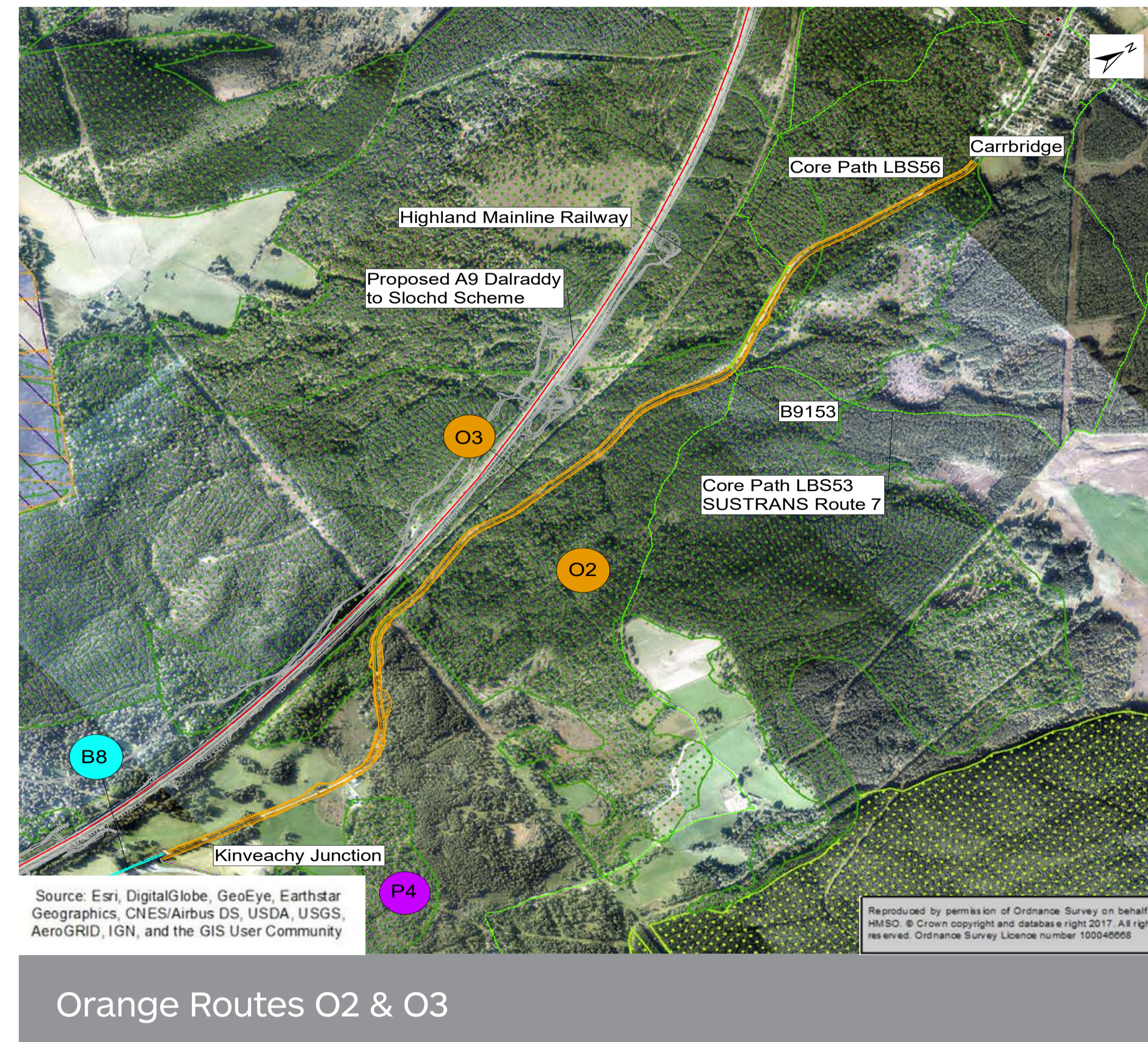
Options appraisal - orange route

Orange Route Sub-Option (O2):

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

Orange Route Sub-Option (O3):

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



Environmental assessment

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

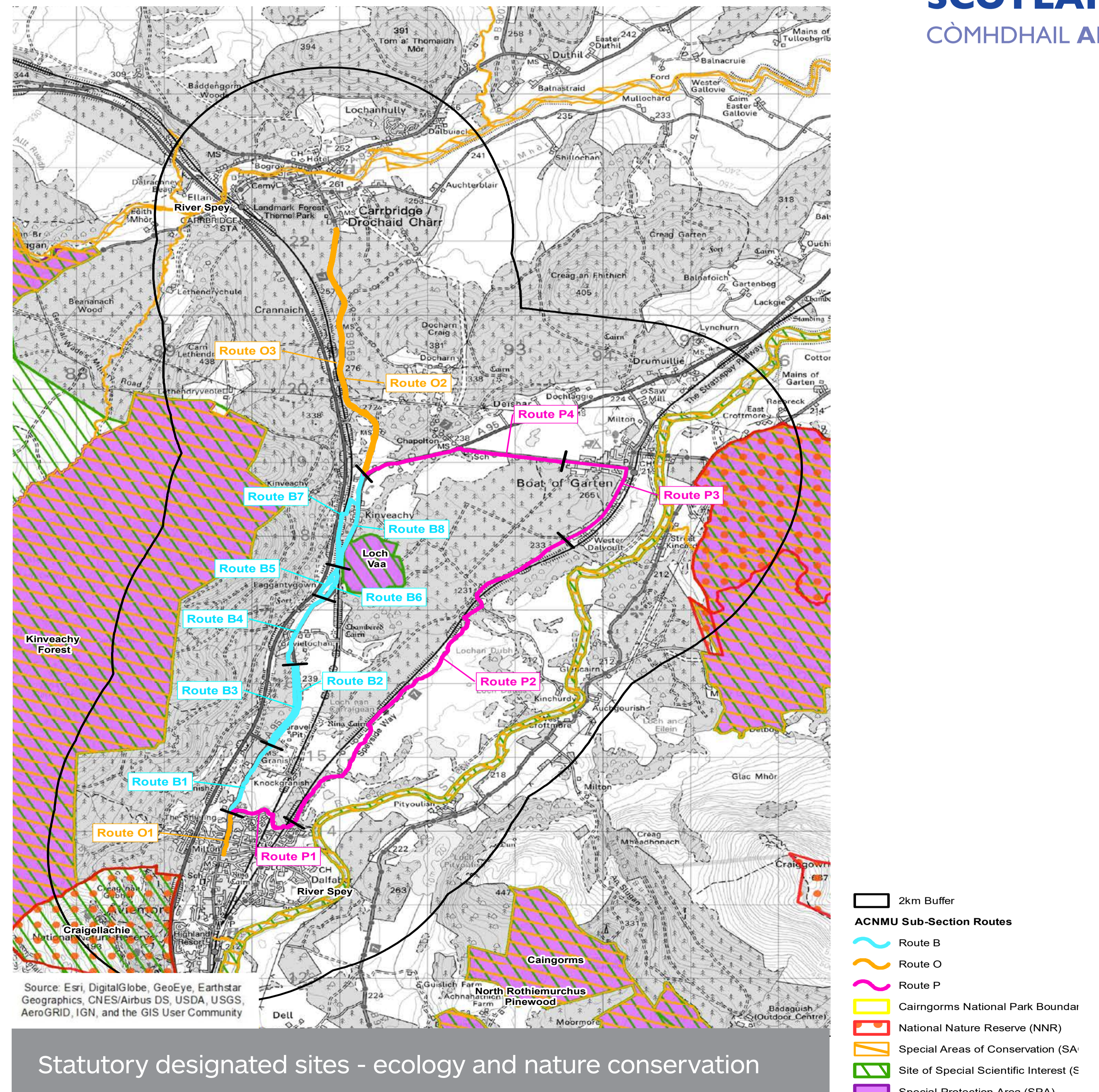
Field surveys (following strict biosecurity protocols) are ongoing to map habitats and identify the presence of protected and other priority species. These will inform the next stages of environmental assessment.

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

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

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

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



What happens next?

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

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

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

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



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

Comments and feedback

Thank you for visiting the virtual public exhibition.
Transport Scotland welcomes your comments and feedback.
Please take time to consider the information presented and
provide any comments you may have as soon as possible and by:

18 December 2020

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

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

Questions

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

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

Email to:
ACNMU@wsp.com

Post to:
FREEPOST WSP



Transport Scotland will consider your comments and feedback as part of the options appraisal, and all submissions will be shared with our consultants.

We may also use your submission to inform future reports or public documents related to this scheme.

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

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