

Connecting Kingussie Refresh

Updated Report

Cairngorms National Park Authority (CNPA)

August
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Quality information

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1. Introduction

1.1 Overview

The Kingussie Community Development Company (KCDC) requires a review and refresh of the Connecting Kingussie report originally produced by AECOM in 2019. The report presented proposals to improve the all abilities active travel network in Kingussie and included a process of stakeholder engagement, feasibility review and outline design for emerging options recommended in the report.

This refresh is intended to bring the previous work into line with recent developments within the Park as a result of the Heritage Horizons programme and the National Park Partnership Plan. It is also designed to take into account and demonstrate the alignment of proposals promoted by KCDC with several key policy and guidance documents which have been published since the original report was produced, namely the National Transport Strategy 2 (NTS2), the second Strategic Transport Projects Review (STPR2) and the Cycling by Design refresh. In providing these updates, the work is designed to future-proof the Plan, which should support KCDC and partners in potential future funding application for active travel investment in the local area.

Overall, this Refresh report is designed to inform and unify the forward planning of community groups in Kingussie and its surrounds in their voluntary activities to improve and maintain local transport infrastructure.

1.2 Purpose

The key purposes of this refresh of the 2019 Connecting Kingussie report are to:

- Conduct a 'stock-take' of progress made against the 2019 Connecting Kingussie Action Plan
- Review key stakeholder strategies and plans to determine options which are aligned to the scope of the 2019 Connecting Kingussie Report
- Identify which funding sources are most suitable for specific options collated from various Action Plans and strategies through the classification of options.
- Enhance future funding applications by demonstrating how projects align to funding criteria for inclusive all abilities active travel projects and form part of a larger aspirational network of routes.

1.3 Structure

Following this introduction, the remainder of this report is structured as follows:

- **Chapter 2: Desktop Review** – presents a 'stock-take' of progress against the interventions previously identified within the Connecting Kingussie report and sets these within the wider context of active travel developments within the Park.
- **Chapter 3: Options** – collates the relevant options from the 2019 report and stakeholder strategies which, alongside further option generation, are appraised against a multi-criteria appraisal framework
- **Chapter 4: Recommendations** – Options are prioritised based on their performance against the appraisal framework to support future funding applications, and potential future funding sources are identified

2. Desktop Review

2.1 Progress to Date

The 2019 Connecting Kingussie report presented an Action Plan of proposed active travel network improvements following extensive option appraisal and consultation. Since the report's publication several of the recommended actions have been implemented. Table 2-1 below shows the 2019 report Action Plan and the current status of each proposal. The full 2019 Connecting Kingussie Report is available in [Appendix B](#).

Table 2-1: Connecting Kingussie (2019) Action Plan and Current Status

Action No.	Action Description	Action Type	Proposed Timescale	Outline Cost Estimate	Current Status
1	Connection from Newtonmore Path to Gynack Street. Involves extending the width of the existing pavement along the southern side of the A86 to fit a shared use path (3m where space allows) and improving the connection.	Upgrade Existing Infrastructure	Short Term	£56,000 - £370,000	Extension of existing off-road NCN path – unsuccessful initial application for Stage 2 funding from Sustrans.
2	Upgrade to civic space at Duke of Gordon Hotel. Includes better crossing facilities for pedestrians and junction improvements.	Junction Improvement	Short Term	-	Partially complete on southside as part of Memorial Garden
3	Upgrade to civic space at Spey Street / B970 Junction to include raised table and widening of junction for pedestrians.	Junction Improvement	Short Term	-	Previously scheduled for 2023, with funding from Highland Council and Sustrans. Delayed due to uncertainty over Sustrans funding.
4	Upgrade to 'woodland path' (later named the 'Jubilee Way') – first stage of link south towards Ruthven Barracks with construction of 3m off-road shared use path on existing path.	Upgrade Existing Infrastructure	Short Term	£24,000 - £160,000	Completed. funded by the CNPA and KCDC Built width 1.7m at cost of £10,000
5	Missing links – upgrade to active travel network along B970 between the A86 (action 1) and the woodland path (later named the 'Jubilee Way' (action 4), tying in with civic space improvements (actions 2 and 3).	Upgrade Existing Infrastructure	Medium Term	-	Partially Complete. Traffic calming delivered on B970 (Station Road) between A86 and Spey Street

6	Additional Missing Links – create high quality off road active travel infrastructure, in particular to the east towards the Kingussie Cemetery and further south to link with Ruthven Barracks.	Upgrade Existing Infrastructure and provide New Infrastructure	Long Term	-	Not yet progressed
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In addition to the above from the Action Plan, significant improvement works took place in and around the Memorial Garden. This was included in the 2019 Connecting Kingussie report as part of Project 6 – Public Realm Improvements but was not included within the Action Plan. Completed works around the memorial garden included elements from both the Public Realm Improvements and Duke of Gordon Hotel (Action 2) projects such as interpretation boards, cycle parking and repair tools, additional access points to gardens and surfacing improvements. Elements of Action 2 which were not implemented include public realm improvements (planting, street furniture, cycle parking) in front of the Duke of Gordon Hotel and a pedestrian road crossing. Figure 2-1 below shows the location and current status of the various projects and actions included within the 2019 Connecting Kingussie report.

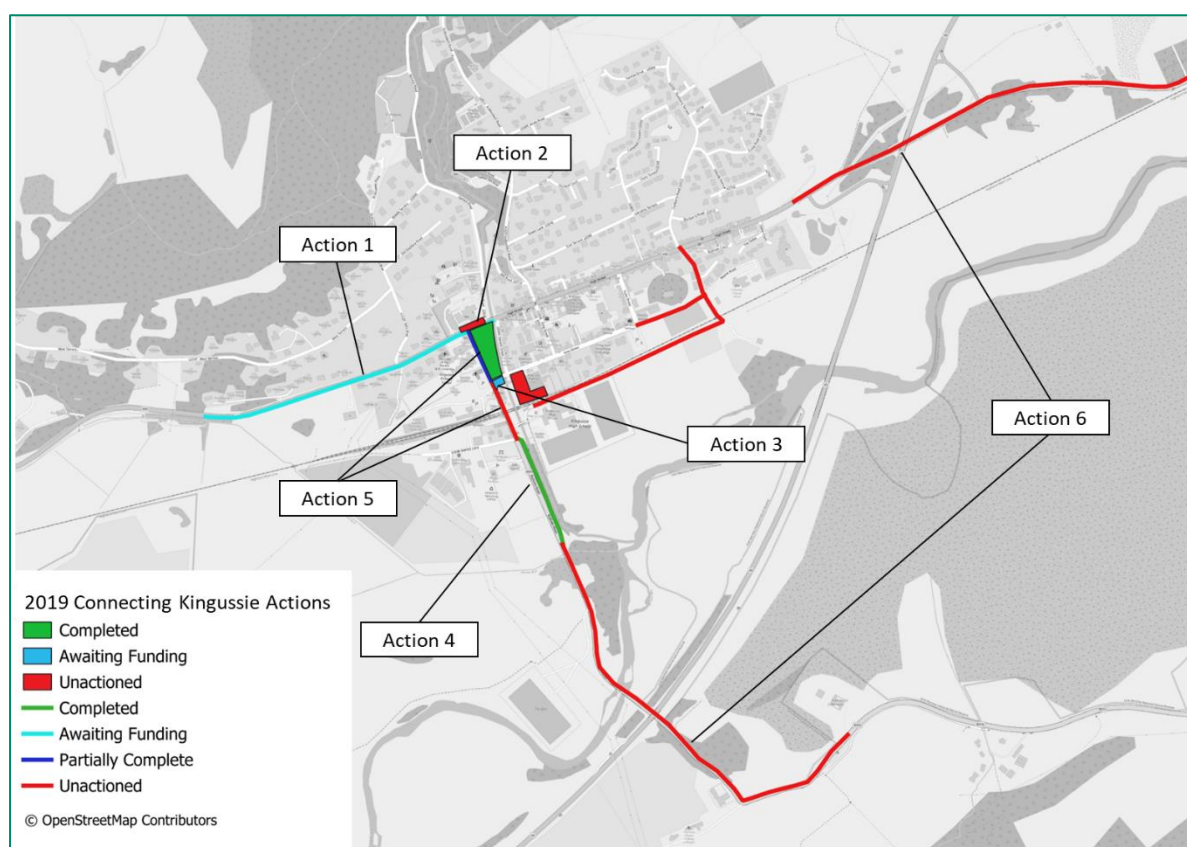


Figure 2-1: Connecting Kingussie (2019) Actions and Projects - Current Status

A number of funding streams were identified as being appropriate for implementation of the Connecting Kingussie Action Plan:

- Sustrans Places for Everyone – grants for the creation of infrastructure that enables more people to walk and cycle for everyday journeys. Can provide between £1,000 and £2 million for a single project
- Sustrans Street Design – an award winning design and engagement service, empowering communities to transform their neighbourhood and urban spaces
- Scottish Government Town Centre Fund – stimulate and support place-based economic investments which encourage town centres to diversify and flourish

2.2 Review of Stakeholder Plans

2.2.1 CNPA Active Travel Network Plan

In 2022 AECOM was commissioned to develop an Active Travel Network for the entire Cairngorms National Park area, to enable the area to become a rural exemplar for active and sustainable travel. A number of options were developed through consultation with the community and appraised against network principles and deliverability criteria. The recommended options with an interaction with Kingussie, as shown in Figure 2-2, are:

- A9 Multi-User Path – completing missing sections of the A9 multi-user path between Kingussie and Highland Wildlife Park and Loch Alvie and Aviemore. To be delivered in partnership with Transport Scotland as part of A9 Dualling Programme
- NCN7 – filling in missing sections of the NCN7 route, including improved connections to the route within Kingussie. Aligns with Actions 1 and 6 from the 2019 Connecting Kingussie Action Plan
- Speyside Way (South) – upgrading surfacing and access onto the Speyside Way south of Aviemore. Includes a new multi-user path between Kingussie and Ruthven Barracks. Aligns with Action 6 in the 2019 Connecting Kingussie Action Plan

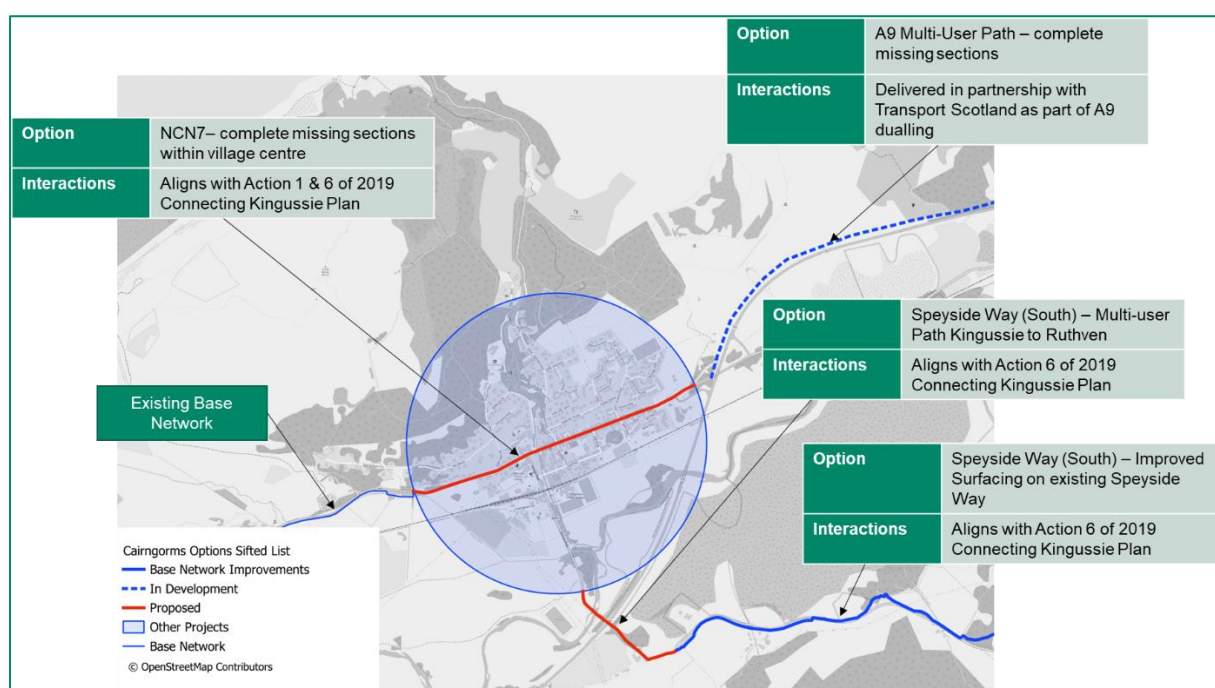


Figure 2-2: CNPA Active Travel Network Plan – Kingussie Options

The creation of this Network Plan also generated four network principles which can be applied to all active travel projects within the National Park, as shown in Figure 2-3.

“To create a Parkwide network of safe routes connecting communities and suitable for everyone”



Figure 2-3: Network Principles of the CNPA Active Travel Plan

These principles are designed to ensure that projects intended to cater for everyday active journeys are appraised with a range of users in mind, and aim to increase the success of funding applications by demonstrating proposals are aligned and meet funding criteria.

2.2.2 CNPA Strategic Tourism Infrastructure Development Plan

This Plan, which is currently unpublished, adds value to the National Park Partnership Plan by identifying and prioritising tourism infrastructure projects. It states that “creating visitor infrastructure that removes or minimises barriers to access” is integral to achieving the aims of the National Park Partnership Plan.

The Plan also sets out a commitment to adhere to the Scottish Government’s Infrastructure Investment Hierarchy when considering any new projects which prioritises maintaining and maximising the use of existing assets ahead of building new assets.

The project proposals contained within this Plan which interact with the Connecting Kingussie project are:

- Project Proposal 2: Active Travel Infrastructure: delivery of the Active Travel Network Plan as detailed in Section 2.2.1
- Project Proposal 10: Badenoch Storylands Heritage Sites: attracting more visits to historical sites including Ruthven Barracks by active travel
- Project Proposal 28: Core path network condition survey: surveys of all core paths assessing barriers and obstacles, surface condition and directional path signs. The outcome of the surveys will inform future investment priorities

2.2.3 KCDC Five Year Paths Plan

Kingussie Community Development Company (KCDC) has produced a rolling five year strategy and plan for the town’s path network, the latest version was approved in February 2023. The full plan has been included as **Appendix C**. The vision is for the town to have an “exemplar town path network” and states this will be primarily based on existing core paths.

The Plan states that as far as practically and reasonably possible the network of town paths will allow inclusive access, particularly where they are close to the town, they should be developed for multi-use of all abilities.

While a comprehensive Action Plan is presented within the Five Year Strategy, this wide scope covers upgrades to many of the area’s core paths, many of these would not be suitable for all users or meet the CNPA Active Travel Network principles to enable the options to be taken forward as high priority active travel routes. A number of the routes considered are longer distance leisure routes including the Creag Bheag hill path, Loch Gynack Path and Raitts Path which are not aligned to the scope of the 2019 Connecting Kingussie report. KCDC are pursuing a number of these project through funding from a variety of nature and sports based organisations.

2.2.4 Cycle Friendly Kingussie 2018 Action Plan

In 2018 an Action Plan was published which aimed to remove barriers to cycling, for both residents and visitors to Badenoch. The Plan included actions for both Kingussie and the wider Badenoch region. The Plan sets out priority projects and activities for the five year period to 2023. Progress against each of the actions is shown in Table 2-2 below.

Table 2-2: Cycling Friendly Kingussie (2018) Action Plan Status

Action	Status
NCN7 – explore options to extend the Sustrans NCN7 route into Kingussie. Options could include footway resurfacing and widening, extension of a 20/30mph speed limit, and re-siting of existing fence	An outstanding action from 2019 Connecting Kingussie Plan – stage 2 funding application from Sustrans rejected in April 2023
Safe Routes to School – improve road layout outside of schools to make bike access easier	Partially actioned – traffic calming installed outside primary school (Station Road)
Making the High Street more cycle friendly – reducing on street parking and increasing space for people, while recognising the trunk road role of the road and challenges with dedicated cycle provision	Not yet progressed
Cycle provision/markings on bridge over Spey on Speyside (Badenoch) Way – signage indicating shared use nature of bridge needs improved, recognising poor sightlines. Alternative option could include designating a narrow footpath with coloured asphalt or a dedicated walking/cycling bridge as a long term possibility.	Not yet progressed
New path to Lynchat – possibly as part of A9 dualling programme	Not yet progressed

A 2023 updated Cycling Action Plan was provided which provides some further actions and expanded details for outstanding action from the 2018 action plan. The key projects and proposals added include:

- The Spey Street/Station Road junction improvements, which overlaps with Action 3 of the 2019 Connecting Kingussie Plan
- Improved cycling and walking provision between Kingussie and Ruthven including either “walking and cycling friendly road signage” or a dedicated foot/cycle bridge
- “Develop a safe route to school along the waterworks track parallel to the railway” – the Plan states this is to be considered once high priority projects have been delivered and is a similar proposal to Project 4 from the 2019 Connecting Kingussie report, although this was not taken forward as a recommended action in that report.

2.3 Review of Policy

Since publication of the 2019 Connecting Kingussie report there have been a number of national, regional and local policy developments. This section summarises key policy documents that have been published since the 2019 report was produced. An overview of the latest policy landscape is presented in Figure 2-4.

The key relevant policy documents considered within the 2019 Connecting Kingussie report were:

- Cycling Action Plan for Scotland (2017-2020)
- Hitrans RTS (2017)
- Highland Local Transport Strategy (2010/11-2013/14)
- Cairngorms Local Development Plan (2020 proposed plan)
- Cairngorms National Park Active Cairngorms Management Plan

- Our Community – A Way Forward Action Plan, Kingussie

Since the 2019 Connecting Kingussie report, a number of policies have emerged relevant to the development of active travel infrastructure and projects. A more detailed policy review is contained within the parkwide Active Travel Plan but this section will provide brief summaries of the policies of particular relevance to Kingussie.



Figure 2-4: Policy Landscape

2.3.1 National

Cycling by Design Update (2021) originally published by the Scottish Government in 2020 provides design guidance for permanent cycling infrastructure on roads, streets and paths. It highlights the need for high quality and consistent infrastructure and emphasises a lack of this provision is a main barrier for cycling.

Cycling by Design outlines a recommended level of service (LOS) for cycle users, stating that a network should be planned around routes offering a high LOS, suitable for all users, where cycle users are protected from motor traffic except where traffic speeds and numbers are very low. In a rural context this means the resulting network can consist of quiet streets, detached remote cycleways and key crossing points. In line with existing funding structures, it is likely that future funding applications to the Scottish Government for active travel provision will be required to demonstrate adherence to the design standards set out in Cycling by Design as a minimum.

Scotland's second **National Transport Strategy (NTS2, 2020)** provides the national transport policy framework, setting out a clear vision of a sustainable, inclusive, safe and accessible transport system which helps deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. It sets out four key priorities to support this vision: reducing inequalities; taking climate action; helping to deliver inclusive economic growth; and improving health and wellbeing. In addition to these priorities, the NTS2 supports the adoption of a Sustainable Travel Hierarchy, which promotes walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use. It also supports the adoption of a Sustainable Investment Hierarchy, which prioritises investment aimed at reducing the need to travel unsustainably and maintaining and safely operating existing assets ahead of new infrastructure investment. The Scottish Government and Scottish Green Party **Draft Shared Policy Programme (2021)** outlines a commitment to allocate 10% of the total transport budget on active travel by 2025 in order to support the ambition outlined in NTS2.

Delivery of the NTS2 will be supported by an accompanying NTS2 Delivery Plan, the Climate Change Action Plan and the second **Strategic Transport Projects Review (STPR2)**. In the NTS2 Delivery Plan and **The Climate Change Plan 2018-2032 Update**, the Scottish Government sets out a commitment to develop and implement a coordinated package of policy interventions to support the reduction of car kilometres by 20% by 2030. In January 2022, the Scottish Government published its route map outlining steps needed to achieve this reduction. It sets out a range of sustainable travel behaviours grouped into the four categories of travel less, stay local, switch mode and combine a journey. STPR2 involved a whole-Scotland, evidence-based review of the

performance of the strategic transport network across all transport modes and made recommendations for potential transport investments for Scottish Ministers to consider as national investment priorities in an updated 20-year (2022-2042) **Infrastructure Investment Plan for Scotland**. The recommendations from STPR2 which align with the work of Connecting Kingussie are:

- Connected neighbourhoods;
- Active freeways;
- Village-town active travel connections;
- Connecting towns by active travel;
- Long distance active travel network.

A wider range of national policy and guidance, covering active travel, provides direction on national aspirations for increasing the share of healthier, cleaner travel choices. **The Cycling Framework for Active Travel – A Plan for Everyday Cycling**¹ aims to make active travel the most popular choice for short journeys by emphasising the importance of local active travel strategies and presents a number of shared actions to drive behaviour change and remove barriers to cycling. The top priority for the achievement of this aim is the delivery of more dedicated, high quality, safe cycling infrastructure, effectively resourced, where fair access is ensured and uptake is supported with training and education.

The Scottish Government's **National Walking Strategy – Let's Get Scotland Walking**² covers not only walking for transportation purposes, but also the wider health and societal benefits walking can bring and was last revised in March 2019.

There are three key principles within the NWS which should be met in order to encourage and facilitate an uptake in walking for all purposes:

- Access and Availability: equal opportunity for all to access infrastructure
- Quality: highest possible environment focusing on walkable communities
- Adaptability: flexibility for changing community needs

Specific to the context of the Cairngorms National Park, the policy has an aim to increase the number of visitors who come to Scotland to walk which can improve the natural environment and support local economies. The policy states this can be achieved through the development and promotion of local path networks and long distance/multi-day walking routes.

2.3.2 Regional

HITRANS Active Travel Strategy was published in 2018. The Strategy highlighted higher than average cycling mode shares for the region compared to Scotland as a whole, and a high proportion of journeys less than 5km which could potentially be walked or cycled. The strategy also presents an Action Plan with specific actions in six policy areas including marketing & promotion, network and development planning, public transport integration, maintenance and infrastructure.

In September 2022, **HITRANS published a Case for Change**³ report which provides a number of transport planning objectives which are aligned to the national policy context, and the case for improving active travel within Kingussie.

1. To make a just transition to a post-carbon and more environmentally sustainable transport network
2. To transform and provide safe and accessible connection between and within our city, towns and villages, to enable walking, wheeling and cycling for all.
3. To widen access to public and shared transport and improve connectivity within and from / to the region
4. To improve the quality and integration of public and shared transport within and from/to the region

¹ Transport Scotland (2023) Cycling Framework for Active Travel – A Plan for Everyday Cycling. Available at: <https://www.transport.gov.scot/publication/cycling-framework-for-active-travel-a-plan-for-everyday-cycling/>

² Scottish Government (2019) Let's Get Scotland Walking: The National Walking Strategy Action Plan 2016-2026. Available at: <https://www.pathsforall.org.uk/resource/national-walking-strategy-action-plan>

³ HITRANS (2022) Regional Transport Strategy: Case for Change. Available at: <https://hitrans-case-for-change-consultation-stantec.hub.arcgis.com/pages/case-for-change-and-supporting-documents>

5. To ensure reliable, resilient, affordable and sustainable connectivity for all from/to out island, peninsular and remote communities
6. To improve the efficiency, safety and resilience of our transport networks for people and freight, and adapt to the impacts of climate change

The Case for Change report was subject to a public consultation in April 2023, the outcomes of which will inform the development and appraisal of options which will make up the resulting Regional Transport Strategy.

2.3.3 Local

The Local Transport Strategy for The Highland Council has not been updated since the 2019 publication of Connecting Kingussie, however in March 2023 a draft **Case for Change**⁴ was published which is the first stage of the preparation of an updated **Local Transport Strategy**. This Case for Change presents six draft objectives which broadly match those in the HITRANS Regional Transport Strategy Case for Change report discussed in section 2.3.2.

The CNPA have also published a number of policies since the original Connecting Kingussie report in 2019. A key policy document is the **National Park Partnership Plan 2022-27** which sets out the vision for the National Park, forms the land use, economic and sustainable tourism strategies for the National Park and guides the work of all public bodies and partners to deliver the aims of the National Park. The national park has four key aims, as set out by parliament, which should be pursued collectively, however greater weight is always given to the first aim:

- To conserve and enhance the natural and cultural heritage of the park
- To promote sustainable use of the natural resources of the area
- To promote understanding and enjoyment (including enjoyment in the form of recreation) of the special qualities of the area by the public
- To promote sustainable economic and social development of the area's communities

Improving active travel within communities is well aligned to many of the objectives of the Partnership Plan – which include:

- Ensure the Cairngorms National Park reaches net zero as soon as possible – timeframe to be established in 2023
- Communities have up-to-date community Action Plans and are supported by community-led development funding programme
- Improve the mental and physical health and wellbeing of the people of the National Park through greater connection with nature and the outdoors
- There will be better opportunities for everyone to enjoy the National Park and the visitor profile will be more diverse
- Ensure villages and town centres in the National Park are thriving places where people live, shop and meet
- Work to stabilise visitor numbers in the peak season, focusing growth on quieter months and on those areas that have the infrastructure and capacity to accommodate additional visitors.
- Secure the National Park's reputation as an international exemplar in sustainable tourism and the management of protected areas.
- Promote a modal shift towards sustainable and active travel in the way visitors and commuters get to, and everyone moves around, the National Park
- Improve path, cycle and outdoor access networks to give outstanding opportunities to experience the natural and cultural heritage of the National Park to the widest range of people, while minimising disturbance to vulnerable species, habitats and sites
- Welcome visitors and provide a high-quality experience while managing their impacts through providing better infrastructure and high-quality ranger services

⁴ The Highland Council (2023) Local Transport Strategy: Draft Case For Change. Available at: https://www.highland.gov.uk/downloads/file/26887/local_transport_strategy_case_for_change_-_full_report

A Core Paths Plan was developed in 2015 with the aim of conserving the park's natural and cultural heritage, manage access and provide paths for a range of activities and abilities. A Local Development Plan 2021 was produced for the park area which sets out development proposals until 2030 with the aim of protecting the special qualities of the park, ensuring new developments are well connected to core paths and any new infrastructure is integrated to sites, services and communities.

2.4 Review of Objectives and Funding Criteria

This section reviews the objectives of the 2019 Connecting Kingussie report to ensure they are up to date and link to key funding criteria, thereby maximising the potential to secure funding for recommended proposals. The five objectives set out in the 2019 report were:

- **Objective 1:** Make streets and public spaces more effective in supporting active and sustainable travel
- **Objective 2:** Inspire and support the community and stakeholders' interest in their immediate surroundings through the redesign of their streets and neighbourhood
- **Objective 3:** Re-design streets and neighbourhoods to improve relationships between different users, make them safer, more attractive and more sociable
- **Objective 4:** Create an exemplar project that can be used to promote best practice
- **Objective 5:** Work with and enhance the streets existing infrastructure

In order to assess whether these objectives are fit for purpose they have been reviewed against the outcomes of two sources of funding, chosen as they apply to different classification of routes and are aligned to the scope of the 2019 Connecting Kingussie Report. The funding criteria will also be used to inform the appraisal criteria for proposed options. This ensures there is a visible link between the project objectives, funder criteria and the option recommendations. Demonstrating this alignment can increase the likelihood of successful funding applications.

2.4.1 Sustrans Places for Everyone

Places for Everyone⁵ funding is Scottish Government Funding, administered by Sustrans, for projects which create safer, more attractive, healthier and inclusive places which are enjoyed equitably by increasing and diversifying the number of trips made by walking, wheeling or cycling. This funding source is suitable for strategic links and those which will achieve at least one of the following objectives:

- Increase the number of everyday journeys made by walking, wheeling or cycling
- Support more trips to school made by walking, wheeling or cycling
- Improve physical and perceived safety for people walking, wheeling or cycling
- Make walking, wheeling or cycling more inclusive for the project community, taking into account all protected characteristics
- Improve the quality of current walking, wheeling or cycling infrastructure
- Positive impact areas identified by the Scottish Index of Multiple Deprivation (SIMD) as among the 20% most deprived

There are six design principles all projects which receive funding through this channel should be able to demonstrate which are shown in Figure 2-5. All infrastructure funded through this channel must be of a specification that will remain of high functional quality for at least 15 years and accommodate both current and future needs.

Projects can make a Places for Everyone funding application at different stages:

- **Concept (Stages 0-2):** broadly defining the scope of a project and its desired outcomes. Partners are expected to carry out initial engagement with stakeholders and to outline the total expected costs
- **Design (Stages 3-4):** carrying out developed and technical tasks in order to make a project workable. Partners use funding at these stages to clearly define their interventions, test implementation and undertake significant community engagement

⁵ Sustrans (2022) Places for Everyone. Available at: <https://www.sustrans.org.uk/our-blog/projects/2019/scotland/places-for-everyone/>

- Construction (Stages 5-7): when a project is built. At this point the project can be closed out and formalised into use in the community

2.4.2 Ian Findlay Path Fund⁶

The Ian Findlay Paths Fund is a source which may be more suitable for local neighbourhood paths. Grants of between £10,000 and £100,000 are available to community and third sector organisations to support improvements of paths networks and routes. Projects which are funded should improve usability and accessibility of paths and must demonstrate how they will make it easier for people to travel activity and reduce car dependency.

Up to 70% of a projects total cost can be funded through this channel and should be able to match fund the remaining 30% of the costs. The activities which are eligible for funding include:

- Improving accessibility and resilience of existing paths between homes, community facilities, active travel routes and public transport facilities
- Creating new link paths between homes, community facilities, active travel routes and public transport facilities
- Removing barriers to make existing paths more accessible
- Improving safety and increasing path users' confidence through provision of for example lighting, wayfinding information, seating etc.
- Developing detailed designs for the above

There are a number of design considerations contained with the fund guidance which will help inform the design and appraisal of options:

- All new or improved paths should be designed and constructed in a manner which provides accessible, safe, multi-modal use by means of walking, wheeling or cycling
- Path surfaces must be firm, smooth, even, and should be designed to have a serviceable lifespan of no less than 15 years
- Finished path widths should safely accommodate both current and future levels of use – no less than 1.5m widths at any point or 1.2m in exceptional circumstances for every short distances at specific and difficult to rectify pinch points
- Linear gradients must not be greater than 1:12 (8%) along the length of the path
- Finished path surface cross gradients or cambers must not exceed 1:40 (2.5%) but should sufficiently allow surface water runoff and prevent puddles forming
- The fund will not fund the installation of any physical barriers which might restrict or limit multi-modal use – examples include stiles, steps and kissing gates

2.4.3 Alignment to 2019 Connecting Kingussie Objectives

Figure 2-5 overleaf shows alignment between the 2019 Connecting Kingussie Objectives and Sustrans Places for Everyone Principles (used to inform the CNPA Network Criteria) and Ian Findlay Path Fund Outcomes, which form the two-tier appraisal framework detailed in Section 3.1.

⁶ Paths for All (2023) Ian Findlay Paths Fund. Available at: <https://www.pathsforall.org.uk/community-paths/cmp-grants/ian-findlay-path-fund>

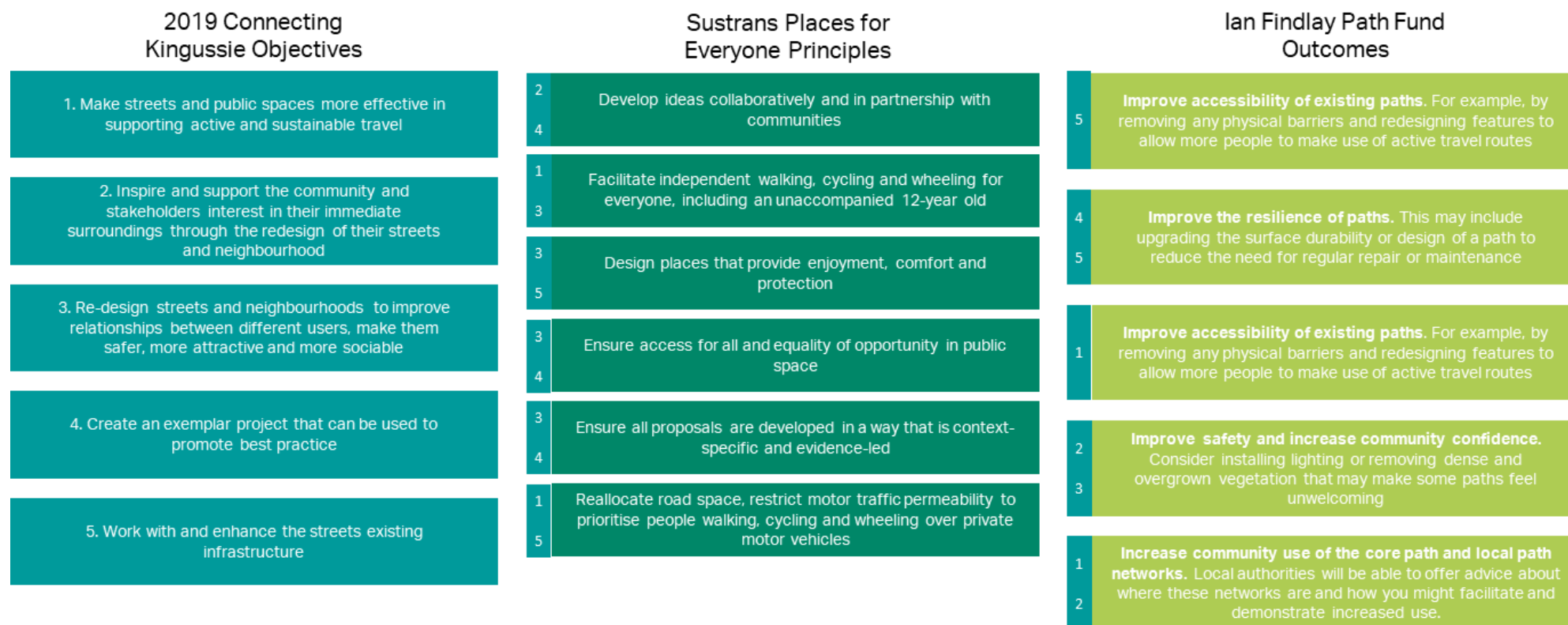


Figure 2-5: Alignment between 2019 Connecting Kingussie Objectives and Funding Criteria

Based on the review, key linkages are evident between the 2019 Connecting Kingussie Objectives and funding criteria principles and outcomes.

Firstly there is a link across in terms of community interest and involvement in the development of proposals with both 2019 Connecting Kingussie Objectives and funding criteria placing an emphasis on “developing ideas collaboratively” and instilling “community confidence” in the proposals. Secondly, there is an alignment in terms of making streets safer and “improving relationships between different users” with the Places for Everyone principles championing places which provide comfort, protection and access for all. There is also an alignment on utilising existing infrastructure more effectively with Ian Findlay Paths Fund outcomes including improving the accessibility and resilience of existing paths and Sustrans Places for Everyone promoting the reallocation of existing road spaces.

Accordingly, it is considered that the objectives of the 2019 Connecting Kingussie report remain valid as they are aligned to criteria for two possible funding sources used to fund different type of path improvements.

3. Options

The approach to developing the options for assessment through this Updated Plan has followed the five stage process detailed in Figure 3-1 below **Error! Reference source not found.**:

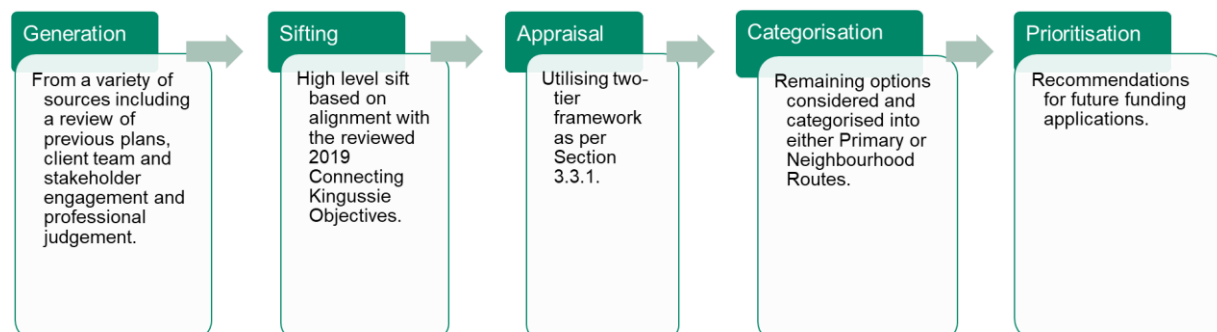


Figure 3-1: Option Development and Appraisal Methodology

3.1 Option Generation

An option long list has been developed which has drawn from a number of sources:

- Outstanding actions from the Connecting Kingussie Report (2019)
- Outstanding actions from the Cycle Friendly Kingussie Action Plan (2018)
- KCDC 5 Year Paths Plan (2023)
- Engagement with stakeholders including client group (KCDC) and CNPA officers
- Additional options identified by the project team

All options from these sources have been categorised into five option groupings, listed below and shown in **Error! Reference source not found.** Figure 3-2 overleaf.

- **Forest and Hill Trails** – a series of routes contained within the KCDC Five Year Paths Plan providing access to forest and hill walks to the North of Kingussie.
- **Gynack Road and Trails** – a link from the village centre to amenities in the north of the Village including Golf Club, Tennis Courts, Caravan Park, various B&Bs and properties. Options also provide access to the Forest and Hill Trails.
- **Kingussie Cross Links** – all options relating to East to West routes through Kingussie, including extensions/alternative routings of the Traffic Free NCN7 path from Newtonmore through Kingussie, quiet route through Kingussie, any improvements on the High Street and onward links to CNPA Active Travel Network proposed A9 Multi-User Path or B9152 path to Lynchat. Grouping these options ensures the resulting recommendation will be a continuous East to West route through Kingussie.
- **Kingussie to Ruthven** – all options heading south from A86/B970 Junction (between Memorial Garden, Duke of Gordon Hotel and Kingussie Primary School) towards Ruthven.
- **Longer Distance Southern Links** – upgrades to existing and new routes to Nudie Farm, Glen Tromie and Etteridge.
- **Other Local Links** – various other links around the village to improve connectivity and provide more spaces for active travel.

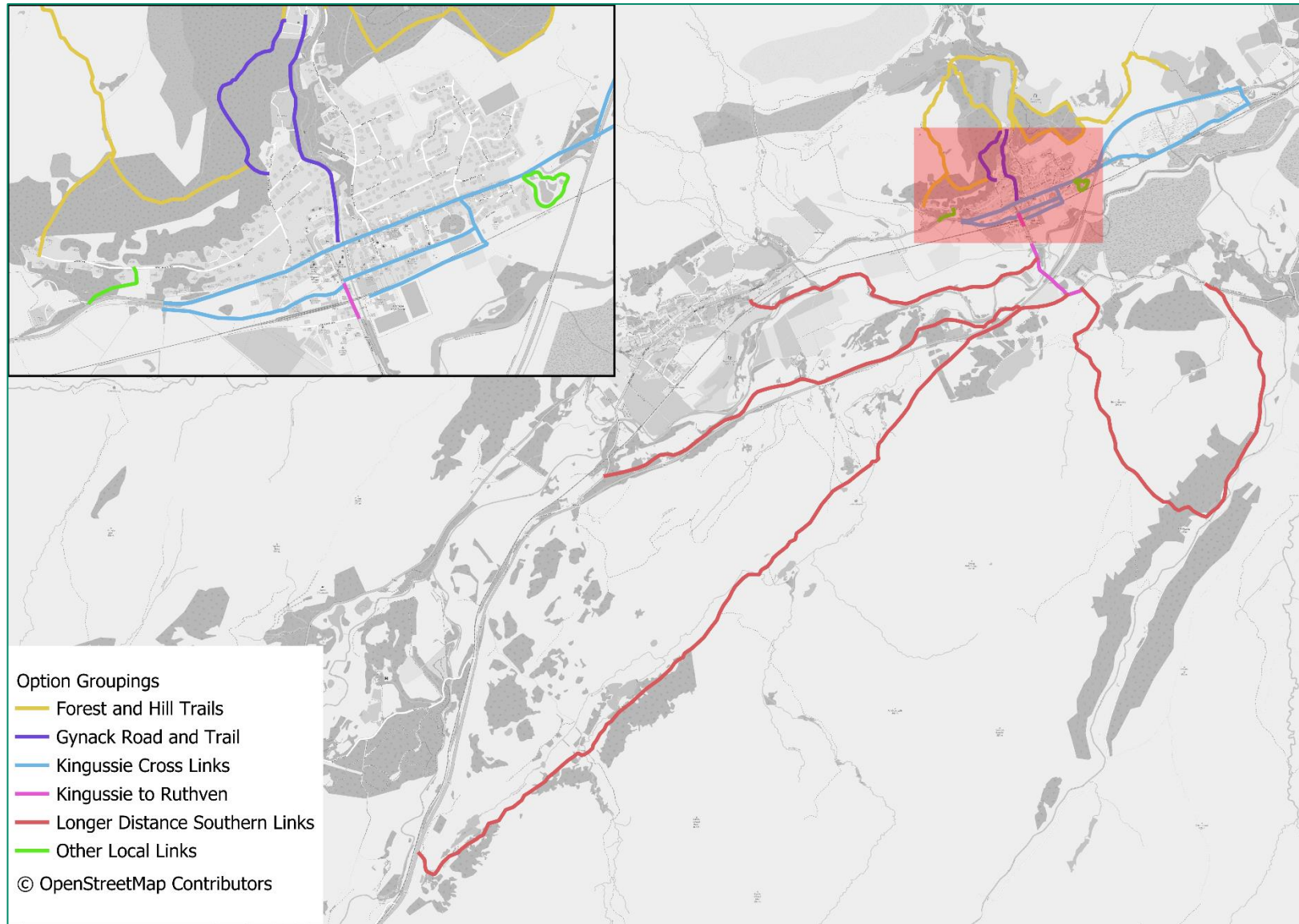


Figure 3-2: Option Long List

3.2 Option Sifting

To determine which proposals meet the requirements of the project objectives, a high-level assessment of the six option groupings has been undertaken. Option groupings which closely meet the objectives or have evidence of high usage are considered for further investigation. Figure 3-3 below shows the indicative annual cycling trips in 2022, estimated using data extracted from Strava Metro. It shows the most well used options are the Kingussie Cross Links and Kingussie to Ruthven route (which is part of the Speyside Way). Other routes have comparably lower usage.

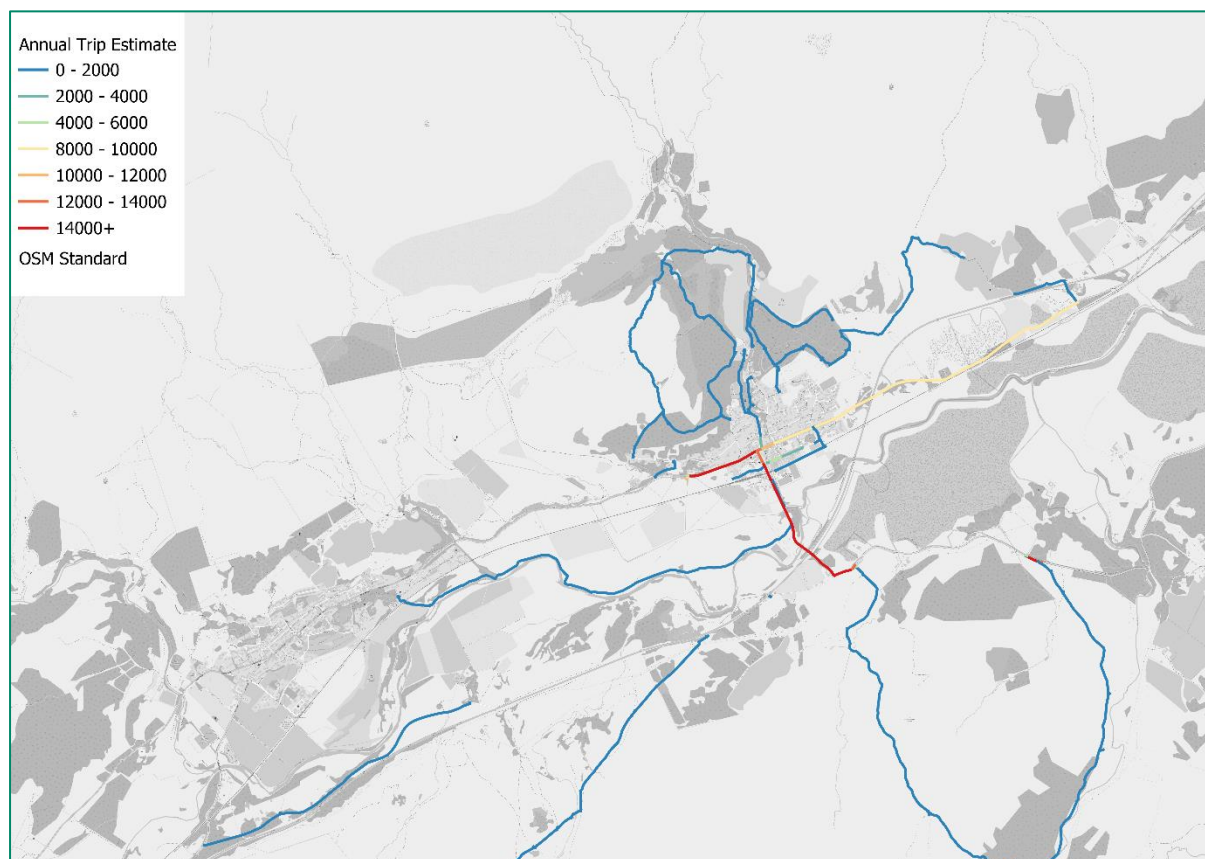


Figure 3-3: Existing Annual Cycle Trips (Estimated Using Strava Data)

The assessment of each option grouping against the project objectives is shown in **Error! Reference source not found.** Table 3-1 below:

Table 3-1: Option Group Sifting

Option Grouping	1. Make streets and public spaces more effective in supporting active and sustainable travel	2. Inspire and support the community and stakeholders' interest in their immediate surroundings through the redesign of their streets and neighbourhood	3. Re-design streets and neighbourhoods to improve relationships between different users, make them safer, more attractive and more sociable	4. Create an exemplar project that can be used to promote best practice	5. Work with and enhance the streets existing infrastructure	Decisions and Rationale
Forest and Hill Trails	✓			✓		Sift. Not related to street or neighbourhoods and include

						challenging hill trails
Gynack Road and Trail	✓	✓	✓	✓	✓	Retain. Provides valuable links to community amenities and reallocates road space to non-motorised users
Kingussie Cross Links	✓	✓	✓	✓	✓	Retain. Links up proposed strategic/long distance routes and enhances existing streets. Evidence of high potential use
Kingussie to Ruthven	✓		✓	✓		Retain. Links up existing strategic/long distance routes by building new infrastructure to fill in gaps. Evidence of high potential use
Longer Distance Southern Links	✓			✓		Sift. Option extends beyond 2019 Connecting Kingussie Study Area. Long distance links already considered in CNPA AT Plan
Other Local Links	✓	✓	✓	✓	✓	Retain. Option links existing paths to make better use of existing infrastructure and improve cohesion of neighbourhoods

3.2.1 Retained Option List

Within the retained option groupings, there are a number of component 'sub-options' which form distinct routes, or alternatives for achieving the same outcome. Table 3-2 shows the list of sub-options taken forward to Appraisal.

Table 3-2: Retained Option List

Option Grouping	Sub-Option
Gynack Road and Trail	Gynack Road segregated path from Duke of Gordon to Caravan Park
	Tait's Brae to Caravan Park - Surfacing and Drainage Upgrades through Sanatorium Woodland
Kingussie Cross Links	End of NCN7 Path from Newtonmore to Gynack Street/A86 Junction - widening existing footpath for shared use
	Speed limit reduction to 20/30mph to enable 'missing link' on A86 to become a cycling friendly road
	NCN7 Path Extension to Kingussie Industrial Estate & Railway Station
	Duke of Gordon Hotel Placemaking and Road Crossing - to integrate Gynack Road Path and route south to Ruthven
	Cycling Friendly High Street – reallocation of road space from parking to non-motorised users
	Spey Street – Quiet Street
	Spey Street to Manse Road - New Path Alignment
	Kingussie High School to Manse Road via waterworks track parallel to railway
	Manse Road - Quiet Street
	Off-Road active travel route from Kingussie towards Cemetery and Lynchat
	A9 multi-user path to Lynchat (Duplication of CNPA Option)
	Integrate a link to Lynchat with CNPA AT Network proposed A9 multi-user path
Kingussie to Ruthven	Spey Street/B970 Junction improvements – public realm improvements north of Silverfjord Hotel, traffic calming and improved crossing safety
	Spey Street/B970 Junction to Jubilee Path - Path improvements across rail level crossing and access to Kingussie High School
	Multi-user path adjacent to B970 to Ruthven Barracks/Speyside Way (excludes Bridges)
	Improved signage on bridges over Pitmain Burn and River Spey indicating shared use
	One-way contraflow with traffic lights on bridges over Pitmain Burn and River Spey
	Dedicated walking/cycle bridges over Pitmain Burn and River Spey - new structures
Other Local Links	West Terrace to Newtonmore Road - path definition and drainage
	Glebe Ponds - upgrade to an all abilities circular path

3.3 Option Appraisal

3.3.1 Appraisal Framework

This review has adopted a two tier appraisal framework to assess the retained options to ensure they can be prioritised correctly and classified as either Primary or Neighbourhood Routes. This framework is shown in Figure 3-4 below.

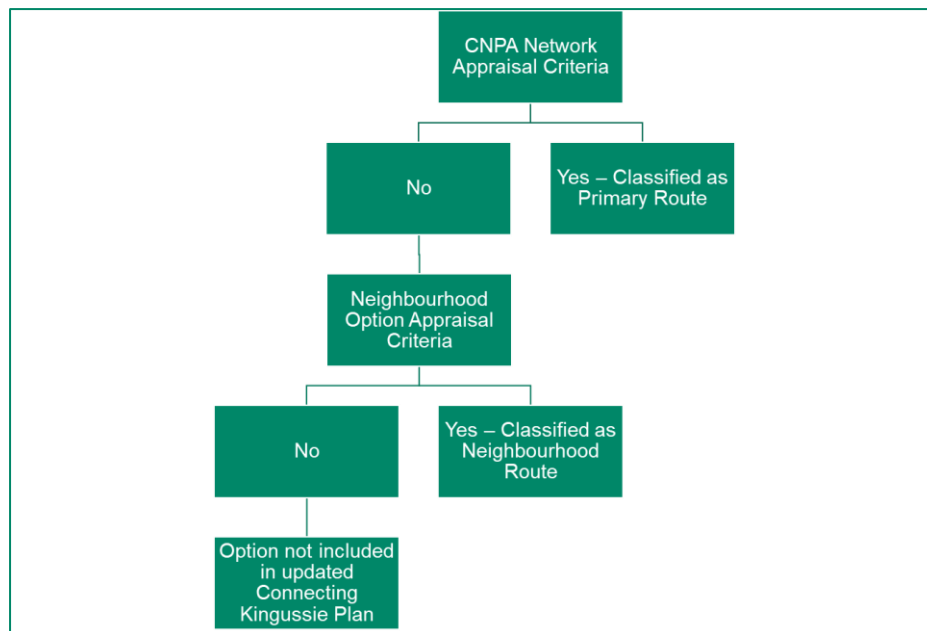


Figure 3-4: Appraisal Framework Process

All retained options will be assessed against the CNPA Active Travel Network appraisal criteria (detailed in Section 3.3.2) which were developed during the creation of a Park-wide Plan for strategic walking, wheeling and cycling routes. Demonstration that the Framework is aligned to Sustrans Places for Everyone principles is provided in that report. Options which perform strongly against these criteria will be classified as a Primary Route and these options will be more suitable for Sustrans Places for Everyone funding, or Transport Scotland Active Travel Transformation Fund. Options which do not respond directly to this criteria will be assessed against the Neighbourhood Option Criteria which is based on the five outcomes of the Ian Findlay Paths Fund and classified as Neighbourhood Routes accordingly.

3.3.2 CNPA Network Appraisal Criteria

The CNPA Network Appraisal Criteria was developed for the creation of a Park-wide network of active travel routes to ensure recommended options adhere to the principles generated through engagement with stakeholders. Any long-distance or strategically important routes should adhere to these principles to ensure design consistency applies across the National Park on Primary Routes. Also, at this stage the deliverability of the options was considered within the appraisal. Figure 3-5 below shows the criteria and how they link to the four design principles of the Active Travel Network.

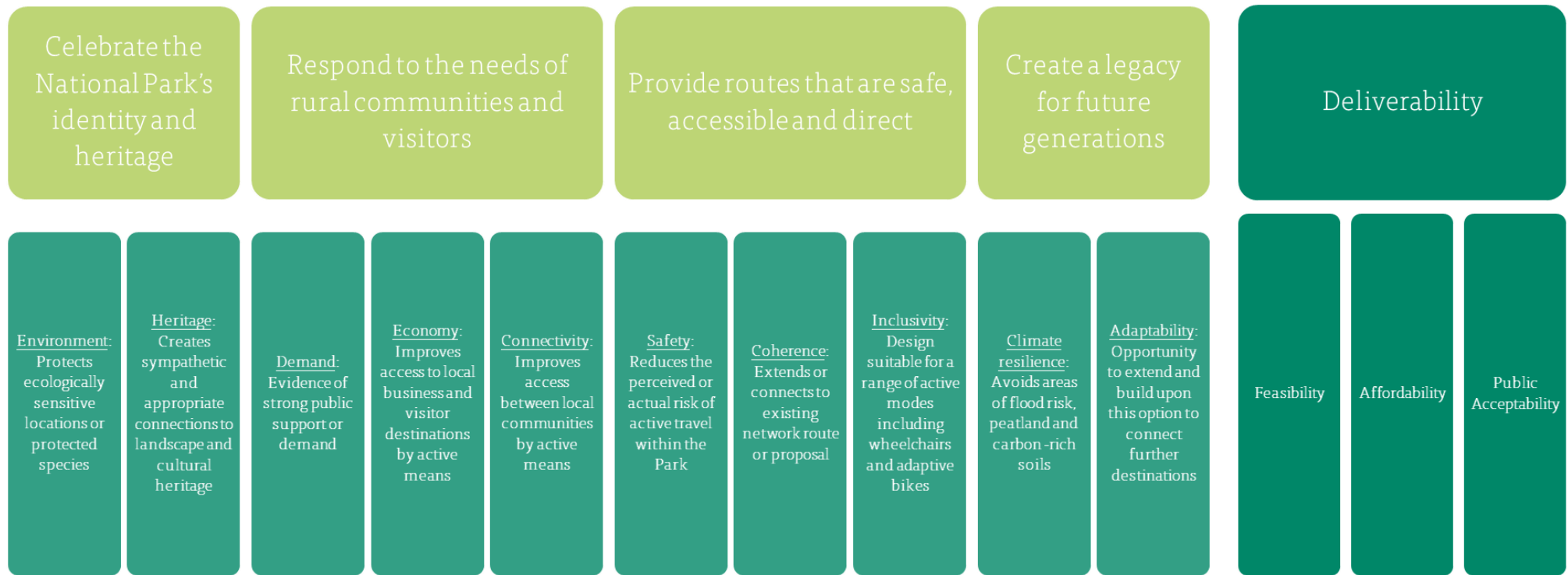


Figure 3-5: CNPA Network Appraisal Criteria

3.3.3 Neighbourhood Option Appraisal Criteria

Options which do not meet the CNPA Network Appraisal Criteria will be assessed against the Neighbourhood Option Appraisal Criteria which is based upon the outcomes of the Ian Findlay Paths Fund⁷. The options will therefore be scored against their ability to:

- Improve **accessibility** of existing paths. For example, by removing any physical barriers and redesigning features to allow more people to make use of active travel routes.
- Improve the **resilience** of paths. This may include upgrading the surface durability or design of a path to reduce the need for regular repair or maintenance.
- Improve use of existing local path networks through **development of new link paths**. For example, where two existing paths are linked to allow new active travel options for users.
- Improve **safety** and increase community confidence. Consider installing lighting or removing dense and overgrown vegetation that may make some paths feel unwelcoming.
- Increase community **use** of the core path and local path networks. Local Authorities will be able to offer advice about where these networks are and how you might facilitate and demonstrate increased use.

3.3.4 Scoring Framework

For both tiers of appraisal, options will be assessed using a seven point scale which considers the relative size and scale of likely option impacts in qualitative terms. This scoring approach is aligned to STAG best practice and its robust and recognised nature may support future funding applications.

Impact	Description
Major positive impact (+3)	These are positive impacts which, depending on the severity of impact, should be a principal consideration when assessing an option.
Moderate positive impact (+2)	The option is anticipated to have a moderate positive impact which, when taken in isolation may not determine the appraisal of an option but would form a key consideration when considered alongside other factors.
Minor positive impact (+1)	The option is anticipated to have a minor positive impact. Minor positive impacts are those which are worth noting but are not likely to contribute materially to determining whether an option is taken forward.
Neutral impact (0)	The option is anticipated to have a neutral impact.
Minor negative impact (-1)	The option is anticipated to have a small negative impact. Small impacts are those which are worth noting but are not likely to contribute materially to determining whether an option is taken forward.
Moderate negative impact (-2)	The option is anticipated to have a moderate negative impact which, when taken in isolation may not determine the appraisal of an option but would form a key consideration when considered alongside other factors.
Major negative impact (-3)	There are negative impacts which, depending on the severity of impact, should be a principal consideration when assessing an option.

For the deliverability criteria, a risk-based approach has been used, categorising options as follows:

- **High** – Significant barriers to delivery, likely to limit deliverability into the long-term and likely to limit the scope of the option which can be delivered
- **Medium** – Barriers to delivery can be addressed over the medium to long-term or may limit some aspects of the option that can be delivered
- **Low** – Few barriers to delivery, likely to be overcome in the short to medium-term and unlikely to limit the scope of the option that can be delivered

The assessment of deliverability is based on a review of available data sources including environmental and cultural designations and flood risk. It should be noted that, as no land searches were carried out, any recommendations are subject to landowner discussion and negotiation.

⁷ Paths for All (2023) Ian Findlay Paths Fund: Guidance Notes. Available at: [Ian Findlay Path Fund Guidance Document - Paths for All | Paths for All](#)

3.3.5 Appraisal Findings

Appendix A contains a full appraisal outcome table, including an assessment of each sub-option based on the CNPA Network Criteria, and the Neighbourhood Option Appraisal Criteria for options classified as neighbourhood routes. The appraisal identified that the majority of the options perform strongly against at least one of the criteria sets. The exception is the Tait's Brae to Caravan Park – Surfacing and Drainage Upgrades through Sanatorium Woodland which was rejected for further consideration following stakeholder feedback on the deliverability of the option.

In other cases, where options have been sifted at this stage it is on the basis of having multiple sub options which overcome the same constraint, such as crossing the River Spey in the Kingussie to Ruthven grouping or creating an East to West link through Kingussie village centre. In these cases the best performing option is taken forward for Recommendation, as detailed in Chapter 4.

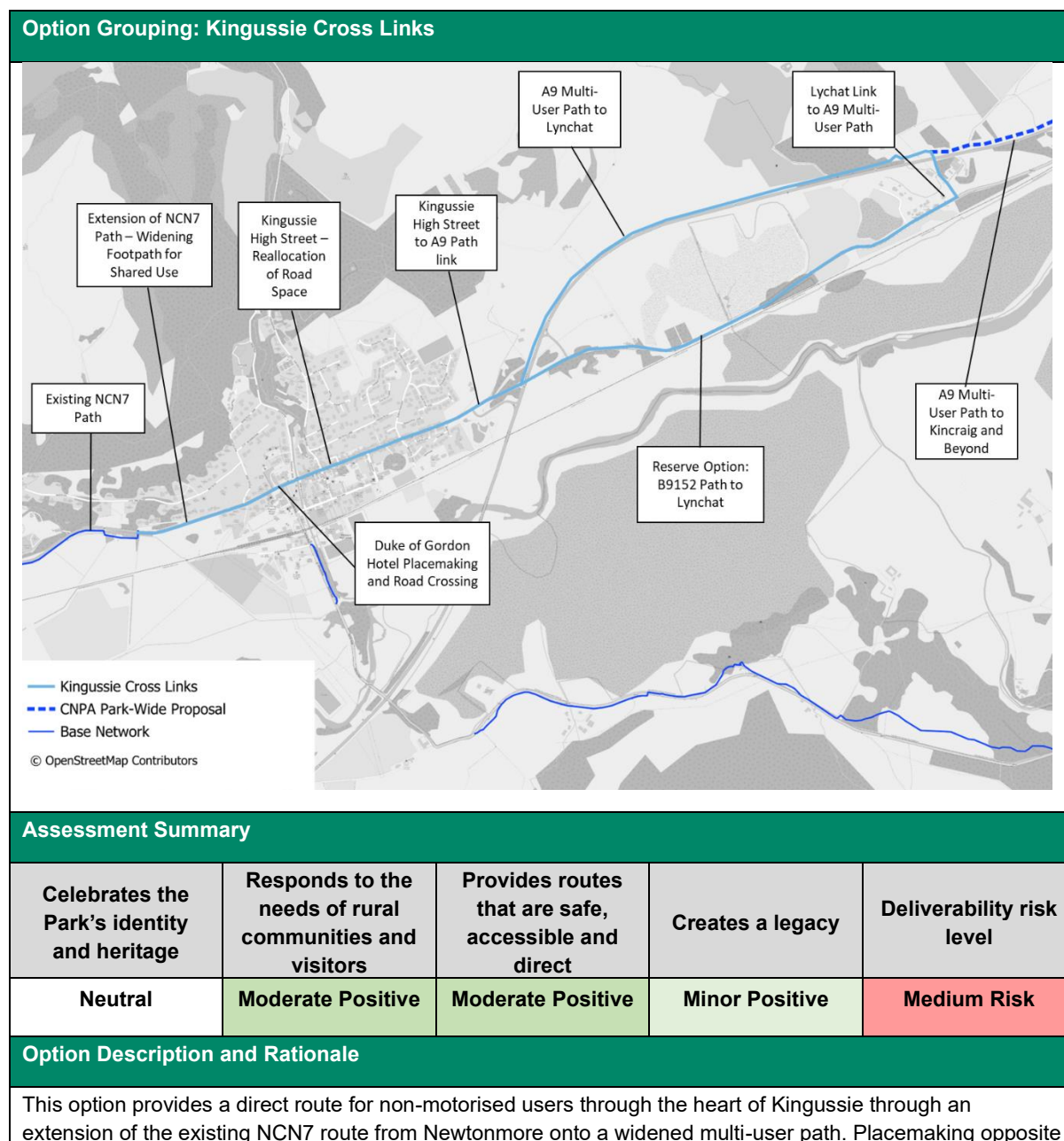
4. Recommendations

Based on the findings from the appraisal framework, this chapter summarises the proposals that are recommended for further development as potential funding applications. As set out earlier in the report, options have been classified into Primary and Neighbourhood routes based on their performance against the CNPA Network Appraisal Criteria, and have been presented as two separate prioritised lists. It should be noted the Neighbourhood Route options are not considered to be of lower priority than the Primary Route options but could be delivered over a shorter time period given they are smaller in scale and scope than the Primary Route options.

It is envisaged the Primary Routes would be suitable for development as applications to Sustrans Places for Everyone funding (or similar sources), given the options have been appraised against a framework which aligns with those design principles. The Neighbourhood Routes options are more likely to be progressed by a local paths fund such as the Ian Findlay Paths Fund, with these options demonstrating alignment to the outcomes of this funding source in [Appendix A - Option Appraisal](#).

4.1 Primary Routes – Kingussie Cross Links

4.1.1 Appraisal Summary



the Duke of Gordon Hotel is included to create a more welcoming gateway to Kingussie and integrate this option into the Kingussie to Ruthven package.

Consideration should be given to road space reallocation options on the High Street which will reduce traffic speeds, create a more attractive place for people, and have positive environmental, health and economic impacts (See Health Impact Assessment of Road space Reallocation⁸ and The Pedestrian Pound⁹).

This will integrate with a link to Lynchat, which would be best delivered through a multi-user path following the A9 route as part of the proposed dualling programme and consistent with the CNPA Network Plan. An alternative option via the B9152 has been retained as a reserve option should delivery of the A9 Multi-User Path not be feasible. However, it should be noted that there are feasibility risks with the alternative route via the B9152 as it passes through high risk flooding areas and Insh Marshes SSSI and National Nature Reserve.

Alternative options for an east to west route through Kingussie did not perform as positively against the appraisal criteria and has significant challenges around flood risk and environmental constraints.

Recommendation	Take forward as High Priority
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4.1.2 Sub Option Descriptions

Extension of NCN7 Path – Widening of Footpath for Shared Use

This component sub-option requires the widening and resurfacing of an existing pedestrian path from the end of the existing traffic-free NCN7 path as far as the A96/B970 Junction. The design should adhere to Cycling by Design standards as shown in Figure 4-1 and consist of a 4 metre multi-use path and a buffer area between non-motorised users and the carriageway which may require carriageway narrowing or third party land acquisition.

An outline design was prepared as part of the 2019 Connecting Kingussie study which should be updated in line with the latest design guidance. The terminology utilised in cycling design guidance has evolved from “shared footways” to “segregated cycle tracks”, with flexibility afforded in areas of low traffic density, where there are limited active frontages alongside the route and low speed differential between users.

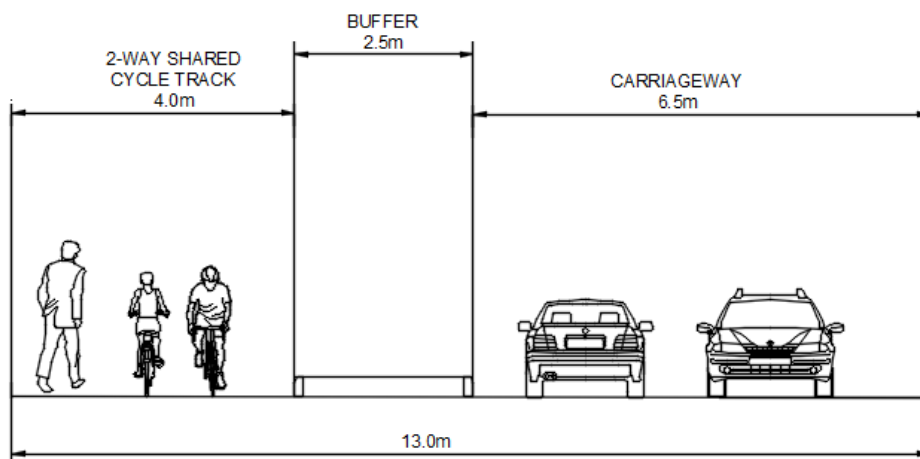


Figure 4-1: Cycling by Design Minimum Requirement for Shared Cycle Track Adjacent To Carriageway

Duke of Gordon Hotel Placemaking and Road Crossing

This component takes various aspects of Project 2 from the 2019 Connecting Kingussie report which involves improving the streetscape and upgrading non-motorised user links around a staggered crossroad. Specific design options could include plantings and street furniture and a crossing to help calm traffic and provide north to south access from Gynack Road to B970.

Kingussie High Street – Reallocation of Road Space

⁸ Douglas, M.J., Teuton, J., Macdonald, A., Whyte, B. and Davis, A.L., 2023. Road space reallocation in Scotland: A health impact assessment. *Journal of Transport & Health*, 30, p.101625. <https://www.sciencedirect.com/science/article/abs/pii/S2214140523000610>

⁹ Living Streets (2018) The Pedestrian Pound: The business case for better streets and places. Available at: <https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf>

The option also consists of creating a cycle friendly route through Kingussie High Street. In order to provide a High Level of Service, meaning the route is suitable to all users, the design should ideally consist of either a stepped cycle track or a cycle track at carriageway level with light segregation as shown in Figure 4-2.

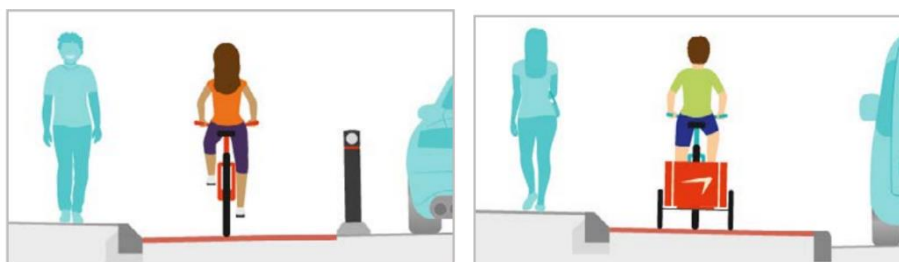


Figure 4-2: Cycling by Design Guidance for Cycle Track at Carriageway Level (Left) and Stepped Cycle Track (Right)

The option was identified as the preferred option amongst a selection of sub-options to create a link through Kingussie as it performed the best against the Network Criteria, which was partly informed by Cycling by Design principles:

- **Safety:** dedicated space will improve safety of users compared to a quiet route option. Also includes personal safety as the High Street has natural surveillance other quiet routes lack
- **Coherence:** this is a direct link to a main trip origin/attractor, whereas a route which bypasses the village centre would not be able to achieve this principle
- **Directness:** other possible options do not follow the desire line for people wanting to make a through trip
- **Comfort:** the route through the High Street is straight and avoids complex manoeuvres and junctions
- **Attractiveness:** a cycle lane and reallocation of road space will contribute to placemaking improvements on the High Street, improving the sense of place and environmental quality
- **Adaptability:** the route through the High Street forms part of a wider network of routes which can be added/built upon in the future

Kingussie High Street to A9 Path Link

This option involves linking improvements on the High Street to the A9 Multi-User Path. It would comprise a shared cycle track adjacent to the carriageway and a solution for linking into the A9 Multi-User Path where the A9 and A86 cross.

A9 Multi-User Path

This sub option is as per the CNPA Active Travel Network Plan which consists of a traffic free route running adjacent to the A9. Figure 4-3 shows a section of route between the Highland Wildlife Park and Kincaig which has already been completed and gives an indication of the design to be adopted.



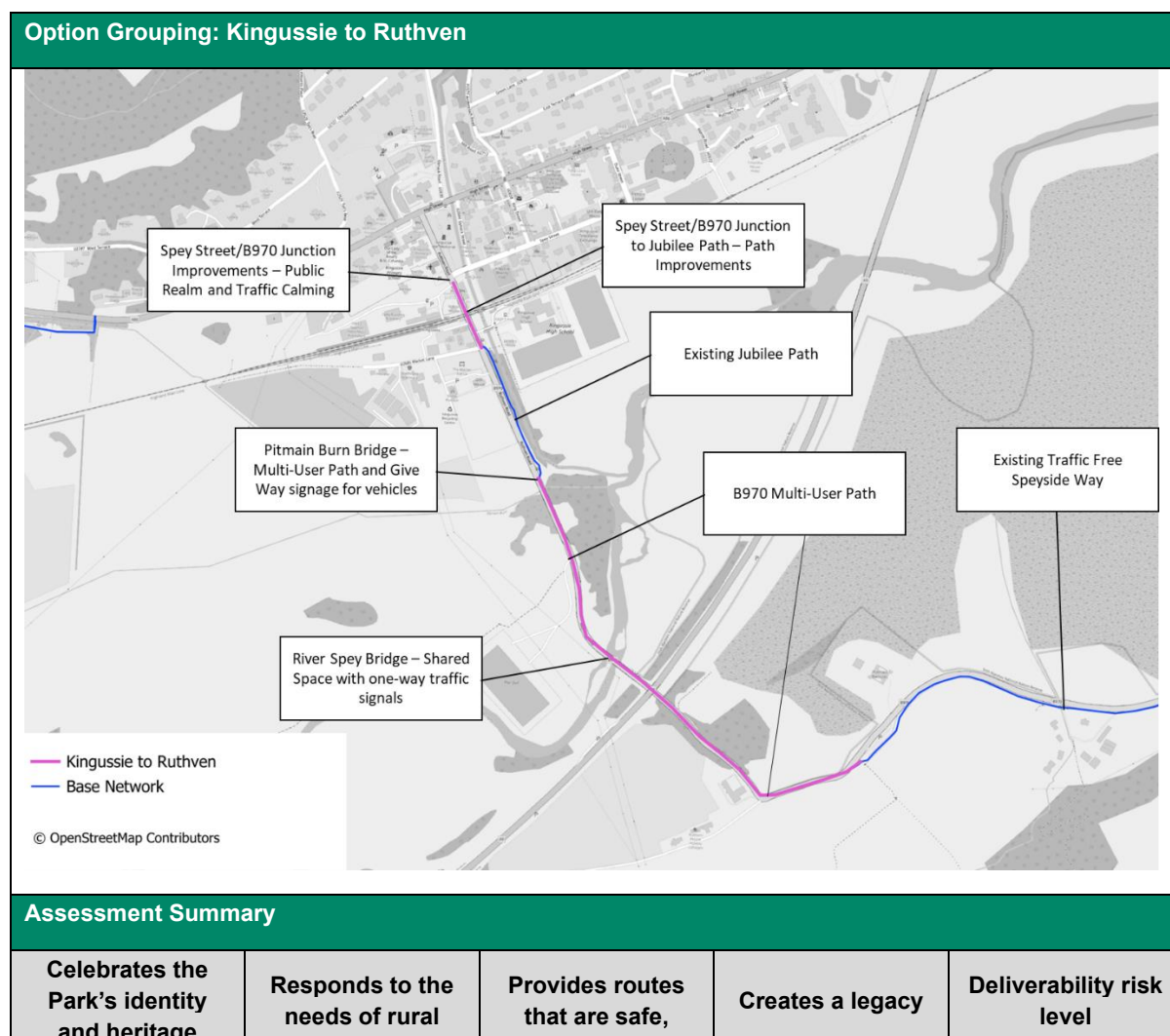
Figure 4-3: A9 Multi-User Path between Highland Wildlife Park and Kincaig (Source: Google Maps)

A9 Path Link to Lynchat

This option involves formalising a link between the A9 Multi-User Path and Lynchat. An underpass of the A9 already exists and therefore this option largely consists of signage and surfacing improvements to create a link to Lynchat. It will require negotiation with landowners given it is likely the proposed option utilises a private road.

4.2 Primary Routes – Kingussie to Ruthven

4.2.1 Appraisal Summary



	communities and visitors	accessible and direct		
Neutral	Moderate Positive	Moderate Positive	Neutral	Medium Risk
Option Description and Rationale				
<p>This options enhances the integration of Kingussie with the Speyside Way by filling in gaps of existing non-motorised user paths.</p> <p>Multiple options were considered for crossing existing bridges including shared use, traffic filtering and building new structures. The recommendation is to install a pedestrian/cycle path on the bridge over Pitmain Burn, reduce the traffic lane width and regulate movements with give way/priority signage given the short length of this bridge.</p> <p>The longer River Spey Bridge is narrower and will not be able to accommodate a traffic lane and non-motorised user path. In addition sightlines are poor due to the length of the bridge, so traffic signals would require to be installed at either end to control traffic and ensure all traffic (both motorised and non-motorised) is travelling in the same direction across the bride at any time.</p> <p>The route is useful to connect into the existing Speyside Way and provide access to Ruthven Barracks and potential future southern links to be considered once the primary route is completed. However there are a number of feasibility challenges with many aspects of the option, including the adjacent Insh Marshes which have a number of environmental designations and high flooding risk.</p>				
Recommendation		Take forward as Medium Priority		

4.2.2 Sub Option Descriptions

Spey Street/B970 Junction Improvements – Public Realm and Traffic Calming

This option is based on Action 3 from the 2019 Connecting Kingussie Report and is included in this option grouping as funding for this work was recently cut. The option aims to make improvements to the streetscape to improve the walking link between the rail station and town centre and better integrate the Speyside Way to the town centre. Specific measures included in the outline design include:

- Raised table area to slow traffic and encourage pedestrian movement from Ruthven Road to the Memorial Garden
- Reduce corner radii and re-claim corner space at the junction just north of Silverfjord Hotel to include plantings and wayfinding
- Improved pedestrian access across the Spey Street bridge by introducing pavements and give way system for traffic

Figure 4-4 below shows the outline design from the 2019 Connecting Kingussie Report.



Figure 4-4: Spey Street/B970 Junction Improvements. Outline Design from 2019 Connecting Kingussie Report

Spey Street/B970 Junction to Jubilee Path – Path Improvements

This option involves linking Spey Street Junction improvements (currently under construction) to an intervention delivered following the 2019 Connecting Kingussie Report of improving the Jubilee Path to the south. The option involves improving the surfacing and widening of existing footpaths to accommodate cyclists, improving provision over the level crossing and creating a short section of new path opposite Kingussie High School. Upgraded surfacing should be a consistent bound surface that meets the desirable minimum requirements of Cycling by Design and to deliver a high level of surface for users.

Pitmain Burn Bridge – Multi-User Path and Give Way Signage for Vehicles

This option would involve reducing the carriageway width to a single lane of traffic and creating a multi-user path adjacent to this over the bridge. Traffic could be regulated by 'Give Way' and 'Priority Over Oncoming Traffic' signage for drivers in a similar arrangement to the example shown in Figure 4-5. The path will link directly to the existing Jubilee Way to the north and the B970 Multi-User Path to the south.



Figure 4-5: Priority Signage on Bridge. Example in Winchburgh, West Lothian (Source: Google Maps)

B970 Multi-User Path

This option involves the creation of dedicated cycling infrastructure from the end of the existing Jubilee Path to Ruthven Barracks to link up to the Speyside Way. This would remove the need for cyclists to use the main carriageway, which is a 60mph road. In order to provide on-line two way cycling provision a cycle track with a minimum width of 3m would be required with a buffer of 2.5m for 60mph roads as per Cycling by Design.

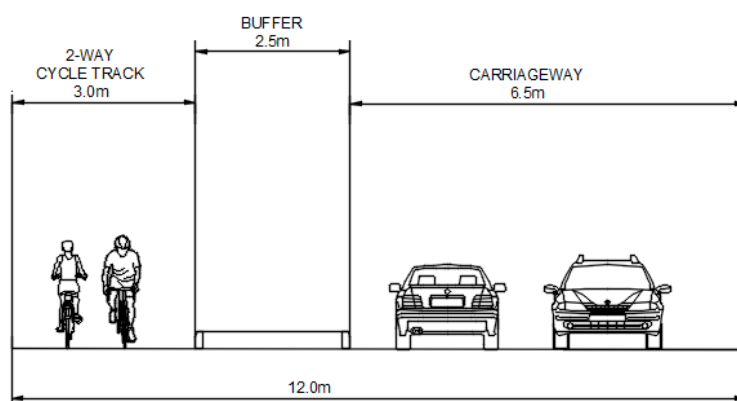


Figure 4-6: Cycling by Design Minimum Requirements for Two-Way Cycle Track Adjacent to Carriageway

River Spey Bridge – Shared Use Path with One-Way Traffic Signals

Space is more constrained on this bridge so the recommended solution is a traffic light controlled shared-use path, similar to the example shown in Figure 4-7. This will enable cyclists and pedestrians to use the bridge more safely than present given they will be provided with dedicated space on the bridge. Clear signage will also be required to inform and warn drivers of the presence of walkers and cyclists.

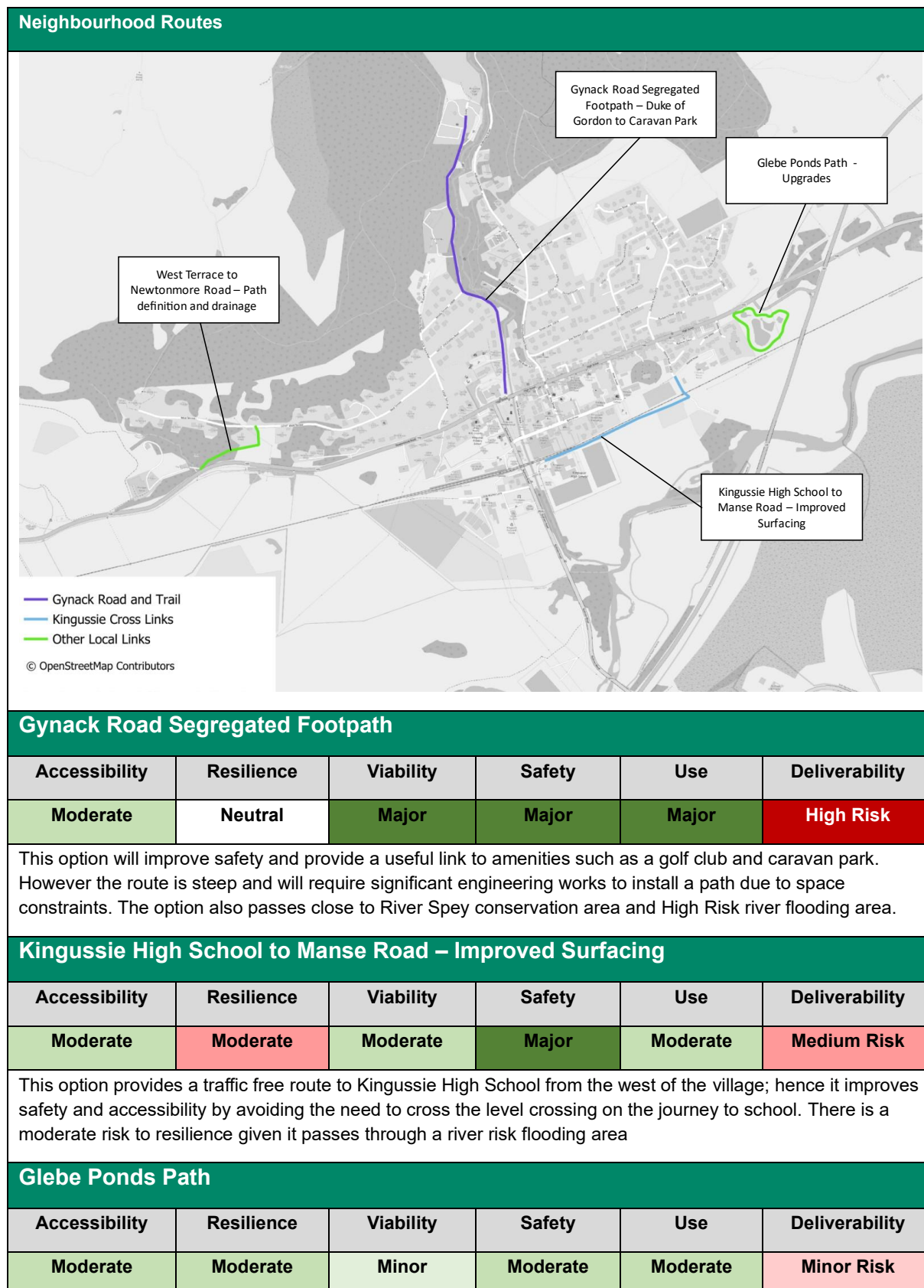


Figure 4-7: Traffic Light Controlled bridge allowing use of space for active travel. Example in Innerleithen, Scottish Borders (Source: Google Maps)

4.3 Neighbourhood Routes

4.3.1 Appraisal Summary

A total of five neighbourhood routes have been recommended for further development and funding applications as they performed best in the appraisal and are most aligned to funding criteria. A summary of their appraisal based on the neighbourhood route criteria is shown below.



This option would have a positive environmental impact given it is likely to be teamed with improvements to tidy up the site/water quality of the ponds. Improving the paths would create a popular local destination for leisure/recreational trips, however it does not link between settlements or communities. The option is generally considered feasible and would represent a good value local project which is able to engage the local community.

West Terrace to Newtonmore Road – Path Definition and Drainage

Accessibility	Resilience	Viability	Safety	Use	Deliverability
Minor	Moderate	Moderate	Moderate	Moderate	Medium Risk

This option would provide a functional link between West Terrace and a number of residences in the West and North of Kingussie to the NCN7 Path towards Newtonmore. However, the path is very steep which means only minor benefits will occur for accessibility and existing conditions could make remedial works costly.

4.4 Summary

This report has provided an update to the 2019 Connecting Kingussie Report by considering the progress of outstanding actions, reviewing stakeholder plans and generating a list of both Primary and Neighbourhoods routes which can be progressed and demonstrating clearly that the proposed options align to appraisal criteria informed by the outcomes of possible funding sources.

While the recommendations focus on active travel infrastructure improvements as per the original 2019 Connecting Kingussie report, consideration should also be given to supporting travel behaviour change initiatives that support and promote increased use of active travel for all journeys and to all ages. Campaigns, incentives and other initiatives, such as review of parking or school street style measures, can maximise the value of active travel infrastructure investment in terms of increasing demand/usage levels and delivering wider community benefits.

Appendix A : Option Apprasial Tables

		Approximate Length (m)	Celebrate the National Park's identity and heritage		Responds to the needs of rural communities and visitors			Provides routes that are safe, accessible and direct			Create a legacy for future generations		Deliverability (Risk scale -1 to -3)				
Option Grouping	Sub-Option		Environment	Heritage	Demand	Economy	Connectivity	Safety	Coherence	Inclusivity	Climate resilience	Adaptability	Feasibility	Affordability	Public Acceptability	Retain?	Rationale
Gynack Road and Trail	Gynack Road segregated path from Duke of Gordon to Caravan Park	1000	-2	0	2	2	1	2	2	-2	-1	1	-3	-2	-1	As Neighbourhood	This option will improve safety and provide a useful link to amenities such as a golf club and caravan park. However the route is steep and will require significant engineering works to install a path due to space constraints. The option also passes close to River Spey conservation area and High Risk river flooding area.
Gynack Road and Trail	Tait's Brae to Caravan Park - Surfacing and Drainage Upgrades through Sanatorium Woodland	750	-2	-1	1	1	1	1	0	1	-3	1	-3	-3	-2	Not retain	Stakeholder Engagement confirmed this path is currently under forestry and has an uncertainties concerning its future as a route.
Kingussie Cross Links	Kingussie High School to Manse Road via waterworks track parallel to railway	600	0	0	1	-1	1	2	-1	1	-2	1	-1	-1	-1	As Neighbourhood	This option provides a traffic free route to Kingussie High School from the west of the village, hence it improves safety and inclusivity. There is a moderate climate risk given it passes through a river risk flooding area and a negative economic impact due to anecdotal evidence that children currently walk to school via shops on the High Street and this option would encourage them to use an alternative route, which may hurt local businesses. The option also scores negative against Coherence as continuing the route towards Newtonmore will require the crossing of the railway.
Kingussie Cross Links	A9 Multi User Path to Lynchat (Duplication of CNPA Option)	2100	0	0	2	1	2	1	2	1	-1	3	-3	-2	-1	As Primary Route	Kingussie and Lynchat. There are some feasibility concerns with how it integrates to the A86/Kingussie High Street which will need explored at further design stages. Additionally there are a number of stakeholders and delivery partners involved with the A9 Dualling Programme for which this option would heavily interact with, and should be delivered alongside, however there are uncertainties around whether that work will be progressed.
Kingussie Cross Links	Kingussie High Street link to A9 Multi User Path	500	0	0	2	1	2	1	2	1	0	3	-1	-1	-1	As Primary Route	The option enables coherence of the Kingussie Cross Link package by connecting interventions in the village centre to the A9 Multi User Path to create a continuous route. There is sufficient space to accommodate the option and it does not sit within any environmental or climate constrained area.
Kingussie Cross Links	Integrate a link to Lynchat with CNPA AT Network proposed A9 Multi User Path	250	0	0	2	0	1	1	1	1	-1	1	-1	-1	-2	As Primary Route	The option requires surfacing on existing dirt tracks and may require negotiation with landowners for upgrades and to sign as the main non-motorised route to Kingussie.
Kingussie Cross Links	Spey Street to Manse Road New Path Alignment	180	0	-1	2	0	1	2	2	2	-2	1	-1	-1	-1	Not Retain - alternative option performs better	Option will form a short traffic free route through Kingussie, connecting up two streets to the south of the village. A clear path alignment exists so feasibility risk is low. However the option is entirely within a medium risk river flooding area. A minor heritage risk given the option passes by the St Columba's Church and Pitmain House which are both listed buildings.
Kingussie Cross Links	Manse Road Quiet Street	130	0	0	2	0	1	1	2	1	-1	2	-1	-1	-2	Not Retain - alternative option performs better	Option involves a combination of new footpaths/pavements and where space is constrained, signage informing people of the shared space nature of the street. This makes the option potentially less safe and inclusive compared to alternatives, though is a net improvements on the existing provision. Additionally feasibility risk is low but Manse Road residents may be objective to certain types of alterations
Kingussie Cross Links	End of NCN7 Path from Newtonmore to Gynack Street/A86 Junction - widening existing footpath for shared use	720	0	0	3	2	2	1	3	1	-1	2	-2	-2	-2	As Primary Route	The option is contained within the 2019 Connecting Kingussie Report and high demand was expressed for a continuation of the NCN7 path in the parkwide AT network consultation. Option has high coherence given it links into an existing non-motorised user route and will make active travel easier between Kingussie and Newtonmore.
Kingussie Cross Links	Speed limit reduction to 20/30mph to enable 'missing link' on A86 to become a cycling friendly road	-	0	0	2	1	1	0	1	-1	0	0	-1	-1	-1	Not Retain - alternative option performs better	Not retain the option given it performs poorly when compared to the new path/path widening option
Kingussie Cross Links	Duke of Gordon Hotel Placemaking and Road Crossing - to integrate Gynack Road Path and route south to Ruthven	-	1	1	1	2	1	1	2	1	0	0	-1	-1	-2	As Primary Route	The option will improve the integration of the village centre with any proposed NCN7 extension and could contribute to reducing speed limits. Will also improve the coherence of north to south journeys given a crossing will enable easy access from B970 (Station Road) to Gynack Road. Placemaking has the potential to improve the local environment and interpretation boards can celebrate heritage. Medium public acceptability risk given further changes at the junction may be unwelcome following upgrades to the memorial garden only a year or so prior.
Kingussie Cross Links	Off Road active travel route from Kingussie towards Cemetery and Lynchat (via B9152)	2250	-2	0	2	1	2	2	2	2	-2	1	-3	-2	-1	As Primary Route	This option should be retained as a reserve option should delivery of the A9 Multi-User Path be unfeasible due to wider delays/cancellation of the planned A9 Dualling works. There are a number of feasibility difficulties of dealing with both high risk river flooding areas and Insh Marshes SSSI and National Nature Reserve. On the other hand the option is a direct route and was raised frequently in public consultation for the Park wide CNPA AT network plan, and in Stakeholder Engagement as being a desirable link. Should the A9 Multi-User path be delivered, the case for this option is further diminished.
Kingussie Cross Links	Cycling Friendly High Street – reallocation of road space from parking to non-motorised users	800	1	-1	2	2	2	2	2	2	0	1	-2	-2	-3	As Primary Route	The option will improve the inclusivity of the high street and make walking and cycling safer. It is also the most direct route through Kingussie and connects at both ends to proposed options are part of this package. Reducing traffic speed and congestion through Kingussie Village will have a positive environmental impact, however there is a heritage conservation risk given there are 10 listed buildings on the high street. The option can potentially increase footfall on the high street (see Pedestrian Pound) but is likely to receive severe public opposition due to loss of residential and commercial parking/loading.
Kingussie Cross Links	Spey Street Quiet Street	350	0	0	2	1	2	1	2	-1	-1	1	-1	-1	-1	Not Retain - alternative option performs better	The option provides a quiet route alternative to Kingussie Town Centre. It is a relatively direct route and links into Spey Street/Station Road junction improvement works (currently under construction) and sub option for a path through to Manse Road. Nature of quiet route means it is not inclusive to all users but should be considered if alternatives to the High Street are not desirable or deliverable.
Kingussie Cross Links	NCN7 Path Extension to Kingussie Industrial Estate & Railway Station	720	-1	0	2	0	1	2	2	2	-3	1	-3	-3	-1	Not Retain - alternative option performs better	Although the option does not pass through any designated sites, a new path alignment is required through existing green spaces which are entirely contained within a high risk river flooding area. It scores lower for connectivity and economy than the alternative path widening on the A86 due to it avoiding Kingussie Town Centre, however is considered safer due to traffic free nature of the route and more inclusive given a new design can more fully conform to latest design guidance.
Kingussie to Ruthven	Spey Street/B970 Junction improvements – public realm improvements north of Silverford Hotel, traffic calming and improved crossing safety	-	1	1	2	2	2	2	2	2	0	2	-2	-2	-2	As Primary Route	This option will improve the integration of the Speyside Way to the village centre by improving access from the B970 to the village via the recently renovated memorial garden. It will also provide a welcoming gateway for visitors arriving into Kingussie by train.
Kingussie to Ruthven	Spey Street/B970 Junction to Jubilee Path - Path improvements across rail level crossing and access to Kingussie High School	150	0	0	2	1	2	1	2	1	-2	1	-1	-1	-1	As Primary Route	The option will enable a coherent path to be developed between Kingussie and the Jubilee Path (an onward route towards Ruthven) by linking into existing improvements at Spey Street/B970 Junction and traffic calming measures on Station Road, so scores well on coherence, demand and connectivity. The option will improve safety for pedestrians and cyclists by formalising a multi-user path but still requires the crossing of a level crossing. The option is also contained within a high risk river flooding area.
Kingussie to Ruthven	Multi-User Path adjacent to B970 to Ruthven Barracks/Speyside Way (excludes Bridges)	1100	-2	1	2	1	2	2	2	2	-3	2	-2	-3	-1	As Primary Route	The option provides an in demand path from Kingussie to Ruthven, where onward connections are possible onto the Speyside Way. There are a number of environmental and climate constraints including a high risk flooding area covering much of the alignment and the Insh Marshes which may require boardwalking which increases costs compared to a simple path. There are a number of other constraints on the route including two existing bridges (solutions for which are given in other sub options) and 'boxed in' parts of the route.
Kingussie to Ruthven	Improved signage on bridges over Pitmain Burn and River Spey indicating shared use	-	0	0	2	1	1	-2	1	-2	-1	1	-1	-1	-2	Not Retain - alternative option performs better	The option is a 'quick win' alternative for creating a coherence active travel route to Ruthven given the lost cost and ease of installing signage/road markings which can be improved upon through time (other option alternatives). However the option does not improve safety and inclusivity on current provision given users will be expected to share a relatively narrow road space.
Kingussie to Ruthven	One-way contraflow with traffic lights on bridges over Pitmain Burn and River Spey	-	0	0	2	1	2	1	2	1	-1	1	-2	-2	-1	As Primary Route	This option reallocates road space on the existing bridges by restricting access to one-way traffic at a time, controlled by traffic signals. On the Pitmain Burn bridge there is potential to install a dedicated pavement, however space is more constrained on the River Spey Bridge which is narrower. The option would improve safety on current provision given all traffic on the bridges will be travelling in the same direction at any one time however further assessments will be required on likely impacts of traffic build up at red signals.
Kingussie to Ruthven	Dedicated walking/cycle bridges over Pitmain Burn and River Spey - new structures	-	-2	0	2	1	2	2	2	2	-2	1	-3	-3	-1	Not Retain - alternative option performs better	This option requires significant and expensive civils and structures work to construct two new bridges, which is made more challenging given the environmental constraints of the Insh Marshes SAC, SPA, SSSI and Nature Reserve. It would represent a significant safety improvement on current provision and facilitate a fully segregated extension of the Speyside Way to Kingussie.
Other Local Links	West Terrace to Newtonmore Road - path definition and drainage	250	0	0	1	0	1	1	1	-2	0	1	-2	-2	-1	As Neighbourhood	This option would provide a functional link between West Terrace and a number of residences in the West and North of Kingussie to the NCN7 Path towards Newtonmore. However the path is very steep which means only minor benefits will occur for accessibility and existing conditions could make remedial works less deliverable.
Other Local Links	Glebe Ponds - upgrade to an all abilities circular path	500	1	0	1	0	0	1	0	1	1	0	-1	-1	-1	As Neighbourhood	The works have a positive environmental impact given they are likely to be teamed with improvements to tidy up the site/water quality of the ponds. Improving the paths would create a popular local destination for leisure/recreational trips, however it does not link between settlements or communities. The option is generally considered feasible and would represent a good value local project which is able to engage the local community

Sub-Option	Accessibility	Resilience	Viability	Safety	Use	Feasibility	Affordability	Public Acceptability
Acres Road to Tom Baraidh Circuit - new link path from residential street to woodland	2	1	3	2	2	-1	-1	-1
Kingussie High School to Manse Road via waterworks track parallel to railway	2	-2	2	3	2	-2	-1	-1
Glebe Ponds - upgrade to an all abilities circular path	2	2	1	2	2	-1	-1	-1
Gynack Road segregated path from Duke of Gordon to Caravan Park	2	0	3	3	3	-3	-3	-1
West Terrace to Newtonmore Road - path definition and drainage	1	2	2	2	2	-2	-2	-1
Gynack Mill Trail - Improvements to steep sections behind tennis court	2	1	1	2	1	-2	-2	-1

Appendix B : 2019 Connecting Kingussie Report

Connecting Kingussie

Feasibility Report
Access Improvements, Community Engagement, Feasibility and Design

27 March 2019

Quality information

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1. Introduction

1.1 Overview

AECOM have been engaged to carry out community and stakeholder engagement, feasibility and outline design for improvements to the active travel network in Kingussie on behalf of Cycle Friendly Kingussie.

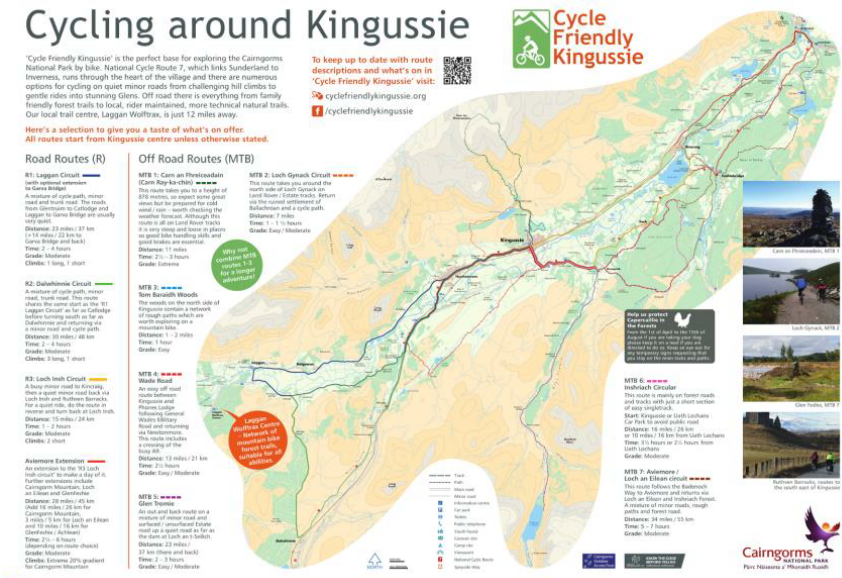


Figure 1.1: Cycle Friendly Kingussie Poster

This scope of the project includes:

- Community engagement, feasibility and concept design for active travel corridors (including safe routes to schools) to the transport interchange and other key sites in Kingussie;
- Identification of options and priorities for improving the streetscape and environment of the High Street and main active travel corridors to the High School and Railway Station;
- Full outline design for improvements to active travel corridors, streetscape, environment and links to the main transport interchange and retail areas of the High Street. This should include associated costs and preparing documents for progressing towards full detailed design, such as necessary Traffic Regulation Orders (TROs); and
- Identify potential funding sources to bring the project to fruition.

The study area extends from the access point to the off-road shared use path to Newtonmore in the West to Kingussie Cemetery in the east, and from Ruthven Barracks in the South to the main residential area of Kingussie in the north. The study area

in particular focuses on Kingussie town centre, including the main trip attractors such as schools, transport facilities and retail sites.

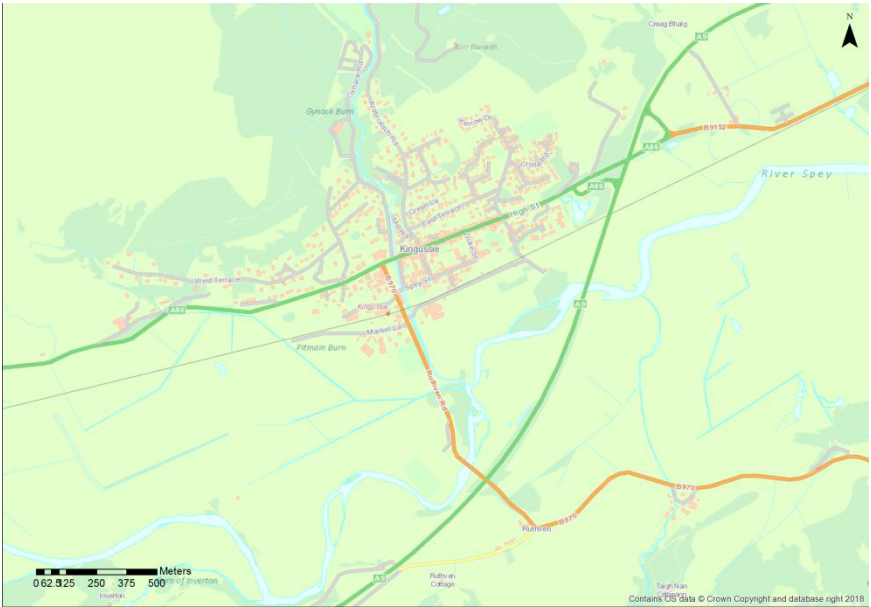


Figure 1.2: Study Area

Due consideration will be given towards ensuring links to the wider path network, including Speyside Way and National Cycle Network (NCN)7, and will seek to take into account the access needs of disabled people.

This report provides a summary of the work completed on behalf of client group and details an action plan to permit the delivery of the streetscape and environment within Kingussie.

The following table summarises the objectives set at the outset of the project by Cycle Kingussie.

Table 1.1: Project Process

Objective	Description
Objective 1	Make streets and public spaces more effective in supporting active and sustainable travel
Objective 2	Inspire and support the community and stakeholders interest in their immediate surroundings through the redesign of their streets and neighbourhood
Objective 3	Re-design streets and neighbourhoods to improve relationships between different users, make them safer, more attractive and more sociable
Objective 4	Create an exemplar project that can be used to promote best practice
Objective 5	Work with and enhance the streets existing infrastructure

2.1 Report Structure

The report structure is as follows:

Chapter 2: Desktop Review – The study area was subject to a desktop review of relevant existing reports, drawings and strategies, as well as exploring future projects which may affect the situation around Kingussie.

Chapter 3: Design Guidance, Standards, and Placemaking Principles – To establish options for the project guidance and design standards are reviewed to identify design compositions. This chapter also contains a review of placemaking principles and how these can be incorporated in future proposals.

Chapter 4: Projects and Design Options – Identification of the sections and the site review undertaken to establish opportunities and constraints. A series of options were considered and assessed against the information gathered from the desktop review and on-site assessment.

Chapter 5: Consultation Summary – Consultation has been undertaken from the outset of the project and the results are summarised in the chapter.

Chapter 6: Preferred Solution and Action Plan – This chapter presents the proposed solutions for route sections as a result of the options appraisal and various consultation and engagement. Recommendations were developed into an Action Plan, high level cost estimates prepared for the options identified, and a number of funding streams have been identified to ensure steps towards progression.

2. Desktop Review

2.1. Introduction

Information was provided to AECOM to assist in the development of the proposed project. This chapter summarises relevant reporting and background information which have a focus on active travel in Kingussie and/or provide an overview of problems and opportunities in the town.

2.2. Policy Drivers

2.2.1. Cycling Action Plan for Scotland (CAPS) 2017 - 2020

The CAPS sets out the vision of “10% of everyday journeys to be made by bike, by 2020”. This is to be achieved through a clear aspiration for reduction in car use for short journeys, by both national and local government.

2.2.2. Hltrans Regional Transport Strategy (RTS) 2017

The RTS’ vision is to “deliver connectivity across the region which enables sustainable economic growth and helps communities to actively participate in economic and social activities”. To achieve this, the following transport objectives have been set:

- Reduce journey times and improve reliability and resilience;
- Improve safety of transport and travel;
- Tackle capacity constraints; and
- Improve the quality, accessibility, availability and integration of travel.

2.2.3. Highland Local Transport Strategy (LTS) 2010/11 – 2013/14¹

The LTS follows the four principle themes of:

- Safety;
- Sustainability;
- Economic development; and
- Integration.

The objectives look to; increase levels of cycling and walking to promote health improvement and modal shift, and to address issues of perceived safety and personal security particularly where they are a barrier to walking, cycling and public transport.

The report highlights that the follow pose key issues to walking / cycling networks:

- Some overlap with road safety problems and perception of danger;
- Lack of routes for walking / cycling in both urban and rural areas; and
- Lack of pedestrian space on urban streets.

2.2.4. Cairngorms National Park Local Development Plan 2020 proposed plan²

The 2015 Local development plan is currently still in place however the proposed 2020 plan has been published. It sets out the following objectives relating directly to Kingussie:

- Support Kingussie’s role as a service centre for Badenoch;
- Support proposals for business development, growth and diversification;
- Improve tourist and recreation facilities;
- Support the delivery of housing to meet local needs, particularly affordable housing;
- Ensure Kingussie’s built heritage is preserved and enhanced;
- Support the regeneration of Am Fasgadh;
- Increase and enhance food management and resilience; and
- Support opportunities that utilise the benefits of the A9 dualling for Kingussie.

2.2.5. Cairngorms National Park Active Cairngorms Management Plan³

The plan sets out the aim that residents and visitors will enjoy and use the park for physical activity at least once a day. Their objectives include improving the design of existing outdoor and active travel infrastructure and to work with partners to design places that encourage physical activity. One of the priorities outlines is to develop Cycling Scotland ‘Cycle friendly Communities’ along Highland main railway line with Kingussie to be developed as an exemplar cycle friendly community.

2.2.6. Our Community ... A Way Forward Action Plan - Kingussie⁴

The draft action plan highlights a number of transport related actions with varying priority for action. Improve village gateway signs, sort out traffic lights at crossroads by Star Hotel, Commuter train from Kingussie later than 7am and reorganise road traffic are all given high priority. Bus transport to Fort William, extended cycle paths to Aviemore and a bike park are detailed as medium priority. Additionally, the following have also been given medium priority; more flower displays in summer, less litter/ more bins and improve pavements/ clear gutters and drains.

2.3. Existing situation

2.3.1. Land Use



Figure 2.1: Main Land Uses in Kingussie

The main land use as set out in Figure 2.1 is residential but it should be noted Kingussie is the location of the secondary school for the area.

Kingussie has two travel corridors which restrict the movement in the area, the A86 and the Highland Railway Mainline. The majority of the residential areas are situated north of the A86. The A86 forms the High Street containing a number of retail and business units.



¹ https://www.highland.gov.uk/downloads/file/762/highland_local_transport_strategy_draft_document

² <https://cairngorms.co.uk/wp-content/uploads/2019/01/190117PLDP2020Web.pdf>

³ <https://cairngorms.co.uk/wp-content/uploads/2017/09/ActiveCairngorms.pdf>

⁴ <https://cairngorms.co.uk/wp-content/uploads/2015/07/2011-KingussieActionPlan.pdf>

Figure 2.2: Existing Transport Provision**2.3.2. Traffic Flow Counts**

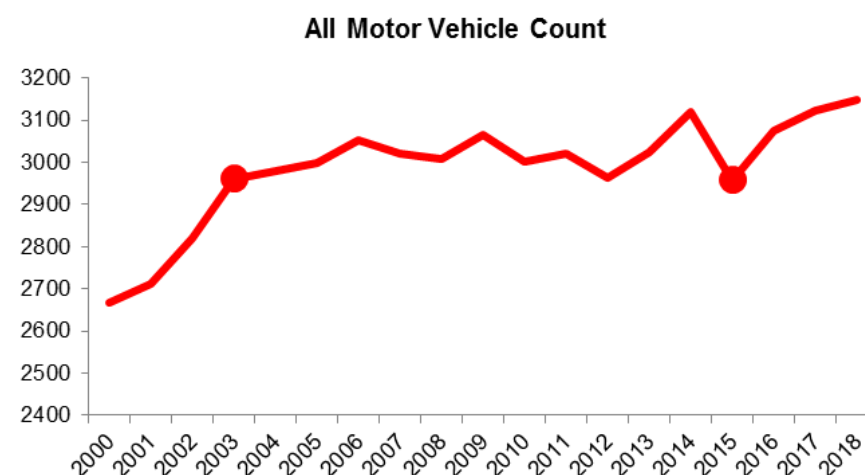
The Department for Transport (DfT) collects traffic count data across the UK. There is a Manual count site located on the A86 on the western periphery of Kingussie, shown in Figure 2.3.

**Figure 2.3: Traffic Counter at Kingussie**

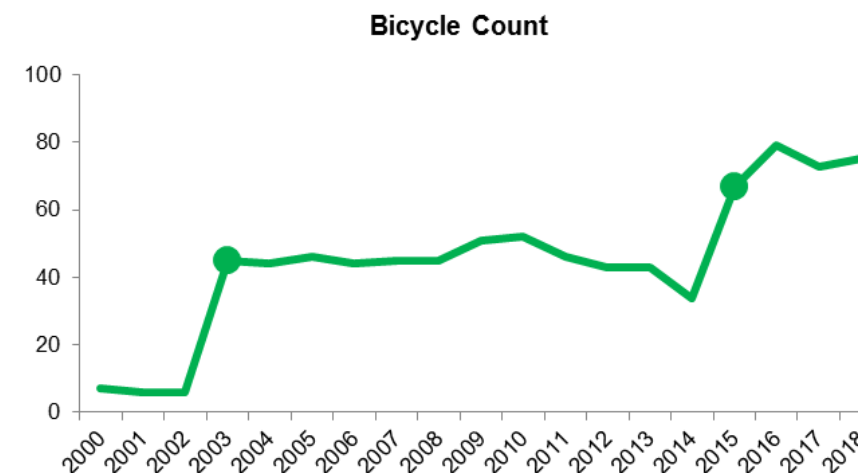
The data at this count site contains information from 2000 to 2018 which can be viewed (Figure 2.4 and 2.5) to obtain an understanding of the general trends to traffic flows in the area. The data is presented as the average annual daily flow (AADF), i.e. the average number of vehicles using the road per day.

It is noted that the traffic counter is located to the east of where the off road shared use path to Newtonmore starts. Furthermore, a number of cyclists may be using the pavement at this location instead of the road and may not be captured by the counter.

It is further noted that the figures for the majority of these years are estimates provided by the DfT. The two years when manual data was collected are 2003 and 2015. The data for all years is presented, with 2003 and 2015 highlighted on the below figures.

**Figure 2.4: Motor Vehicle use on the A86 (AADF)**

The data indicates that the number of motor vehicles on the A86 has remained relatively constant across recent years, although there is a long term trend of growth across all years.

**Figure 2.5: Pedal Cycle use on the A86 (AADF)**

In particular, there is a marked increase in the number of bicycles used along the route, with a 49% increase in cycle traffic between 2003 and 2015.

2.3.3. Accidents

Three traffic related accidents have been recorded in Kingussie. Two slight accidents have occurred, one on the A86 and one at Kingussie High School. A serious accident occurred on Ruthven Road as it crosses the River Spey.

2.3.4. Speed Limits

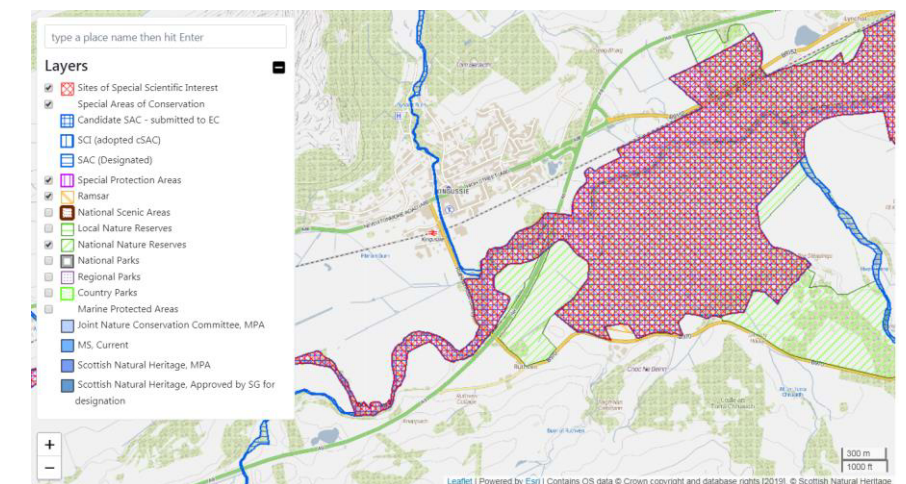
Figure 2.6 shows the speed limits around the town.

**Figure 2.6: Speed Limits in Kingussie**

The town is subject to a 30mph speed limit throughout, with the road environment changing to the national speed limit for single carriageway roads immediately at the edge of the town.

2.3.5. Insh Marshes

The Insh Marshes including a section of the River Spey are a 695ha area of wetland situated to the east of Kingussie bounded by the A9. It is a designated site of special scientific interest, a special protected area and a special area of conservation as shown in Figure 2.7.

**Figure 2.7: SNH Site Link****2.4. Existing and future projects****2.4.1. Local Development Plan LDP**

The current Cairngorms National Park LDP was published in 2015. There are plans to publish an updated development plan in 2020.

The LDP makes reference to the need for new development to take cognisance of the need to “add to and improve community

facilities, including improving pedestrian connectivity and achieving a more pedestrian and cycle friendly environment”.

A number of proposals around Kingussie are noted in the 2015 LDP and illustrated in **Figure 2.8**.

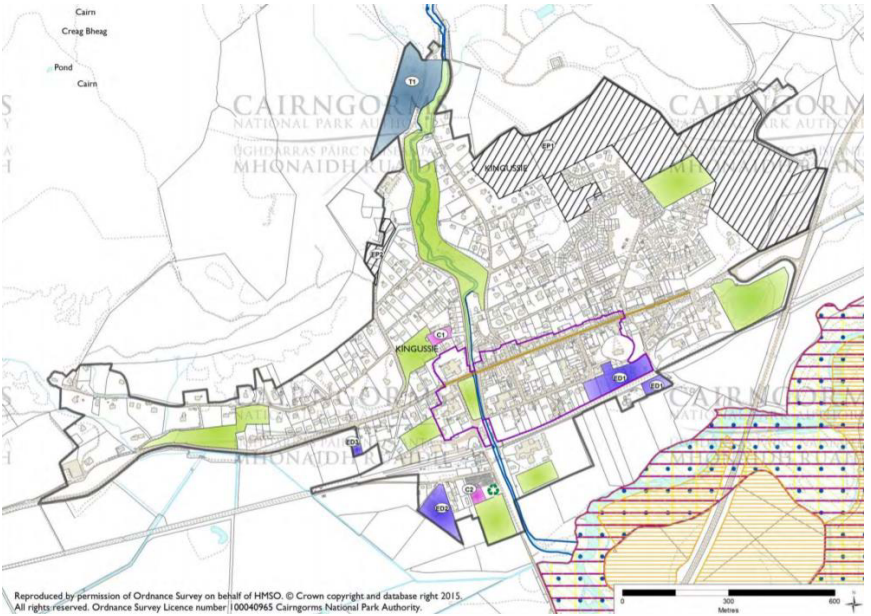


Figure 2.8: LDP Map – Kingussie

The objects highlighted in the above map are further described in the table below.

Table 2.1: LDP Allocation by Sector

Type	Description
Housing	Developments which already have planning permission are expected to provide for housing demand in the next five years. During the Plan period only infill and windfall housing will be therefore supported.
Economy	<p>ED1: A small area of land to the west of Spey Street and adjacent to the railway line could also provide some opportunity to support the economic development of the settlement. Part of this site lies within SEPA's indicative 1 in 200 year flood risk area. A detailed flood risk assessment will therefore be required to accompany any development proposals for this site.</p> <p>ED2: Council Depot provides much needed economic development in the community and should be protected from adverse development or any reduction in facilities which support the wider economy. The majority of the site is within SEPA's indicative 1:200 year flood risk area. Development proposals may require a FRA to accompany them, particularly if an increase in development vulnerability or footprint is proposed.</p>

	ED3: The site is adjacent to SEPA's indicative 1:200 year flood risk area. Development proposals may require a FRA to accompany them, particularly if an increase in development vulnerability or footprint is proposed.
Tourism	T1: The existing caravan and camping site provides continued support to the provision of tourism accommodation within Kingussie and will be protected from adverse development. Where appropriate, enhancement opportunities will be supported. Part of the site is within SEPA's indicative 1:200 year flood risk area. A FRA may be required to accompany any further development proposals, particularly where an increase in footprint or development vulnerability is proposed.
Community	C1, C2: Community car parks have been identified in recognition of the important role they serve in supporting the needs of community. These will be protected from development. Cairngorms National Park Local Development Plan 2015
Investment opportunities	The current hospital provides an important facility to support the needs of the community. In the event that this facility is replaced with a new facility, any redevelopment of this site should retain the current community focus and provide new development to support their needs.
Mixed uses	Mixed uses which support sustainable developments and communities will also be supported where evidence indicates this to be the most appropriate way to take forward proposals
Open space	A number of open spaces and land which contributes to the setting of Kingussie are identified and will be protected from development.

It is recommended that any future developments in and around Kingussie make active travel a priority to further enhance the opportunities available in the area.

2.4.2. A9 Dualling Programme

The A9 Dualling programme is currently underway. The programme aims to turn the A9 between Perth and Inverness into a dual carriageway for the full length of the route.

It is noted that the A9 passes near to Kingussie to the south and east of the town. As the A9 Dualling programme progresses, due thought will be required as to how the A9 Dualling will affect active travel in the area – and care must be taken to ensure that the programme maintains or improves the active travel network in the area.

The following figures illustrate the current proposals as they relate to Kingussie.



Figure 2.9: Proposed A9 Kingussie Junction

Source: A9 Dualling Programme - Crubenmore to Kincaig



Figure 2.10: A9 Dualling Programme Route Plan

Source: A9 Dualling Programme - Crubenmore to Kincaig

2.4.3. Speyside Way Extension

The planned extension of the Speyside Way currently being delivered and developed south of Aveimore is a key project in the development of routes in and around Kingussie. Newtonmore is the the desired end point of the Speywide Way. It is noted that this project work could help to achieve this goal, and communication with relevant parties must be ongoing. This is detailed further in the action plan.

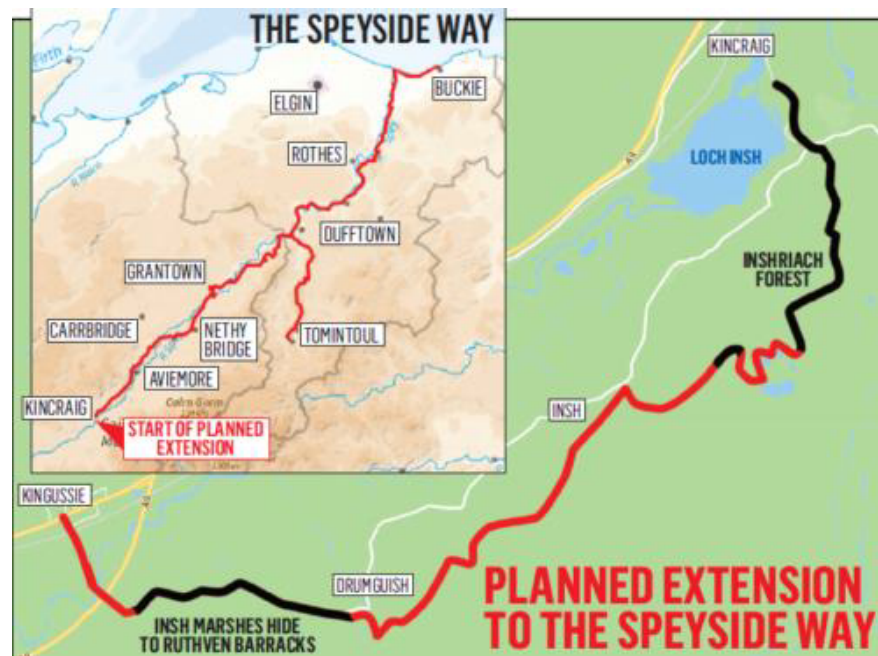
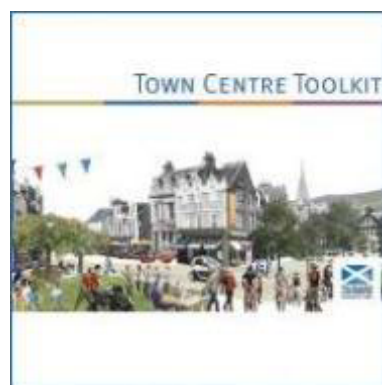
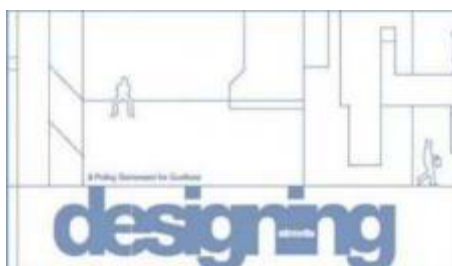


Figure 2.11: Speyside Way Route Extension

Source: Press and Journal

3. Design Guidance, Standards and Placemaking Principles

Scotland has established policy and guidance documents which challenge us to view areas such as Kingussie in terms of their place function rather than movement of transport function. Designing Streets⁵ policy states “is the first policy statement in Scotland for street design and marks a change in the emphasis of guidance on street design towards place-making and away from a system focused upon the dominance of motor vehicles”. Published in 2010 the policy continues to be utilised by authorities throughout Scotland with additional guidance being created to assist in the development of creating places. In tandem with Designing Streets an online resource ‘Creating Places Scotland’⁶ provides guidance and information on schemes being implemented throughout Scotland. Toolkits⁷ and audits continue to highlight the desire for places to be created with people placed at the forefront of the design and in particular walking and cycling at the top of the hierarchy.



3.1. National Roads Development Guide

To deliver the design of this network it is vital the design takes cognisance of the National Roads Development Guide (NRDG) policy which The Highland Council have adopted. This provides the hierarchy of users Figure 3.1: Hierarchy of Users with pedestrians at the top of the hierarchy followed by cyclists. NRDG supports Designing Streets and its five headline policies are underpinned by the design hierarchy shown in Figure 3.2: Street Design Hierarchy.

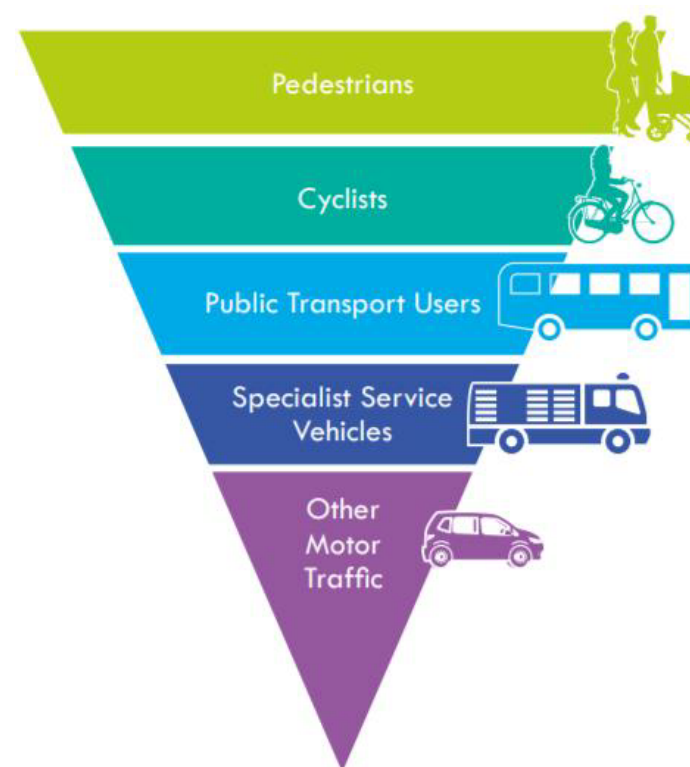


Figure 3.1: Hierarchy of Users

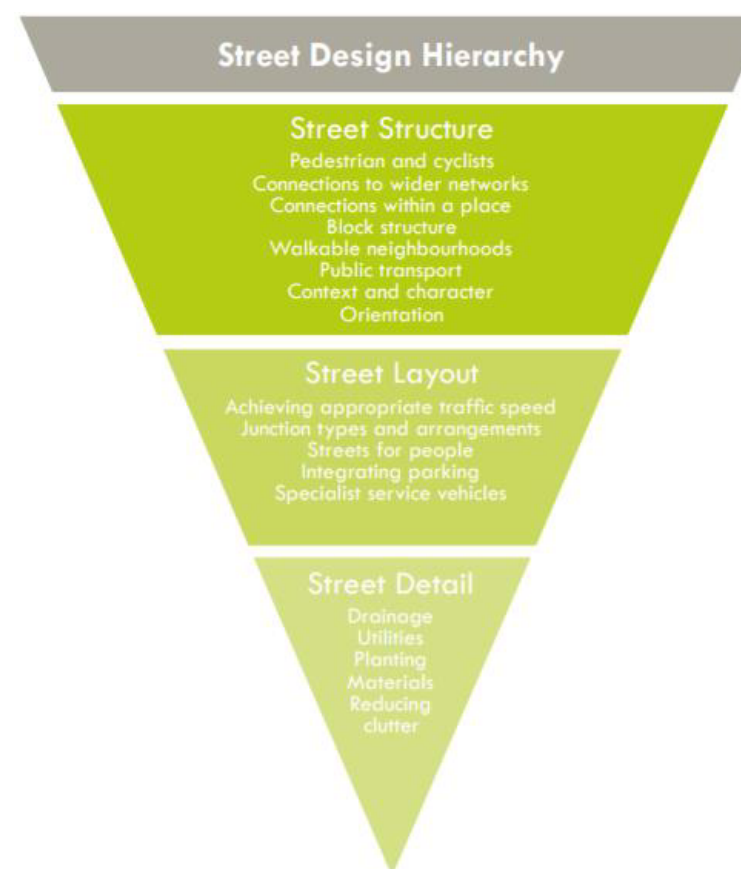


Figure 3.2: Street Design Hierarchy

Footway Provision

The NRDG specifies the widths of footways, as shown in the table below, which are dependent upon the level of pedestrian activity and setting.

Table 3.1 – Footway Widths as Specified in National Roads Development Guide

Frontage Development	Width (metres)
None	2.5 – 3.0*
Industrial	2.0 – 5.0
Residential	2.0 – 3.0
Local Shops	4.0
Major Shops	5.0

*Minimum 3.0 metres for arterial roads

In order to encourage as many people to walk and cycle the environment has to be conducive in providing people a pleasant and safe experience. Kingussie has a range of footpaths and footways for people to use along the study corridor. To permit uniformity the minimum footpath (not shared use) will be designed to be 2 metres wide but where possible it will be between 2.5 to 3 metres wide.

3.2. Cycling by Design

3.2.1. Introduction

Options to provide enhanced cycling provision are developed using the specifications set in ‘Cycling by Design’ and the particular requirements for Sustrans Places for Everyone. ‘Cycling by Design’ provides a Guide to Link Specification which is illustrated in Figure 3.3: Link specification guide criteria (Cycling by Design). The diagram provides a useful starting point in determining an appropriate link specification, based on traffic volume and traffic speed.

⁵ <http://www.gov.scot/resource/doc/307126/0096540.pdf>

⁶ <http://www.creatingplacescotland.org/>

⁷ http://www.scotlandstowns.org/town_centre_toolkit

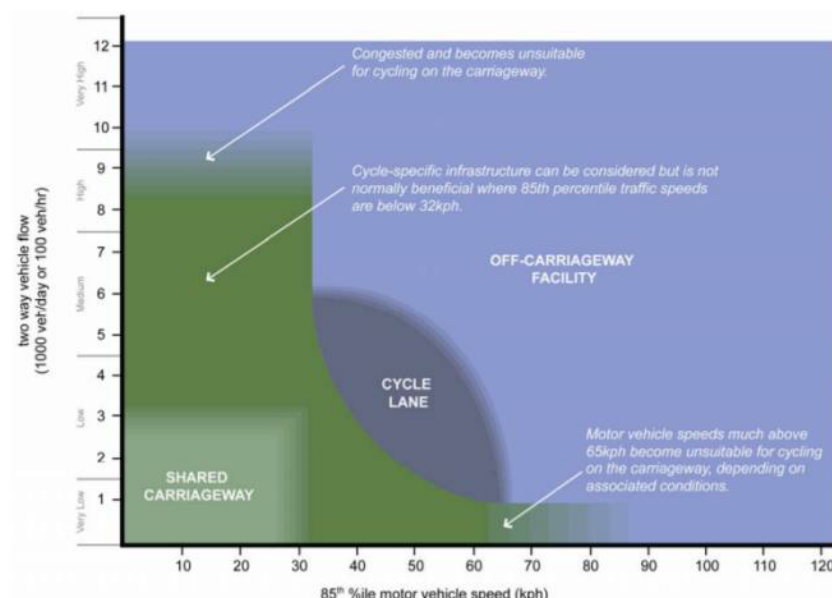


Figure 3.3: Link specification guide criteria (Cycling by Design)

3.2.2. Design Guidelines

'Cycling by Design' will be used as the basis of design for this study. Reference will also be made to the 'Design Manual for Roads and Bridges' (DMRB), the 'NRDG', and the 'Traffic Signs Regulations and General Directions' (TSRGD) as appropriate. As far as practical the following minimum widths will be used.

Shared use footway- 3 metres (2.5 metres)⁺

Segregated one-way cycleway – 2 metres (1.5 metres)⁺⁺

Segregated two-way cycleway - 3 metres (2 metres)⁺⁺

Carriageway width urban - 6 metres.

⁺0.3 metre separation minimum

⁺⁺Bracketed figures are absolute minimums

3.2.3. Safety

Following site visits along the corridor and initial discussions with the Client Group, it is clear that there is sufficient space to deliver some form of cycle intervention. The scope of the initial review is to establish options on which the movement of pedestrians and cyclists can be enhanced through Kingussie. Cycle design guidance continues to evolve within the UK as users continue to wish safe cycle facilities to be created. The desire for safety⁸ was the headline finding of the consultation process undertaken during the creation of the Cycle Action Plan for Scotland during 2008.

"Why do people currently not cycle (more)?"

Safety

3.4 Safety is clearly the single most significant concern to have arisen during this consultation and research exercise:

- Existing cyclists cite safety worries as a reason they do not cycle more;
- Non-cyclists name safety problems as the principal reason they do not cycle;
- Stakeholders know of old that this remains the biggest obstacle to overcome in achieving cycling growth.

Figure 3.4: Cycle action plan for Scotland headline findings

To establish a feeling of safety the current road space must be reallocated as required by Places for Everyone funding.

3.2.4. Carriageway Reallocation Composition

Three preliminary road design options for the initial site visits were established to permit a review and create the options which could be developed for each section of Kingussie. These options are highlighted in Figures 3.5 to 3.7 below.

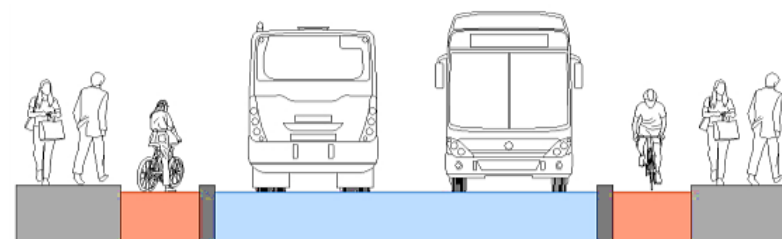


Figure 3.5: One-way segregated cycleway with footways

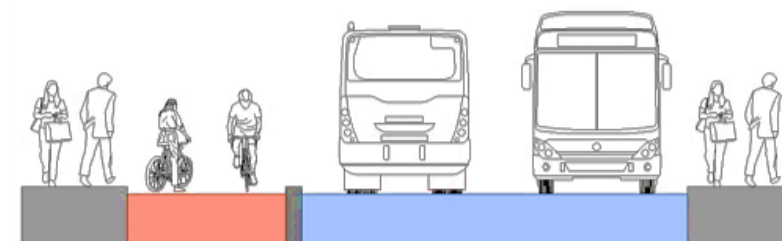


Figure 3.6: Two-way segregated cycleway with footways



Figure 3.7: Shared footway / cycleway

Please note that variations exist for the cross-sections above, such as hybrid cycleway and light segregation options, these will be considered during the optioneering process.

3.3. Trunk Road Network

A key section of the study area, the A86, which runs through the centre of Kingussie is part of the trunk road network which is administered by Transport Scotland.



Figure 3.8: Trunk Road Network around Kingussie

This means proposed solutions such as physical measures which restrict the carriageway width must be approved and authorised by Transport Scotland.

A meeting was held with Transport Scotland to discuss the adaptability of the A86 around Kingussie with regards to improvements in active travel provision. The results of this discussion are detailed in **Section 5.2**.

3.4. Placemaking Principles

3.4.1. Respectful to the Special Qualities of Kingussie

Kingussie" comes from the Gaelic, "Ceann a' Ghiuthsaich" which means "Head of the Pine forest". Located on an important position on a main route from north and south, Kingussie has often played an important role in Scottish history, and any measures should be respectful of the heritage of the town and the surrounding environment.

Key considerations:

- Respect must be given to the current nature of Kingussie and the existing built environment, specifically features of the town centre such as the memorial garden which have a strong connection with the history of Kingussie;
- Utilise high quality natural materials to enhance the existing aesthetic of the village core, relate to the wider landscape context, reduce maintenance and increase longevity of street furniture.
- In more peripheral areas, more flexibility in material choice is appropriate, but not at the expense of quality or 'fit' with other areas of the town;

⁸ <http://www.cyclingscotland.org/wp-content/uploads/2013/08/CAPS-Public-and-Stakeholder-Consultation-Facilitation-Summary-Report-Steer-Davies-Gleave-2008.pdf>

- Strong sustainability criteria should help guide the specification of materials; and
- Introduce more native species where feasible and appropriate. Planting should add value to the public realm, ensuring visual interest year-round to improve the pedestrian environment. Where possible use planting features integrated with sustainable drainage.

3.4.2. Accessible for All

Accessibility means creating places that are well connected, and easy to move through. Decisions should be made about how best to move through Kingussie by foot, bike, public transport, and cars – in that order.

The nature of the project will encourage active travel options, which in turn will complement public transport and the perception of Kingussie as a ‘walk-able’ and ‘cycle-able’ village.

Accessibility applies to all users of the space. It is imperative that the materials are level and allow good access. Kerbs and tactile paving should be considered equally important as a composition of the overall materials palette. Similarly, it is important that the proposals ensure all crossing points utilise level access to ensure ease of use.

If a shared use cycle lane is implemented, the delineation in the footway should be subtle, to encourage ‘good neighbour’ behaviour by both pedestrians and cyclists. Coloured surfaces should only apply to areas of potential conflict. A restrained change in material creates a sense of awareness that will generally encourage more responsible attitudes towards sharing space, to the benefit of how the space is enjoyed.

Key considerations:

- ‘Signpost’ key connections to other important routes, or spaces (e.g. the community green) within Kingussie using traditional wayfinding elements, or features in the public realm;
- Lower traffic speeds in the village core, and provide greater permeability across Grampian Road in this area. Consider using enhanced, more frequent crossing points, reducing car parking, and narrowing carriageways;
- Rationalise the ‘zones’ of use across footways. Reduce clutter, rationalise the position of furniture and delineate these subtle changes of use, for example using materials or planting;
- Improve crossing points and footways to ensure that active travel journeys are as seamless as possible; and
- Ensure that the specification and execution of materials in the public realm provides good access for all users.

3.4.3. Adaptable

Flexible considerations for the public realm are becoming a requirement as spaces are constructed and managed for

maximum adaptability over time. This means being responsive to social, economic and environmental change. The Connected Kingussie project is not a public realm regeneration scheme; however, it will be a key strategic project to implement sound principles and best practice, upon which future phases of public realm regeneration can be built.

Changes to the public realm should be high quality, but subtle, so as to act as a stage for public life and buildings – anticipating that over time buildings are more likely to change than the streetscape. The public realm should also be adaptable, or resilient, to environmental change; dealing with sustainable drainage, improving air quality, and providing habitats and biodiversity – a key component of what draws people to Kingussie.

Key considerations:

- Improve economic resilience within the village core by rationalising the footway to encourage people to linger, and also to move easily between services;
- Improve environmental adaptability by tackling issues of climate change at the local level and improving the resilience of the public realm e.g. to flooding, or air quality issues.

3.4.4. Animated

First and foremost, animation of the public realm comes from people and the life they bring to a space. What is important is that the spaces between destinations and along journeys bring diversity, and ‘compete’ with one another to attract people’s interest; all within a cohesive framework and common design approaches.

Key considerations:

- The design should be driven by the needs and uses of the people who live and work in Kingussie, and those who visit;
- Stakeholders and interest groups should be encouraged to work together to develop a programme of events throughout the year;
- Interventions should enhance the village as a destination; and
- The public realm should not be seen as a reason to visit an area, rather it should strengthen the character and sense of place of the village.

3.4.5. Hard Materials and Green Infrastructure

Hard material and Green infrastructure improvements could include:

- Introducing high quality natural stone paving, with high friction riven or bush-hammered finish;
- Considering a palette of natural stone such as granite and porphyry shares some of the same ‘warm’ tones visible in the existing public realm in Kingussie;

- Using subtle changes in materials or banding / kerbs to define spaces and changes of use;
- Enhancing crossings for pedestrians and visually indicating change in priority; and
- Creating consistency in the materials palette, with high quality execution, so that even different materials fit seamlessly side-by-side.
- Integrating planting with transport interchanges;
- Enhancing the amenity value of existing planting beds using a mix of native and non-native species for year-round colour, adding seating to make features more multi-functional;
- Street trees to define and link key open spaces;
- Sustainable drainage ‘raingardens’ and proposals to ‘soften’ the streetscape and enhance resilience to climate change; and
- Enhancing biodiversity and habitat value with species-rich grassland.

3.4.6. Character and Legibility

Means of enhancing sense of place and legibility could include:

- Integrating placemaking into the public realm e.g. through high-quality hard materials;
- Rationalising streetscape zones to improve how people use, and move through, Kingussie;
- Considering enhanced wayfinding that highlights 5 minute / 400m distances, to create perception of Kingussie as a walkable / cycle-able town;
- Integrating lighting into street furniture, and consider how lighting can improve the adaptability of spaces through the day;
- Using natural materials creatively e.g. to provide a variety of seating options, which also act as deterrents to cars mounting kerbs;
- Introducing branded street furniture; and
- Community art proposals can add quality to blank facades and add to a sense of place.

4. Projects and Design Options

4.1. Projects Overview

To supplement the information gathered during the desktop review and consultation (section 5) site visits were conducted to ascertain the key areas in the study area where improvements to the active travel network would be best placed.

This process resulted in six projects being developed, each which focussed on a specific area or areas of the study area with a view to improving active travel provision as well as improving the general streetscape and layout of the town centre.

The location of each project developed is shown in the below figure. (All maps are provided in Appendix A at A3)

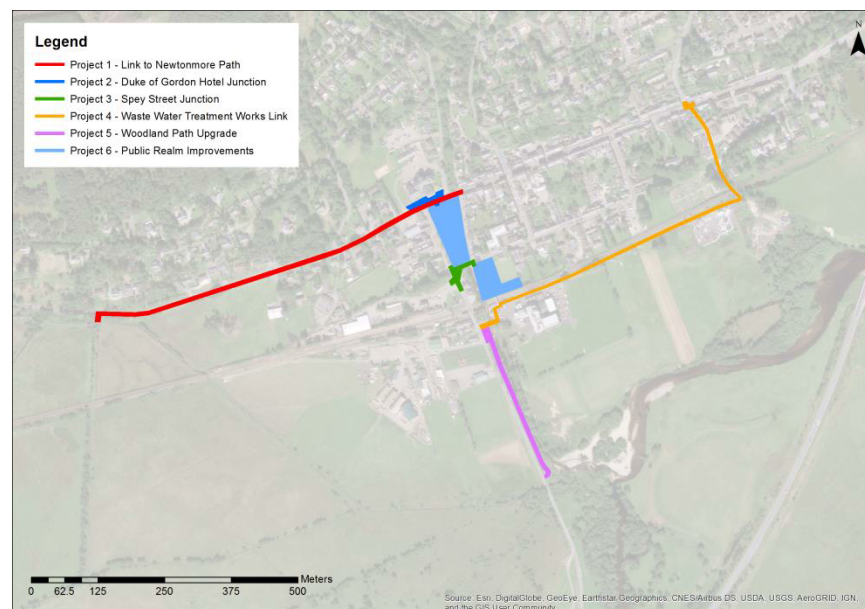


Figure 4.1: Projects Overview Map

4.1.1. Project 1 Shared Footway A86

This project would involve an improved link westward between the Newtonmore path and Gynack Street in the form of a shared use path on the southern side of the A86.

The main aspect of the project will be a 3 metre wide shared use path along the south side of the carriageway.

Outline Design:

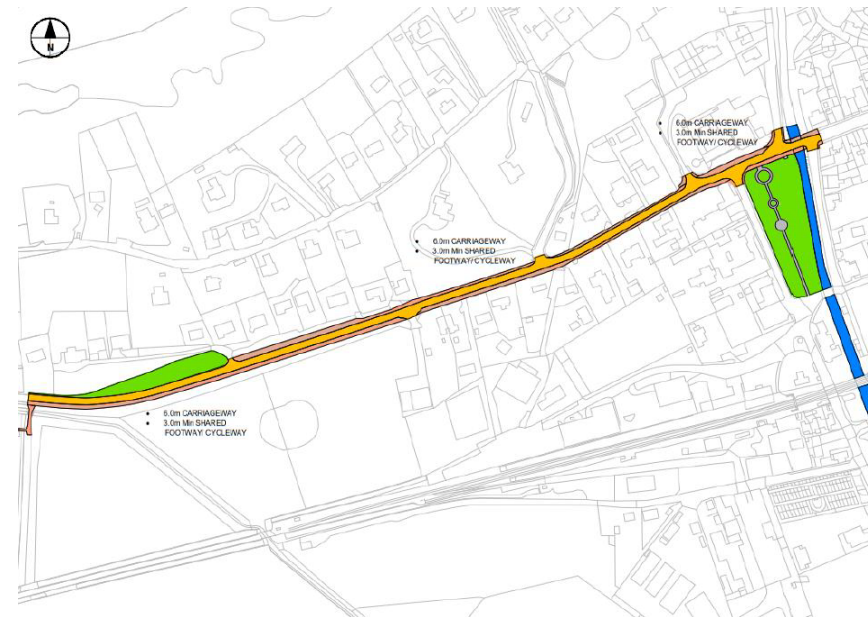


Figure 4.2: Shared Footway Outline Design

Issues and Opportunities:

- Current exit from Newtonmore path is relatively abrupt, care to be taken to avoid conflict between pedestrians and cyclists travelling in both directions;
- Road will require reduction in width to 3 metres per lane (6m total carriageway) to facilitate planned design;
- Section immediately west of access road to Duke of Gordon Hotel is more constrained in terms of the total space available, shared use path may have to be a reduced width in this section; and
- Lateral traffic calming measures could be used to reduce vehicle speeds along the route, but the A86 as a trunk road will prohibit any vertical measures.

4.1.1. Project 2 Duke of Gordon

This project looks to provide improvements to the A86 / B970 junction and the surrounding streetscape around the Duke of Gordon Hotel, including improved links to the memorial garden.

The intention of the design option is to integrate active travel and provide high quality streetscape along the High Street gateway area opposite the Duke of Gordon Hotel. Aspects of this project include:

- The extension of the existing footpath to create a shared space active travel link to the south of the carriageway;
- Public realm improvement to the front of the Duke of Gordon including planting, street furniture and cycle parking;
- Large areas of hard surfacing could be interspersed with tree and planting beds which could be used for amenity planting or potentially as sustainable drainage measures; and
- High quality, contemporary interpretation boards and wayfinding elements could provide information at this gateway space.

Outline Design:

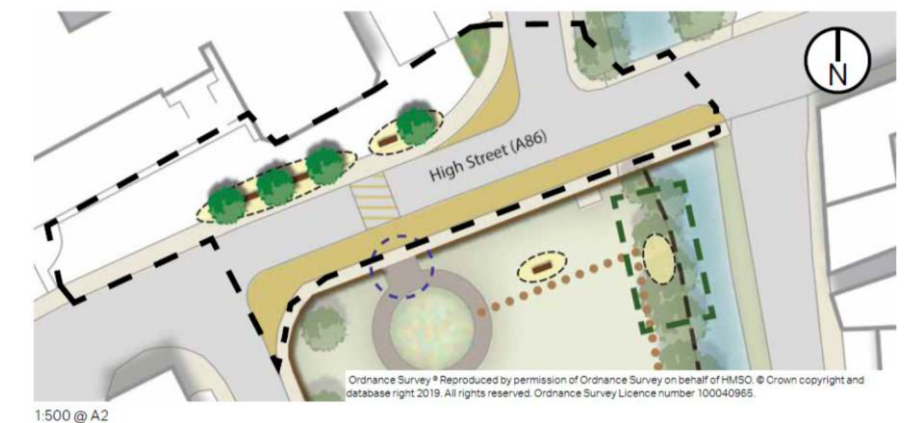


Figure 4.3: Project 2 Outline Design

Issues and Opportunities:

- Bridge over Gynack will require detailed engineering consideration regarding weight allowances etc.
- Potential crossing facility will have to be carefully considered to ensure that pedestrians can cross safely, and traffic flows are not unduly disrupted; and
- Land ownership and other planning considerations will have to be taken into account.

4.1.2. Project 3 Spey Street Junction

This project would seek to improve the B970 / Spey Street junction and surrounding streetscape adjacent to the Silverfjord Hotel, including improved links into the memorial garden and safer crossings for pedestrian movements.

The intention of the design option is to guide and ease pedestrian movement between the train station and town centre, while slowing traffic and creating a better sense of direction. Opportunities include:

- A raised table area to slow traffic at this key gateway and encourage pedestrian movement across Ruthven Road and towards the town centre via the Memorial Garden or Gynack Street.
- Improved pedestrian access across the Spey Street bridge with the introduction of pavements either side and a give-way system for traffic.
- Re-claim the large corner space at the junction of Ruthven Road and Spey Street as public space which could offer an opportunity to 'green' the street with planting and incorporate elements of wayfinding.

Outline Design:

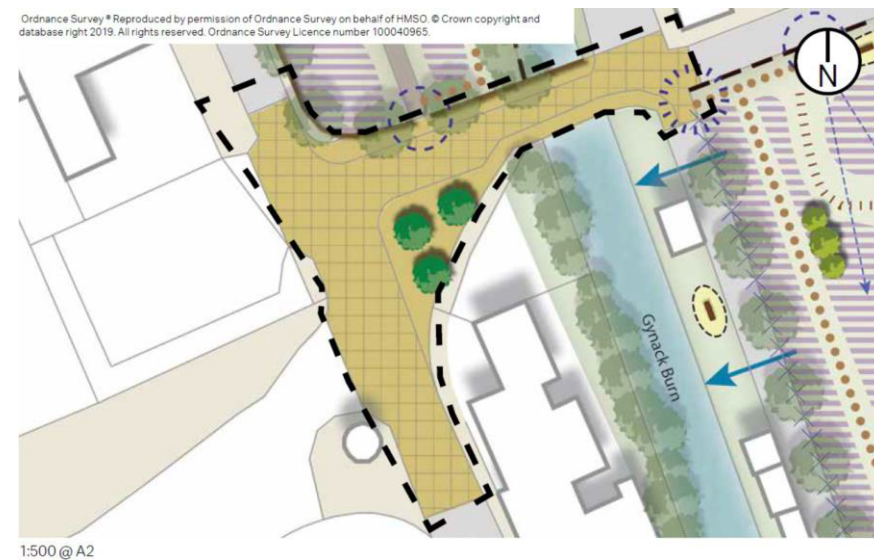


Figure 4.4: Project 3 Outline Design

Issues and Opportunities:

- Raised table will have to be considered properly, particularly as it related to the Spey Street bridge over the Gynack;
- Corner radii will be reduced to maximise the space for pedestrians and cyclists, but consideration has to be given to the types of vehicles using the junction and the space they require; and
- Land ownership and other planning considerations will have to be taken into account.

4.1.3. Project 4 Existing WWTW track and underpass

This project would provide a better active travel link to the east of the town centre with the construction of a shared use path on the existing route to the Waste Water Treatment Works in the east. The route would make use of existing rail underpass when turning north and could include measures to link into the community allotment.

Outline Design:



Figure 4.5: Project 4 Outline Design

Issues and Opportunities:

- This project would provide a means for cyclists and walkers to officially bypass the main street, likely improving safety, but this may reduce footfall across the town centre environment;
- Route is a current access for the waste water treatment works, with potentially large vehicles using the path;
- Route is not currently a through way for vehicles and should remain this way to allow pedestrians and cyclists priority and safety. Care must be taken to preserve or improve measures relating to this; and
- Junction at the A86 would have to be carefully considered, it is likely that junction improvements would be required as visibility may be limited and lead towards potential conflict with vehicles.

4.1.4. Project 5 Ruthven Link

This project would upgrade the existing off-road route along the Woodland Path towards Ruthven Barracks. Mainly this would entail the construction of a dedicated 3 metre shared use path to better facilitate cycle and pedestrian movement to the south while remaining off-road to avoid potential vehicle conflicts.

Outline Design:



Figure 4.6: Project 5 Outline Design

Issues and Opportunities:

- There is an existing off road path which can be improved;
- Southernmost point of path ends abruptly, due to the crossing water, care will have to be given to how the path exits onto the road, visibility should be maintained to avoid potential conflicts; and
- Route provides the start of a key link towards Ruthven Barracks to the south of Kingussie.

4.1.5. Project 6 Public Space / Greenspace

This project looks at general public realm improvements, specifically seeking to enhance the potential of existing greenspace and add to the vibrancy of the town centre. Specific areas of focus would be the memorial garden and the vacant area of green land adjacent to the Bowling Club. Due respect must be given to the memorial garden in particular as an area of specific interest and history.

Outline Design:



Figure 4.7: Project 6 Outline Design

Issues and Opportunities:

- Care will have to be taken to preserve the integrity of the existing built environment, particularly the memorial garden;
- Land is currently underutilised, feedback from the consultation exercise, particular the school sessions indicated the lack of seating and leisure opportunity in the town centre;
- Underused space next to the bowling club to be improved to act as more of a trip attractor, encouraging users crossing the railway like to take the bridge rather than walking on the road (behaviours exhibited at peak times).

4.2. Projects Summary

The projects are summarised in the below table.

Table 4.1: Project Descriptions

Project	Description
Project 1	Improved link westwards between the Newtonmore path and Gynack Street in the form of a shared use path on the southern side of the A86
Project 2	Improvements to the A86 / B970 junction and the surrounding streetscape around the Duke of Gordon Hotel, including improved links to the memorial garden
Project 3	Improvements to the B970 / Spey Street junction and surrounding streetscape adjacent to the Silverfjord Hotel, including improved links into the memorial garden and safer crossings for pedestrian movements
Project 4	Improved active travel link to the east of the town centre with the construction of a shared use path on the existing route to the Waste Water Treatment Works in the east. The route would make use of existing rail underpass when turning north and could include measures to link into the community allotment.
Project 5	Upgrade to the existing off-road route along the Woodland Path towards Ruthven Barracks. Would involve construction of a dedicated 3 metre shared use path to better facilitate cycle movements.
Project 6	Public Realm improvements seeking to enhance the potential of existing greenspace. Specifically includes looking at the memorial garden and the vacant area of land adjacent to the Bowling Club. Due respect must be given to the memorial garden in particular as an area of specific interest and history.

5. Consultation Summary

Engagement with transport users, the local community, and relevant stakeholders is an important part of any transport appraisal. It forms part of the evidence base for the identification of problems and issues. A comprehensive consultation exercise can be established to permit the project to proceed in the knowledge that it has covered a wide range of consultees and is considered to be an acceptable response to issues and opportunities identified. The process used for this project is summarised in this chapter.

As part of the feasibility study into delivering enhanced walking and cycling facilities within Kingussie, various methods of engagement were used to connect with as wide a range of the local community and relevant stakeholders as possible. These methods included:

1. An online Placecheck tool;
2. Stakeholder engagement workshops including secondary school;
3. Direct consultation with High Street businesses; and
4. A public engagement drop in session.

5.1. Public Engagement

5.1.1. Online Placecheck Summary

The Placecheck tool (<https://placecheck.info/en/>) for Kingussie was launched in February 2019 and allows users to provide comments based on three broad types; things they like (green), things they do not like (red) and things that need to be worked on (orange).

The Placecheck tool is straightforward to use and users are able to link specific comments to specific areas by pin pointing the exact location they wish to comment upon. Please see Appendix B for a summary of all 56 Placecheck comments received.

Figure 5.1 highlights the spread and location of the comments across the study area. Respondents were asked for feedback on active travel in the Kingussie study area which could then be used to inform potential design options.

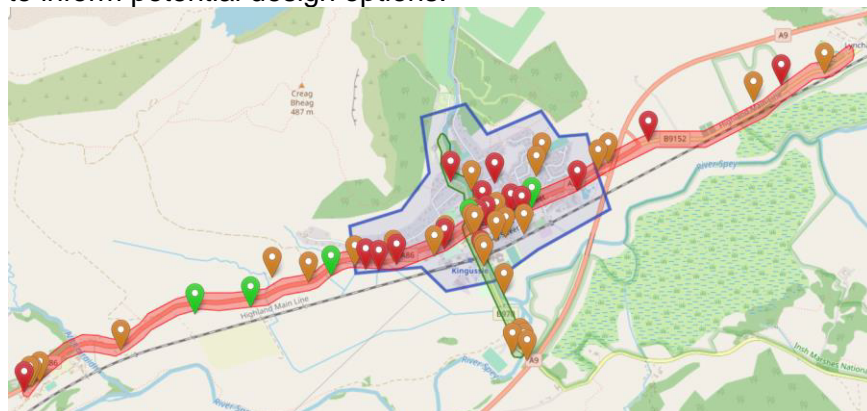


Figure 5.1: Placecheck Map

Figure 5.2 highlights the split in responses by broad type of response.

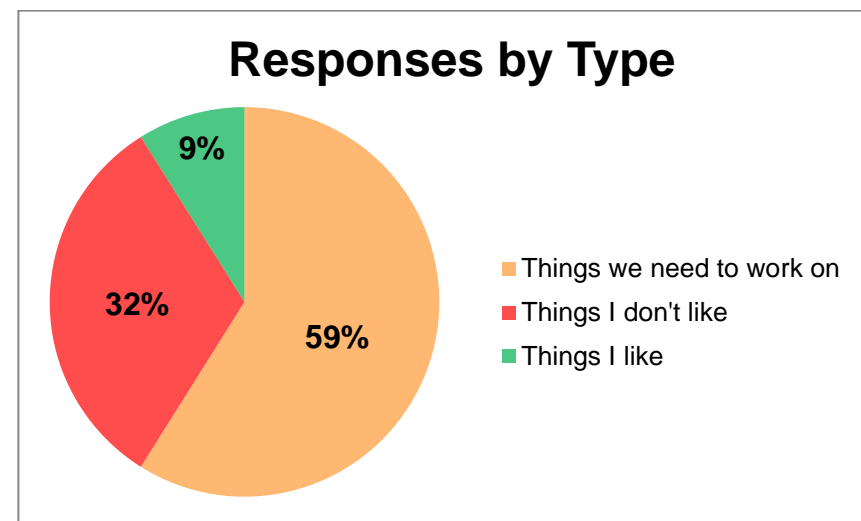


Figure 5.2: Placecheck Responses by Type

Figure 5.2 illustrates that; 59% of comments (33) were identified as “things we need to work on”, 32% (18) of comments were identified as “things I don't like” and 9% (5) of comments were identified as “things I like”.

The responses broadly indicate that there is a general consensus among respondents that there is a need to change or adapt the existing infrastructure to better cater towards active travel users.

Placecheck comments were also divided into a range of different categories to identify more detailed trends. The seven categories chosen were: Safety Issues, Parking, Active Travel Improvements, Signage, General Improvements, Quality of Surface, and Other (general comments about the state of the network or behaviour).

Figure 5.3 highlights the split in responses of Placecheck comments by category.

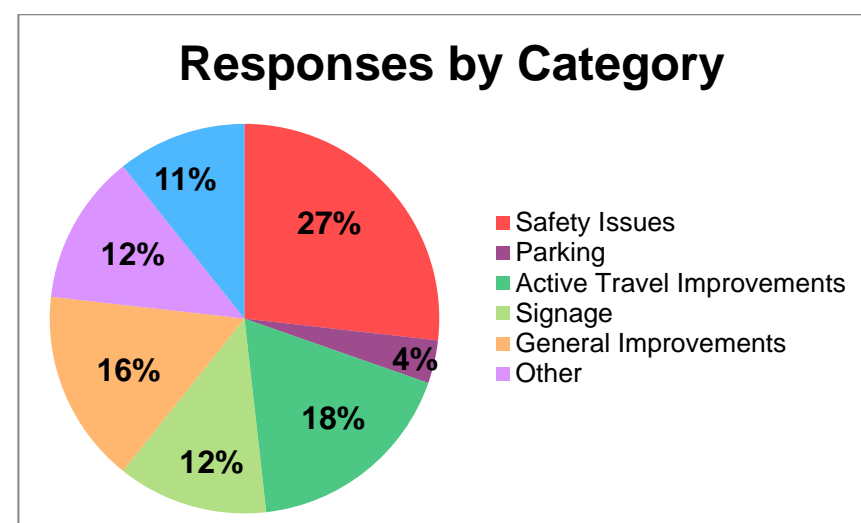


Figure 5.3: Placecheck Responses by Broad Category

The 56 (online) comments gathered were categorised into the seven categories as presented in **Figure 5.3**. Of the total of 56 comments, 27% (15) mentioned safety as a primary concern for certain areas, 18% (10) cited active travel improvements would be required, and 16% (9) identified areas which could use general improvements (mainly relating to general infrastructure improvements). A number of responses also identified signage (or lack thereof) as an issue (12%), as well as the quality of the surface at the area in question (11%).

5.1.2. Public Consultation



Figure 5.4: Bicycles at Kingussie Consultation Event

A public drop in session was held on Tuesday 30th April at Talla Nan Ros Community Centre in Kingussie. The session provided an opportunity for members of the local community and any other relevant stakeholders to find out more about the study and to provide any comments in relation to the design options identified.

Those attending the event were invited to fill in questionnaires which prompted users to rank the projects from 1-7, with 1 being “highest priority” and 7 being “least priority”.

There were 26 responses from the community. The questionnaire is provided within Appendix C.

Table 5.1: Order of Preference for Projects

Order of Preference	Project	Colour Key
1	Project 1	
2	Project 5	
3	Project 4	
4	Project 3	
5	Project 2	
6	Project 6	



Figure 5.5: Location of Preferred Projects

Table 5.1 and **Figure 5.5** indicate, the preferred project was Project 1 followed by Project 5. This indicates a general preference for improved infrastructure along the existing National Cycle Network Route, from the east and south of the town.

With Project 4 being the next most preferred scheme, the responses clearly indicate a preference for improved linear connections to permit accessibility throughout the town.

5.2. Stakeholder Engagement

5.2.1. External Stakeholder Engagement

An external stakeholder engagement event was held on the 21st March. Utilising Place Standard Tool, representatives from the local community discussed Kingussie and the surrounding area. The agenda is detailed below:

1.1 Project Objectives –

Specific to the key road corridors, active travel opportunities and public spaces

1.2 Placecheck –

Summary of Placecheck information collated to date

1.3 Place Standard Tool –

Discussion of Place Standard Tool to identify key constraints and opportunities

1.4 Design Options –

Discussion on design options for people walking and cycling along the key corridors

1.5 Summary –

Revision of input and agreement on next steps for the project.

The attendees assisted the project team to understand the movement of people in and around Kingussie and highlighted the key constraints and opportunities detailed further in section 6. The presentation is contained within Appendix C along with the representatives list.

5.2.2. High Street Consultation

AECOM engaged with business owners/staff along the High Street during 21st March 2019. This was to provide the project team background of the local area and understand what they wish for the High Street. The majority were in support of the project but as with all schemes of this nature they raised the requirement for car parking and how it must remain along the High Street to support their business.

5.2.3. Internal Stakeholder Engagement

An internal stakeholder event (client group) was held on the 21st March 2019. This permitted AECOM to provide an update on the project whilst confirming the output from the engagement completed to date. The presentation to the client group is contained within Appendix C.

The output of the client group engagement was the projects outlined would cater for the project objectives and AECOM should proceed with further public engagement.

5.3. Schools Engagement

As part of the engagement element of the project, two workshop sessions were held with pupils from Kingussie High School on Thursday 21st March 2019. The two workshops were held with S2 Geography pupils. This section summarises the findings from the sessions.

5.3.1. Workshop Format

A short presentation was provided by AECOM that covered the following elements:

- Overview of the Cycle Kingussie project;
- Policy drivers of the project, including the Cycling Action Plan for Scotland and the Long-Term Vision for Active Travel in Scotland;
- Introduction to the different types of jobs involved in the project, and their relation to school subjects;
- Comparison of changes to streets in Kingussie using 'then and now' photographs;
- Discussion of pupils' experiences of streets in the project; and
- 'Build your own Street' session using online Streetmix Tool.

5.3.2. Discussion

The following key points were noted from the discussion in advance of the 'Build your own Street' session:

- The majority of pupils took the bus to school – few pupils walked to school and even fewer cycled to school on a regular basis;
- Some pupils noted that the biggest barrier to cycling to school was the time involved due to the distance for those coming from Newtonmore;
- There were pupils who had cycled to Kingussie from Newtonmore during the weekends; and
- Pupils felt that public spaces in Kingussie could be improved and suggested that it would be good if there were more places to sit with friends.

5.3.3. Streetmix Session

Pupils were then asked to build their own ideal street in groups using the Streetmix Tool (www.streetmix.net).

The first task was to choose between Spey Street and High Street as their street of focus. They were required to measure the width of the road using maps and rulers to establish the constraints within which they were working. Pupils were then asked to consider what modes they wanted to give priority to and if they wanted to take a policy decision to remove certain kinds of traffic from the street. Following completion of the street design by all groups, pupils were asked to present their street to the rest of the class, explaining why they made the choices that they did.

Some examples from the Streetmix Session are shown below.



This street balances the needs of cyclists, private cars, and pedestrians. There is a segregate cycle lane in one direction, a lane for parking, and a lane for general traffic. A 2.6m wide footway has been included for use by pedestrians. Planting is

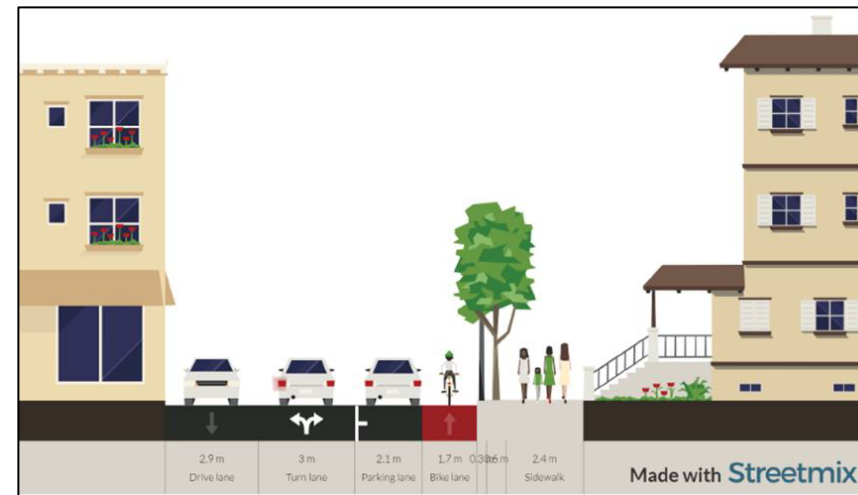
considered important to this street, with a tree and dedicated planting strip both proposed.



This street includes the complete removal of vehicular traffic, with carriageway space used exclusively for cycles. The remaining space at either side of the carriageway is assigned to pedestrians using the footway, and for the planting of trees and lighting columns.



This street seeks to balance the needs of all users including pedestrians, cyclists, public transport users and car drivers. There is dedicated space on one side of the carriageway for pedestrians, a segregated cycle lane in one direction, and a shared bus and cycle lane in the other direction. One lane is dedicated for general traffic. Tree planting and lighting have additionally been added to this street.



This street places more focus on movements for general traffic, with two lanes for general traffic and one lane dedicated for parking. A segregated cycle lane is provided in one direction and a 2.4m footway on one side of the carriageway.

Overall, feedback from pupils suggested that there should be a balance of priority across all modes, and the quality of public spaces was raised by several as something that is considered important. In relation to Kingussie, pupils felt that there could be more areas of green space and places to sit with friends, particularly at lunchtime – pupils mentioned they liked to go to the Memorial Park but benches and seating were often all in use.

5.4. Overall Consultation Summary

The consultation process has permitted the community and stakeholders to engage with the project team. The projects detailed in section 4 all came from the community consultation process. Overall the process has raised the profile of the project and permitted Cycle Kingussie to highlight deliverables going forward. The action plan following the consultation and design process is detailed further in section 6.

6. Preferred Solutions and Action Plan

6.1. Opportunities and Constraints

A number of opportunities and constraints in the study area were identified from the site visits conducted by AECOM alongside the feedback obtained from the local community and stakeholders as a result of the Placecheck and consultation exercises.



Figure 6.1: Opportunities and Constraints in the Study Area - Map

The opportunities and constraints illustrated in the above figure are detailed further below.

Table 6.1: Opportunities and Constraints in the Study Area - Description

Map ID	Description
O1	Opportunity to better connect to the existing off-road shared use path towards Newtonmore to the west
O2	Opportunity to improve the civic space around the Duke of Gordon Hotel and the junction between the A86 and the B970.
O3	Opportunity to provide better connections to Kingussie Primary School
O4	Opportunity to improve the design of the junction between Spey Street and the B970, providing a better gateway to the town and providing improved and safer links to and from the train station
O5	Opportunity to provide better connections to the Badenoch Centre
O6	Opportunity to make the most of the green space adjacent

Map ID	Description
	to the Bowling Club
O7	Opportunity to make the most of the car park on Spey Street
O8	Opportunity to provide better connections to the community allotments
O9	Opportunity to provide better connections to Kingussie Secondary School
O10	Opportunity to improve the existing woodland path to provide better connections to the south (towards Ruthven Barracks)
O11	Opportunity to provide better connections to Kingussie Camanachd Club
O12	Opportunity to connect to Ruthven Barracks and establish the best connection leading into the Speyside Way
O13	Opportunity to provide better connections to Kingussie Cemetery / Lynchat / RSPB to the east
C1	A86 road environment is constrained - limits options here
C2	Town Centre is constrained - limits options here
C3	B970 road environment is constrained in width – limits options here
C4	Bridge over the Gynack Burn on Spey Street limits options available here
C5	Spey Street is constrained in width
C6	Level crossing is a natural constraint, due process and consideration has to be given to any active travel improvements here to ensure public safety
C7	Existing off-road woodland path re-joins road here
C8	New bridge has not been designed to include best practice solution for active travel – space is severely limited here
C9	A9 crosses route – cognisance must be given to A9 Dualling programme and need to maintain / improve active travel routes
C10	A9 crosses route – cognisance must be given to A9 Dualling programme and need to maintain / improve active travel routes

6.2. Preferred Solution

Using the results of site visits, the desktop review, and an extensive engagement programme the preferred solution integrates four of the projects put forward by AECOM at the consultation stage, Projects 1, 2, 3, and 5 (see **Chapter 4**). It is considered that this combination of projects best considers the needs of the community, evidenced via the consultation process, and helps to deliver an integrated network of improvements.

Figure 6.2 illustrates the preferred solution.

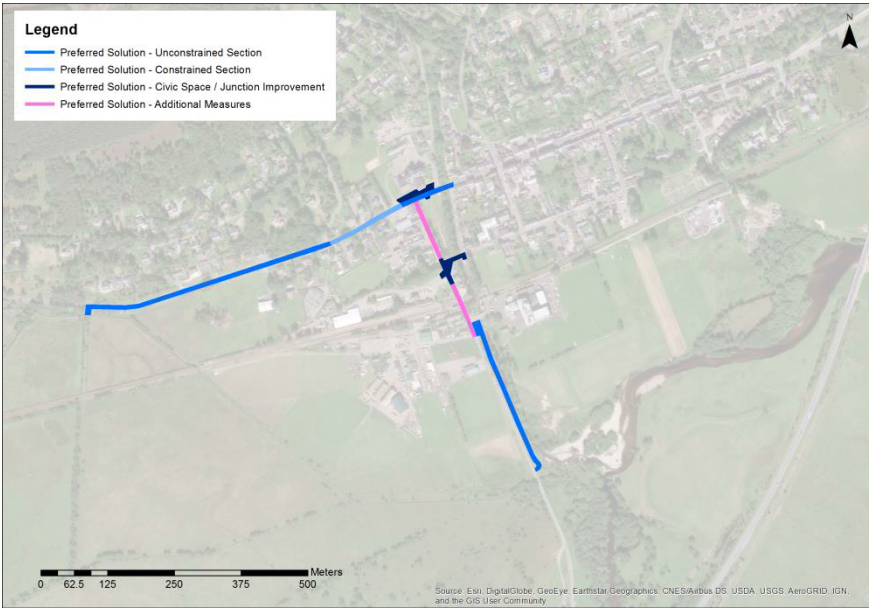


Figure 6.2: Preferred Solution

This solution pays due cognisance to the preference for an improved linear route, particularly to the east and south, whilst also looking to make junction and civic space improvements to improve safety and journey ambience along the route.

The measures included as part of the preferred solution are comprised mainly of upgrades to existing infrastructure to ensure that the needs of active travel users are better met with reference to the desired hierarchy of users discussed in **Chapter 3**.

6.3. Action Plan and Costing

6.3.1. Infrastructure

This section outlines the suggested interventions that would be considered appropriate to deliver the preferred solution. This action plan has been developed in order to provide background information and details of how the project team and other stakeholders can take forward the implementation of the proposed routes.

The various interventions listed in the action plan have been prioritised into three categories, these are listed below.

- **Short Term (1-2 years)** – Measures requiring minimal public consultation, relatively low capital / revenue

investment and are wholly within the Local Authority's control.

- **Medium Term (2-5 years)** – Measures requiring detailed design, public consultation and capital investment / external funding.
- **Long Term (5+ years)** – Long-term recommendations requiring significant stakeholder, public consultation and engagement opportunities. These options require more involved detailed design and investment. Interventions reliant on the delivery of other projects are also considered long term.

Table 6.2: Action Plan

Action No.	Action Description	Action Type	Proposed Timescale	Outline Cost Estimate
1	Connection from Newtonmore Path to Gynack Street. Involves extending the width of the existing pavement along the southern side of the A86 to fit a shared use path (3m where space allows), and improving the connection	Upgrade Existing Infrastructure	Short Term	£56,000 – £370,000
2	Upgrade to civic space at Duke of Gordon Hotel. Includes better crossing facilities for pedestrians and junction improvements	Junction Improvement	Short Term	-
3	Upgrade to civic space at Spey Street / B970 Junction to include raised table and widening of junction for pedestrians	Junction Improvement	Short Term	-
4	Upgrade to 'woodland path' – first stage of link south towards Ruthven Barracks with construction of 3m off-road shared use path on existing path	Upgrade Existing Infrastructure	Short Term	£24,000 – £160,000

Action No.	Action Description	Action Type	Proposed Timescale	Outline Cost Estimate
5	Missing links - upgrade to active travel network along B970 between the A86 (action 1) and the woodland path (action 4), tying in with civic space improvements (actions 2 and 3)	Upgrade Existing Infrastructure	Medium Term	-
6	Additional Missing Links – create high quality off road active travel infrastructure, in particular to the east towards the Kingussie Cemetery and further south to link with Ruthven Barracks	Upgrade Existing and Provide New Infrastructure	Long Term	-

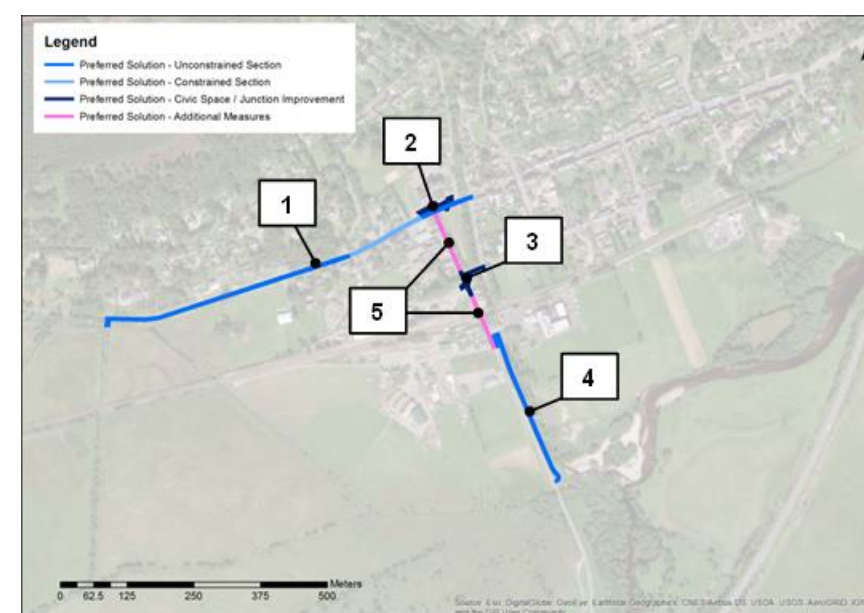


Figure 6.3: Preferred Solution Related to Action Plan

6.3.2. Additional Actions

The main additional actions revolve around communication with all relevant stakeholders to ensure that the project remains on track and interested parties are kept in the loop and can provide continued input.

The main actions would be:

- Speyside Way - Meet with all stakeholders, including representatives from the RSPB, A9 Dualling, Cairngorms National Park, Sustrans, and those in the tourist industry to

discuss a plan going forward (CNPA organising meeting). This meeting will take place in July 2019;

- Highland Council - Ensure that future developments pay cognisance to the active travel network in the area and include specific provision to maintain or improve the opportunities available to those seeking to travel on foot or by bike;
- A9 Dualling - Ensure that the A9 Dualling Programme does not significantly disrupt active travel provision, instead including measures to ensure that active travel in the region continues to be a priority. Ongoing communication will be required with relevant stakeholders from the A9 Dualling Project;
- Tourism Projects - Consultation should be ongoing with those in the tourism industry around Kingussie, especially given the benefits and wider economic impacts that improvements to active travel infrastructure can bring to the region;
- Sustrans - Liaise with Sustrans and ensure that plans are in place to meet the requirements for the Sustrans Places for Everyone funding stream opening Summer 2019.
- RSPB – Liaise with RSPB about route to Lynchat as developments take place at Insch Marshes.

6.4. Funding Streams

A number of relevant funding streams have been identified as appropriate for this project. These include:

Sustrans Places for Everyone, 2019/2020

<https://www.sustrans.org.uk/scotland/places-for-everyone>

Community Links is a grant, provided by Sustrans Scotland that provides funding for the creation of infrastructure that enables more people to cycle and walk for everyday journeys. The fund can provide between £1,000 and £2 million for a single project. Community links funding can be phased over successive years for longer term projects. Match funding is only required for construction of projects, not design.

Sustrans Street Design, 2019/2020

<https://www.sustrans.org.uk/scotland/street-design>

Street Design is a new fund available from Sustrans for 2019/2020. This funding stream is an award-winning design and engagement service, empowering communities to transform their neighbourhoods and urban spaces.

Scottish Government Town Centre Fund, 2019/2020

<https://www.gov.scot/policies/regeneration/town-centre-fund/>

The aim of the Town Centre Fund 2019-2020 is to enable local authorities to stimulate and support place-based economic

investments which encourage town centres to diversify and flourish, creating footfall through local improvements and partnerships. This fund will most specifically be applicable to the actions involving improvements to the civic space of the town centre of Kingussie (Actions 2 and 3).

Appendix A – Selected Figures

Cycling around Kingussie



'Cycle Friendly Kingussie' is the perfect base for exploring the Cairngorms National Park by bike. National Cycle Route 7, which links Sunderland to Inverness, runs through the heart of the village and there are numerous options for cycling on quiet minor roads from challenging hill climbs to gentle rides into stunning Glens. Off road there is everything from family friendly forest trails to local, rider maintained, more technical natural trails. Our local trail centre, Laggan Wolftrax, is just 12 miles away.

To keep up to date with route descriptions and what's on in 'Cycle Friendly Kingussie' visit:



cyclefriendlykingussie.org

[/cyclefriendlykingussie](https://www.facebook.com/cyclefriendlykingussie)

Here's a selection to give you a taste of what's on offer.
All routes start from Kingussie centre unless otherwise stated.

Road Routes (R)

R1: Laggan Circuit (with optional extension to Garva Bridge)

A mixture of cycle path, minor road and trunk road. The roads from Glentruim to Catlodge and Laggan to Garva Bridge are usually very quiet.

Distance: 23 miles / 37 km
(+14 miles / 22 km to Garva Bridge and back)
Time: 2 - 4 hours
Grade: Moderate
Climbs: 1 long, 1 short

R2: Dalwhinnie Circuit

A mixture of cycle path, minor road, trunk road. This route shares the same start as the 'R1 Laggan Circuit' as far as Catlodge before turning south as far as Dalwhinnie and returning via a minor road and cycle path.

Distance: 30 miles / 48 km
Time: 2 - 4 hours
Grade: Moderate
Climbs: 3 long, 1 short

R3: Loch Insh Circuit

A busy minor road to Kinraig, then a quiet minor road back via Loch Insh and Ruthven Barracks. For a quiet ride, do the route in reverse and turn back at Loch Insh.

Distance: 15 miles / 24 km
Time: 1 - 2 hours
Grade: Moderate
Climbs: 2 short

Aviemore Extension

An extension to the 'R3 Loch Insh circuit' to make a day of it. Further extensions include Cairngorm Mountain, Loch an Eilean and GlenFeshie.

Distance: 28 miles / 45 km
(Add 16 miles / 26 km for Cairngorm Mountain, 3 miles / 5 km for Loch an Eilean and 10 miles / 16 km for GlenFeshie / Achlean)
Time: 2½ - 6 hours (depending on route choice)
Grade: Moderate
Climbs: Extreme 20% gradient for Cairngorm Mountain

Off Road Routes (MTB)

MTB 1: Carn an Fhreiceadain (Carn Ray-ka-chin)

This route takes you to a height of 878 metres, so expect some great views but be prepared for cold wind / rain - worth checking the weather forecast. Although this route is all on Land Rover tracks it is very steep and loose in places so good bike handling skills and good brakes are essential.

Distance: 11 miles
Time: 2½ - 3 hours
Grade: Extreme

MTB 2: Loch Gynack Circuit

This route takes you around the north side of Loch Gynack on Land Rover / Estate tracks. Return via the ruined settlement of Ballachroan and a cycle path.

Distance: 7 miles
Time: 1 - 1½ hours
Grade: Easy / Moderate

MTB 3: Tom Baraidh Woods

The woods on the north side of Kingussie contain a network of rough paths which are worth exploring on a mountain bike.

Distance: 1 - 2 miles
Time: 1 hour
Grade: Easy

MTB 4: Wade Road

An easy off road route between Kingussie and Phones Lodge following General Wades Military Road and returning via Newtonmore. This route includes a crossing of the busy A9.

Distance: 13 miles / 21 km
Time: 2½ hours
Grade: Easy / Moderate

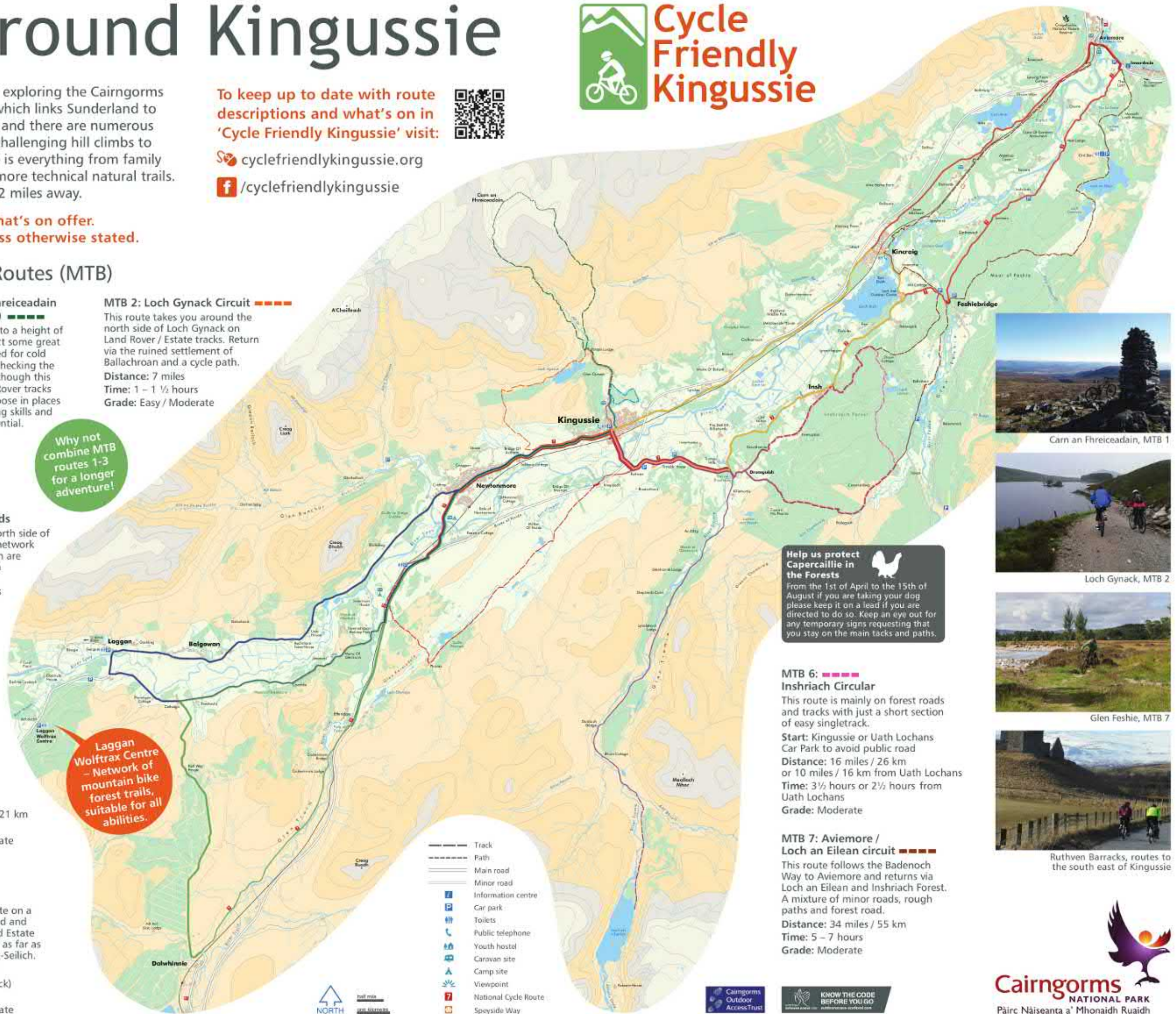
MTB 5: Glen Tromie

An out and back route on a mixture of minor road and surfaced / unsurfaced Estate road up a quiet road as far as the dam at Loch an t-Seilich.

Distance: 23 miles / 37 km (there and back)
Time: 2 - 3 hours
Grade: Easy / Moderate

Why not combine MTB routes 1-3 for a longer adventure!

Laggan Wolftrax Centre - Network of mountain bike forest trails, suitable for all abilities.



Carn an Fhreiceadain, MTB 1



Loch Gynack, MTB 2



Glen Feshie, MTB 7



Ruthven Barracks, routes to the south east of Kingussie

Help us protect Capercaillie in the Forests
From the 1st of April to the 15th of August if you are taking your dog please keep it on a lead if you are directed to do so. Keep an eye out for any temporary signs requesting that you stay on the main tracks and paths.

MTB 6: Inshriach Circular

This route is mainly on forest roads and tracks with just a short section of easy singletrack.

Start: Kingussie or Uath Lochans Car Park to avoid public road
Distance: 16 miles / 26 km or 10 miles / 16 km from Uath Lochans
Time: 3½ hours or 2½ hours from Uath Lochans
Grade: Moderate

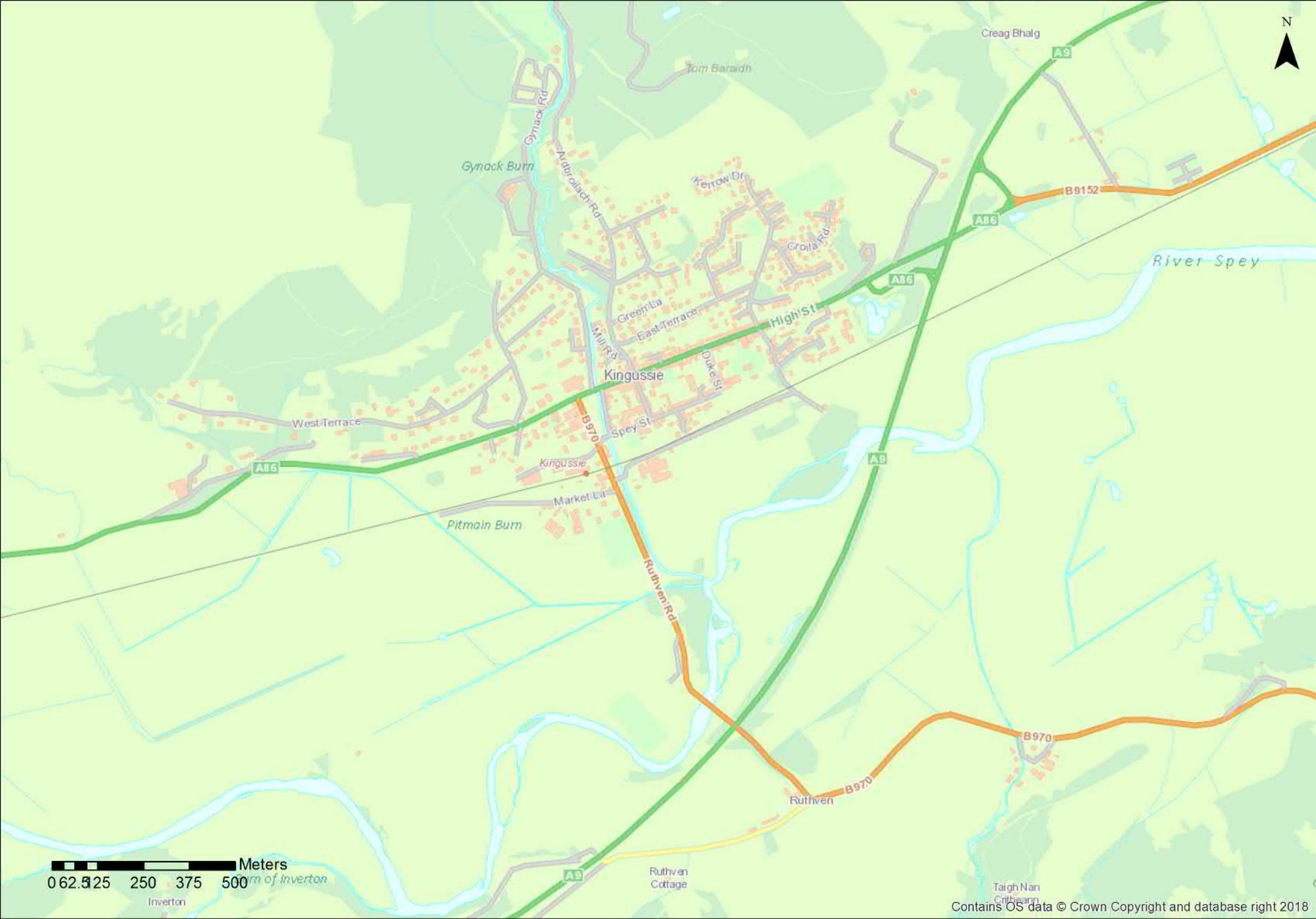
MTB 7: Aviemore / Loch an Eilean circuit

This route follows the Badenoch Way to Aviemore and returns via Loch an Eilean and Inshriach Forest. A mixture of minor roads, rough paths and forest road.

Distance: 34 miles / 55 km
Time: 5 - 7 hours
Grade: Moderate



Cairngorms NATIONAL PARK
Pàirc Nàiseanta a' Mhonaigh Ruaidh

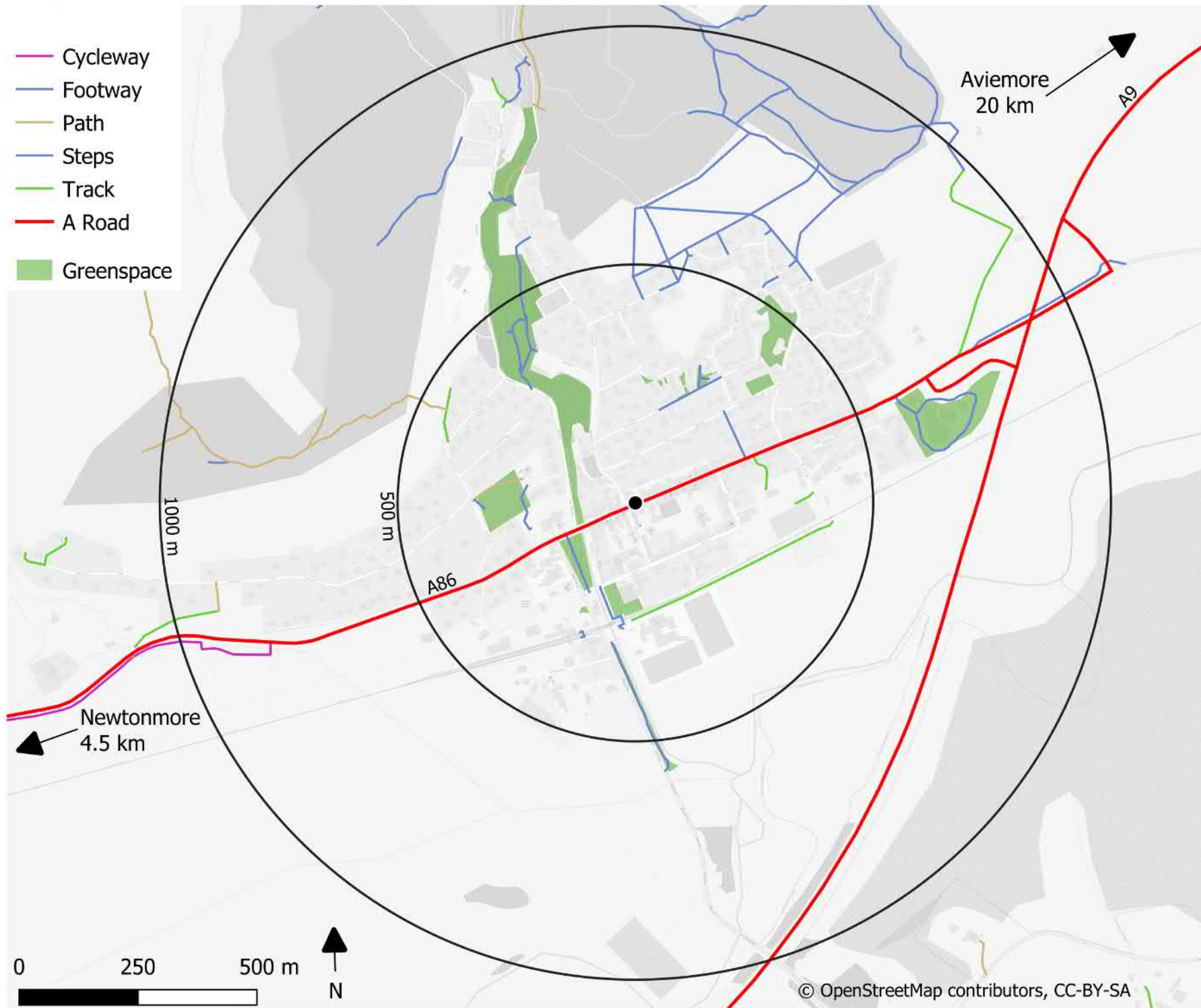


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Inverton

Land-Use

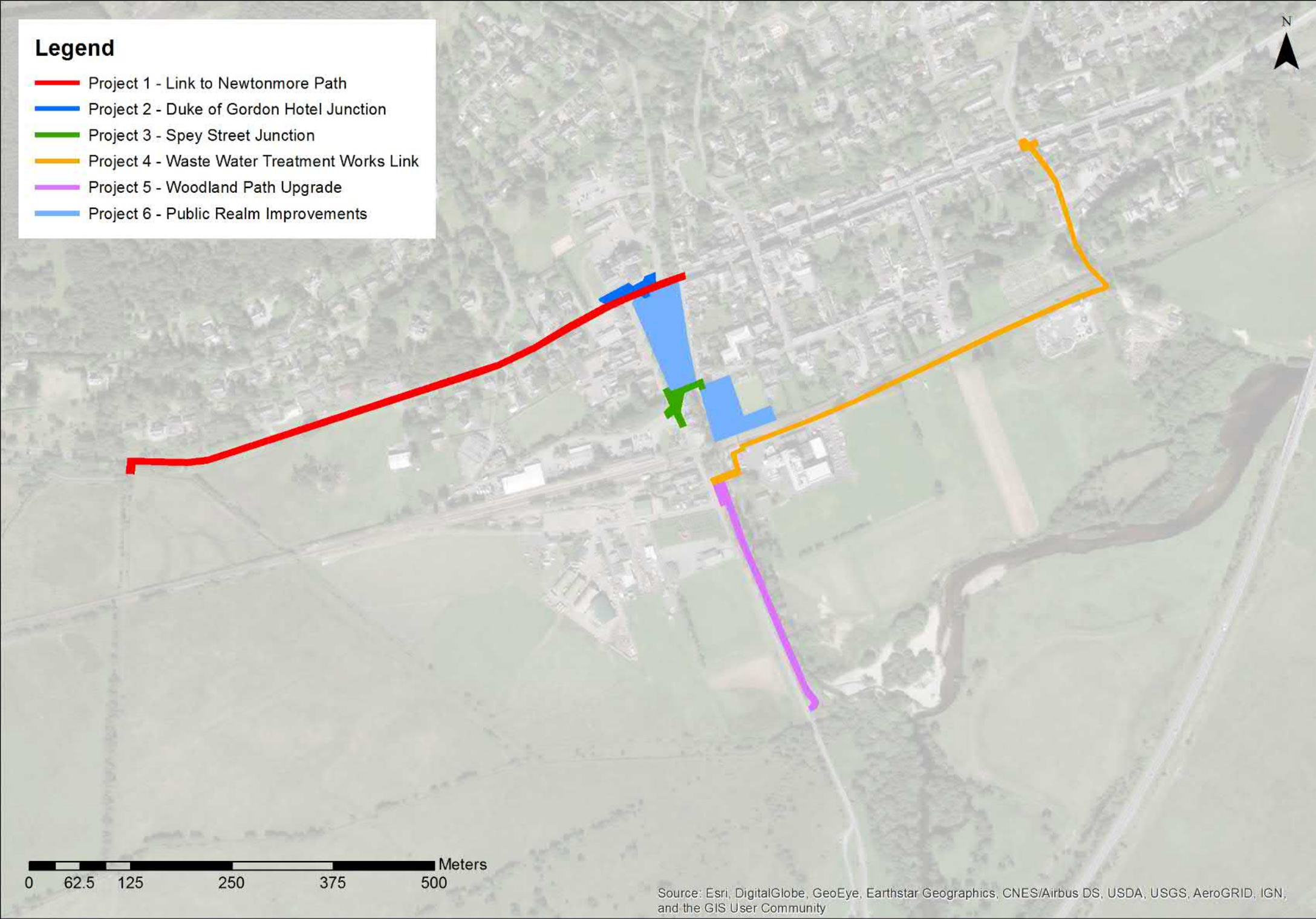
- Car Park
- Greenspace
- Leisure
- Business
- Education
- Public Service
- Transport





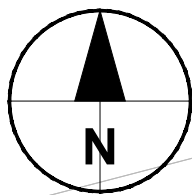
Legend

- Project 1 - Link to Newtonmore Path
- Project 2 - Duke of Gordon Hotel Junction
- Project 3 - Spey Street Junction
- Project 4 - Waste Water Treatment Works Link
- Project 5 - Woodland Path Upgrade
- Project 6 - Public Realm Improvements



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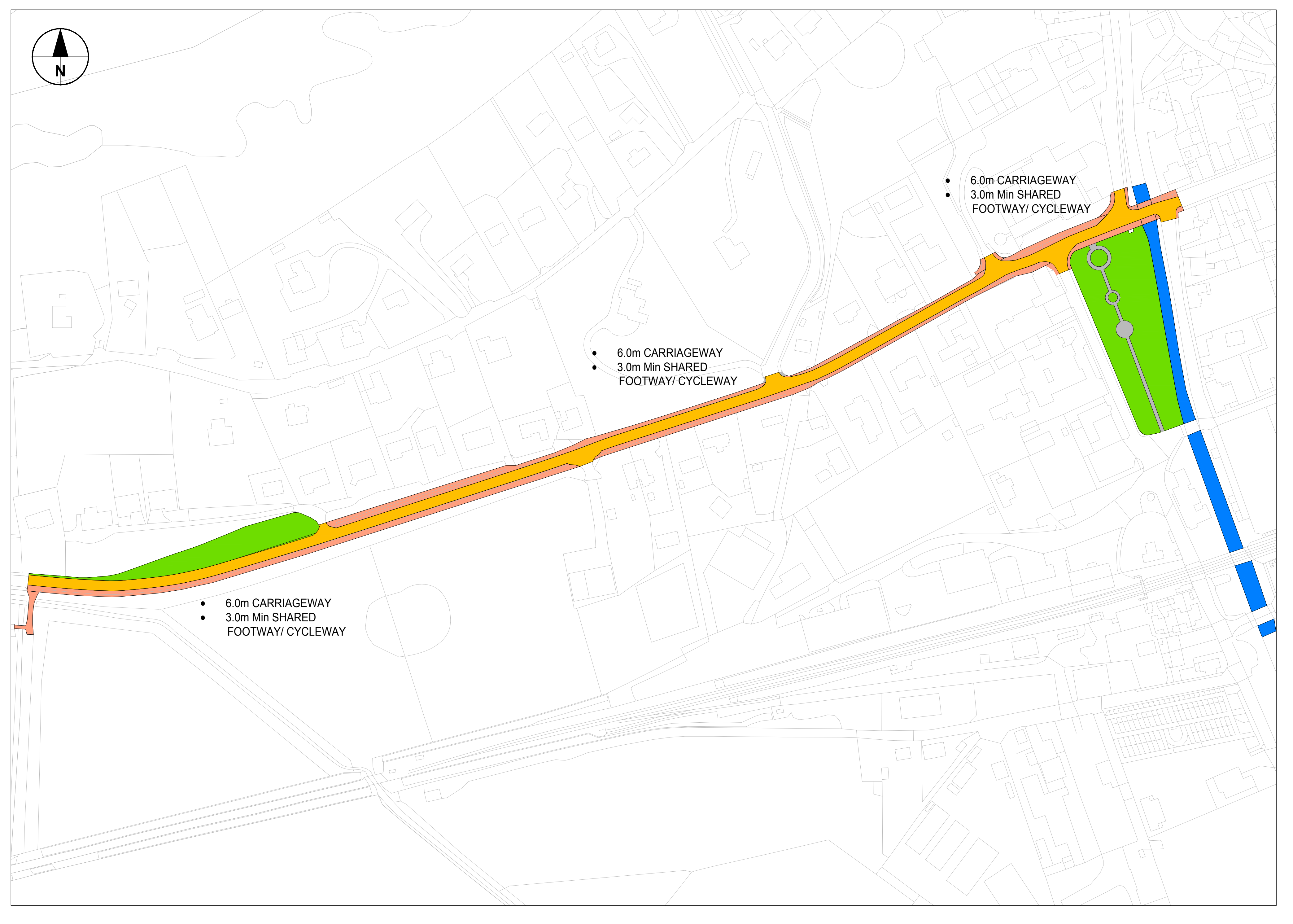
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- 6.0m CARRIAGEWAY
- 3.0m Min SHARED FOOTWAY/ CYCLEWAY

- 6.0m CARRIAGEWAY
- 3.0m Min SHARED FOOTWAY/ CYCLEWAY




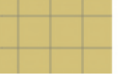



- 6.0m CARRIAGEWAY
- 3.0m Min SHARED FOOTWAY/ CYCLEWAY



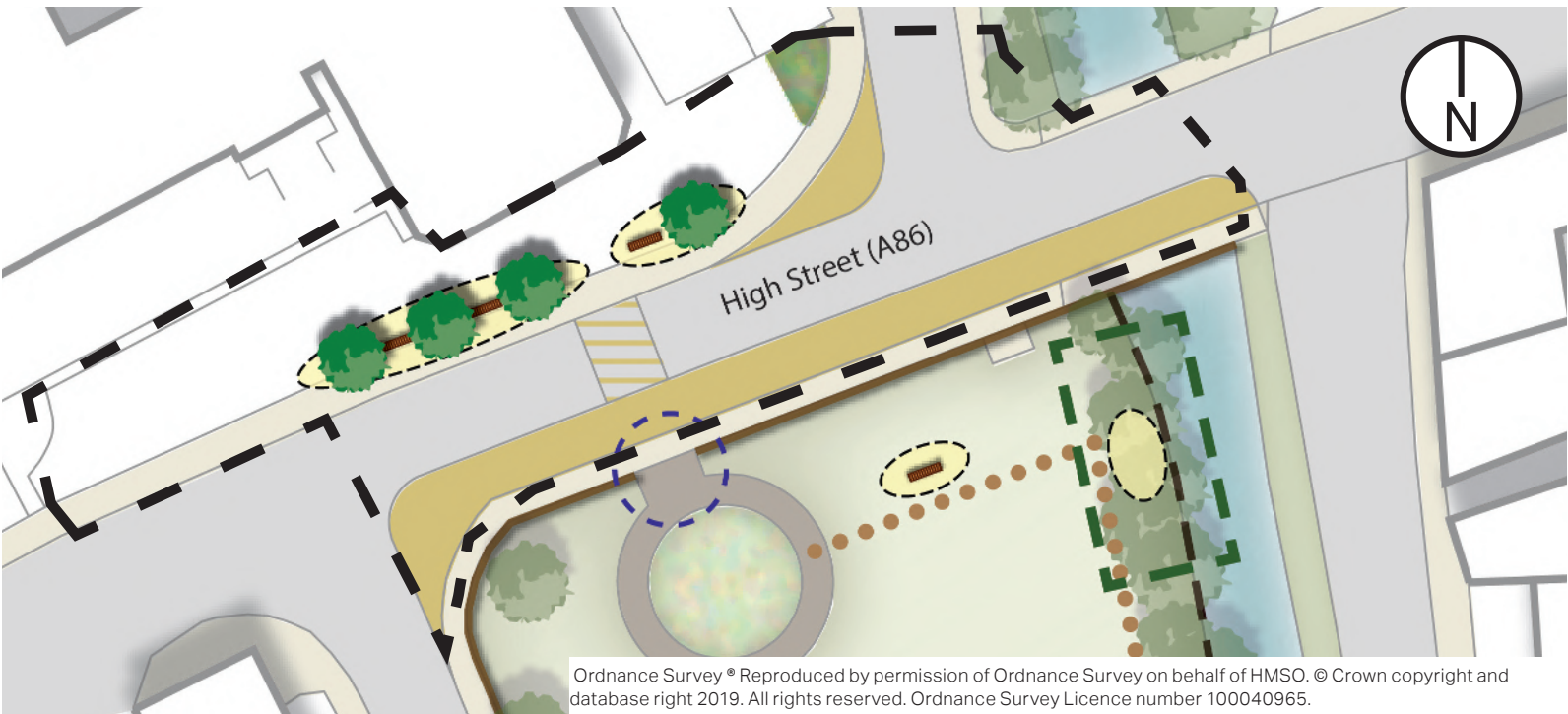
Spey Street, Ruthven Road and High Street

Legend

Potential opportunities:

-  Street tree planting
-  New and / or enhanced seating spaces
-  Change in surface and drop kerbs at proposed crossing point
-  Raised table
-  Extended footways and public space
-  Existing entrance enhanced
-  New entrance

High Street



1:500 @ A2

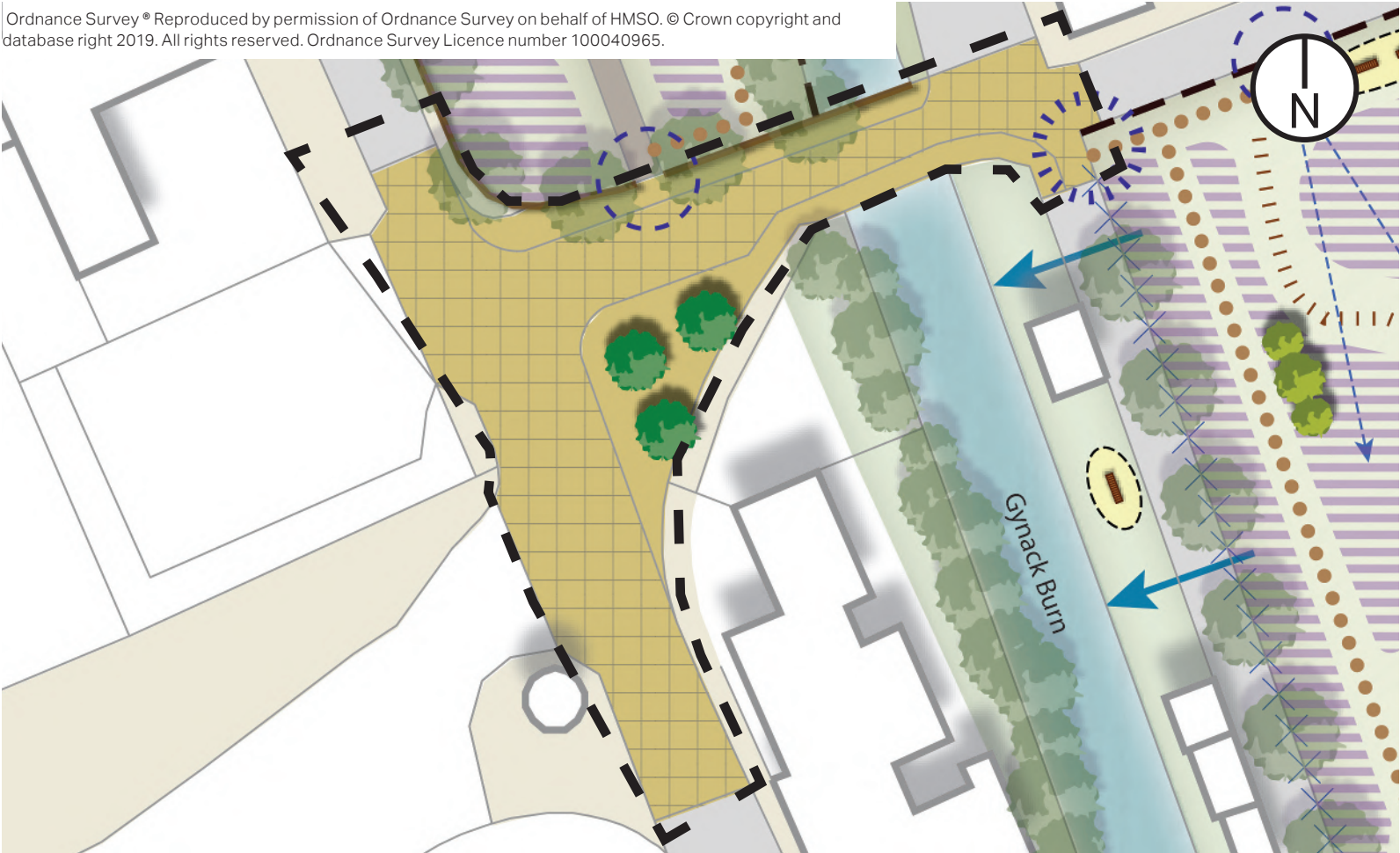
Design Objectives

The intention of the concept idea is to integrate active travel and provide high quality streetscape along the High Street gateway area opposite the Duke of Gordon Hotel. Opportunities might include:

- The extension of the existing footpath to create a shared space active travel link to the south of the carriageway.
- Public realm improvement to the front of the Duke of Gordon including planting, street furniture and cycle parking.
- Large areas of hard surfacing could be interspersed with tree and planting beds which could be used for amenity planting or potentially as sustainable drainage measures.
- High quality, contemporary interpretation boards and wayfinding elements could provide information at this gateway space.

Spey Street/Ruthven Road

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1:500 @ A2

Design Objectives

The intention of the concept idea is to guide and ease pedestrian movement between the train station and town centre, while slowing traffic and creating a better sense of direction. Opportunities might include;

- A raised table area to slow traffic at this key gateway and encourage pedestrian movement across Ruthven Road and towards the town centre via the Memorial Garden or Gynack Street.
- Improved pedestrian access across the Spey Street bridge with the introduction of pavements either side and a give-way system for traffic.
- Re-claiming the large corner space at the junction of Ruthven Road and Spey Street as public space which could offer an opportunity to 'green' the street with planting and incorporate elements of wayfinding.

Character Ideas

Junctions and Crossings



Raised tables and surface changes could enhance the quality of the streetscape



Footways could be enhanced with palette of high quality natural materials reflective of the local character



Tree planting could help to improve the pedestrian environment

Footways and Public Space



Robust and comfortable seating could be introduced to encourage people to linger



Opportunities for community planting areas or SuDS planting could be explored



Tree planting could be used to emphasise gateways and key routes

Cycle Infrastructure and Placemaking



Placemaking elements could be integrated into street furniture and hard surfaces

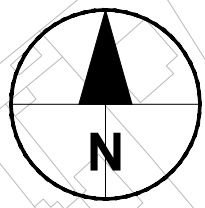


Cycle parking could be integrated into the streetscape



Opportunities for high quality, bespoke wayfinding could be considered to encourage exploration and reduce street clutter

These images are used to illustrate the concept ideas and character and are not suggestive of what a final design may look like.

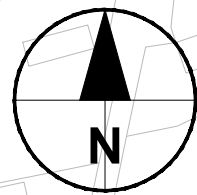


• IMPROVED CROSSING
POINT MAIN STREET
JUNCTION

• UPGRADE
OF SHARED
FOOTPATH

• RESURFACING OF
EXISTING WWTW

• RESURFACING OF
EXISTING WWTW



• UPGRADED FOOTPATH



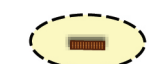






• UPGRADED FOOTPATH

• CONNECTION TO
RUTHVEN BARRACKS

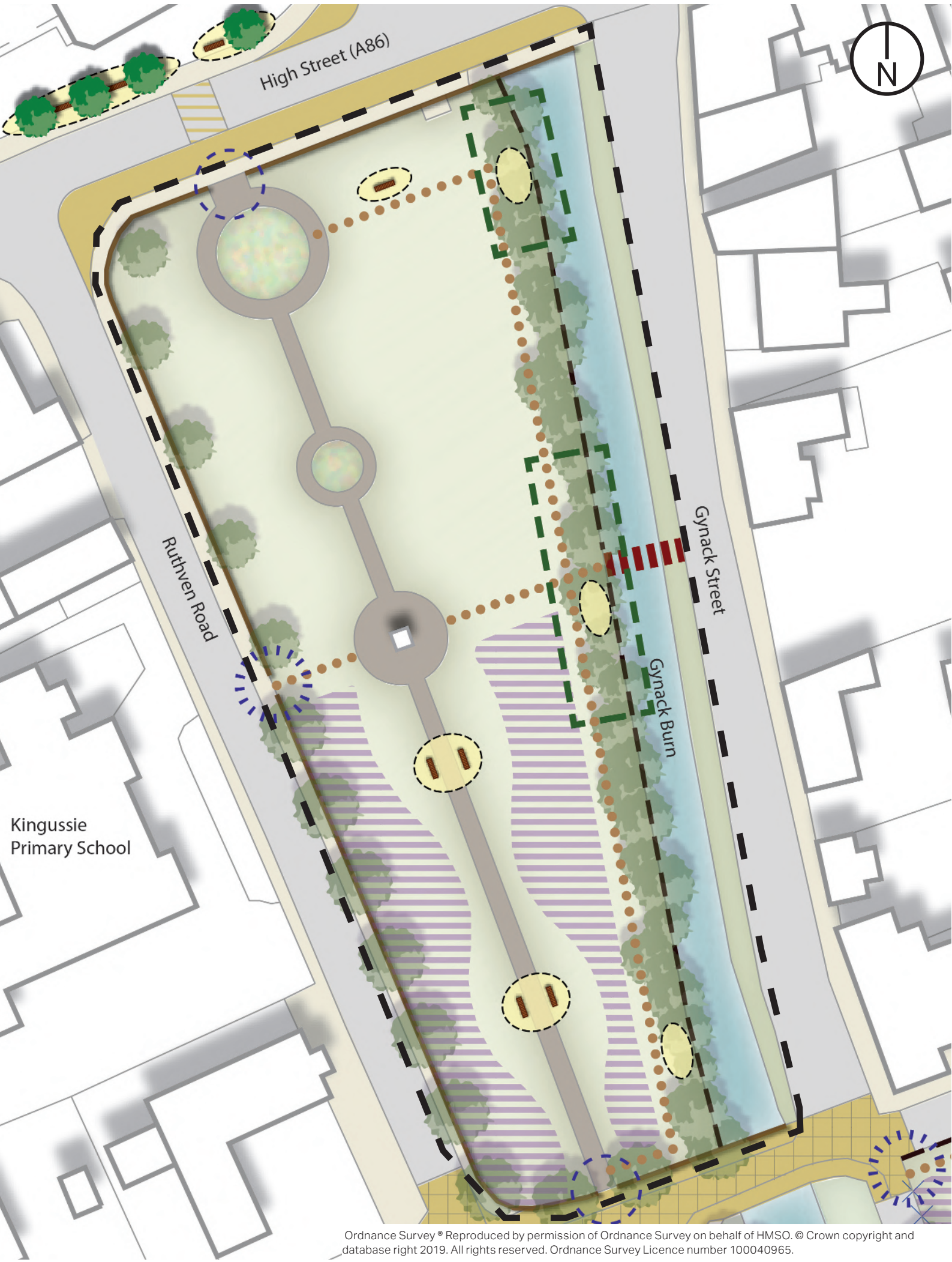
Memorial Garden

Legend

Potential opportunities:

-  New footpaths (informal)
-  Wildflower meadows
-  New and / or enhanced seating spaces
-  Enhanced footpath materials
-  Pedestrian bridge
-  Boundary enhancement
-  Existing entrance enhanced
-  New entrance
-  Vegetation clearance to create views across the Gynack Burn

Concept Plan



1:500 @ A1

Design Objectives

- The intention of the concept idea is to retain a more formal character to the north of the Memorial Gardens, while offering greater variety to the south to encourage use and reduce maintenance. The concept idea considers an option to reconnect with the adjacent Gynack Burn. Opportunities might include;
- Upgrade of existing surface materials and boundary along the Gynack Burn. These features could be improved by higher quality materials such as natural stone and wrought iron railings which compliment the heritage character and surroundings of the garden.
 - Wildflower meadows add colour and seasonal change. Meadows also require a much-reduced maintenance regime compared to amenity grass, as they generally require just one annual cut and meadows also provide increased biodiversity value.
 - Existing seating could be enhanced to provide comfortable options that can be easily accessed from the path network. Additional seating could be introduced in certain areas.
 - Improved access and connections to town with the addition of new paths and a bridge across the Gynack Burn.

Character Ideas

Placemaking, Planting and Seating



Appropriate public art could enhance the variety of interest in the Memorial Garden



Meadows could add seasonal colour, increase biodiversity and reduce maintenance



Seating and picnic spaces could be sited adjacent to the Gynack Burn to enhance an appreciation of this space

Hard Materials



Main paths could be upgraded with high quality natural stone surfacing



Boundaries could be enhanced along the side of the burn. Options might include heritage style railings



Subject to further feasibility studies, a bridge crossing could create access through to Gynack Street

These images are used to illustrate the concept ideas and character and are not suggestive of what a final design may look like.

Spey Street Green

Legend

Potential opportunities:

- Footpath (informal)
- Pump track
- New and / or enhanced seating spaces
- Wildflower meadows
- Tree planting/ trees in planters
- Enhanced boundary
- Boundary planting
- Existing boundary removed could provide permeable edge to access the edge of the Gynack Burn
- Pedestrian movement could be enhanced
- Key view to Cairngorms mountains to be retained
- Existing entrance enhanced
- New entrance

Concept Plan



1:500 @ A1

Design Objectives

The intention of the concept idea is to enliven this space and provide temporary uses which offer a more contemporary landscape in contrast to the formal Memorial Gardens. Opportunities might include:

- The introduction of a temporary path network and pump track, which could be created through a gradual process of earth mounds formed of suitable excess site-won materials.
- The introduction of boundary planting to provide separation from the bowling green.
- Increased access to the Gynack Burn through the removal of boundary fencing along the park and the inclusion of new seating spaces which look over the burn.
- The addition of new planting including trees and meadows, which would reduce the maintenance of this space whilst also providing colour and increasing biodiversity.

Character Ideas

Temporary Pump Track and Informal paths



A pump track could be integrated into the space



Temporary informal footpaths could be introduced to enhance access



Mown paths could be created through areas of meadow to increase route options

Seating Areas and Planting



A variety of informal seating (for example, long benches and single seats) could encourage better use of the space



Trees in planters could provide flexibility in the shorter term; and could be planted permanently in future

These images are used to illustrate the concept ideas and character and are not suggestive of what a final design may look like.

Legend

- Lowest Preference
- Highest Preference

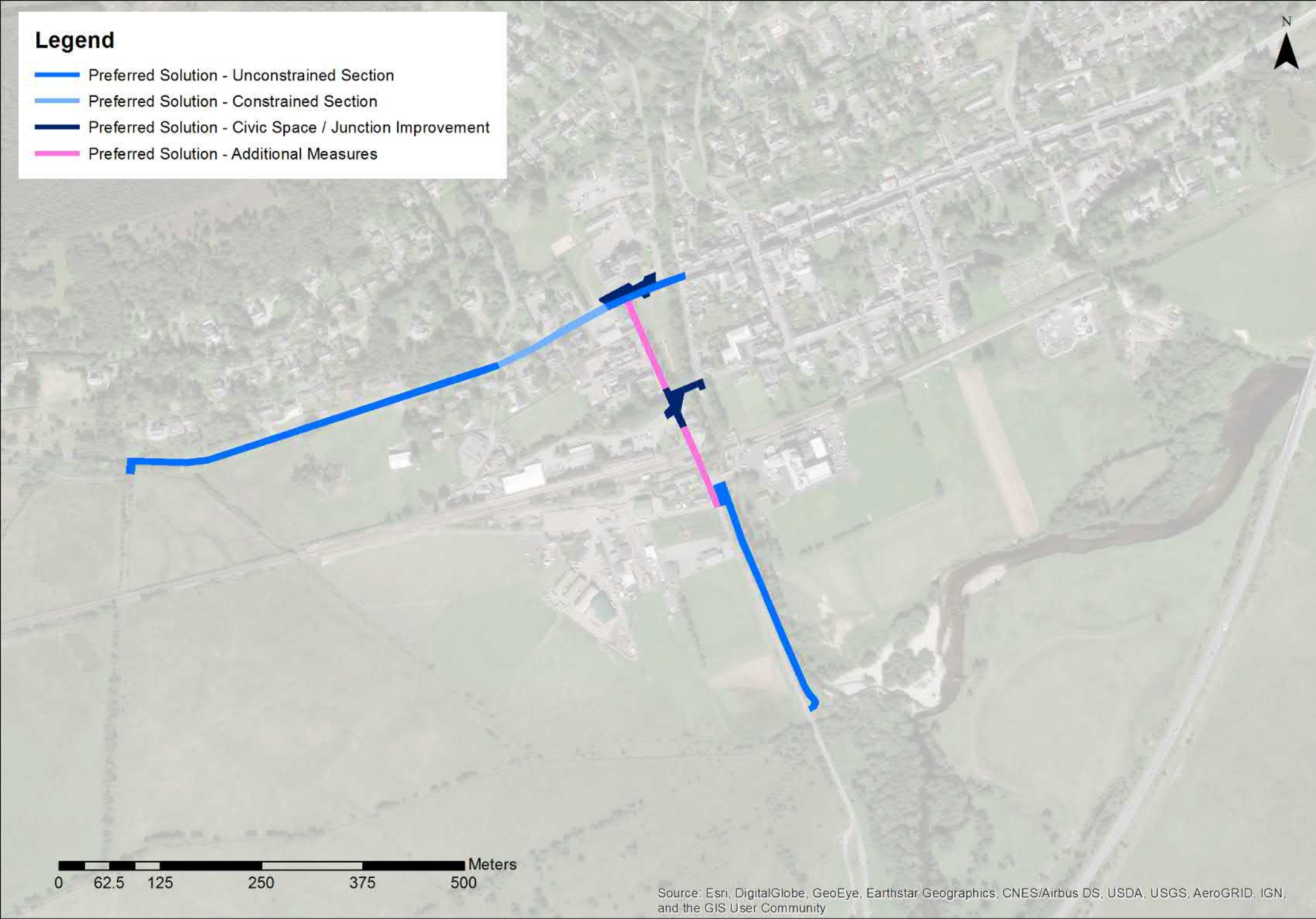


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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Legend

- Preferred Solution - Unconstrained Section
- Preferred Solution - Constrained Section
- Preferred Solution - Civic Space / Junction Improvement
- Preferred Solution - Additional Measures



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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Appendix B – Placecheck Comments

Type	Title	Content	Position	Date	AECOM Category
Things we need to work on	Cycle path between Kincaig and Kingussie	There is no safe cycle route between Kincaig and Kingussie. I'm too scared to attempt to cycle there again after a couple of scary occasions. A path alongside the railway or road would allow safe cycling for commuters. This would take cars off the roads with environmental benefits.	57.1258,-3.93946	24-Apr-19	Safety Issues
Things I don't like	Uneven surface to road where cable has been replaced?	Road is uneven and finding myself unbalanced, dangerous	57.0822,-4.04134	23-Mar-19	Safety Issues
Things we need to work on	Really bad drop/gap from the tarmac to the verge	Dangerous to cycle on it	57.0876,-4.02177	23-Mar-19	Safety Issues
Things I don't like	No cycle path	I would like the cycle path to connect from Kingussie to Lynchat so that I can cycle safely to work. There is no path at the moment.	57.0866,-4.01868	23-Mar-19	Safety Issues
Things I don't like	Pavement condition	Pavement is narrow and there is green space between the main road and the pavement. The pavement is uneven, cracked and gravel. The pavement on the other side has been improved but narrows nearer Kingussie centre and there is no clear way to cross from one side to the other.	57.0778,-4.0614	21-Mar-19	Quality of Surface
Things I don't like	Pavement along High Street	Very narrow along this section, 2 people maximum but it doesn't feel too unsafe as cars are usually parked on the High Street so to act as a buffer between the main road and the pavement	57.0799,-4.05234	21-Mar-19	Active Travel Improvements
Things we need to work on	Pavement disappears	Pavement on the street stops. It is a key access point for the village to access the Doctors surgery and people have to walk on the road a short way to get to Ardvoine Car park	57.08,-4.05295	21-Mar-19	General Improvements
Things we need to work on	Car Park	Car park space is mostly used as a dumping ground or very long parking area and is not attractive in anyway to people to park as it does not feel safe and is not well lit. It also has glass broken on the ground often. The area could be much better used if renovated, better lit and people were signposted to use it better. Better option than onstreet parking on Spey street etc	57.0796,-4.0473	21-Mar-19	Parking
Things we need to work on	War Memorial Park	Park has limited benches to sit and enjoy the park. The park also has no access or possibility to enjoy view of the river. The memorial itself is great and the gardens are always well kept.	57.0795,-4.05272	21-Mar-19	General Improvements
Things we need to work on	Unclear pedestrian route	Unclear crossing point for people on narrow bridge. Would be better to be zebra-cross and fencing rerouted to make crossing point clear for pedestrians and vehicles	57.0777,-4.05169	21-Mar-19	Active Travel Improvements
Things we need to work on	Pedestrian lines across railway tracks	Pedestrian lines across railway track are very narrow and unclear when driving. Too narrow for students of school as they are funnelled off the pavement	57.0779,-4.05192	21-Mar-19	Active Travel Improvements
Things I don't like	Cracked road crossing on rail tracks	The tarmac at points that cross the rails has been lifted and cracked. It is useful because it slows traffic but are painful to ride over on a bicycle. Permanent, or deliberate traffic calming methods across the tracks would be more bicycle friendly	57.078,-4.05208	21-Mar-19	Quality of Surface
Things I like	Active travel route	This is a great track, the endings at both side needs improvement, but the track itself is a safe distance from road and is often used by people walking, cycling and running. It provides great views of local area. Good surface. The bridges could have better compatibility with the tarmac. Could we encourage walking and running along the N to K path by placing distance markers every 0.5km to help people have goals/targets or easily calculate how far they have walked and give them turn around points. The track is a safe distance away from the road it does feel a good distance away. Something like https://www.google.com/search?q=distance+markers+along+cycle+track&safe=active&rlz=1C1GCEB_en&source=lnms&tbm=isch&sa=X&ved=0ahUKEwOodCupPhAHNRUHR2GCDkQ_AUjDig8&biw=1164#imgrc=LH6f4XDwAJ7C8M	57.0752,-4.07764	21-Mar-19	Quality of Surface
Things we need to work on	Distance markers		57.0726,-4.09207	21-Mar-19	Signage
Things we need to work on	Cycle path exit	The cycle path entrance/exit should be more visible with a cycle lane printed on the road and signs to show drivers the entrance/exit	57.0704,-4.10193	21-Mar-19	Signage
Things we need to work on	One Way?	Could High Street be NE heading and Spey Street be SW direction using Ruthven road and Duke street? The corners would have to be improved to allow all traffic to travel through Kingussie safely. It would allow the street width to be improved for users other than vehicles.	57.0794,-4.04928	21-Mar-19	General Improvements
Things I don't like	No cycle path to Lynchat & Kincaig	Need to have a cycle/walking path to make travelling to Lynchat, The Highland Wildlife Park and Kincaig safer and thus encourage more people to do it. Also need to link to the A9 cycle path.	57.0852,-4.03344	19-Mar-19	Active Travel Improvements
Things we need to work on	Bridge over the Spey on B970	Too narrow for a large articulated truck (a common occurrence) and a bike or pushchair to pass each other safely. Needs a cycle/walkway added, or intelligent traffic lights that recognise a moving bike, with a button for walkers too perhaps.	57.072,-4.04691	19-Mar-19	General Improvements
Things I like	Newtonmore-Kingussie cycle path	This is great, exemplary, we need more paths like this.	57.0748,-4.08382	19-Mar-19	Other
Things I don't like	inadequate street lighting on Ardrolloch Road	When it is dark and especially during the winter months when it get dark early as a car driver it is very difficult to see pedestrians on the road. There is no footpath and no room for a footpath so increasing the street lighting could be an option.	57.0827,-4.05052	17-Mar-19	General Improvements
Things we need to work on	positive and encouraging comments/information	It would be good to see signs by the path or painted information on the path. It could inform for those using the path: how far they have travelled, wild life that maybe seen, thumbs up signs or smiley faces encouraging children. Great for children learning to cycle or those not that keen on walking making the outing interesting. I have seen this used in other countries for children walking/cycling to school, and could be used with in the town for children going to school.	57.0767,-4.07121	17-Mar-19	Signage
Things we need to work on	An off-road link to Kincaig	To join with existing Kincaig - Aviemore Speyside way	57.0938,-3.99962	16-Mar-19	Other
Things I don't like	Same comment as previous Kingussie to Lynchat - an off main road link is needed to ultimately join with the existing Speyside way route Kincaig/Aviemore	Often drive my car (and bike) to Kincaig from home in Kingussie and from there cycle on the 'safe' Speyside way to Aviemore - need to encourage less car usage!	57.1048,-3.97439	16-Mar-19	Other
Things I don't like	Start of cycle path to Newtonmore	It is some time since I have used the cycle path, because of the inaccessibility at the start of the path, so my comment may be out of date. The cycle path to Newtonmore starts by encouraging cyclists to ride on the pavement, which is not good for pedestrians or cyclists. When the path proper begins it is with a sharp left turn followed quickly by a sharp right turn. When my children were small I used to carry them on a child seat on my crossbar and on a tag-along, which is very awkward when making sharp corners. I suffer from Multiple Sclerosis and because it causes problems with balance I can no longer ride a bike. I instead use an adult trike, which is fantastic! However, it is also very tricky to manoeuvre at this turn and almost impossible to cycle up toward the road heading towards Kingussie because the hill is too steep for such a heavy vehicle. Since my MS has got worse I needed help getting up the hills and now have an e-trike. I hope to return to the cycle path in the summer to try out the route.	57.0787,-4.05608	16-Mar-19	General Improvements
Things I don't like	Junction of East Terrace with Ardrolloch Road	There is a difficult camber at the corner for cycling and an area of concrete studded with stones there too which makes walking or cycling at that junction tricky.	57.081,-4.0519	16-Mar-19	Quality of Surface
Things I don't like	Junction of High Street and Duke Street	Cars often parked close to the junction (invariably at chip shop) making it hard to see if cars are coming when exiting Duke Street.	57.0807,-4.04752	15-Mar-19	Parking
Things we need to work on	Junction of Dunbarry with High Street	After walking down the pavement on Dunbarry and waiting to cross over to Manse Road, standing on the corner is a vulnerable spot as vehicles coming down the High Street and turning left up Dunbarry often cut the corner.	57.0831,-4.04588	13-Mar-19	General Improvements
Things we need to work on	bridge to barracks	Not strictly cover in areas but really need footpath/cycleway from proposed end of Badenoch Way at Ruthven barracks to join up with path from Dell into village. Dangerous narrow road to walk/cycle on	57.0724,-4.04726	12-Mar-19	Active Travel Improvements
Things I don't like	End/start of cycle path at Kingussie	I agree with the previous comments about how unsatisfactory this is.	57.0774,-4.0634	11-Mar-19	Other
Things we need to work on	Route on the north side of the A86	I feel a safe cycle/walking route would need to take a more meandering route to be safer and away from a steep road with poor visibility at points. ?using Middle Ter, Old Distillery Rd and/or Ardvoine Park. The route coming out near or at Gynack road end would be closer to the school crossing.	57.0822,-4.0531	11-Mar-19	Safety Issues
Things I like	Kingussie to Newtonmore path.	This is a frequently used route by walkers, runners, cyclists and sometimes roller skiers!	57.0771,-4.06872	11-Mar-19	Other
Things I don't like	Bike stands in front of previous sports shop.	I rarely see them used as bike stands and although they look good when filled with plants I wonder if this deters people from using them.	57.0801,-4.05149	11-Mar-19	Other
Things we need to work on	Area in front of council offices	Would they be better replaced with something more functional.	57.0803,-4.05033	11-Mar-19	General Improvements
Things we need to work on	focus on vehicle use	Potential area for user friendly bike racks. May help encourage more people to cycle short distances within the town.	57.0796,-4.0531	11-Mar-19	Signage
Things I don't like	driver education	its great to have cycle paths and maps around Kingussie but the big leap of safety will require a focus on changing how vehicles move around rather than how bicycles do e.g. signs directed at drivers as there are only so many cycle paths that can be created, but this would make a huge difference to the whole area	57.0808,-4.04872	11-Mar-19	Other
Things we need to work on	end of cycle path	make clearer for drivers about the cycle path joining carriageway - coming N to K I have been correctly positioned in the road with right arm out signalling to go onto the cycle path in good time and been shouted at and waved to get back to the curb so the driver could pass faster	57.0707,-4.10108	11-Mar-19	Safety Issues
Things I don't like	cycle path design	90 degree turns on slippery road plus bumps up onto bridges make the cycle path not an equivalent alternative to the road	57.0775,-4.06496	11-Mar-19	Quality of Surface
Things we need to work on	driver behaviour	drivers go from mostly safe to overtaking very close on blind corners and summits regularly - need this worked on - suggest absolute minimum is safe distance and "cycle friendly road" sign to remind drivers that this isnt the A9	57.0777,-4.06606	11-Mar-19	Safety Issues
Things we need to work on	end of 30mph zone	drivers go from mostly safe to overtaking very close on blind corners and summits regularly - need this worked on - suggest absolute minimum is safe distance and "cycle friendly road" sign to remind drivers that this isnt the A9	57.0835,-4.03902	11-Mar-19	Safety Issues
Things I like	village roads	decent driving behaviour around the village	57.0799,-4.05335	11-Mar-19	Safety Issues
Things I don't like	Narrow steep road no verges or cycle track	The routes from the centre of Kingussie heading Northwards are all uphill with steep inclines. Noe of the roads make any provision for cyclists. Lack safety is a big concern especially as the verges are limited and there are blind bends on the roads	57.0828,-4.05541	11-Mar-19	Active Travel Improvements
Things I don't like	No Cycle track	The road from Kingussie to Kincaig is busy with no cycle track. This is a main route for cyclists going from Kingussie and Aviemore	57.1019,-3.98443	08-Mar-19	Active Travel Improvements
Things we need to work on	Safe routes to school	Most families live north of the main trunk road through the town. Both schools are on the south side. We need to consider options for safe routes that will encourage more cycling, including getting to the shops.	57.0839,-4.04529	07-Mar-19	Active Travel Improvements
Things we need to work on	Linking the town to the new proposed A9 cycle path	Its not clear on the A9 duelling plans exactly where the new path will end. We need to plan now to make sure there is a good cycle way, or cycle provision that continues into the town. This is another opportunity to install trailhead, welcome interpretation.	57.0839,-4.0379	07-Mar-19	Improvements
Things we need to work on	cyclists/ walkers welcome interpretation information	Opportunity to welcome cyclists/ walkers , providing information about facilities and heritage features in Kingussie. This could possibly be made into an art installation applying for a Sustrans art grant(would be useful to research similar projects on other Sustrans routes)	57.078,-4.06177	07-Mar-19	Signage
Things we need to work on	consider possibility of alternative route coming out at the Fountain	Safe route to school for children coming from Newtonmore. Also safer route for cyclists travelling on Sustrans route 7. At the moment route 7 cyclists turn opposite the DuG hotel and don't get as far as the shops and cafes. If this new route is an option a sign could be put up at the Fountain sayings shops , cafes etc 1 minute...	57.0783,-4.05722	07-Mar-19	Safety Issues
Things we need to work on	Bridge over Spey	Traffic priority signs, wider walking/cycling section, possibly signs warning about walkers on bridge.	57.0724,-4.04855	07-Mar-19	Signage
Things we need to work on	King Street and Gynack street parking -	is there room for cycle way and more parking by making them one way? There may be potential for opening up the fencing by the burn to open up the road and the gardens by Gynack Street.	57.0792,-4.05039	06-Mar-19	Improvements
Things I like	Safer cycling through the village.	I often cycle to the village, instead of using my car for short journeys. I also have young grand children, who likes to cycle from Kingussie to newtonmore Folk park.	57.0812,-4.04639	06-Mar-19	Safety Issues
Things we need to work on	Better pedestrian/cycle path along B979	Dedicated pedestrian pathway/cycle path to the Dell and beyond to RSPB would be great - is this in the pipeline with the Spey Way	57.076,-4.04949	04-Mar-19	Active Travel Improvements
Things I don't like	Abrupt end of cycle path	Echo Cristian's comment on the end of the path needing to be safer	57.0701,-4.10279	04-Mar-19	Safety Issues
Things we need to work on	Safer options through town	Clearer signage entering Kingussie - do cyclists onto the road, use the narrow pavement or cross over onto the new pavement? None of these options are great for families with small children. Consider a quieter option through town - main street can be quiet busy. This may become especially important when the A9 dialling happens if traffic from the A9 is also diverted through the town.	57.0789,-4.05602	04-Mar-19	Signage
Things we need to work on	General maintenance of the A86 path	Can be very treacherous in frosty/cy/snowy conditions. Standing water = patches of slippery mud in places.	57.077,-4.07524	04-Mar-19	Quality of Surface
Things we need to work on	From Lynchat to Kingussie Cemetary no footpath, so dangerous for walking.	Safety reasons.	57.0893,-4.01387	04-Mar-19	Safety Issues
Things we need to work on	Existing cycle path crosses A86	Cycle path finishes leading to a dangerous crossing of the A86.	57.0704,-4.10219	20-Feb-19	Safety Issues
Things we need to work on	Bridge crossing	Poor visibility from both ends	57.0727,-4.04767	20-Feb-19	Safety Issues

Appendix C – Consultation

CYCLE KINGUSSIE – PUBLIC CONSULTATION FEEDBACK FORM

PROJECT DESCRIPTION

Cycle Friendly Kingussie, with funding support from the Scottish Government, through Sustrans Scotland's Community Links programme, is exploring ways to make it easier to walk and cycle within and around the town.

AECOM has been commissioned by Cycle Friendly Kingussie to engage the community to assist in developing proposals to improve walking and cycling routes and facilities in the area, including safer routes to schools.

The project aims to help ensure that Kingussie remains a place where locals and visitors wish to spend time whilst walking and cycling between local attractions and amenities. In particular, the project is focussing on ensuring the key routes from where people live to the facilities on the High Street, the High and Primary School, Medical Centre, Badenoch Fitness Centre, Railway Station, Council Offices, Community Hospital, Galleries and Community spaces are attractive for pedestrians and cyclists. It is also looking at ways to better and safely connect the town to the proposed cycleway on the dualled A9, the Speyside Way, National Cycle Route 7 and others.

This form is to gather your feedback on the draft drawings and visualisations that are presented today.
*Please refer to the maps boards (including plans, photos and sketches) for each Project whilst answering these questions.

PROJECT FEEDBACK

Project 1 – Existing path network from Newtonmore to Duke of Gordon

Please give Project 1 a ranking between 1 and 7 for prioritisation? (1 = Highest priority)

1	2	3	4	5	6	7
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Do you have any general comments about Project 1?

Project 2 – Duke of Gordon Hotel

Please give Project 2 a ranking between 1 and 7 for prioritisation? (1 = Highest priority)

1	2	3	4	5	6	7
---	---	---	---	---	---	---

Do you have any general comments about Project 2?

Project 3 – Spey Street Junction

Please give Project 3 a ranking between 1 and 7 for prioritisation? (1 = Highest priority)

1	2	3	4	5	6	7
---	---	---	---	---	---	---

Do you have any general comments about Project 3?

CYCLE KINGUSSIE – PUBLIC CONSULTATION FEEDBACK FORM

Project 4 – Link along WWTW road linking school and underpass						
Please give Project 4 a ranking between 1 and 7 for prioritisation? (1 = Highest priority)						
1	2	3	4	5	6	7
Do you have any general comments about Project 4?						
Project 5 – Link to Ruthven Barracks south of the school						
Please give Project 5 a ranking between 1 and 7 for prioritisation? (1 = Highest priority)						
1	2	3	4	5	6	7
Do you have any general comments about Project 5?						
Project 6 – Public Space						
Please give Project 6 a ranking between 1 and 7 for prioritisation? (1 = Highest priority)						
1	2	3	4	5	6	7
Do you have any general comments about Project 6?						
Project 7 – Community Comments						
Please give Project 7 a ranking between 1 and 7 for prioritisation? (1 = Highest priority)						
1	2	3	4	5	6	7
Do you have any general comments about Project 7?						

CYCLE KINGUSSIE – PUBLIC CONSULTATION FEEDBACK FORM

GENERAL FEEDBACK

1. Do you have any other general comments about the project, or foresee any issues that may affect the potential delivery of the scheme?

YOUR DETAILS (optional):

1. Name:

2. Email:

3. Postcode:

Cycle Kingussie

Peter Leslie
Rob Sutherland



Kingussie Client Workshop – Streets and Stories Session

Thursday 21st March 2019



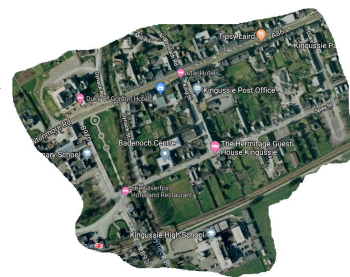
Agenda

Introduction
Project Update
Placecheck Update
Place and Project Update
Design Options Update
Consultation – Next Stage
Actions



What is our project all about?

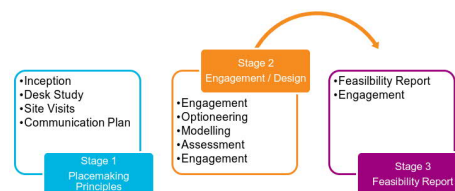
- Exploring ways to make it easier to walk and cycle within and around Kingussie, including safer routes to schools
- Helping to ensure Kingussie remains a place where locals and visitors wish to spend time
- Application for funding from Sustrans



Policy drivers



Project Process





Then and now – King Street



Then and now – Spey Street



Then and now – King Street

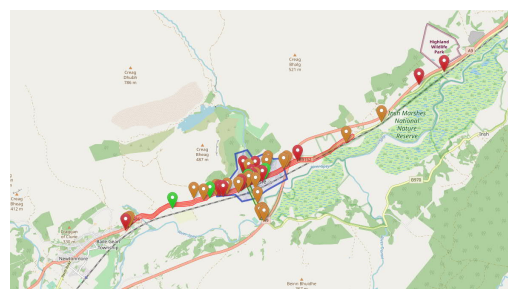


Then and now – High Street



Project Update

Placecheck



Placecheck

Type	Title	Content	Added by	Position
Things I don't like	No cycle path to Lynchall & Kinrossie	Need to have a cyclewalking path to make travelling to Lynchall, The Highland Wildlife Park and Kinrossie safer and thus encourage more people to visit. Also needs to be to the full cycle path.	Julian Buckingham 10 Mar 19	ST 0852 - 4.03344
Things we need to work on	Bridge over the Spye on B970	Too narrow for a large articulated truck (a common occurrence) and a bit of a problem to pass each other safely. Needs a cyclewalking added, or intelligent traffic lights that recognise a moving line, with a button for vehicles too narrow.	Julian Buckingham 10 Mar 19	ST 072 - 4.04891
Things I like	Newtonmore-Kinrossie cycle path	This is great, especially, we need more paths like this.	Julian Buckingham 10 Mar 19	ST 0748 - 4.08302
Things I don't like	Inadequate street lighting on Andersons Road	When it is dark and especially during the winter months when I get dark very early as a car driver it is very difficult to see pedestrians on the road. There is no footpath and no room for a footpath so increasing the street lighting could be an option.	Vargaret Berkeley 17 Mar 19	ST 0827 - 4.05052
Things we need to work on	positive and encouraging comments/information	It would be good to see signs to the path or printed information on the path. It could inform for those using the path, how far they have travelled, and the total miles/km. There is a sign or notice board encouraging children. Great for children learning to cycle or those not that keen on walking during the rainy weathering. I have seen this used in other countries for children walking to school, and could be used with in the town for children going to school.	Vargaret Berkeley 17 Mar 19	ST 0767 - 4.07121
Things we need to work on	An off-road link to Kinrossie	To join with existing Kinrossie - Avenmore Separable way.	Wes Stewart 10 Mar 19	ST 0936 - 3.99962
Things I don't like	Same comment as previous Kinrossie to Lynchall - an off	Other drive you can take ideas to Kinrossie from home in Kinrossie and then there cycle on the safe footpath way to Avenmore - need to encourage less car usage.	Wes Stewart 10 Mar 19	ST 1046 - 3.97429



Place Standard Tool and Workshop



Place Standard

How Good is Our Place?

[Data Sources/Tools](#) | [Contact us](#) | [Privacy](#)

GETTING STARTED

If you are completing the Place Standard as part of a group please enter your group ID:

Completing the Place Standard assessment as part of a group enables group administrators to collect, collate and analyse results for your place.

You can complete the Place Standard as an individual. Alternatively, before completing the Place Standard you can identify yourself as part of a group. Either way, at the end of the set of questions, you will receive your own summary in the form of a shape or compass diagram that can be downloaded as a pdf.

Group ID (if you have been given one)

cycle-kingussie

Area of Assessment

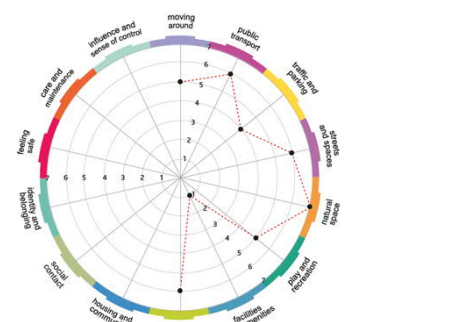
Cycle-Kingussie

Date of Assessment

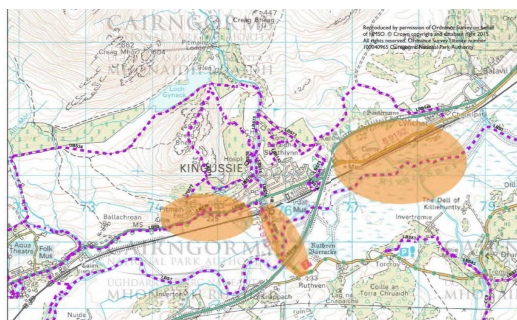
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Postcode

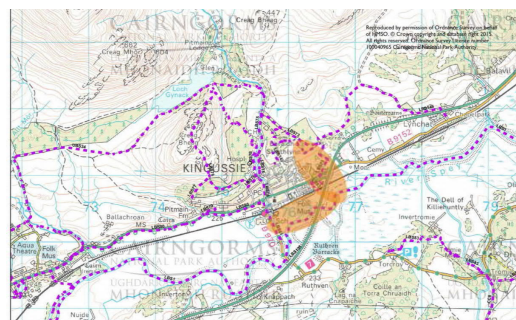
ST 0748



AECOM Review

Core Paths Plan Map 17
Kinrossie

AECOM Review

Core Paths Plan Map 17
Kinrossie

Design Options



Build your street in Streetmix - www.streetmix.net



AECOM Review



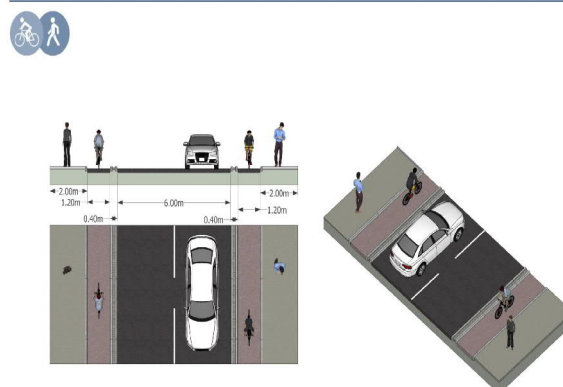
Option 1 - Shared Use Footway on Both Sides

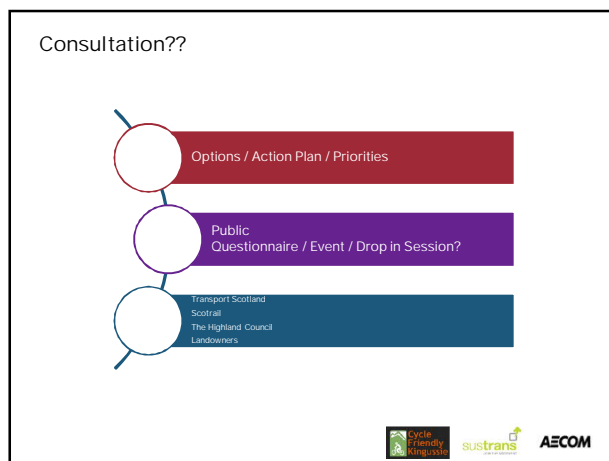
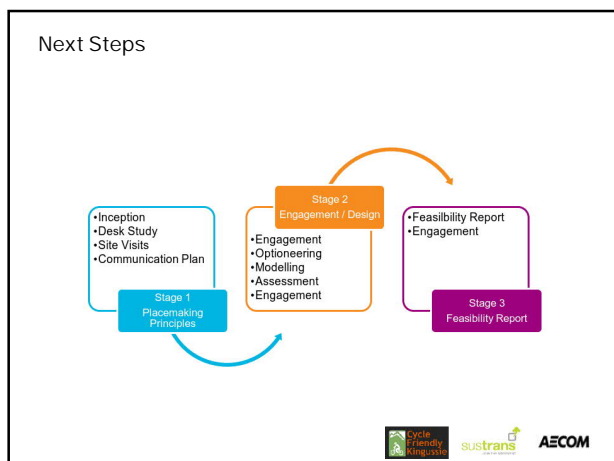
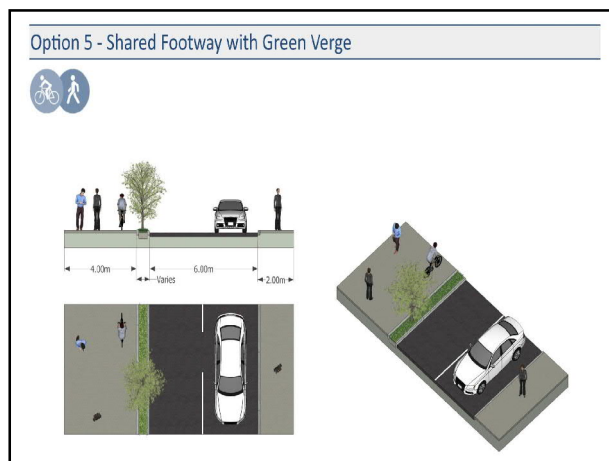
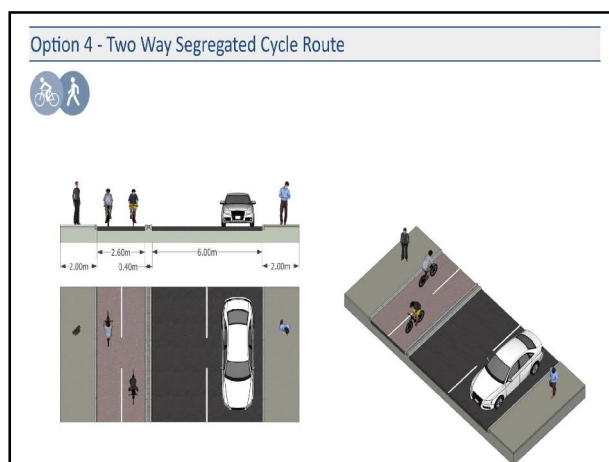


Option 2 - Shared Use Footway on One Side



Option 3 - With Flow Segregated Cycle Route





Actions



Cycle Kingussie

Peter Leslie – peter.leslie@aecom.com
Rob Sutherland



Appendix C : 2023 KCDC 5 Year Paths Plan

KCDC Path Network – 5 Year Strategy & Plan

Approved by KCDC Board, February 2023

Background

Kingussie, the capital of Badenoch, is a small, traditional Highland town on the north bank of the river Spey, bounded by the Insh marshes to the south and the Monadhliath Mountains to the north.

Apart from the Sustrans path to Newtonmore, there is limited dedicated off-road walking between settlements in the Strath. Although in 2021, The Speyside Way was extended to go through the town incorporating a road section between Kingussie and Ruthven.

The main opportunity for local walking is on paths to the north of the town, primarily on land owned by Pitmain Estate. The relationship between the Estate and KCDC is mutually supportive.

Many paths are designated Core Paths. KCDC have the support of local landowners in maintaining the current path network.

The vision for our path network

KCDC's vision is that we establish Kingussie as an exemplar town path network, within the context of the Cairngorms National Park and based primarily on existing Core Paths.

Crucially this path network will begin from the very heart of the town, where people live or stay and will be one where people can enjoy all the health and well-being benefits associated with walking in the countryside.

As far as possible (and where practical and reasonable), the path network should allow inclusive access. Where close to the town, paths should be of all-abilities standards. The path network will meet the requirements of Scottish access legislation with improvements being designed for multi-use. The standards of path build and maintenance will make surfaces attractive to walk and ride on and be based on Paths for All & UPAG construction guidelines with highest standards of reinstatement.

Paths will be signed and promoted through various media, providing up to date and accurate information to encourage use by locals and visitors.

Voluntary path works will be coordinated by KCDC with an ethos of inclusivity, in which a wide range of abilities and ages can be catered for. All contributions commensurate with ability will be welcomed and acknowledged.

Aim of the paths sub-group of KCDC

The aim of the paths group is, as far as possible on a voluntary basis, to plan, coordinate and carry out the maintenance and improvements to the current paths network, including the potential for additional links, particularly from the heart of the town.

Historical context and progress to date

Since forming in 2006, KCDC has promoted a local path network and, through work of contractors, volunteers and various partners, replaced, improved, and maintained the infrastructure and paths throughout the local area. These include:

- Erection of signposting on six community paths and produced maps with CNPA.
- **Creag Bheag path:**
 - 2011-13: contracts with COAT to build sections of the Creag Bheag path north & south,
 - 2021-22: KCDC volunteers rebuilt a lower section of 280m of south & two sections at St Vincents Place.
- **Golf Course Circular:**
 - 2011: contract with COAT to build section above golf course.
 - 2011: with Community Service, resurfaced sections of the path by caravan site.
 - 2018: replace clubhouse bridge.
 - 2019: steps & handrail by River Gynack.
- **Tom Baraidh:**
 - 2011: with Community Service, resurfacing and created footbridges.
 - 2021: 400m paths surfaced by KCDC volunteers.
- **Gynack Mill Trail:**
 - 2022: path network built, link to Tom Baraidh by KCDC volunteers.
- **Jubilee Walk:**
 - 2019: new section of The Speyside Way built by N Reid (contractor).
- **Curlew – Strathlynn:**
 - 2011: bridge replaced.
 - 2015: path realignment at the west end of Loch Gynack by Pitmain estate (2015).
 - 2019: Allt Gortan Bridge replaced & sections resurfaced.

Funding

Partnership funding for path works has been obtained from:

- KCDC Hydro fund,
- Cairngorms Trust,
- Paths for All,
- Co-op communities,
- Tesco Bags for Life,
- Peoples Postcode, and
- Lottery Communities Fund.

Activity, coordination and support

Work is undertaken on a voluntary basis with governance provided by KCDC.

This includes the following;

- Carrying out an annual path audit and prioritising path works.
- Monitoring paths and reacting to specific problems as quickly as practically possible (for example: fallen trees).
- Manage and coordinating volunteer path works.
- Carry out training for volunteers.
- Procure funds for path works.
- Prepare applications and reports for funders as required ensuring works fit into regional and national strategies (for example: Green health, active travel, access legislation etc.).
- Oversee third party contracts.
- Liaise with landowners (primarily Pitmain Estate) on path works and joint projects.
- Obtain and maintain path building tools and resources.
- Provide Information and promotion of paths through: signage, brochures, trail head boards, website and social media.
- Provide health and safety guidance for all activities.

Work completed in 2022

1. Finished 100m section on south side of Creag Bheag below gate (completed Apr 2022)
2. Curlew path (alongside Loch Gynack) ditched and partially resurfaced.
3. Ardbriolach Road segregated path & desire line up from hydro bridge (completed Aug 2022)
4. Tom Baraidh entry point from Ardbriolach Road by twin pillars (completed Aug 2022)
5. Creag Bheag West side photo monitoring (set up Aug 2022)
6. West Terrace above Ardvonie park (completed Sep 2022)
7. Repairs to Golf Course Circular storm damage around stile at access to crags (Dec 2022).
8. Repairs to Tom Baraidh circular by start of Raitts path (Dec 2022).

In planning

- Permissions gained for summit work on Creag Bheag

Action Plan

The following table identified planned work for the next five years. Work identified in Year 1 is obviously more clearly thought out than in future years.

Year	Path work with KCDC volunteers	In planning
1 (2023)	<ol style="list-style-type: none"> 1. Golf Course Circular- between Golf Course and new path above Loch Gynack 2. Gynack Woodland, improvement of steep section below tennis courts 3. Creag Bheag summit (summer dependent on funding) 4. Raitts Path 5. West Terrace/Newtonmore Road 	<ul style="list-style-type: none"> • Jubilee Way to Ruthven (planning & funding) • Golf Course Circular segregated path alongside Gynack Road • Source funding and permissions for material for Creag Bheag summit • Sanatorium Wood path system post clearing (liaise with Pitmain)
2 (2024)	<ol style="list-style-type: none"> 1. Creag Bheag south side lower sections 2. Tom Baraidh south of circular (post felling) 3. Golf Club caravan site path 	<ul style="list-style-type: none"> • Golf Club caravan site path • Access around Hydro scheme • Lynchat return path options • Nuide Farm Ruthven connection options • Removing redundant fencing ()in agreement with golf club & Pitmain)
3 (2025)	<ol style="list-style-type: none"> 1. Golf Course Circular – climbing crags access 2. Tom Baraidh/Acres Road 3. Sections of Gynack Road volunteer build 	<ul style="list-style-type: none"> • Tromie Tramp options
4 (2026)	<ol style="list-style-type: none"> 1. Lynchat return paths. 2. Nuide farm/Tromie Tramp 	
5 (2027)	<ol style="list-style-type: none"> 1. Tromie Tramp 	

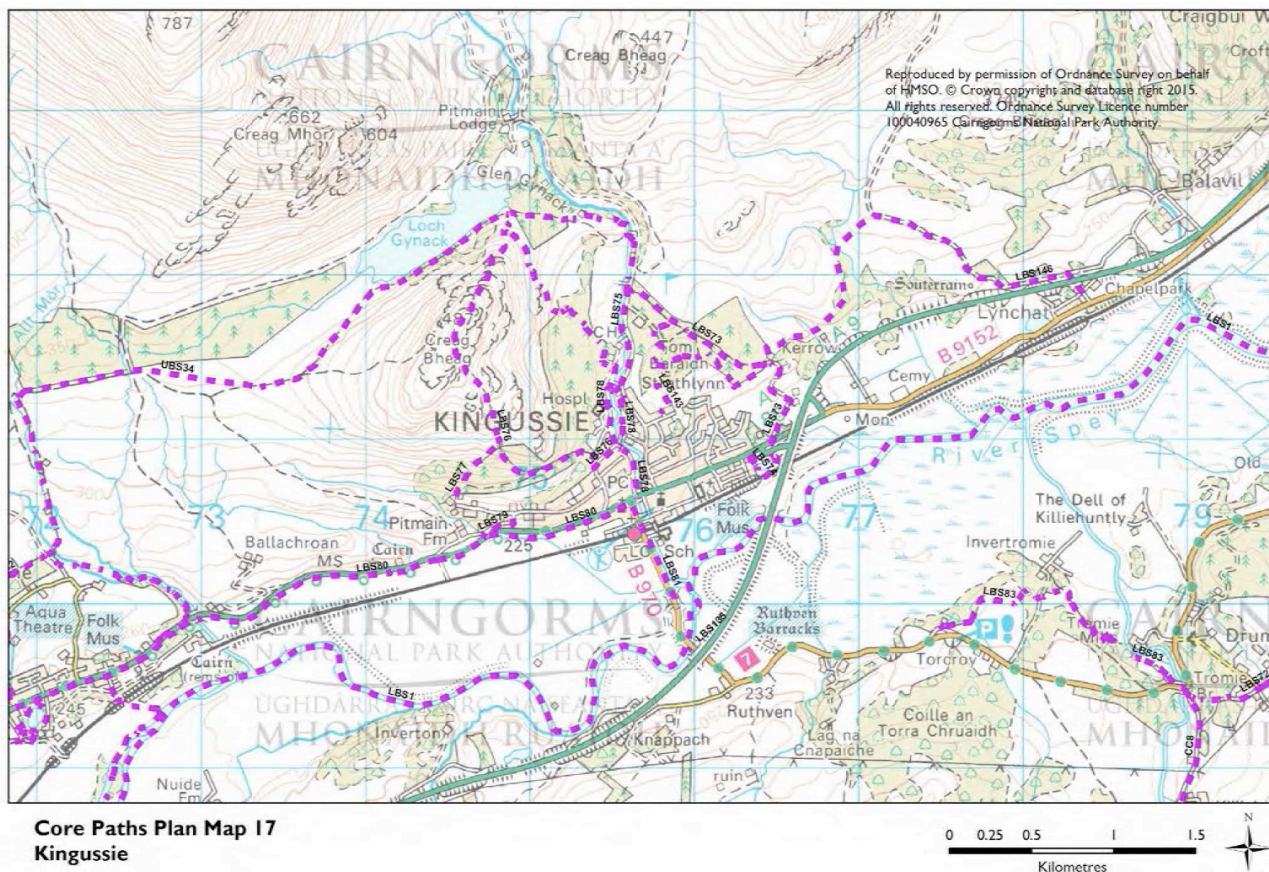
Appendix A

Path Audit

Last updated: winter 2023

The paths included in this audit include the following (there is considerable crossover):-

- 14 Core Paths in and around Kingussie identified by Cairngorms National Park Authority (CNPA) on Map 17 of <https://cairngorms.co.uk/wp-content/uploads/2015/06/CorePathsPlanFinal150727.pdf>.
- Six paths listed on the Cairngorms Paths - Kingussie Paths Leaflet <https://www.kcdc.co.uk/wp-content/uploads/2023/03/kingussie-paths-leaflet.pdf>.
- Many of the alternative routes and regularly used offshoots associated with the above paths.
- Potential paths identified to be developed in the next five years.



KCDC volunteers work on many of the paths with the agreement of the landowners however other paths (e.g. those on the RSPB Insh Marshes reserve) are maintained by other organisations but are included in this document to try and give a more complete picture of paths in the area and context to paths maintained by KCDC.

Fuller details (such as previous work, land ownership, location, dimensions etc.) are maintained in an accompanying spreadsheet but a summary of proposed work by KCDC to any path informs the Action Plan for the next 5 years.

General maintenance and minor localised repairs are not included.

Path Usage

Path usage is determined by discussion with regular walkers and by using “heat maps” such as those provided by [Strava](https://www.strava.com/heatmap) (and shown below).

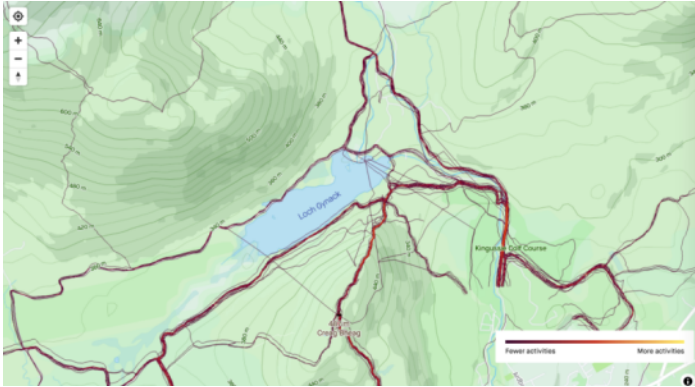
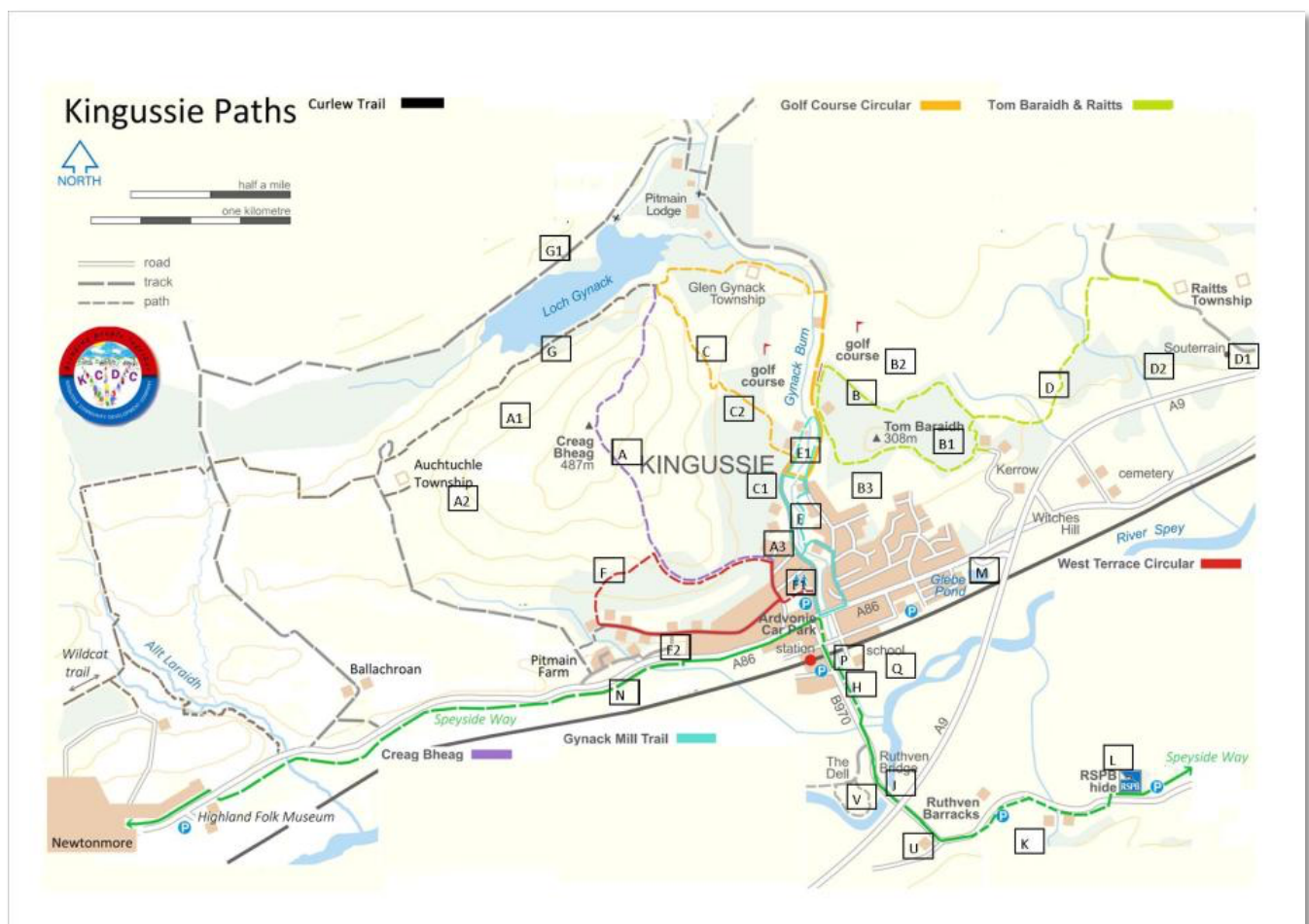


Figure 1: Heat Map produced by [strava.com](https://www.strava.com/heatmap)

The series of tables that follow detail most of the paths in regular use by the general public in the Kingussie area and reference the map shown below.





Creag Bheag

Path Name:	Creag Bheag	
Map Descriptor:	A	
Brief description:	Forest track and hill path from Tait's Brae over summit of Creag Bheag to junction above Loch Gynack	
Usage: (High, Low or Medium)	High (both visitors and locals)	
Works required (description)	Priority (1-5 = high to low)	
a) south of summit	3 (for lower sections) 2 (for higher sections)	
b) summit ridge - major erosion on unbuilt sections between previous work	2	
c) small repairs to north side of the built path	3	
Notes:	Helicopter lift required for materials to summit area	

Alternatives/Offshoots associated with Creag Bheag

Map Descriptor	Description	Usage	Work Required	Priority
A1	Auchtuchle township to summit	L-M	Being monitoring for spreading from Aug 2022	4
A2	Woodland block on Curlew trail to summit	L	Being monitoring for spreading from Aug 2022	4
A3	St Vincents Place to Gynack Road	L		



Tom Baraidh Circuit

Path Name:	Tom Baraidh Circuit	
Map Descriptor:	B	
Brief description:	Circular woodland path around internal perimeter of Tom Baraidh WoodB with several entry points	
Usage: (High, Low or Medium)	High (both visitors & locals - in particular dog walkers)	
Works required (description)	Priority (1-5 = high to low)	
a) surfacing in gaps between previous work on north side	3	
b) surfacing on some entry points	2	
c) surfacing all remaining circular path	4	
Notes:	Extensive windblow of timber during winter 2021-22	

Alternatives/Offshoots associated with Tom Baraidh Circuit

Map Descriptor	Description	Usage	Work Required	Priority/notes
B1	Radial paths within TB circuit	L	none	5
B2	Moorland paths to north	M	none	5
B3	Acres Road to TB	M	? surfacing	4

Golf Course Circular

Path Name:	Golf Course Circular		
Map Descriptor:	C		
Brief description:	Low level circuit of road & path from Ardvonie car park via caravan site to Loch Gynack junction around golf course and return by Ardbriolach Road		
Usage: (High, Low or Medium)	High		
Works required (description)			Priority (1-5 = high to low)
a) segregated path alongside Gynack Road from Duke of Gordon Hotel to Caravan park			1
b) eroded sections between bench above golf course to Loch Gynack junction - surfacing			2
c) eroded sections between top of golf course and Pitmain road-surfacing			4
d) segregated path between bridge and twin pillars			5
Notes:	Extensive windblow of timber during winter 2021-22 behind caravan park		

Alternatives/Offshoots associated with Golf Course Circular

Map Descriptor	Description	Usage	Work Required	Priority
C1	Paths in Sanatorium woodland from caravan site to top of Tait's Brae	M/L	light touch drainage and surfacing with locally gained material	4
C2	Crags access from style	L	light touch drainage and surfacing with locally gained material	4

Raitts & Lynchat

Path Name:	Raitts & Lynchat	
Map Descriptor:	D	
Brief description:	From Tom Baraidh woodland through fields, moorland and juniper plantation to archaeological features (derelict township)	
Usage: (High, Low or Medium)	Medium	
Works required (description)	Priority (1-5 = high to low)	
d) definition & surfacing on various sections	3	
e) replacement of bridge 410m in form start	2	
f) replacement of steppingstones on Allt Cealgach 857m	2	
g) rerouting/boardwalk/? of wet area passed gate at 1241m	2	
Notes:		

Alternatives/Offshoots associated with Raitts & Lynchat

Map Descriptor	Description	Usage	Work Required	Priority/notes
D1	Township to Souterrain and carpark	L		
D2	Return path to Kingussie	N/A	Feasibility study of potential routes and discussion with landowners	



Gynack Mill Trail

Path Name:	Gynack Mill Trail	
Map Descriptor:	H	
Brief description:	Hazel woodland path by river Gynack with several entry points on to Ardbriolach and Gynack roads and 2 bridges	
Usage: (High, Low or Medium)	High	
Works required (description)	Priority (1-5 = high to low)	
a) Improvement of steep section below tennis courts	2	
Notes:		

Alternatives/Offshoots associated with Gynack Mill Trail

Map Descriptor	Description	Usage	Work Required	Priority
E1	Path adjacent to Ardbriolach Road	M	Built 2022 to be reviewed once settled in	3

West Terrace Circular

Path Name:	West Terrace Circular	
Map Descriptor:	F	
Brief description:	From Ardvonie car park via West Terrace up side of Sanatorium Woodland to join Creag Bheag path returning by woodland track to Tait's Brae, on quiet road without pavements, waymarked path and forest track	
Usage: (High, Low or Medium)	Medium	
Works required (description)	Priority (1-5 = high to low)	
a) light touch drainage, definition and surfacing on open hill section to northwest of Sanatorium Woodland	2	
Notes:		

Alternatives/Offshoots associated with West Terrace Circular

Map Descriptor	Description	Usage	Work Required	Priority
F1	Desire line from Ardvonie toilets to top of steps	H	Improved 2022 to be reassessed following winter use	2
F2	West Terrace to Newtonmore road	L	definition and drainage	3



Loch Gynack Path (Curlew Trail)

Path Name:	Loch Gynack Path (Curlew Trail)	
Map Descriptor:	G	
Brief description:	Path from four ways junction of golf course circular & Creag Bheag path above Loch Gynack to Newtonmore. Mixture of built paths and estate tracks.	
Usage: (High, Low or Medium)	Medium	
Works required (description)	Priority (1-5 = high to low)	
a) monitoring following ditching and resurfacing work during 2022 in section by Loch Gynack	3	
Notes:		

Alternatives/Offshoots associated with Loch Gynack Path (Curlew Trail)

Map Descriptor	Description	Usage	Work Required	Priority
G1	Track to north of Loch Gynack	L	Estate managed track	

Other Paths

Map Descriptor	Path	Description	Usage	Work Required	Priority
H	Jubilee Way	Built path from school towards Dell	H	none	5
J	End of JW to Ruthven Barracks	On road, Ruthven Rd B970	H	Sustrans/ Cycling Friendly Kingussie reviewing	1
K	Tromie Tramp	Mixture of farm tracks and paths		Feasibility study of potential routes and discussion with landowners	3
L	RSPB Inch Marshes reserve		H	Maintained by RSPB, Speyside Way section by CNPA	N/A
M	Glebe Ponds	Circular board walk and path around pond	M/L	Feasibility Study by Kingussie Community Council	N/A
N	Kingussie to Newtonmore Sustrans path		H	Maintained by BEAR Scotland	N/A
P	Spey Access Point				N/A
Q	Spey Meadows	all ability path	L	Development by J Macpherson & R Ormiston	N/A
U	Nuide Farm Ruthven connection		N/A	Feasibility study of potential routes and discussion with landowners	4
V	The Dell/ Dellmore	Path loop popular with dog walkers		Path development by Transport Scotland as mitigation for A9 dualling.	N/A

5 Year Action Plan for KCDC work on paths

The table(s) below summarise the actions we would like to achieve during the life of this plan.

High Priority items (categories 1 & 2)

Path	Work	Materials	Action	Cost	Problems
Creag Bheag Summit ridge & south side upper section	20m of pitching and 100m of laid path	Materials not available locally	Confirmation by HC Planning that planning permission not required		Requires helicopter delivery of material
Golf Course Circular-alongside Gynack Road	1000m of segregated path		Feasibility/Cost study required		
Golf Course Circular-between Golf Course and new path above Loch Gynack	200m of surfacing	20 ton type one	Work started Dec 2022		
Raitts path	Bridge replacement, stepping stone replacement, light touch alignment, 50m section at 1241m requires boardwalk or realignment		Requires discussion with Balavil estate		

Medium Priority items (categories 3 & 4)

Path	Work	Materials	Action		
Creag Bheag north side	5m of pitching required in addition to previous build	Stone may be available locally			
Creag Bheag south side lower sections	150 m in-between previous work sites requires building	Stone and base material available locally, 10 ton dust required			
Creag Bheag routes up from west	Currently not much more than sheep trods monitoring to see if spreading	none	Fixed point photography set up Aug 2022 to be redone every 6 months		
Tom Baraidh/Acres road	20m of unsurfaced path				
Golf Course Circular-Golf course to Pitmain Road	150m of surfacing	10 ton type one			
Golf Course Circular –Sanatorium woodland	1000m light touch drainage and locally gained surfacing	none			Currently inaccessible due to windblow
Raitts path	New return route to create circular path to Kingussie and improve link with Lynat		Feasibility/Cost study required		
West Terrace open hill section	500m drainage, light touch surfacing	5 ton dust			
West Terrace/Newtonmore Road	250m				
Curlew path into Newtonmore					

