
CAIRNGORMS LOCAL OUTDOOR ACCESS FORUM

Title: A9 Dualling Project: Dalraddy to Slochd - Multi-use Path

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Purpose: To update members on the multi-use path design for A9 Dualling Project

Advice Sought

On whether our position is clear and whether we need to communicate this better with communities and interest groups.

Strategic Context and Background

1. The dualling of the A9 between Perth and Inverness is one of Scotland's largest infrastructure projects. The programme will upgrade 80 miles (129 kilometres) of road from single to dual carriageway. Transport Scotland's £3 billion programme is designed to deliver economic growth through improved road safety and reliable and quicker journey times, as well as better links to pedestrian, cycling and public transport facilities. The Scottish Government has committed to completing the work by 2025. This is an ambitious deadline for a project of this size and complexity.
2. The scheme objectives for the A9 dualling programme are:
 - a) To improve the operational performance of the A9 by:
 - i) Reducing journey times; and
 - ii) Improving journey time reliability.
 - b) To improve safety for motorised and Non-Motorised Users (NMUs) by:
 - i) Reducing accident severity; and
 - ii) Reducing driver stress.
 - c) To facilitate active travel within the corridor; and
 - d) To improve integration with Public Transport facilities
3. The current designs for the dualling have an off road multi path from Kingussie to Aviemore but none to Carrbridge with Transport Scotland maintaining that either the current NCN7 using B970 and B9153 (Aviemore, Coylumbridge Boat of Garten,

Carr-bridge), or Speyside Way or existing A9 tracks (neither direct or tarmac multi-use) are sufficient in catering for needs.

Public Consultation & Objections

4. Transport Scotland undertook the statutory public consultation in Aug/Sept 2018 and following email communication CLOAF supported CNPA's assessment that the design did not meet TS scheme objectives or support our Active Cairngorms Strategy or the National Park Partnership Plan with the specific target of increasing active travel.
5. In September 2018 CNPA board agreed to object to the proposals between Aviemore and the junction to the north of Carrbridge due to the inadequate provision for non-motorised users and inconsistency with the overall Scheme objectives for the A9 dualling programme.
6. The proposals were also objected to for lack of purpose built multi-use path by:-
 - a) Highland Council
 - b) Aviemore and Vacinity Community Council
 - c) Boat of Garten Community Council
 - d) Carrbridge Community Council
 - e) Tomatin Community Council (outwith CNP)

Resolution

7. In February Transport Scotland met with CNPA, Highland Council, Sustrans and Hitrans and agreed to fund a feasibility study to look at options to create a tarmac off road multi-use path between Aviemore and Carrbridge linking to A9153 north of Carr-bridge (on road). This design is in progress but no initial outputs have been shared and there is, beyond the study, currently no clear commitment to build and maintain this route.
8. CNPA and Highland Council are maintaining their objections, and we understand this is also the same for the four community councils, until we have clarity about the design, build and maintenance of any proposed route. We are in communication with the three community councils within National Park that have objected but are awaiting more information on the design before we meet again.

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