



Aviemore to Carrbridge

Non-Motorised User (NMU)
Preferred route design

Public exhibition transport.gov.scot/ACNMU

Welcome

Welcome to this public exhibition for the Aviemore to Carrbridge Non-Motorised User (ACNMU) project. These plans were previously on public display in May 2022.

The purpose of this exhibition is to:

- Provide an overview of the Preferred route design proposals
- Present details of the ongoing design development of the preferred route and also outline the next steps for the project
- Provide you with an opportunity to submit any views you may have on the ongoing design to be submitted for planning consent.
- Comply with the requirements for public consultation as part of the planning application process. There is a need to re-inform the public and stakeholders of the scheme details.

Transport Scotland and their design consultant Atkins Mouchel Joint Venture (AMJV) are exhibiting the information via a virtual exhibition and also at in-person events beginning on Wednesday 5 June. The in-person events will be held in **Aviemore** on **Wednesday 5 June** and **Carrbridge** on **Thursday 20 June**, where the Transport Scotland project team and their design consultants will be available to answer any questions.





Details of the public exhibitions:

Aviemore: Wednesday 5 June 2024, 3pm-8pm at the Aviemore

Community Centre Muirton, Aviemore PH22 1SF

Carrbridge: Thursday 20 June 2024, 2pm-6pm at the Carrbridge Village Hall, Main Road, Carrbridge PH23 3BB

Prepared in consultation with:

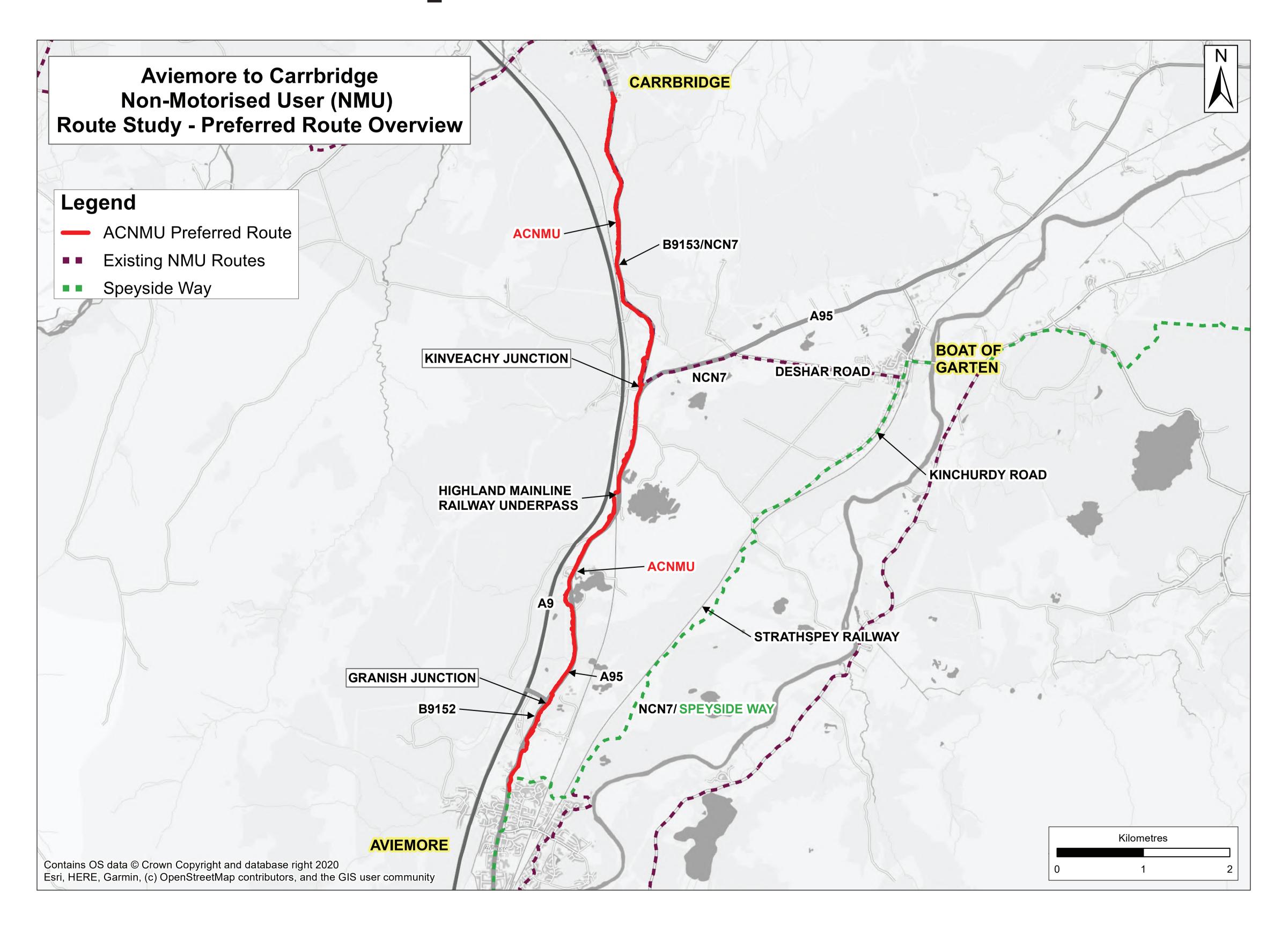








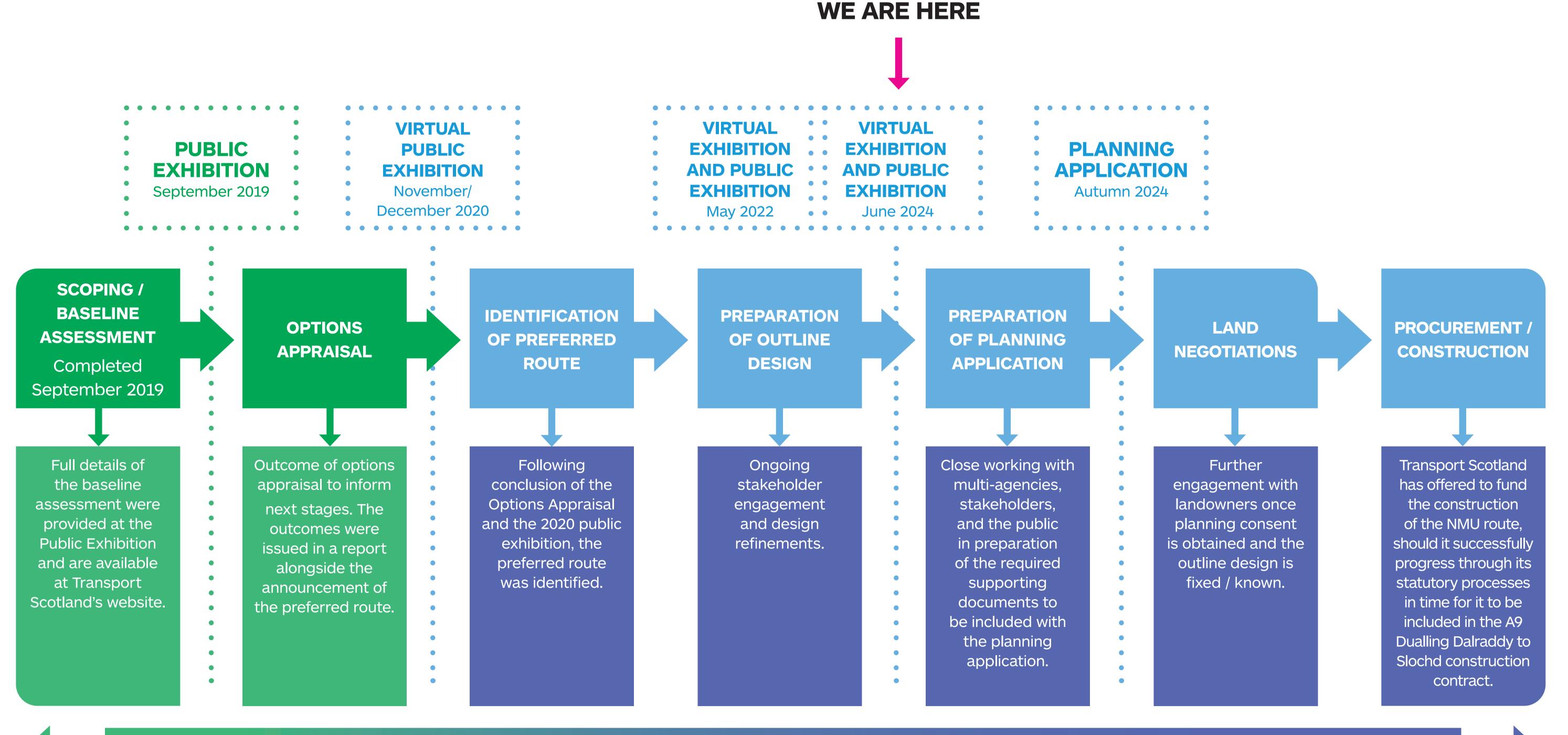
Overview plan





Project development process





LANDOWNER AND OTHER STAKEHOLDER CONSULTATIONS

Public engagement

What you said at the previous preferred route exhibition (May 2022)

Common Much needed access route to provide safe cycling and walking. Needs to happen quickly to enable more healthy, carbon free travel.

Much needed by locals and Tourists?

Georgian Supportive of this -it is great news – good for the local economy, good for visitors and locals alike, good for health and safety ??

If I think this is a great idea to get people out walking, cycling, etc to and from Aviemore/
Carrbridge 77

Cafety is the main consideration but of course it also hugely benefits the economy, tourism, health and the environment?

66 This is great - please can we have it asap!77

route. I noticed that it crossed quite a lot of side street. So, there should be a raised crossing on all the places the route crosses a side street so any NMU has priority over cars. This will also mean a smoother journey for NMUs as they don't have to go down onto road level at any point??

Crossing of B1952 just north of Granish junction. May be safety issue and will need very well sign posted and rubble strips on road. Also concern about ongoing maintenance which must be insured before planning is granted. So many paths in the area are not maintained??

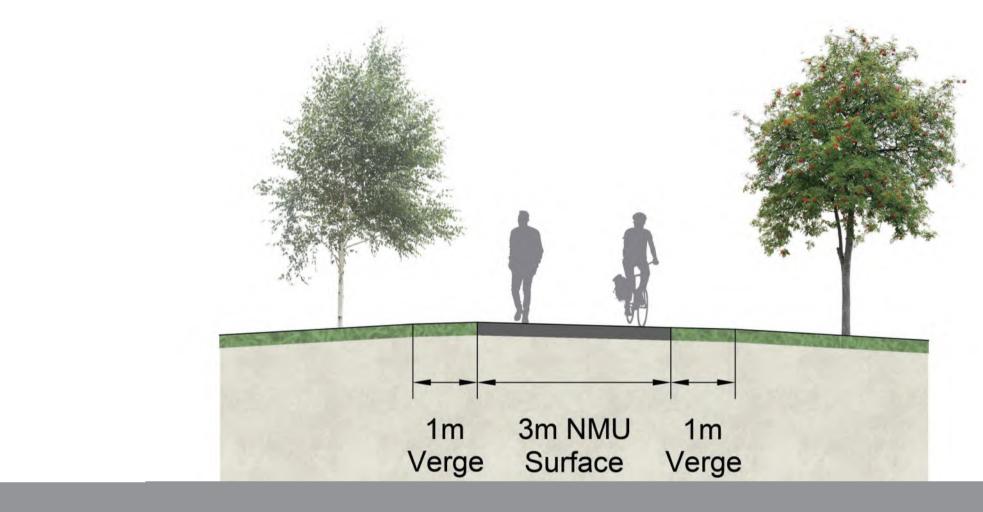


Preferred route overview

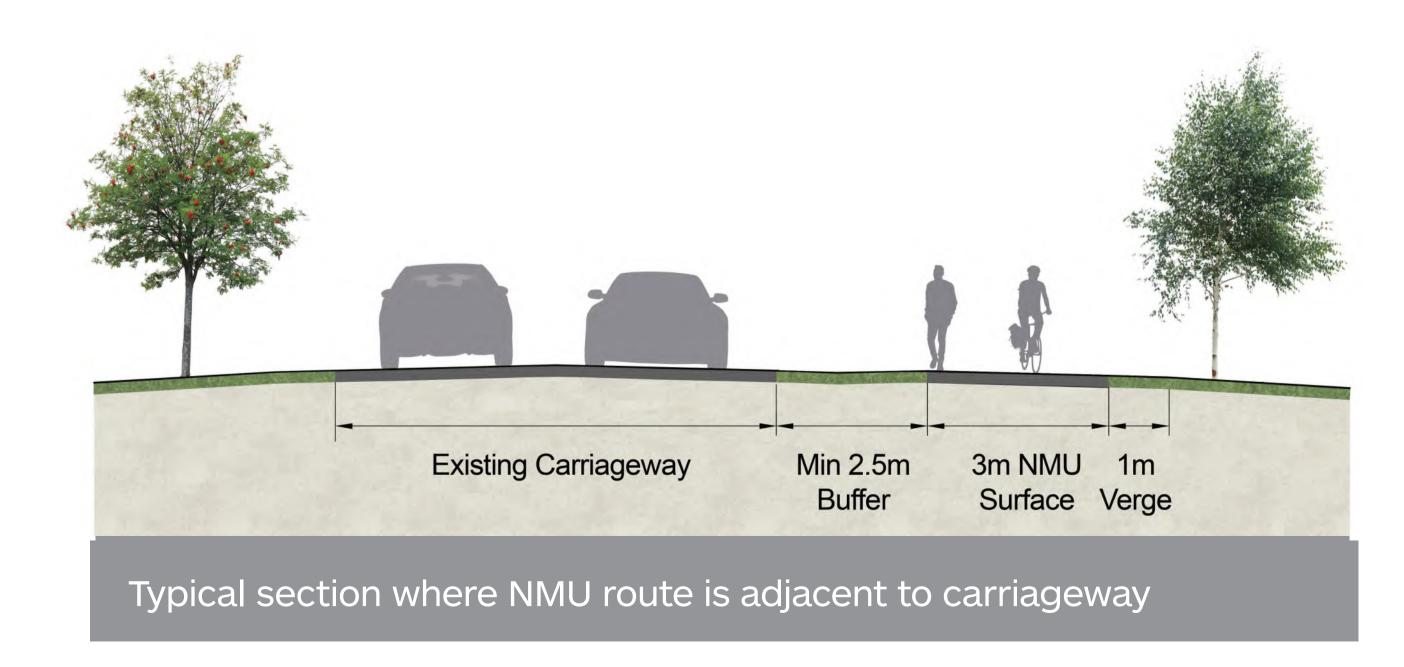
The ACNMU preferred route was identified in November 2021 after the conclusion of the route options assessment and public consultation. The 10km segregated preferred route for walking, cycling, wheeling and horse riding will provide a safer, more direct route between Aviemore and Carrbridge linking up with existing NMU routes in the area. The new route will also provide an opportunity for circular trips between Aviemore, Carrbridge and Boat of Garten by using the existing Speyside Way.

Key project design headlines

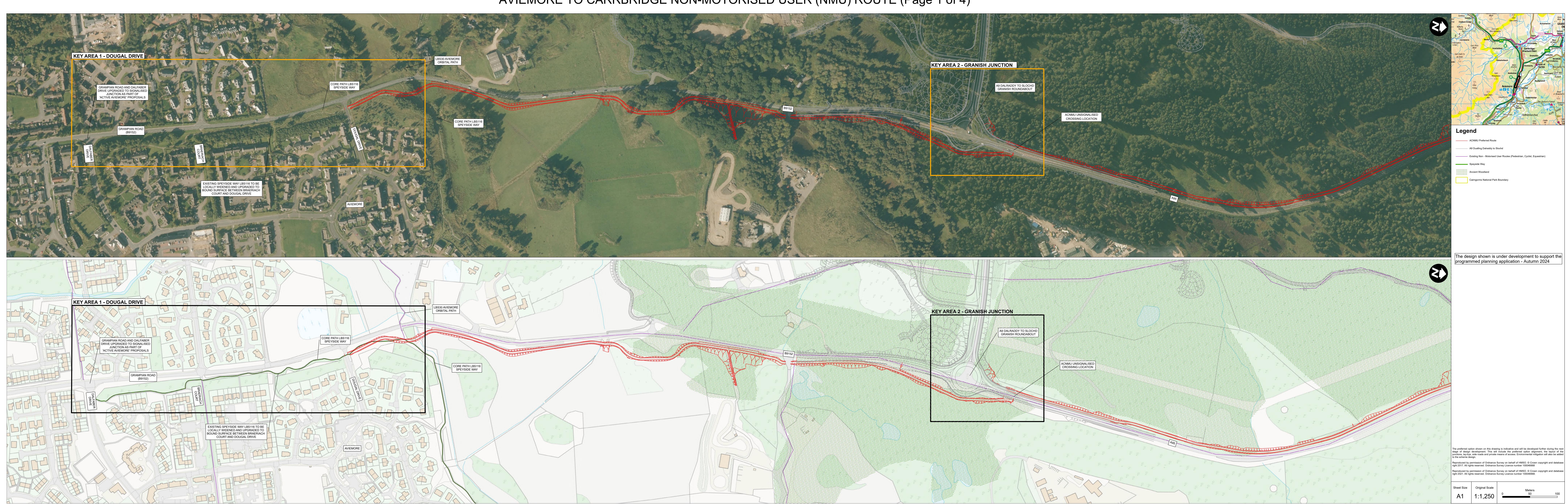
- Extends from Dougal Drive, Aviemore to
 Orchid Place, Carrbridge
- Where practicable, will minimise environmental impacts (e.g., loss of woodland)
- Where practicable, will provide an attractive route for all user types
- Unsignalised NMU crossing of the A95
 immediately to the north the north of Granish Junction
- Where possible, will minimise encroachment on property frontages
- Where possible will minimise land take and earthworks volumes
- Shared use facility 3 metres wide (where possible)
- Minimum buffer from live carriageway 2.5 metres
- Will minimise impact on existing verge infrastructure
- Bitumen surfacing.

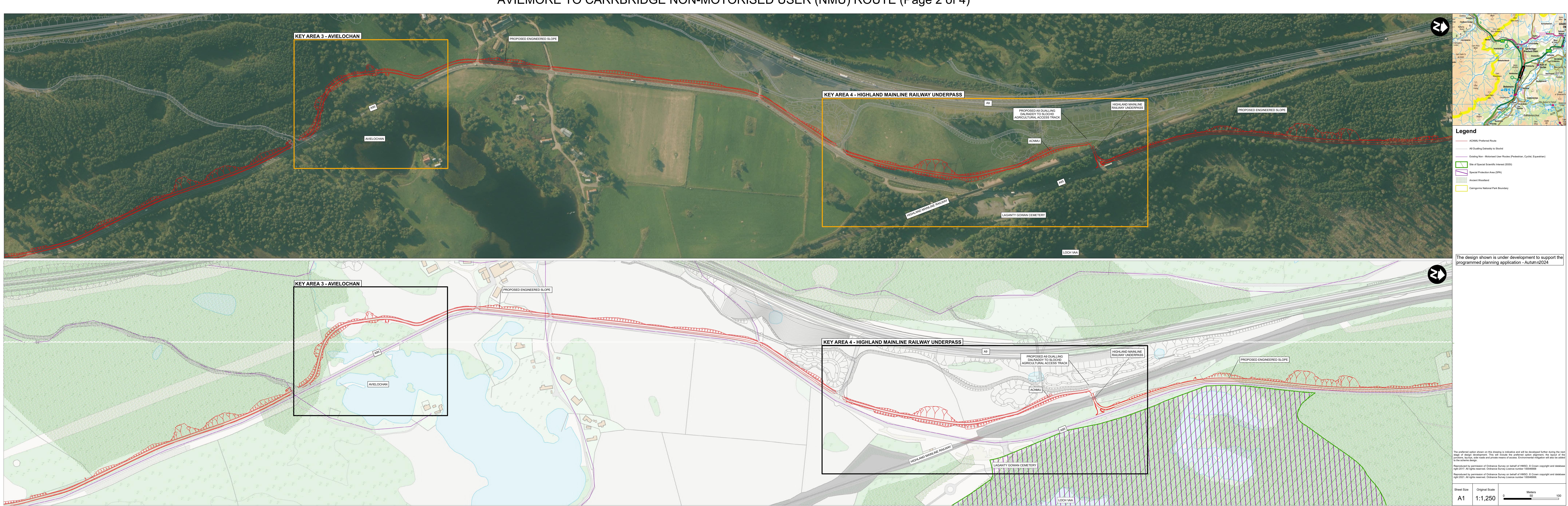


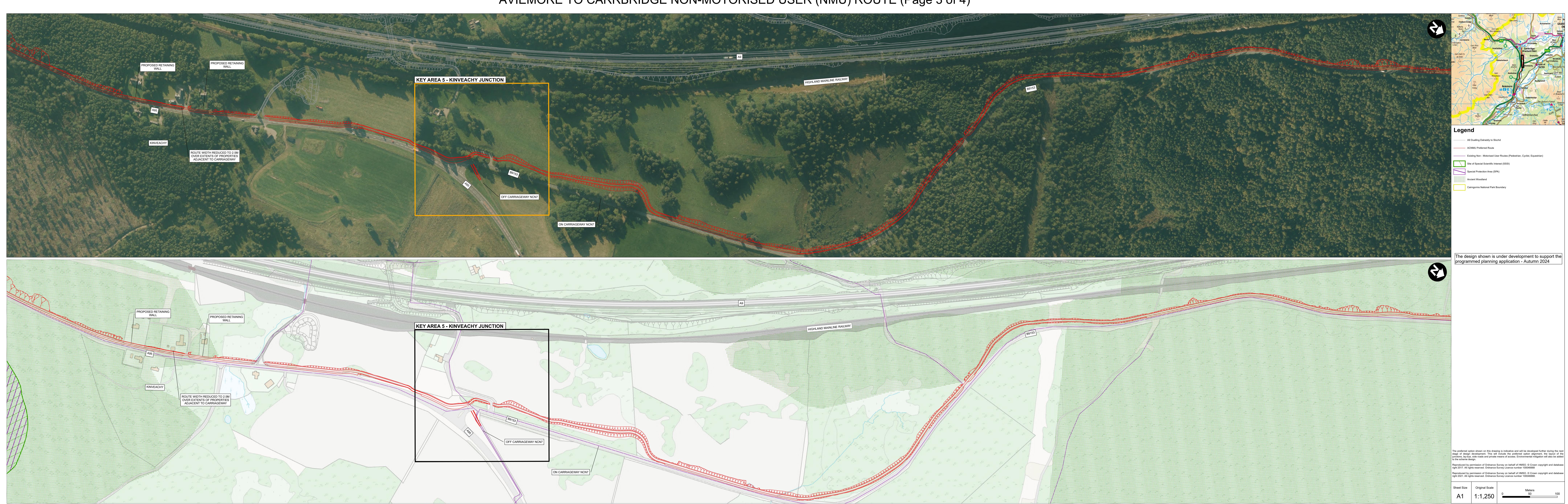
Typical section where NMU route is remote from carriageway

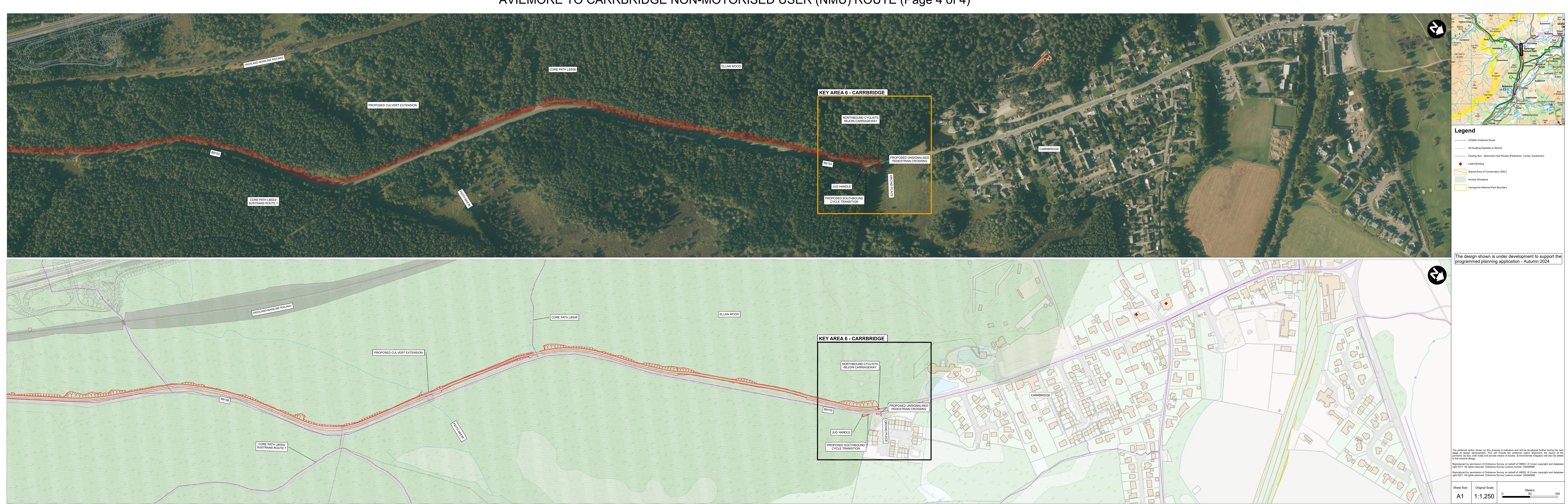












Key area 1 – Dougal Drive



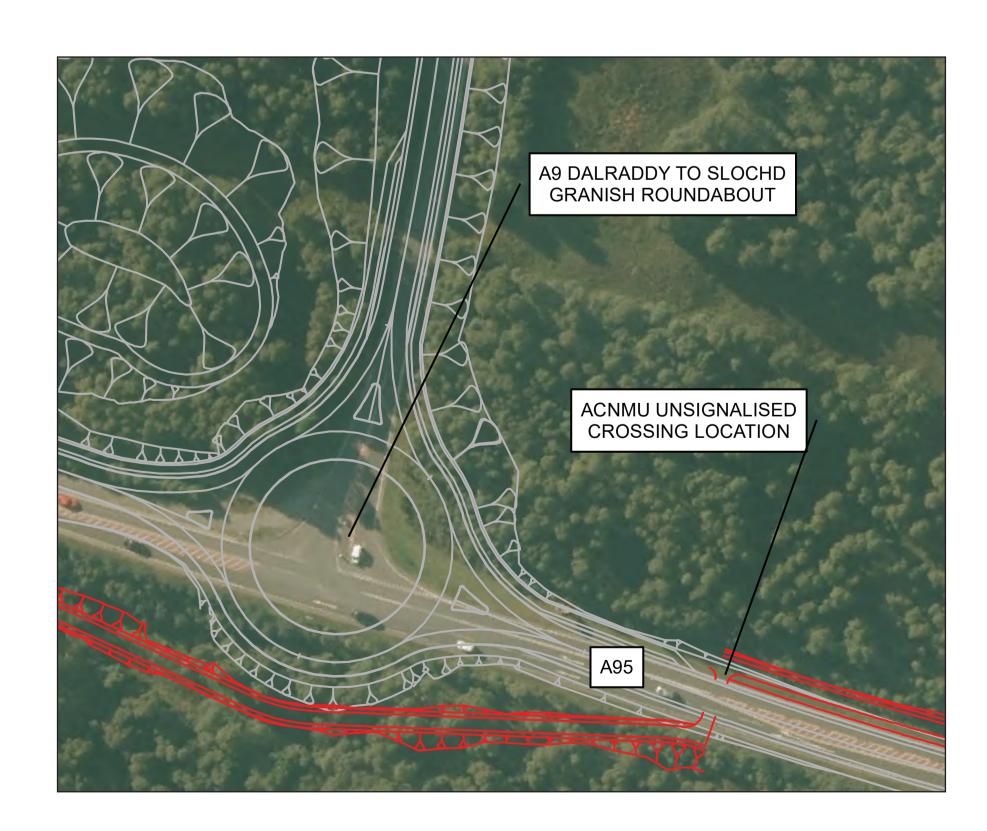
- The ACNMU route starts at Dougal Drive,
 Aviemore, running north from here
- At this location a zebra crossing will be provided to connect with the existing Speyside
 Way (Core Path LBS116) to the south of Dougal Drive
- To the south of Dougal Drive, users will continue on the existing Speyside Way to its end point at Dalfaber Drive. This section of the Speyside Way will be upgraded to a bound surface where it is currently unbound
- From Dalfaber Drive, pedestrians will use existing footways into Aviemore town centre.
 Cyclists will continue on- carriageway or via the existing National Cycle Network Route 7 (NCN7)
- Between Key Area 1 (Dougal Drive) and Key
 Area 2 (Granish Junction) the ACNMU is
 remote from the carriageway following a line to
 the east of the B9152.

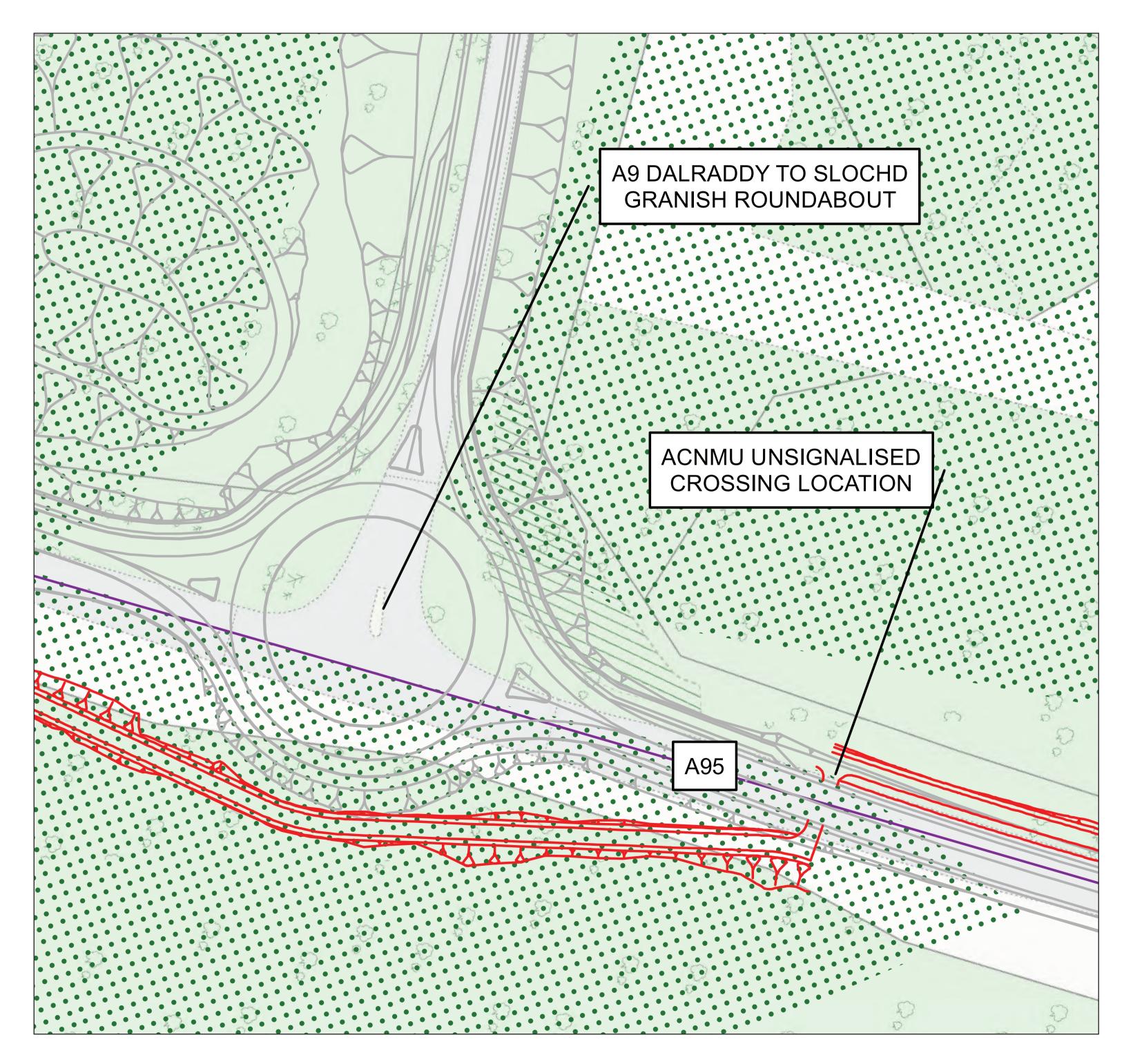




Key area 2 – Granish Junction

- The existing Granish T-Junction at the A95/B9152
 will be upgraded to a proposed roundabout as part of the A9 Dualling Dalraddy to Slochd project
- As part of the ACNMU, an unsignalised crossing will take users from the east to the west of the A95, approximately 60 metres north of the proposed roundabout where traffic speeds are anticipated to be low
- Between Key Area 2 (Granish Junction) and Key Area 3 (Avielochan) the ACNMU lies adjacent to the west of the A95 carriageway.



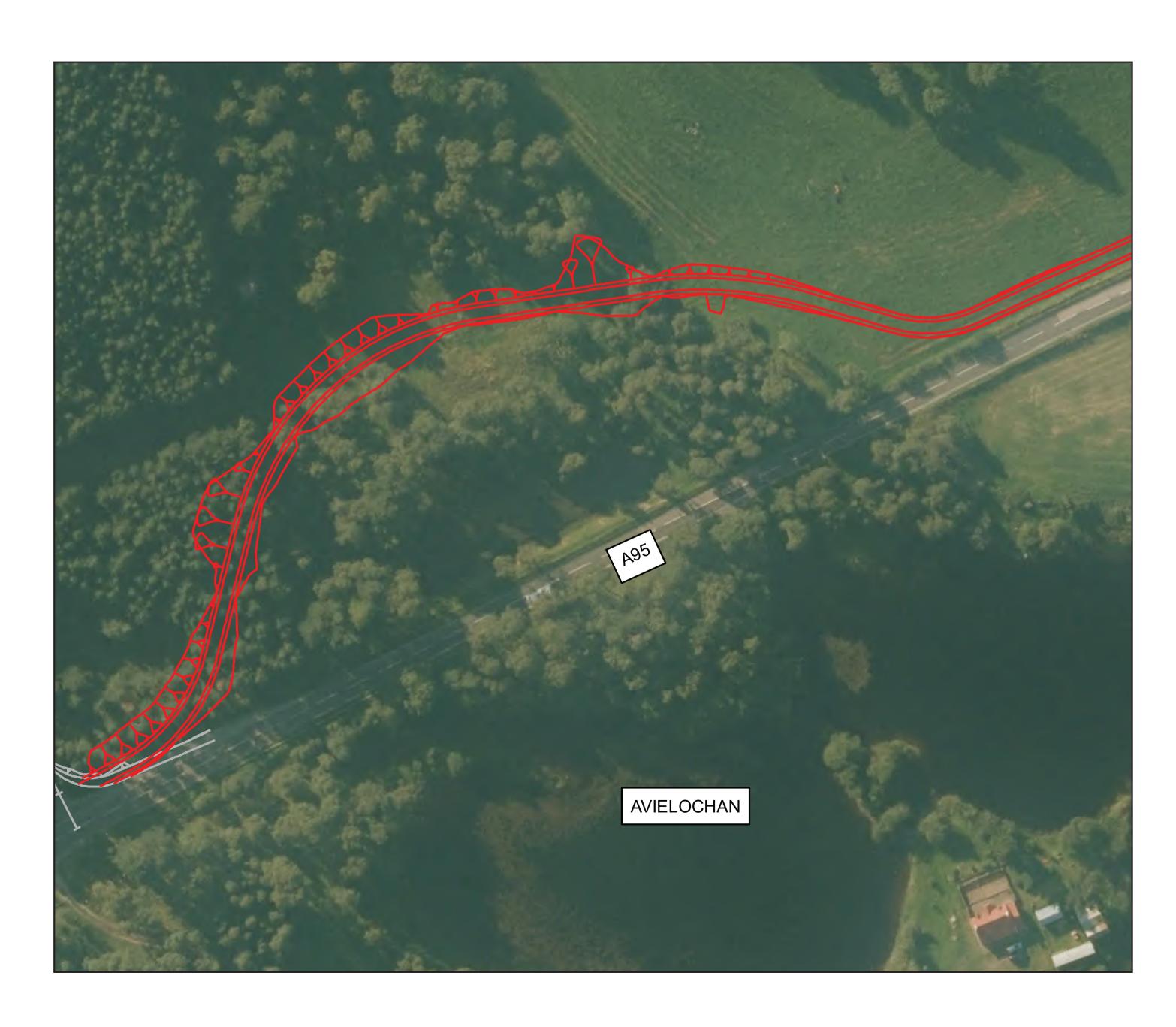


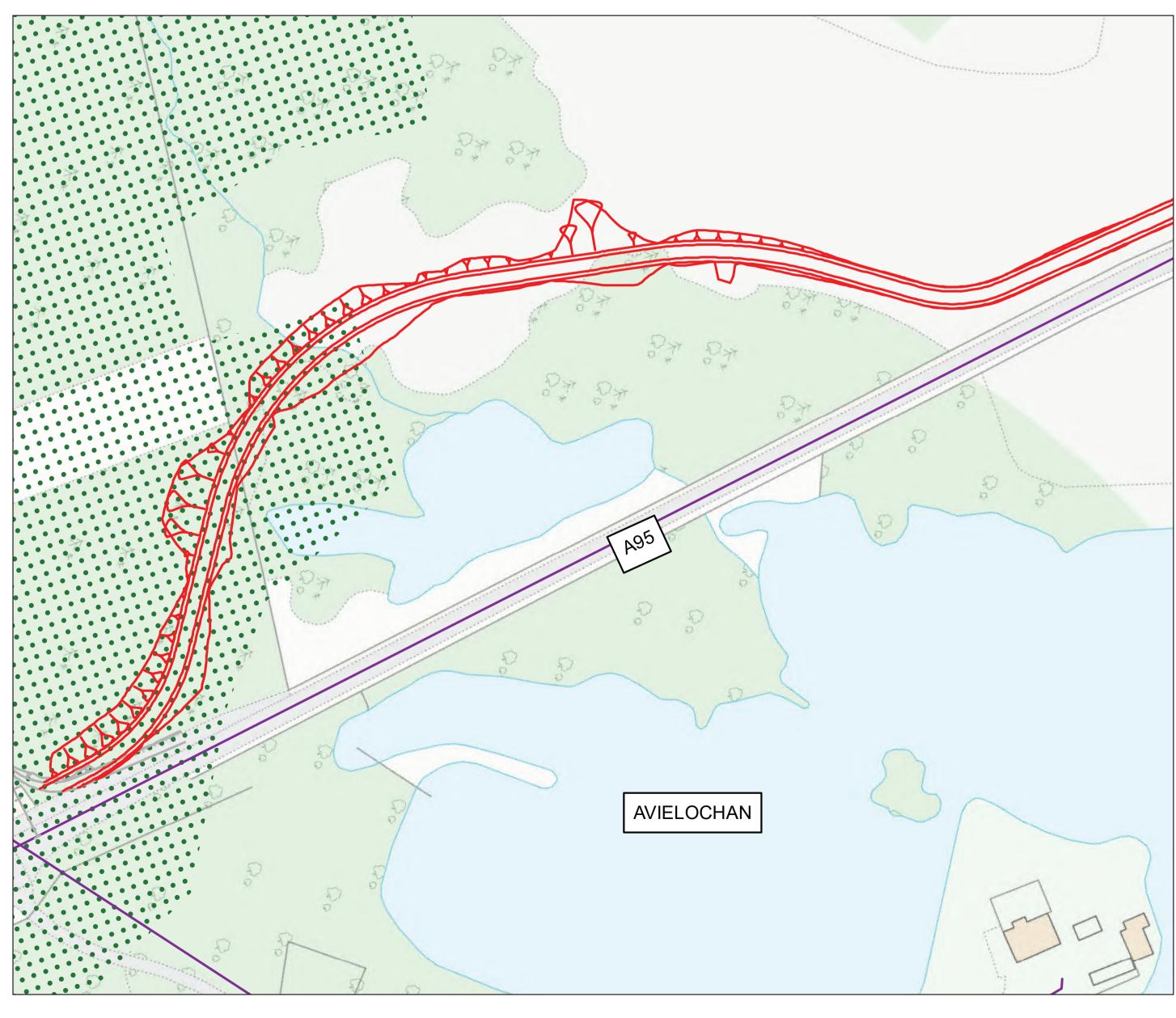


Key area 3 – Avielochan

TRANSPORT SCOTLAND CÒMHDHAIL ALBA

- At this location where a pond lies adjacent to the A95, the ACNMU is located remote from carriageway to minimise environmental impacts to the lochan
- The proposed route has been selected to also minimise loss of woodland
- Between Key Area 3 (Avielochan) and Key Area 4 (Highland Mainline Railway Underpass) the ACNMU lies adjacent the west of the A95 carriageway.

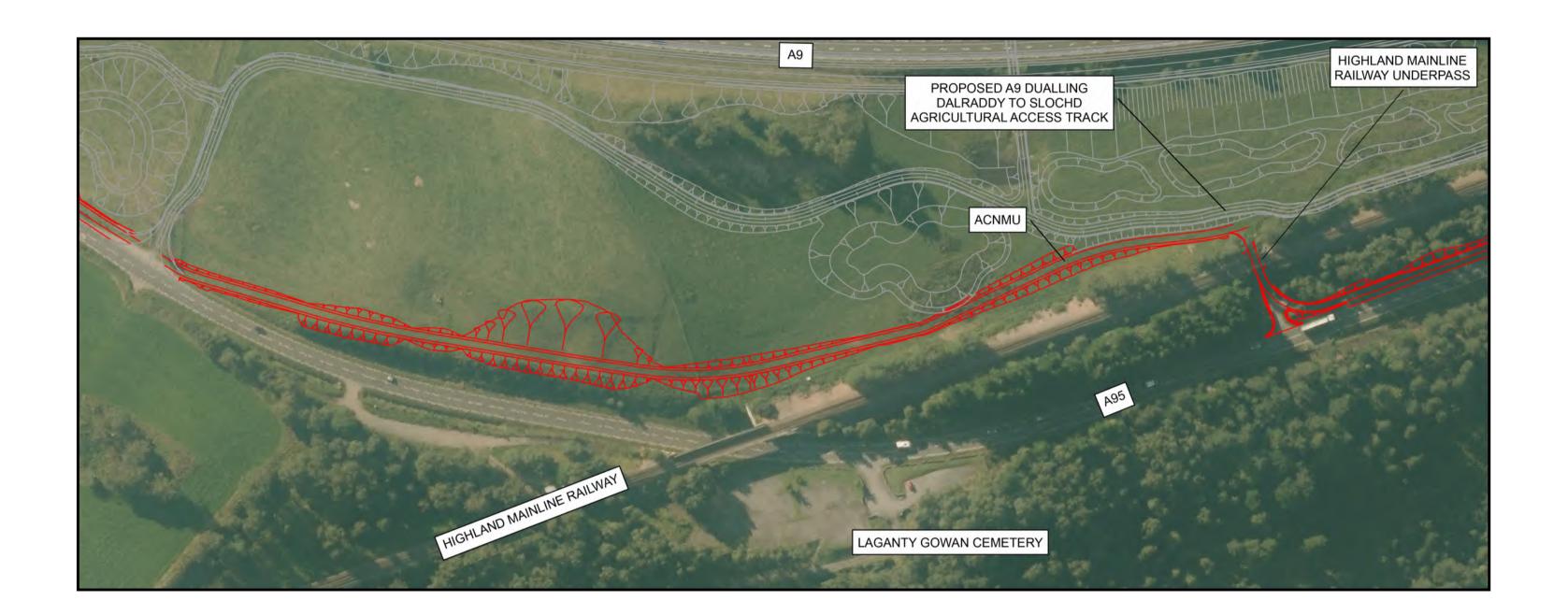


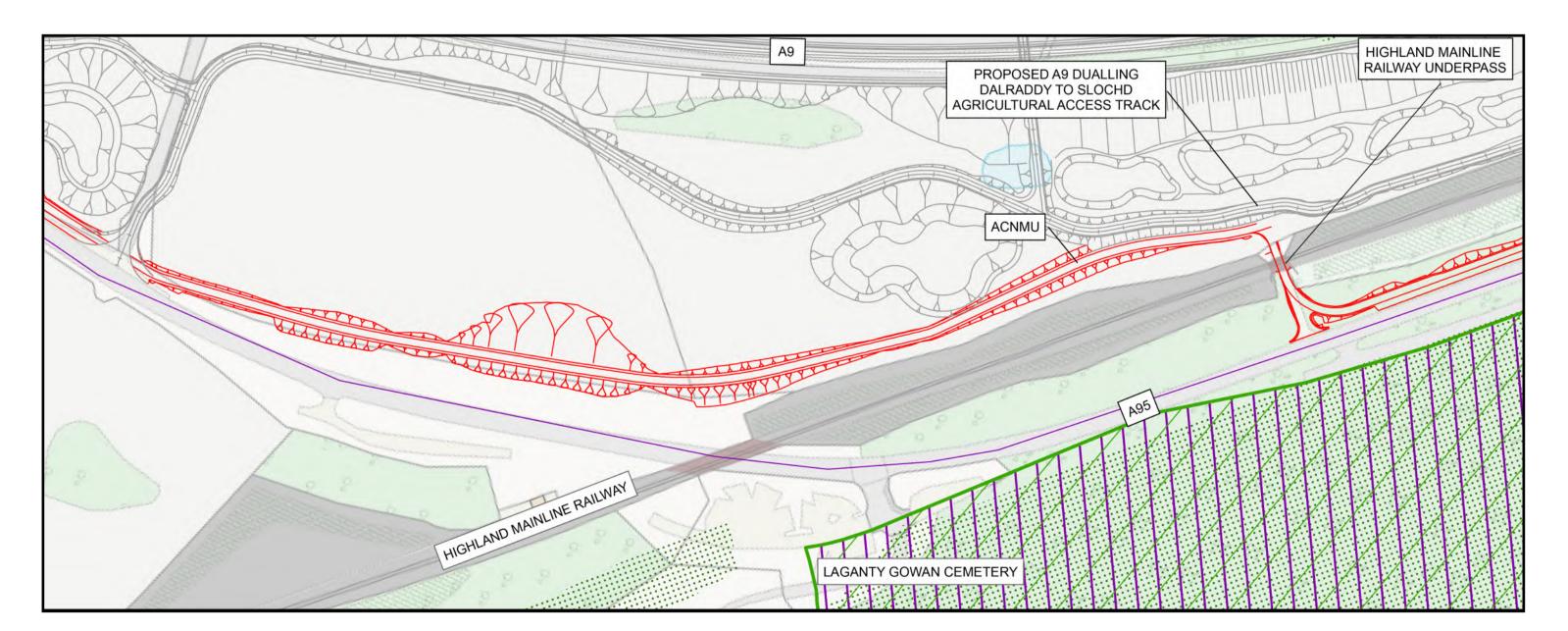


Key area 4 – Highland Mainline Railway Underpass



- The route utilises an existing Highland Mainline Railway (HMR) underpass to return to an alignment lying adjacent to the A95 carriageway
- Between Key Area 4 (Highland Mainline Railway
 Underpass) and Key Area 5 (Kinveachy Junction) the
 ACNMU lies adjacent to the west of the A95 carriageway.

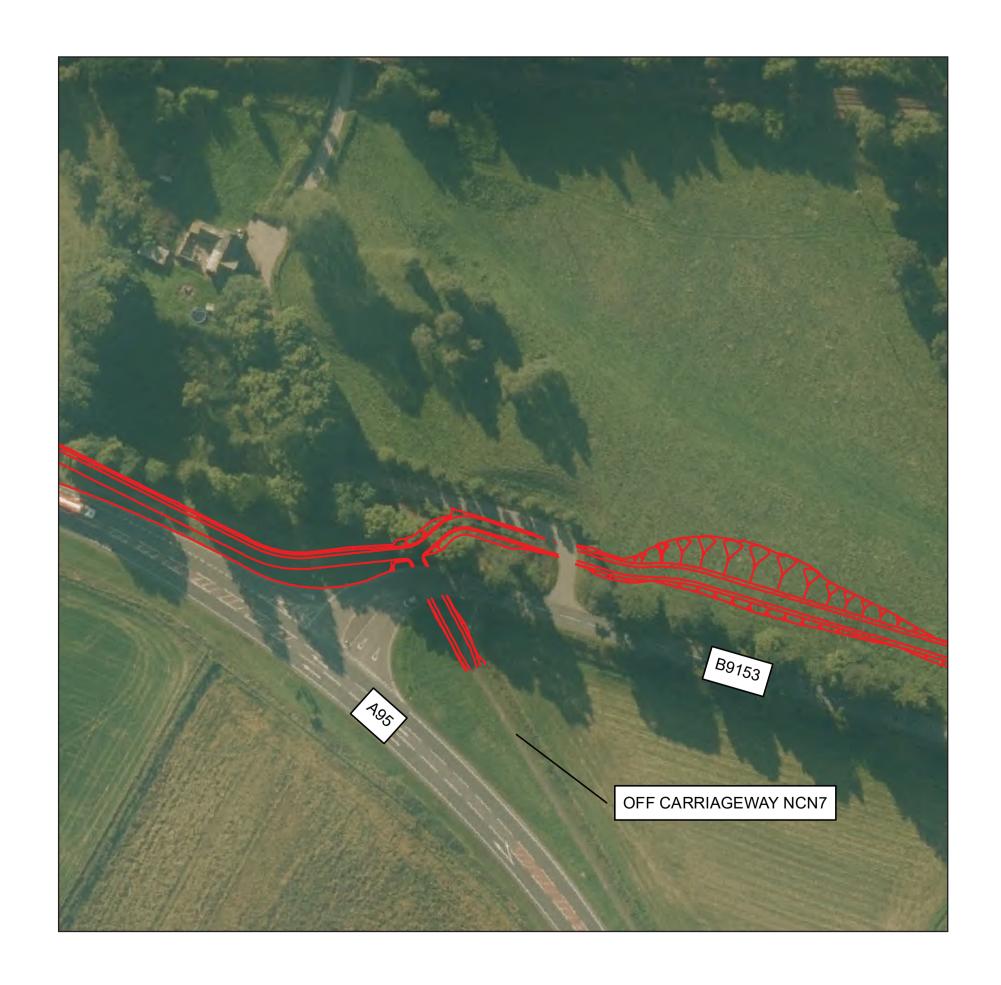




Key area 5 - Kinveachy Junction



- At Kinveachy Junction the ACNMU will continue from the west side of the A95 to the west side of the B9153 via an unsignalised crossing of a private access
- The route lies remote from the B9153 to retain a line of mature trees which lie adjacent to the west of the carriageway
- An unsignalised crossing of the B9153 will be provided to connect with the existing off-road National Cycle Network Route 7 (NCN7) leading to Boat of Garten
- Between Key Area 5 (Kinveachy Junction) and Key Area 6
 (Carrbridge) the ACNMU lies to the west side of the B9153.

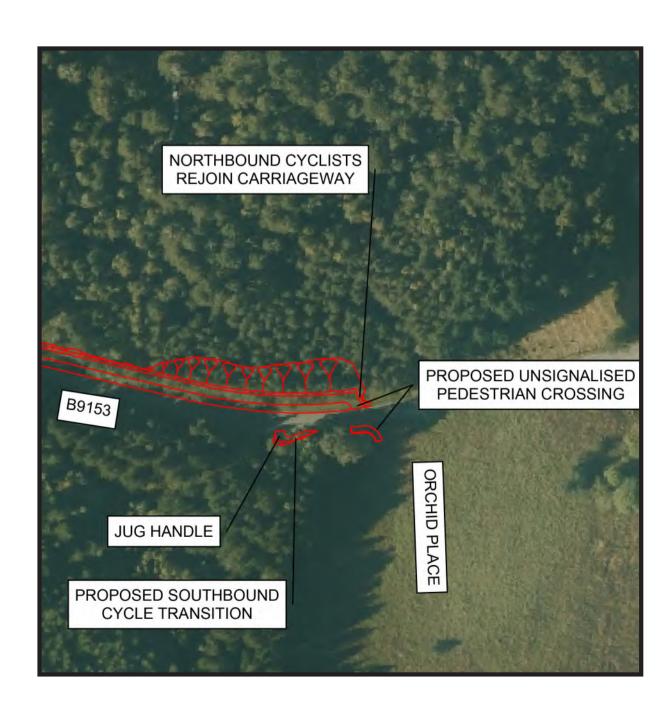


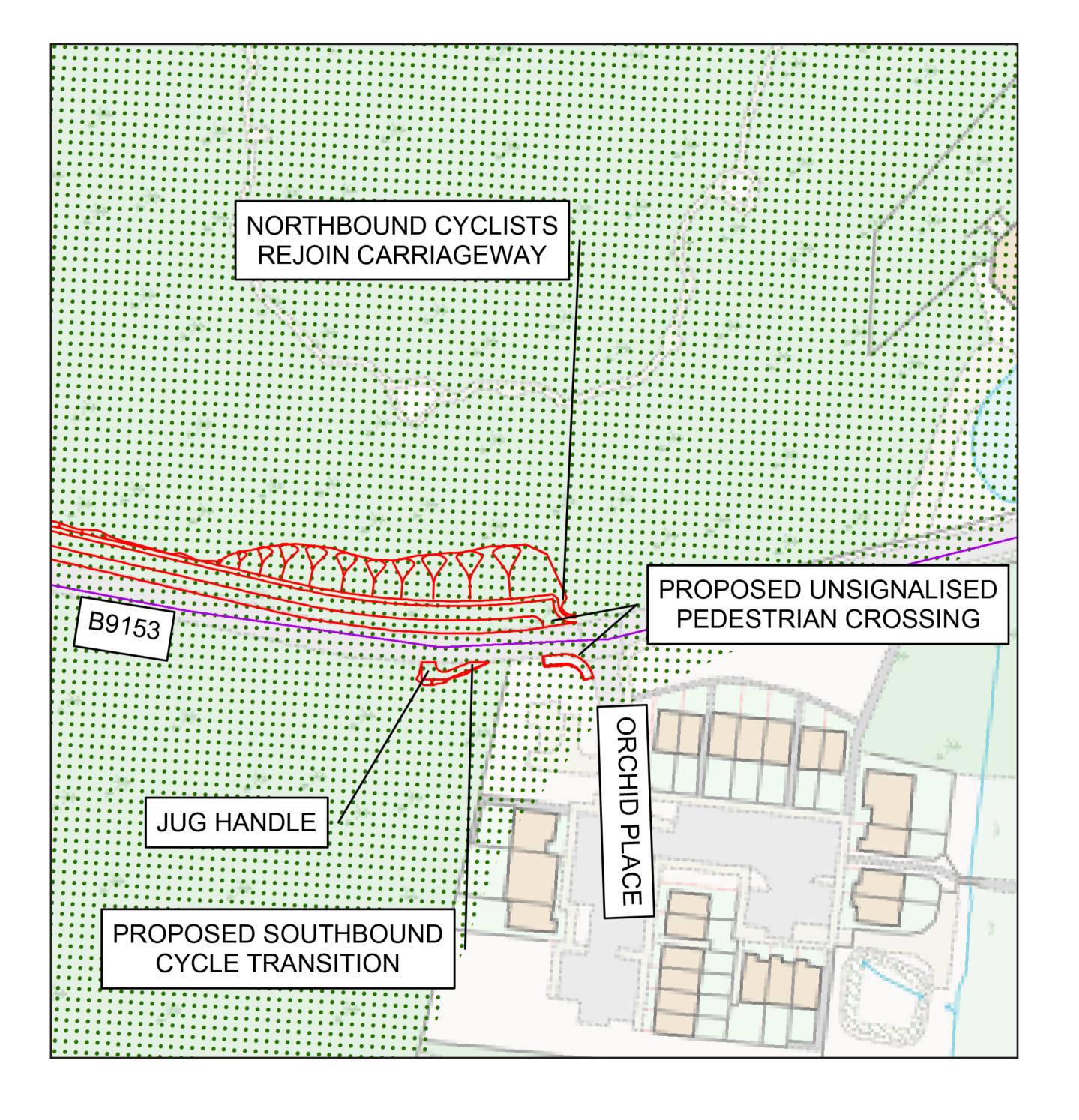


Key area 6 - Carrbridge



- The ACNMU route terminates at the southern extents of Carrbridge
- For cyclists traveling north from the ACNMU into Carrbridge, , cyclists will continue on the B9153 carriageway
- A new unsignalised crossing will be provided across the B9153, located to the south of Orchid Place
- A new footway is proposed between the crossing and Orchid Place. Pedestrians
 will cross from the NMU onto the proposed footway and continue onto existing
 footways into the village centre
- For cyclists traveling south from Carrbridge onto the ACNMU, a 'jug handle' has been proposed which provides a safe transition from the B9153 carriageway onto the ACNMU via a dedicated perpendicular crossing. This layout removes the requirement to make an acute right turn from the carriageway which would require cyclists to wait in the centre of the road to give way to oncoming traffic.





Environmental assessment



The need to avoid or reduce potential adverse impacts on the environment has been a primary consideration throughout the project. Environmental assessments covering a range of environmental aspects were completed as part of the earlier baseline assessment and options appraisal stages.

A formal **Environmental Impact Assessment (EIA)** is being carried out and is informing the design of the proposed project. Where possible environmental mitigation will be embedded in the proposed project design and where this is not possible mitigation measures to reduce impacts will be developed.

As part of the EIA, extensive habitat and protected / priority species surveys were completed during the 2021 survey season. A landscape and visual impact survey was also carried out.

To inform the EIA process, consultation is ongoing with the following statutory consultees:

- The Highland Council (THC)
- Cairngorms National Park Authority (CNPA)
- Historic Environment Scotland (HES)
- NatureScot
- Scottish Environment Protection Agency (SEPA).

An EIA Report documenting the findings of the EIA will accompany the application for planning permission. A **Habitat Regulations Appraisal (HRA)** is also being produced.





Planning application and what happens next?



The proposed project constitutes a major planning application which will be submitted to The Highland Council. The application is likely to be 'called-in' by Cairngorms National Park Authority for determination of the planning application outcome. This is because the project has been determined as a major development and is located within the National Park boundary.

In line with requirements for major planning applications, a proposal of application notice will be submitted to the Planning Authority (The Highland Council), a minimum of 12 weeks before the planning application submission.

The planning application for the proposed project is expected to be submitted in late Autumn 2024.

The statutory determination period for a major planning application, including an EIA, is four months. During this period, there will be an opportunity for the public to view and comment on the planning application and supporting documents including the EIA.

Transport Scotland has committed to include the proposed Aviemore to Carrbridge NMU scheme in the A9 Dualling construction programme as part of the nearby Dalraddy to Slochd project providing all the statutory consents and the necessary land are in place.



Comments and feedback

Thank you for visiting this exhibition.

Transport Scotland welcomes your comments and feedback on the proposals.

Please take time to consider the information presented and provide any comments you may have as soon as possible and by:

11 July 2024

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 if you visit the virtual exhibition
- Our project team can provide you with a feedback form to complete at one of the in-person exhibitions in Aviemore or Carrbridge
- 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 preferred route design or have any questions, you can call our stakeholder team on **0755 717 2747** during working hours from **9am to 5pm (Monday to Friday)**. A member of the team will take your details and questions and, if necessary, arrange for a relevant expert to return your call. If your call is outside those hours you can leave a message. We can also be contacted by email at: **ACNMU@wsp.com**

Email to: ACNMU@wsp.com

Post to:

WSP, c/o ACNMU Lands Team, 110 Queen Street, Glasgow, G1 3BX

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

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

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

transport.gov.scot/ACNMU

