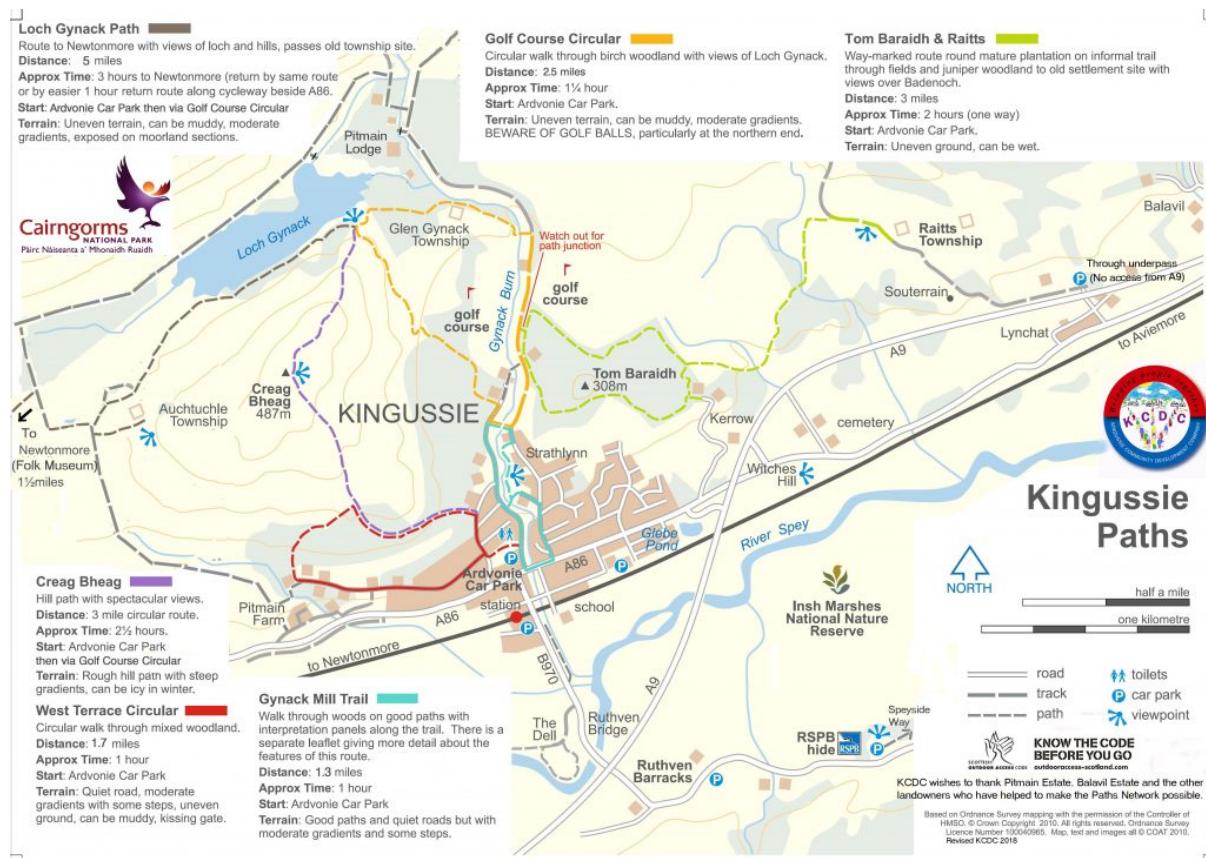


3 March 2022

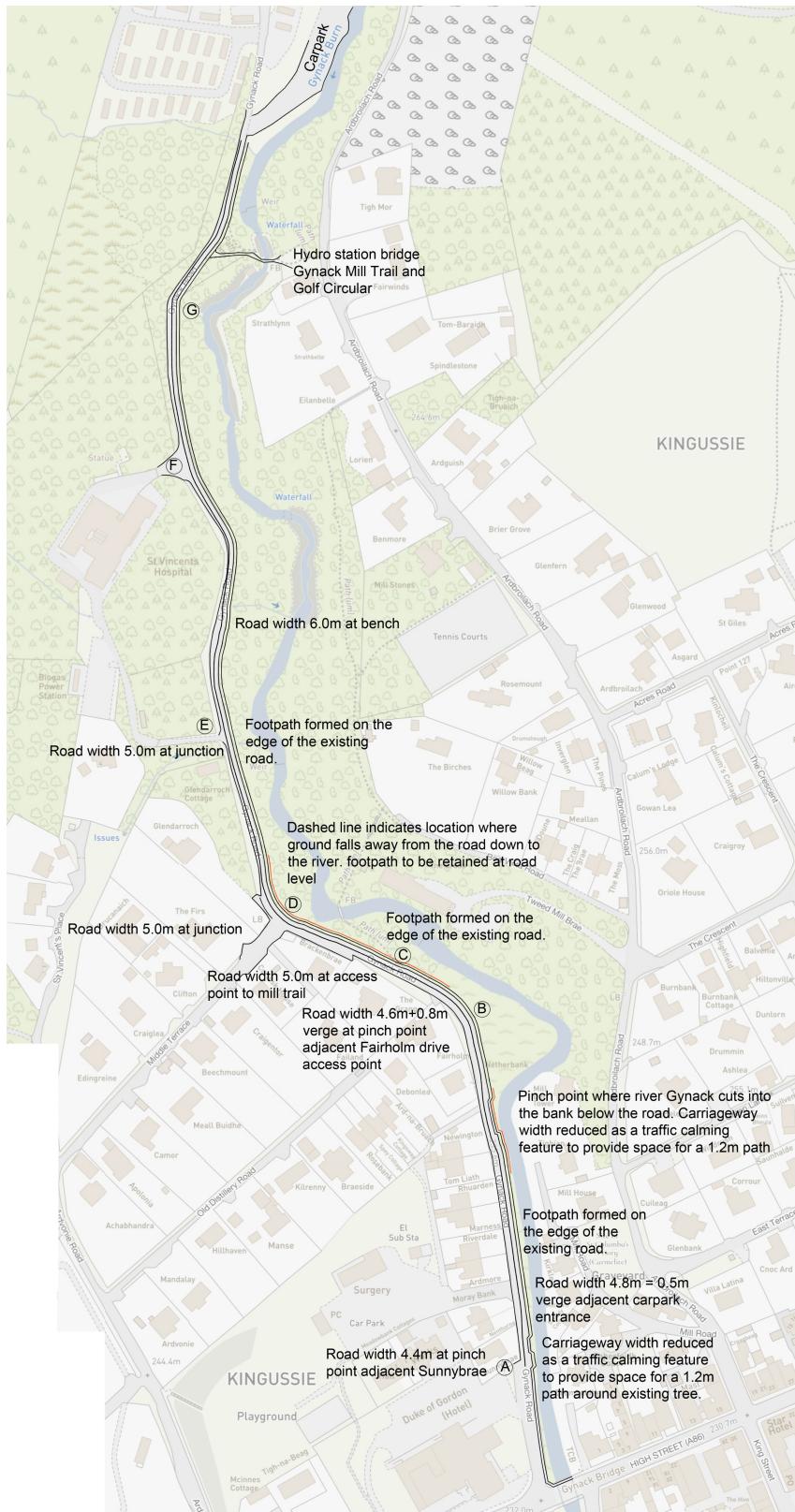
Kingussie Community Development Company (KCDC) is in the process of producing a 5 year plan for the development and maintenance of footpath around Kingussie. As part of that process it has been identified that part of the core path infrastructure from Gynack bridge along Gynack road to the Golfcourse has the potential for considerable improvement.

### The Gynack Mill Trail

The footpath along Gynack road identified as part of the core path Gynack Mill Trail (also access parts of Golf Course Circular and other routes) highlighted cyan on the path leaflet below. runs out approximately 60m on from the junction with the Highstreet and Newtonmore road at that point the path shares the road surface with all other road users.



There are a number of significant hazards along this section of the core path



- A At a point 60m from the bridge the dedicated footpath terminates and the carriageway width decreases squeezing cars and pedestrians into close proximity. The carriageway width decreases to 4.4m adjacent Sunnybrae
- B At 200m the road rises steeply at a blind bend, the forward visibility is significantly reduced, increasing the danger at this point. The road width is approximately 4.6m with a small 0.8m verge
- C At 280m the Gynack Mill Trail joins the core path on the blind bend. And at an oblique angle to the road. You have pedestrians stepping out onto the road surface into the path of cars negotiating a tricky bend. The road increases to 5.0m wide
- D At 340m the path is joined by Middle terrace on another blind. Pedestrians are particularly vulnerable at this point due to the likely position on the inside of the curve and obscured from the view of oncoming cars. Main carriageway width is 5.0m
- E At 430m the path is joined by the St Vincents place path and the road junction into St Vincents
- F At 570m Road junction into St Vincents
- G At 650m Highest point of the path summit

742m Path boundary at Golf Club Gates.



There are a significant number of pedestrian hazards on this section of the core path. KCDC have identified this path as priority number 1 in its strategy and is of such significance that it has prompted the writing of this report into the options for improving the situation.

### **Users.**

This section of the path has a considerable number of users and this has the potential to be increased with the potential redevelopment of St Vincents Hospital and any expansion to the caravanning facilities at the Golf Club, it is currently used by all those houses on Gynack Road , St Vincents Place, Middle Terrace and anyone using the facilities at the Golf Club. It is also used by occasional walkers who come into the area to walk the path network and it is the primary access route from the town centre into the surrounding hills and associated path network. This covers visitors arriving at the rail station, by bus outside the Duke of Gordon Hotel and parking at the main Kingussie car park at Ardvonie Park.

KCDC believe there to be a reasonable case to have this part of the path network improved to provide dedicated footpath provision for the full length of the path from the Gynack Bridge up to the golf Course.

### **Options for the improvement of footpath access.**

The existing route is not considered a safe and accessible route for pedestrians.

There are a number of ways the current road and path network along Gynack Road can be improved to the benefit of the pedestrian user.

- 1      Provide a demarcation, coloured road surface with area dedicated to pedestrians on the edge of the existing road.
- 2      Provide a footpath on the edge of the road surface at the specific danger points as identified above.
- 3      Provide a footpath along the edge of the road for the full length of the path.

Each of the above options have varying levels of benefits to the pedestrian users.

Option 1 would identify a pedestrian zone on the existing road surface this option would be an improvement on the current situation but still places pedestrians and other road users in the same space. The varying width of the existing road in many cases below the standard 5.5m road width would result in pedestrians remaining in the path of oncoming vehicles

Option 2 Installing footpath infrastructure at specific points as identified above would improve the safety of pedestrians at the most dangerous points along the defined route but would still require pedestrians and other road users to share space for significant lengths of the route.

Option 3 Installing a full length path infrastructure provides the most suitable option for the safety of pedestrians. This option would be the most expensive option and would require the cooperation of a number of land owners.

### **Land ownership.**

The route of the path follows the edge of the road for the entire length of the proposal, the path crosses land in the ownership of a number of stakeholders.

Davall

- Highland Council (as roads department) 100% of length
- KCDC (Kingussie Community Development Company) approx 60% of length
- Davall Developments Ltd approx 10% of length
- The Cross Restaurant approx 10% of length

### **Challenges.**

Assuming access to the land can be secured there are significant engineering obstacles to be overcome in a path construction on the whole length.

The ground levels are challenging in part, both in terms of the path gradient but also the cross section at a number of points along the path, this will require the path being retained against the existing hillside.

There are several trees that would need to be removed or the path relocated to accommodate them.

The river cuts into the bank below the path and a number of locations along the proposed route.

At a number of points along the line of the road it can be seen that the existing road surface is showing signs of slowly subsiding. Any new path would address problems with the stability of the existing road.

Existing street lighting would need to be relocated.



### **The next step.**

KCDC believes there is a strong case to develop proposals for the footpath improvements along the Gynack road. The next step would be to identify and discuss the proposals with the landowners and commission a more detailed report which will consider the feasibility of the development of a path and/or shared use options, to include a detailed Topographical Survey of the road and adjacent land, Tree and ecology survey to identify the trees that will be impacted as a result of any path development.