

CAIRNGORMS NATIONAL PARK AUTHORITY

FOR DECISION

**Title: A9 DALRADDY SLOCHD INQUIRY – CNPA
OBJECTION - CONFIDENTIAL**

Prepared by: GRANT MOIR, CEO

Purpose

This paper sets out a proposal from Transport Scotland to provide a non-motorised user route between Aviemore and Carrbridge and officers recommendation that with that commitment from Transport Scotland, the CNPA should remove its objection to the A9 Dalraddy to Slochd section of the A9 dualling programme.

Recommendations

The Board is asked to:

- a) **Agree to remove the CNPA's objection to the A9 Dalraddy to Slochd project.**
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Background

1. The CNPA objected to the A9 Dalraddy to Slochd dualling project on 8 October 2018 for the following reasons:

"The CNPA's view is that for the section of the A9 dualling proposal and specifically the NMU routes proposed between north Aviemore to the junction north of Carrbridge:

a] Do not meet the A9 Scheme objective of facilitating active travel within the corridor;

b] Do not comply with Transport Scotland's Non-Motorised User Access Strategy that sought "opportunities to provide more direct NMU routes between Aviemore and Carrbridge" and "to improve NMU links between the A9 corridor, train station and village centre at Carrbridge";

c] Do not meet wider National Policy objectives to improve active travel and reduce travel by private cars; and

d] Will not promote the economic and tourism benefits of cycling and walking close to Aviemore, the largest settlement in the Park, and a hub for all forms of tourism activity with more than a million visitors to its vicinity each year, with Carrbridge 10 miles to the north and its tourist attractions including Landmark Forest Adventure Park [which itself has significantly more than 150,000 visitors each year]. Our view is that the proposed scheme fails to deliver against the aims c and d of the National Park set out in the National Parks [Scotland] Act 2000."

2. A reporter from the Directorate for Planning and Environmental Appeals (DPEA) was appointed by Scottish Ministers to consider the unresolved objections to the project. The CNPA has continued to pursue its objection and has been preparing to participate in an inquiry session related to its objection.
3. Following objections from the CNPA, Highland Council and a number of community councils and individuals to the A9 Dalraddy to Slochd project, Transport Scotland led a further study investigating the creation of an NMU route between Aviemore and Carrbridge separate from the A9 project. This work had potential to resolve the CNPA's objection to the A9 project but Transport Scotland were unable to commit to resourcing the route's delivery.

Transport Scotland's new proposal

4. Following a meeting between CNPA and Transport Scotland's CEO's on 25 February, Transport Scotland have made a further proposal to support delivery of such a route. Officers consider this offer provides security that Transport Scotland will fully support and resource the delivery of the route. Under such circumstances we consider that the CNPA can remove its objection to the A9 dualling Dalraddy to Slochd project as our primary reason for objection can be addressed outside the scheme itself. A copy of the letter from Transport Scotland to CNPA setting out the offer is attached as Annex I.

5. The proposal will resource a significant positive enhancement of active travel infrastructure in the National Park that will be important for communities and visitors in future.

Next Steps

6. If the board agree the recommendation in the paper, officers will write to Transport Scotland accepting their offer and to the DPEA to notify the reporter that the CNPA has withdrawn its objection and the reasons for doing so.

Grant Moir

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