9 People and Communities - All Travellers

This chapter assesses the impact of the proposed scheme on pedestrians, cyclists, equestrians (referred to as Non-Motorised Users or NMUs), and also on vehicle travellers in terms of changes to views from the road and driver stress.

The assessment identified outdoor areas and paths including core paths, rights of way, National Cycle Routes, equestrian routes and local paths within 500m of the proposed scheme. A total of 41 paths were identified as well as 19 NMU crossing points of the existing A9. Changes to NMU journey lengths and amenity value were assessed and used to determine potential impacts on access to outdoor areas. The assessment took into account mitigation embedded in the proposed scheme design such as underpasses and new cycleways/footways.

The proposed scheme design maintains existing use while providing safer access across the A9 for NMUs within the study area. With the proposed scheme in place, Moderate significance beneficial impacts for NMUs have also been identified as a result of the provision of a new NMU crossing of the River Garry at Pitaldonich and new traffic-free segregated NMU routes between Blair Atholl and Bruar. In relation to adverse impacts, these have been largely avoided in key areas by the provision of underpasses and additional NMU routes. During construction, there would be significant impacts (Moderate to Substantial) for NMUs using 13 crossing points (15 paths) due to potential diversion lengths and impacts on amenity value, and for NMUs using two paths due to impacts on amenity value. Consequently, for NMUs accessing three outdoor areas (Tulach Hill, woodlands south of Glackmore and Dalnamein Forest), there are temporary but significant (Moderate to Substantial) residual impacts during construction. With the proposed scheme in place there will be Moderate significance adverse impacts for NMUs using two routes at ch9800 due to increased journey length, and the existing NMU route at Pitaldonich Bridge (ch11350) due to decreased journey length as a result of a section of the path being stopped up and decreased amenity value.

With regards to impacts on vehicle travellers, views from the road were assessed for the existing A9 and for the proposed scheme during winter of the year of opening and during the summer 15 years after opening. The existing A9 runs through four different Local Landscape Character Areas (LLCAs) within the Highland Glens Landscape Character Type. Impacts of Moderate/Substantial significance are predicted during the winter of the year of opening as a result of the proposed scheme where it passes through Glen Garry: Lower Glen LLCA and where it passes through Glen Garry: Mid Glen LLCA, due largely to the introduction of the new junctions at Aldclune and Bruar, new large-scale cuttings and the loss of roadside planting. By the summer 15 years after opening, establishment of mitigation planting is anticipated to help reduce the impacts such that they would no longer be significant. Impacts of Moderate/Substantial significance are also predicted in winter of the year of opening within the Glen Garry: Upper Glen LLCA due largely to the replacement of established, well-weathered and vegetated rock cuttings with larger scale and more visually prominent rock cuttings as a result of the proposed scheme. By summer 15 years after opening, weathering and visual 'softening' of the rock cuttings with vegetation growth is anticipated to help reduce the impact such that it would no longer be significant.

Driver stress can be caused by frustration, fear of accidents and uncertainty of the route being followed. Current levels of driver stress for the A9 between Killiecrankie and Glen Garry during peak hours are assessed as moderate. Traffic levels are forecast to increase over time, and in the absence of the proposed scheme it is anticipated that higher levels of driver stress during peak hours would be experienced. However, with the proposed scheme in place driver stress would decrease when compared to the future scenario without the proposed scheme.

9.1 Introduction

9.1.1 This chapter presents the DMRB Stage 3 assessment of the impacts of the proposed scheme on the journeys made by pedestrians, cyclists, equestrians and vehicular travellers.

9.1.2 The assessment is based on guidance presented in DMRB Volume 11. As explained in Chapter 8 (People and Communities – Community and Private Assets), DMRB Interim Advice Notes (IAN) 125/09 and 125/15 (Highways Agency et al., 2009; Highways England 2015), recommend that the Volume 11 three topic areas of 'Land Use', 'Pedestrians, Cyclists, Equestrians and Community Effects' and 'Vehicle Travellers' (Volume 11: Parts 6, 8 and 9 respectively) are considered under a single topic area: 'People and Communities', for which updated DMRB topic guidance has not yet been published. Due to the volume and complexity of data covered under 'People and Communities' in relation to the A9 dualling corridor, the findings are reported in two linked chapters; this chapter

(Chapter 9) covering 'Effects on All Travellers', and the previous chapter (Chapter 8) covering 'Community and Private Assets'.

9.1.3 This chapter focuses on the potential impacts on NMUs due to changes to paths and access to outdoor areas in the study area as a result of the proposed scheme. Chapter 8 (People and Communities - Community and Private Assets) assesses more general community severance and impacts of the proposed scheme on: access to residential and commercial land; community facilities; development land; agricultural land; and sporting and forestry interests for both NMUs and vehicle travellers. Chapter 14 (Visual) provides a detailed assessment of views of the proposed scheme from viewpoints along the existing A9 corridor. An assessment of the proposed scheme's compliance with national, regional and local planning policy, for example Scotland's National Planning Framework 3 (NPF3) 2014 (Scottish Government, 2014) is provided in Chapter 19 (Policies and Plans).

9.1.4 This chapter assesses and reports potential construction and operational impacts separately. Impacts due to construction are considered to be those resulting from the breaking up of sections of the existing A9 and the construction of the new carriageways, junctions and other associated works. Impacts due to operation are considered to be those resulting from the presence of the new carriageways and associated junctions following completion of construction.

9.1.5 This chapter is supported by the following appendices and figures:

- Appendix A9.1 (Impact Assessment for NMU Routes and Access to Outdoor Areas);
- Appendix A9.2 (View from the Road Impact Assessment);
- Figure 9.1 (Existing NMU Routes);
- Figure 9.2 (Potential Impacts on NMU Routes and Proposed Mitigation);
- Figure 9.3 (View from the Existing A9); and
- Figure 13.2 (Landscape Character Plan).

Non-Motorised Users (NMUs)

Land Reform (Scotland) Act 2003

9.1.6 The Land Reform (Scotland) Act 2003 Part 1 (the Act) came into effect in February 2005 and established statutory rights of responsible access on and over most land and inland water in Scotland. The legislation offers a general framework of responsible conduct for both those exercising rights of access and for landowners. The outdoor areas identified in paragraph 9.3.15 therefore include areas of privately owned land that may be used informally by the community.

9.1.7 Under the Act, local authorities were granted new powers and duties to uphold and facilitate responsible access rights. There is a duty on local authorities to prepare a plan for a path network and to keep a list of 'core paths'. Sections 13 and 19 of the Act state:

> *'It is the duty of the local authority to assert, protect and keep open and free from obstruction or encroachment any route, waterway or other means by which access rights may reasonably be exercised'; and*
>
> *'The local authority may do anything which they consider appropriate for the purposes of maintaining a core path and keeping a core path free from obstruction or encroachment'.*

9.1.8 Section 10 of the Act states that it is the duty of SNH to prepare and issue a Scottish Outdoor Access Code, setting out guidance in relation to access rights and responsibilities. Furthermore, it is the duty of SNH and local authorities to publicise the Code and for SNH to promote understanding of it. The Scottish Outdoor Access Code was approved by the Scottish Parliament in July 2004.

9.1.9 In accordance with DMRB Volume 11, Section 3, Part 8 (Highways Agency et. al. 1993a), the assessment of impacts on NMUs focuses on three main aspects:

- changes in journey lengths and times;

- changes in the amenity of journeys; and
- changes in access for NMUs to the outdoors.

9.1.10 Paths used by NMUs are important because they can provide access to local countryside and more remote areas on foot, bike or horse; opportunities for long-distance travelling; safe, non-motorised access to shops, places of business and schools; and opportunities to integrate access and land management.

9.1.11 The use of paths can help to improve health, reduce social exclusion and, unlike other modes of transport, generally has few associated costs (e.g. fuel, travel tickets). A good path network can also inspire visitors to enjoy the outdoors and to visit places of landscape, historical and wildlife interest. This can encourage financial expenditure and support the local rural economy. Furthermore, well planned paths can potentially assist landowners and farmers to successfully integrate recreational use with land management operations.

9.1.12 In accordance with SNH guidance on EIA (SNH, 2013), an assessment specifically considering the impacts on access to outdoor areas has been undertaken and is included in this chapter with reference to Chapter 8 (People and Communities - Community and Private Assets) as required. This draws on the findings of the DMRB assessment of impacts on NMUs and community access.

Vehicle Travellers

View from the Road and Lay-bys

9.1.13 For the purposes of this assessment, the view from the road is defined as the extent to which vehicle travellers are exposed to different types of scenery while travelling on the proposed scheme. In areas of high quality scenic landscape, the road may allow travellers to appreciate their location in relation to distinctive landscape features by creating appropriate views. Views from a road may potentially help to alleviate driver stress, although views are not considered in the driver stress assessment. Conversely, where views from a road are restricted by new construction, this may create monotonous conditions for the driver.

Driver Stress

9.1.14 For the purposes of assessment, driver stress is defined as the mental and physiological effects experienced by a driver using a road network. Factors influencing the level of driver stress include the road layout and geometry, surface riding characteristics, junction frequency and the speed and flow per lane. In general, drivers will choose the route that they believe to give the shortest reliable journey time, taking account of expected variability and coping with associated stress.

9.1.15 The three main components of driver stress are frustration, fear of a potential accident and uncertainty of the route which is being followed (Highways Agency et. al., 1993b). These components are discussed below:

- Frustration: caused by a driver being unable to drive at a desired speed based on the road conditions. Frustration levels increase as travelling speed falls relative to expectation.
- Fear of Potential Accident: the main factors leading to this are the presence of other vehicles, inadequate sight distances and the likelihood of pedestrians stepping on to the road. Other factors include complex junctions and roundabouts, and poorly maintained road surfaces. Fear is highest when speeds, flows and the proportion of heavy vehicles are all high.
- Route Uncertainty: caused primarily by signage that is inadequate for the individual's purposes. Poor lighting may also cause uncertainty as turnings and junctions may not be seen in advance.

9.2 Approach and Methods

Non-Motorised Users (NMUs)

Study Area

9.2.1 The study area for the assessment of impacts on NMUs includes paths within 500m of the proposed scheme. However, the assessment was also informed by consideration of the wider area which is particularly important in identifying potential limitations to accessing outdoor areas.

Baseline Conditions

9.2.2 Baseline data were collected through desk-based studies, consultation and site survey:

Desk-based Assessment

- A review of digital Ordnance Survey (OS) Maps.
- Interrogation of the Jacobs GIS Database.
- Review of aerial photography provided by Transport Scotland (BLOM Survey, 2013).
- A review of relevant local plans and strategies:
  - TAYplan: Strategic Development Plan (2016-2036) (TAYplan, 2017);
  - Perth & Kinross Council (PKC) Local Development Plan (PKC, 2014);
  - PKC Core Paths Plan (PKC, 2012);
  - Cairngorms National Park Local Development Plan (Cairngorms National Park Authority (CNPA), 2015b);
  - Cairngorms National Park Core Paths Plan (CNPA, 2015a); and
  - Supplementary Guidance to the Cairngorms National Park Core Paths Plan (CNPA, 2015c);
- A web-based search to identify:
  - existing and proposed paths (recreational and functional), and rights of way used by pedestrians, cyclists and equestrians;
  - keys views and areas of scenic quality from the existing A9;
  - outdoor access facilities as specified in Appendix 5, Table 1 of 'A Handbook on Environmental Impact Assessment' (SNH, 2013);
  - area based facilities (e.g. parks, Munro mountains, local open spaces, inland lochs and reservoirs, woodlands and linear facilities (e.g. paths, rights of way, cycleways)); and
  - public transport links including bus and train routes.

Site Walkover and Surveys

9.2.3 To verify the baseline data collected through desk-based assessment and consultation, a survey of identified NMU routes was undertaken in June 2016 by environmental specialists.

Consultation

9.2.4 Consultation with the following organisations has been considered in the assessment:

- PKC (Stakeholder consultation meeting September 2016); and
- CNPA (Stakeholder consultation meeting November 2016).

9.2.5 Consultation with various stakeholders (including PKC, CNPA, Sustrans, British Horse Society, ScotWays and Cycle UK) also took place through the A9 Dualling NMU Forum in May 2015 and May 2016. Information gained from stakeholders during these discussions was used to inform the baseline

in this assessment and is recorded in the NMU Forum Reports (Capital Value and Risk, 2015; 2016). Two dedictated NMU Workshops were held in April 2016 (attended by PKC, CNPA, Sustrans, British Horse Society, ScotWays, John Muir Trust and Cycle UK) and June 2017 (attended by PKC, CNPA, Sustrans, British Horse Society, ScotWays and Cycling UK). These consultations were valuable in developing the detailed baseline compiled for this assessment, which required identification of routes and area based facilities used by NMUs, and determining their amenity value.

9.2.6 In addition to the NMU Forums and NMU Workshop, drop in sessions took place in Blair Atholl and Killiecrankie in December 2016 and April 2017. These sessions provided an opportunity for the public to view and comment on the emerging proposed scheme design. Consultation with the Accessibilty Forum (including People Friendly Design and Mobility and Access Community for Scotland (MACS)) took place in March 2017 to ensure accessibility is fully considered within the design.

9.2.7 The consultation process informed the identification of potential conflict areas between NMUs and the proposed scheme. Further information on the consultation process is provided in Chapter 7 (Consultation and Scoping) and supporting Appendix A7.2 (Summary of Consultation Responses).

Number and Type of User

9.2.8 DMRB guidance recommends the use of origin/destination surveys where '*travel patterns* [of pedestrian and other users] *are complex and a scheme could have a major impact*'. These surveys could include the use of 'counts' to provide information including numbers and types of user.

9.2.9 As noted in paragraphs 9.1.6 to 9.1.8, the Land Reform (Scotland) Act 2003 imposes certain requirements on local authorities in terms of maintaining public access. In addition, Scottish Planning Policy (SPP) (Scottish Government, 2014) aims to maintain, enhance and promote access to open space, recreation opportunities and amenities and improve access for NMUs. It is therefore considered that regardless of levels of use and types of user, all routes should be maintained and/or improved where practicable. Origin/destination surveys were therefore not required for the purposes of this assessment and were not undertaken.

9.2.10 For this assessment, the type of user (including use by vulnerable users) was determined from information provided during consultation with relevant bodies, the site survey undertaken in June 2016 and the NMU and Accessibility Audit undertaken as part of DMRB Stage 3 to verify the baseline.

Impact Assessment

9.2.11 The assessment of the potential impacts of the proposed scheme on NMUs was undertaken with reference to DMRB Volume 11, Section 3, Part 8 (Highways Agency et. al., 1993a) and SNH guidance on EIA (SNH, 2013), specifically Appendix 5: Outdoor Access Assessment. The assessment considered impacts on NMUs using:

- paths (journey length and amenity); and
- area based facilities and community land (including ease of access and amenity).

9.2.12 The potential impact of the proposed scheme on NMUs was determined by considering changes in both journey length and amenity using the approach detailed below. Impacts on NMUs accessing the outdoors are also considered as described in paragraph 9.2.28.

9.2.13 The significance of potential impacts on NMUs has been determined as a function of sensitivity and magnitude, as specified below. Unless otherwise stated, impacts are considered to be adverse. An assessment of residual impacts of the proposed scheme is also provided, taking into account the mitigation measures identified in Section 9.5 (Mitigation).

Sensitivity

9.2.14 In recognition of the duties placed on local authorities by the Land Reform (Scotland) Act 2003 (refer to paragraphs 9.1.6 to 9.1.8), sensitivity was determined primarily based on importance (the level of formal recognition of a pathway) rather than on numbers of users. However, the sensitivity criteria

were refined to take account of the types of main user (e.g. some pedestrian footpaths are considered to be more sensitive than cyclist routes).

9.2.15 Table 9.1 outlines sensitivity criteria applied in this assessment. Where a path or community land could be attributed to more than one category (e.g. a core path may also be a claimed right of way) the highest sensitivity rating was applied.

Table 9.1: Sensitivity criteria

Sensitivity	Characteristics/types of paths and Community Land
High	• Vindicated rights of way • Asserted rights of way • Core paths/proposed core paths • Nationally important community land (e.g. national parks, Munro mountains, national nature reserves)
Medium	• Claimed rights of way • National Cycle Routes • Regionally important community land (e.g. Country Parks, forests, smaller hills such as the Corbetts and Grahams)
Low	• Local routes/other paths outwith the above categories • Locally important community land (e.g. local parks and playing fields)

Note: a definition of vindicated, asserted and claimed rights of way is provided in paragraph 9.3.7.

9.2.16 Community facilities used by vulnerable groups such as schools, care homes and doctors' surgeries have, where applicable, been identified in Chapter 8 (People and Communities - Community and Private Assets) and are shown on Figure 8.1. The sensitivity rating of paths known to be used by vulnerable groups, such as those which serve these types of community facilities were reviewed. Where applicable, the sensitivity was adjusted using professional judgement to take into consideration the vulnerability of the users. Table 9.11, which lists and describes the paths in the study area, also notes which paths are known routes for vulnerable users.

Changes in Journey Length

9.2.17 Changes in journey length can result from direct impacts (e.g. closure of paths/cycleways and/or diversion routes as a result of the proposed scheme) or indirect impacts (e.g. as a result of increases in traffic flows on roads crossed by or adjacent to paths, which may result in NMUs deciding to use an alternative route).

9.2.18 Desk-based assessment, consultation and on-site verification were used to identify where paths currently cross the existing A9, marked as 'Crossing Points' or 'CP' on Figure 9.1. These crossing points helped to identify potential impacts on paths (i.e. paths which could be severed or lose sections of their length). The existing journey lengths for paths were derived from the PKC and CNPA Core Path Plans, Rights of Way data from ScotWays and local paths identified by Jacobs and through consultation. Where possible, alternative routes for the affected paths were defined in order to maintain a link between potential origin and destinations and a comparative journey length calculated using GIS. All paths where a change in journey length was anticipated as a result of the proposed scheme were marked as Journey Length Assessment (JLA) points, as shown on Figure 9.2.

9.2.19 NMUs may be deterred from making trips along or across existing roads which are more heavily used by traffic in the first full year of operation (2026) and therefore alternative routes may be taken. In accordance with DMRB, changes in traffic flows based on Average Annual Daily Traffic over 18 hours (AADT18) are reported for the first full year of operation (2026) with and without the proposed scheme.

9.2.20 Taking into account guidance provided in DMRB and SNH (SNH, 2013), criteria were developed to determine magnitude of impact resulting from changes to journey length as shown in Table 9.2.

Table 9.2: Magnitude of impact criteria for changes to journey length

Magnitude	Characteristics
High	500m or greater or closure or loss of NMU route. Alteration of a route to nationally important community land. Alteration to a route regularly used by vulnerable users.
Medium	250 to <500m. Alteration of a route to regionally important community land
Low	100 to < 250m. Alteration of a route to locally important community land
Negligible	<100m of closure of NMU route.

9.2.21 The significance of impacts was then determined using the matrix in Table 9.3.

Table 9.3: Significance of impact on journey length

Sensitivity \ Magnitude	Negligible	Low	Medium	High
High	Slight	**Moderate**	**Moderate/Substantial**	**Substantial**
Medium	Negligible/Slight	Slight	**Moderate**	**Moderate/Substantial**
Low	Negligible	Negligible/Slight	Slight /Moderate	**Moderate**

9.2.22 For the purposes of this assessment, impacts were considered to be 'significant' in the context of the EIA Regulations where the assessment results indicated impacts of **Moderate** or higher significance. Significant impacts are shown in bold throughout the chapter.

Changes in Amenity

9.2.23 The amenity of a journey is defined in DMRB as '*the relative pleasantness of a journey'*. This relates in particular to the exposure of NMUs to traffic and associated noise, air quality and safety aspects. Visual impacts and path/cycleway widths are also considerations. It is acknowledged that any changes in amenity would be subjective. However, for the purposes of this assessment it has been assumed that where NMUs would experience a reduction in traffic or road-related noise, and/or reduction in visual impact and/or improvement in air quality, there would be a possible perceived improvement in amenity. Conversely, an increase in any such traffic or road-related impacts or a possible perceived reduction in safety has been assumed to constitute a reduction in amenity. Therefore, changes in amenity were considered where:

- existing paths would be crossed by the proposed scheme;
- traffic flows would potentially affect paths along a NMU route or at a crossing point;
- noise and air quality on existing paths would potentially significantly increase or decrease; or
- the proposed scheme would be visible from existing paths.

9.2.24 In line with DMRB guidance, the assessment of change to amenity on NMU routes does not make use of sensitivity or magnitude criteria, or an assessment matrix to determine significance of impacts. Impact significance is determined qualitatively, using professional judgement and taking into account the magnitude of change with respect to existing views, air quality, traffic flows and noise levels. Taking into account SNH guidance on outdoor access (SNH, 2013), this assessment also considers amenity impacts on community land and/or outdoor based facilities.

9.2.25 Full landscape, visual, air quality and noise assessments are reported in Chapters 13 (Landscape), 14 (Visual), 16 (Air Quality) and 17 (Noise and Vibration) respectively. Traffic data were obtained from the strategic traffic model for the proposed scheme and Average Annual Daily Traffic over 18 hours (AADT18) reported for the first full year of operation (2026) with and without the proposed scheme. It is important to note that traffic flows provided in this chapter only relate to sections of the selected road where paths intersect, and are therefore not necessarily representative of the full length of the

road. Community severance resulting from increased traffic flows is assessed separately in Chapter 8 (People and Communities - Community and Private Assets).

9.2.26 The significance of impact criteria for change in amenity are described in Table 9.4.

Table 9.4: Significance of impact on amenity

Significance	Characteristics
Substantial	Where there is a substantial change in the existing view and/or air quality and/or a major change in noise levels and/or substantial change in traffic flows resulting in change in safety.
Moderate	Where there is moderate or noticeable change in the existing view and/or air quality and/or a moderate change in noise levels and/or moderate change in traffic flows resulting in change in safety.
Slight	Where there is slight or barely perceptible change in the existing view and/or air quality and/or a slight change in noise levels and/or slight change in traffic flows resulting in change in safety.
Negligible	Very little or no discernible change from baseline conditions equating to a no-change situation.

Overall Impacts on NMUs (journey length and amenity)

9.2.27 To determine overall significance of impacts on NMUs, changes in journey length and amenity were considered together using professional judgement. Overall significance was determined based on these two factors having an equal weighting of importance. Where an impact is only identified for one factor, the degree of overall significance was reduced accordingly.

Access to Outdoor Areas

9.2.28 The objective of the outdoor access assessment is to determine any likely significant effects on access to outdoor areas (SNH, 2013). This includes the ability to make use of an outdoor area or path and the ease with which access can be gained. The assessment was undertaken for linear and area based facilities identified in the DMRB assessment as outlined above.

Vehicle Travellers (View from the Road and Lay-bys)

9.2.29 The view from the road assessment was undertaken in accordance with the guidance provided in DMRB Volume 11, Section 3, Part 9: Vehicle Travellers (Highways Agency et. al., 1993b). The view from the road assessment takes into account the types of scenery or landscape character, the extent to which travellers using the proposed scheme would be able to view the scene, the quality of the landscape and features of particular interest or the prominence of the view and the sequence in which they are seen. Whilst DMRB Volume 11 does not specifically require an assessment of the sequence in which views are perceived by travellers, this has been included as the unfolding experience of the journey is considered to be an important factor in helping to determine whether and to what degree changes are beneficial or not.

9.2.30 DMRB Volume 11, Section 3, Part 9 requires consideration of *'any especially good or bad potential views along the route'*. To this end the assessment considers the scenic quality of views – i.e. the attractiveness of the landscape as determined through professional judgement by the combination of elements such as landform, water, ground cover/vegetation and built development. In order to systematically record this, the quality of the visual experience of the landscape through which the existing A9 and the proposed scheme pass was considered. Both the immediate landscape and wider surrounds were taken into account to determine value as being high, medium or low. This involved a consideration of the landscape character, the presence of designated landscapes (such as National Scenic Areas or the Cairngorms National Park) and the scenic quality of the landscape.

9.2.31 The extent to which travellers will be able to perceive the landscape will vary with the relative level of the road, surrounding topography and vegetation. The categories used in assessing this are:

- no view – road in very deep cutting or contained by earth bunds, environmental barriers or adjacent structures;
- restricted view – road in frequent cuttings, or with deep cuttings across slopes, with frequent environmental barriers or adjacent structures blocking the view;

- intermittent view – road generally at grade but with shallow cuttings, environmental barriers or structures at intervals; and
- open view – road generally at grade or on embankment with views extending over the wider landscape or only restricted by existing landscape features.

9.2.32 The assessment also considered the presence of features which might be of particular interest or prominence within the view. These may include natural landmarks such as hills, watercourses, distinctive stands of trees or manmade elements which provide visual interest and/or a point of reference associated with the journey being undertaken.

Study Area

9.2.33 The study area for the assessment of changes to views from the road was defined as the route of the existing A9 and the proposed scheme. As the proposed scheme is a dualling of the existing road, a direct comparison between the existing A9 and the proposed scheme could be made.

Baseline Conditions

9.2.34 The identification of the character and scenic qualities of the landscape through which the existing A9 and the proposed scheme passes was established as part of the baseline studies to the landscape assessment in Chapter 13 (Landscape).

9.2.35 Additional baseline data were collected through desk-based studies including the following:

- review of aerial photography to identify existing planting, earthworks and landform;
- review of web-based panoramic photographs, road cameras and 3D imagery to understand the level of screening provided by existing vegetation, earthworks and landform; and
- a web-based search to identify keys views and areas of scenic quality from the existing A9.

9.2.36 The extent of the views was established as part of the field studies undertaken for the landscape and visual assessments (Chapters 13 and 14 respectively) and identification of where views of the surrounding scenery/landscape are possible and the duration of these views as part of the journey.

9.2.37 To verify the desk-based assessment results in relation to view from the road, a site survey was undertaken in June and July 2016. The site survey consisted of driving along the existing A9 in both directions to identify areas of likely changes due to revised earthworks and realigned local roads.

Impact Assessment

9.2.38 DMRB Volume 11, Section 3, Part 9, does not set out any criteria for the assessment of sensitivity, magnitude or significance of changes to the view from the road. Typical key criteria developed for use in this assessment are included in Tables 9.5 to 9.7. The assessment is not formulaic and the tables only indicate general criteria for assisting in determining impact significance. Significance is determined based on professional judgements applied to each scenario.

Sensitivity Evaluation

9.2.39 The criteria used for evaluation of sensitivity of existing views from the proposed scheme considers the character and quality of the existing scenery and the degree to which it would be visible, taking into account the categories of views experienced, as detailed in Table 9.5.

Table 9.5: Sensitivity criteria for the existing views from the road

Sensitivity	Criteria
High	The traveller experiences extensive views of a high quality landscape, area of unique landscape character, or prominent features of particular interest.
Medium	Traveller experiences partial/intermittent views of a high quality landscape (or extensive views of a medium quality landscape), area of unique/distinctive landscape character, or features of interest.
Low	Traveller experiences views of low quality landscape/unremarkable or degraded landscape character, or has heavily restricted views/no view of surrounding landscape regardless of quality.

Magnitude of Change

9.2.40 The magnitude of change to views from the road as result of the proposed scheme in comparison to views from the existing A9 was evaluated in accordance with the criteria in Table 9.6. The nature of the change can be adverse or beneficial.

Table 9.6: Magnitude criteria for view from the road

Magnitude	Criteria
High	A major alteration in views from the road such that the driving experience is significantly affected.
Medium	An alteration in views from the road such that the driving experience would be diminished or enhanced – but to a minor degree.
Low	Minimal alteration in views from the road such that there would be a perceptible change but this would not significantly affect the driving experience either positively or negatively.
Negligible	Very little appreciable change in views from the road and not considered to have any noticeable effect on the driving experience.

Impact Significance

9.2.41 Significance of impacts on views from the road was determined through consideration of both the sensitivity of the receptors and the magnitude of change as a result of the proposed scheme. Significance is defined as being Negligible, Slight, Moderate or Substantial, as well as being either adverse or beneficial as shown in Table 9.7. Where an impact of **Moderate** significance or greater is identified, this is considered to be a significant impact in the context of the EIA Regulations.

Table 9.7: Impact significance criteria for view from the road

Impact	Typical Criteria
Substantial	A major deterioration or improvement in views from the road. Adverse: The project would cause major deterioration to views or loss of views from the road where travellers currently experience extensive views of a high quality landscape, area of unique landscape character, or a varied sequence of prominent features of particular interest. Beneficial: The project would lead to a major improvement in a view where travellers would experience new extensive views of a high quality landscape, area of unique landscape character, or a varied sequence of prominent features of particular interest.
Moderate	A notable deterioration or improvement in views from the road. Adverse: The project would cause a notable deterioration to, or loss of views from the road where travellers currently experience partial/intermittent views of a high quality landscape (or extensive views of a medium quality landscape), area of unique/ distinctive landscape character, or features of interest. Beneficial: The proposals would cause a notable improvement to views from the road where travellers would experience new partial/ intermittent views of a high quality landscape (or extensive views of a medium quality landscape), area of unique/distinctive landscape character, or features of interest.
Slight	Minor deterioration or improvement in views from the road. Adverse: The project would cause limited deterioration to, or loss of views from the road where travellers currently experience views of low quality landscape/unremarkable or degraded landscape character, or has heavily restricted views/ no view of surrounding landscape regardless of quality. Beneficial: The project would cause limited improvement to views from the road where the traveller would experience new views of unremarkable landscape, or has heavily restricted views/ no view of surrounding landscape regardless of quality.
Negligible	No discernible deterioration or improvement in views from the road.

9.2.42 In terms of view from the road, mitigation is predominantly incorporated into the design of the proposed scheme (through refinement of the alignment and earthworks, and landscaping) and therefore potential changes to views from the road before mitigation are not considered in the assessment. However, because planting mitigation proposals are not considered to be fully effective during the winter of the opening year, as it takes time for the planting to become established, this period can be considered similar to a scenario without mitigation planting. Therefore, both views from the road at winter year of opening and summer 15 years later (when mitigation planting is fully effective) are reported.

Vehicle Travellers (Driver Stress)

Study Area

9.2.43 The study area for driver stress is the same as that for view from the road, as described above.

Baseline Conditions and Impact Assessment

9.2.44 Driver stress has been assessed in accordance with DMRB Volume 11, Section 3, Part 9 (Vehicle Travellers) (Highways Agency et al., 1993b), using a three-point descriptive scale of high, moderate and low rather than assigning significance. This assessment is based on estimating the average peak hourly flow per lane in 'flow units' and the average journey speed of each section of the road. Flow units are calculated whereby a car or light van is equal to one flow unit and a commercial vehicle is equal to three flow units. Traffic speed is based on average speed of traffic, excluding delays at downstream junctions.

9.2.45 Driver stress during construction was based on traffic volumes for first full year of operation of 2026 and assumed one lane in each direction will be in operation and vehicle speed will be restricted to 40mph. The assessment of driver stress during proposed scheme operation was undertaken based on the difference between traffic flows without the proposed scheme and those with the proposed scheme for a design year (2041).

9.2.46 Tables 9.8 and 9.9 present the guidance provided by DMRB on the appropriate category of stress levels for varying flow, speed and standard of road for single carriageway and dual carriageway roads respectively. The categories only apply to those sections of road where traffic flows and speeds are known for over 1km of the route.

Table 9.8: Driver stress levels on single carriageways

Average peak hourly flow per lane (flow units/hour)*	Average journey speed km/h		
	Under 50	50-70	Over 70
Under 600	high**	moderate	low
600-800	high	moderate	moderate
Over 800	high	high	high

Table 9.9: Driver stress levels on dual carriageways

Average peak hourly flow per lane (flow units/hour)*	Average journey speed km/h		
	Under 60	60-80	Over 80
Under 1200	high **	moderate	low
1200-1600	high	moderate	moderate
Over 1600	high	high	high

* A car or light van equals one flow unit. A commercial vehicle (>1½ tonnes unladen weight) or public service vehicle equals 3 flow units.
** 'moderate' in urban area.

9.2.47 Forecast traffic composition and speeds, used as the basis for the numerical assessment of driver stress, were derived from the A9 Dualling Traffic Model (A9DTM15). This utilises the forecast demands from the Transport Model for Scotland (TMfS14) as issued 9 December 2016, for the first year of the full programme operation (2026) and the design year (2041). This is the version of the

traffic model being used for the DMRB Stage 3 appraisal of all projects in the A9 corridor. Driver stress was considered taking into account the relative change in traffic levels for the design year (2041), either with (Do-Something) or without (Do-Minimum) the proposed scheme. As noted in Chapter 5 (The Proposed Scheme), the traffic data used include an assumption of the wider A9 dualling being completed, to represent a worst-case scenario in terms of traffic numbers.

9.2.48 The three main components of driver stress are identified in paragraph 9.1.15. To support the A9 Dualling Programme Case for Investment (Transport Scotland, 2016b), Transport Scotland commissioned research which considered the impact of a lack of guaranteed overtaking opportunities on the A9 between Perth and Inverness on levels of driver frustration. This work concluded that there were a number of factors that contribute to driver frustration on this route, in particular:

- not being able to drive at the desired speed;
- whether there is on-coming traffic; and
- the number of HGVs in the platoon ahead.

9.2.49 The research concluded that the presence of these conditions along the single carriageway sections of the A9 between Perth and Inverness is contributing to driver frustration. Based upon the scale and prevalence of these factors along the route, the recommendation was that all projects forming part of the A9 Dualling Programme should be assessed as having at least a moderate level of driver frustration with a moderate to high level in areas where there are longer stretches of single carriageway without opportunities to overtake.

Limitations to Assessment

9.2.50 The journey length assessments in this chapter rely on the accuracy of the baseline data provided by consultees in relation to the lengths of paths, for example PKC and CNPA supplied the GIS shapefiles for the core paths in the study area.

9.2.51 Journey lengths are calculated using GIS on discrete sections of the NMU routes affected rather than the entire length, and are not intended to be representative of the entire NMU route.

9.2.52 The locations of temporary construction activities are not known at this stage and therefore the assessment of construction impacts of the proposed scheme was based on general assumptions about the location and intensity of construction activities.

9.3 Baseline Conditions

Non-motorised Users (NMUs)

9.3.1 The crossing points and paths used by NMUs within the study area are described in this section and have been assigned a project specific reference e.g. Path 129. These are listed in Table 9.10 and Table 9.11 respectively and are also shown on Figure 9.1.

Core Paths

9.3.2 Core paths may include the following: public rights of way, footpaths, tracks, cycle tracks, paths which are, or may be, covered by path agreements or path orders under the Land Reform (Scotland) Act 2003 (Sections 20 and 21), waterways, or other means by which persons may cross land. The core path network is meant to cater for all types of users including walkers, cyclists, horse riders, canoeists and people with disabilities, and is a key part of outdoor access provision.

9.3.3 As set out in paragraph 9.1.7, local authorities have a duty to prepare a Core Paths Plan under the Land Reform (Scotland) Act 2003. In establishing the Core Paths Plan, consideration of likely usage and desirability of paths is balanced with landowner interests. The local authorities responsible for access within the study area are PKC and CNPA.

9.3.4 The PKC Core Paths Plan was adopted on 25 January 2012 (PKC, 2012). The CNPA Core Paths Plan was adopted in March 2015 (CNPA, 2015). Both plans aim to satisfy the basic needs of local

people and visitors for general access and recreation, and provide links to the wider path network throughout. There are a total of 18 core paths in the study area, as shown on Figure 9.1. Photographs 9.1 and 9.2 show two of the core paths in the study area, of which one (Path 129 in Photograph 9.2) is also a public right of way.

Photograph 9.1: Path 117 providing NMU access from Balnastuartach Farm and Invervack Farm to the existing A9

Photograph 9.2: Minigaig Pass to Speyside core path and right of way (Path 129)

9.3.5 There are two promoted recreational walks recommended by the CNPA 'Atholl Trails' leaflet that pass through the study area, described below (CNPA Website, 2015).

- Falls of Bruar Walk (part of Path 125, Figure 9.1f, Photograph 9.3): this scenic walk takes in the famous Falls of Bruar from the House of Bruar car park.
- Struan Kirk Walk (Path 132, Figure 9.1g, Photograph 9.4): the walk begins at the old railway bridge to the south of Calvine and directs walkers east via Path 132 on the south side of the River Garry through woodland towards Old Struan. The route then uses local roads and woodland paths at Old Struan crossing the Errochty Water before heading north to re-join the B847.

Photograph 9.3: Falls of Bruar (Path 125)

Photograph 9.4: Struan Kirk Walk (Path 132)

Public Rights of Way

9.3.6 A public right of way is a defined route which has been used by the general public for at least 20 years and which links two public places (usually public roads). Public rights of way vary from long hill routes (often historical drove or kirk roads) to local routes and short cuts to shops, schools and other local amenities.

9.3.7 ScotWays maintains the National Catalogue of Rights of Way (CROW), in partnership with SNH. In addition, many local authorities also have their own records. CROW classifies rights of way into three status categories:

- vindicated – routes declared to be rights of way by the courts or through another legal process;

- asserted – routes which have been accepted as rights of way by the landowner or where local authorities have indicated that they would take legal action to protect them if necessary; and
- claimed – other routes which appear to meet the common law conditions necessary to be regarded as rights of way, but which have not been formally vindicated or asserted.

9.3.8 Access along public rights of way is protected by the Countryside (Scotland) Act 1967, Section 46. This Act requires the local authority to *'assert, protect and keep open and free from obstruction or encroachment any public rights of way*'. Diversions can be considered if the proposed diversion is deemed suitable by the planning authority.

9.3.9 There are four paths designated as public rights of way in the study area, as shown on Figure 9.1. Two examples of public rights of way are shown in Photographs 9.5 and 9.6.

Photograph 9.5: Right of way (also a core path) leading to Tulach Hill (Path 112)

Photograph 9.6: 'Old Struan Coffin Road' right of way and core path to Strathtummel (Path 127)

Local Paths

9.3.10 Unlike core paths and public rights of way, local paths hold no statutory designation. Local paths can be pavements adjacent to roads or off-road paths.

9.3.11 There are 20 local paths identified within the study area, as shown on Figure 9.1. Photographs 9.7 and 9.8 show two local paths within the study area.

Photograph 9.7: Path to Killiecrankie Battlefield Memorial Field (Path 108)

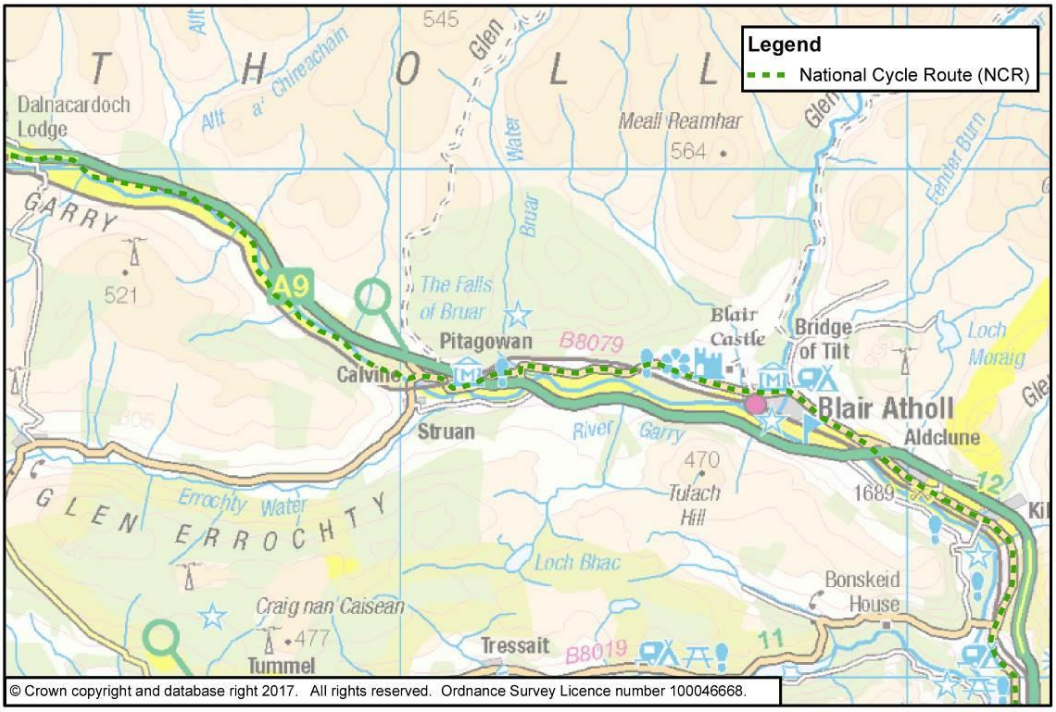
Photograph 9.8: Local path near River Garry (Path 120)

National and Regional Cycle Routes

9.3.12 The National Cycle Network is a UK network of cycle routes (national or regional) and was created by Sustrans. The routes are a combination of pedestrian routes, disused railways, minor roads, canal towpaths and traffic calmed routes. National Cycle Routes (NCRs) and Regional Cycle Routes (RCRs) can also be designated as core paths or public rights of way.

9.3.13 There is one National Cycle Route (NCR7) passing through the study area as shown on Figure 9.1, Image 9.1 and Photographs 9.9 and 9.10, and no Regional Cycle Routes. NCR7 is a 601 mile long route linking Sunderland and Inverness and the section within the study area follows the B8079 between Killiecrankie and Bruar, the B847 between Bruar and Calvine, then the unclassified road (U521) to the south of the existing A9 between Calvine and Dalnacardoch Lodge.

Image 9.1: Route of NCR7 through study area



Photograph 9.9: NCR7 on route to Dalnacardoch as it joins the U521, west of Calvine

Photograph 9.10: NCR7 at Dalnamein Lodge heading west running parallel to the A9

Crossing Points

9.3.14 The assessment identified 19 existing crossing points (CP) of the A9 used by NMUs within the study area. These are detailed in Table 9.10 (refer to Table 9.11 for details of paths described and Figure 9.1 for locations of crossing points and associated paths; photographs are also provided (9.11-9.26)). Crossing points scoped out of the assessment have been greyed out in Table 9.10 with an explanation in the description.

Table 9.10: NMU crossing points within study area

Reference	Main users*	Type of existing crossing point	Description of Crossing Point	Baseline amenity **
CP01 (Figure 9.1a and Photograph 9.11, ch1200)	Pedestrians Equestrians	Grade separated (underpass)	NMUs cross the existing A9 via the Old Faskally Underpass, using Path 101. Known crossing point for equestrians.	Single track road under A9 with no dedicated NMU provision. Whilst there is a maintenance hardstanding between the road edge and the underbridge wall at this section this is not specifically for NMUs and is limited to the immediate vicinity of the underbridge. NMUs experience noise from traffic using the A9.
CP02 (Figure 9.1a, ch1500)	Pedestrians	Grade separated (underbridge)	NMUs cross the existing A9 via the Allt Girnaig Underbridge on the south side of the Allt Girnaig watercourse using Path 105.	Dirt track underneath A9, views of large bridge structure and the tree-lined watercourse. NMUs experience noise from traffic using the A9.
CP03 (Figures 9.1a and 9.1b and Photograph 9.12. ch1600)	Pedestrians	Grade separated (underbridge)	NMUs cross the existing A9 via the Allt Girnaig Underbridge on the north side of the Allt Girnaig watercourse using Path 106.	Dirt track underneath A9, views of large bridge structure and the tree-lined watercourse. NMUs experience noise from traffic using the A9.
CP04 (Figure 9.1b and Photograph 9.13, ch2800)	Pedestrians	Grade separated (underpass)	NMUs cross the existing A9 via the Glen Girnaig Underpass on an existing access road, using Path 107.	Single track road under A9 with no dedicated NMU provision. Whilst there is maintenance hardstanding between the road edge and the underbridge wall at this section this is not specifically for NMUs and is limited to the immediate vicinity of the underbridge. NMUs experience noise from traffic using the A9.
CP05 (Figures 9.1b and 9.1c, ch3350)	Agricultural access to fields either side of A9	Grade separated (underpass)	During the site survey to assess footpaths the NMU route to access CP05 was blocked with trees and the gate was locked. Path 109 has therefore been scoped out of this DMRB Stage 3 assessment. CP05 is used for agricultural access across the A9 therefore potential impacts on this are considered in Chapter 8 (People and Communities: Community and Private Assets).	Very low amenity value, dirt track underneath A9, some of which has eroded into the watercourse. No current access to CP05 via Path 109 due to overgrown vegetation. Main use likely to be for farm access to the fields either side of the existing A9.
CP06 (Figure 9.1c and Photograph 9.14, ch4200)	Cyclists	Grade separated (underbridge)	NMUs cross the existing A9 via the Essangal Underbridge for the B8079, using NCR7.	No dedicated NMU provision. Whilst there is maintenance hardstanding between the road and the underbridge on the southbound side at this section this is not specifically for NMUs and is limited to the immediate vicinity of the underbridge. NCR7 is unsegregated along the B8079. NMUs experience noise from traffic using the A9 and the B8079.
CP07 (Figure 9.1c, ch4350)	Pedestrians	Grade separated (underbridge)	NMUs cross the existing A9 via Essangal Underbridge on the south side of the River Garry, using Path 111. Known crossing point for equestrians.	No dedicated NMU provision, local path follows the unpaved road under the A9. NMUs experience noise from traffic using the A9 and local quarry traffic.
CP08 (Figure 9.1c and Photograph 9.15, ch5000)	Pedestrians	At-grade	The DMRB Stage 2 report identified NMU crossing point CP08: an at-grade crossing adjacent to the north of the Shierglas Quarry, via Path 110. Based on information provided at the NMU Forum, it has been established that NMUs do not use CP08 or the local path through Shierglas Quarry (Path 110), instead using CP09 at Tulach Hill (Capital Value and Risk, 2016). CP08 and Path 110 have therefore been scoped out of this DMRB Stage 3 assessment.	No dedicated NMU provision, at-grade crossing of the A9.

Reference	Main users*	Type of existing crossing point	Description of Crossing Point	Baseline amenity **
CP09 (Figure 9.d and Photograph 9.16, ch6425)	Pedestrians	At-grade	NMUs cross the existing A9 via an at-grade crossing to the south of Blair Atholl, using Path 112. CP09 also links to Path 113 along the northbound verge of the existing A9.	Core path traverses the embankment earthworks slope and crosses the existing A9 at-grade. NMUs use a stile to cross over the vehicle restraint system in the southbound verge to access the A9. NMUs experience noise from traffic using the A9 and have to negotiate fast moving traffic to cross the road where traffic flows are approx. 10,500 AADT. Good visibility of approaching traffic at this crossing.
CP10 (Figure 9.1e and Photograph 9.17, ch9800)	Pedestrians Equestrians	At-grade	NMUs cross the existing A9 via an at-grade crossing at the entrance to Invervack Farm, using Paths 116a, 117 and 120. Known crossing point for equestrians.	No dedicated NMU provision. NMU route crosses the existing A9 at-grade where traffic flows are approx. 10,500 AADT. NMUs experience noise from traffic using the A9 and have to negotiate fast moving traffic to cross the road. Good visibility of approaching traffic at this crossing.
CP11 (Figure 9.1f and Photograph 9.18, ch11250)	Pedestrians Equestrians	Grade separated (underbridge)	NMUs cross underneath the existing A9 using the Pitaldonich Underbridge on the south side of the river. The crossing provides a connection for NMUs to Paths 120 and 121. Known crossing point for equestrians.	Dirt track underneath A9, views of large bridge structure and the tree-lined watercourse. NMUs experience noise from traffic using the A9.
CP12 (Figure 9.1f and Photograph 9.19, ch11350)	Pedestrians	Grade separated (underbridge)	NMUs cross underneath the existing A9 using the Pitaldonich Underbridge on the north side of the river. The crossing provides access to NMUs using Path 124.	Dirt track underneath A9, views of large bridge structure and the tree-lined watercourse. NMUs experience noise from traffic using the A9.
CP13 (Figure 9.1f and Photograph 9.20, ch12450)	Cyclists	Grade separated (underbridge)	NMUs cross underneath the existing A9 via NCR7 using the B847 Pitagowan Road Underbridge.	No dedicated NMU provision. Whilst there is maintenance hardstanding between the road edge and the underbridge wall at this section this is not specifically for NMUs and is limited to the immediate vicinity of the underbridge. NCR7 is unsegregated along the B8079. NMUs experience noise from traffic using the A9.
CP14 (Figure 9.1g and Photograph 9.21, ch13350)	Pedestrians	At-grade	NMUs cross the existing A9 via an at-grade crossing to the north of Calvine using Path 129. Known crossing point for equestrians.	No dedicated NMU provision, NMU route crosses the existing A9 at-grade where traffic flows are approx. 9,400 AADT. NMUs experience noise from traffic using the A9 and have to negotiate fast moving traffic to cross the road. Good visibility of approaching traffic at this crossing.
CP15 (Figure 9.1g and Photograph 9.22, ch13410)	Pedestrians	Grade separated (underpass)	NMUs cross underneath the existing A9 via the non-vehicular Calvine Underpass using Path 130.	A below-standard headroom pipe used by pedestrians provides a grade separated crossing of the A9. Northern access to this crossing is steep and poorly surfaced (grass slope). NMUs experience noise from traffic using the A9.
CP16 (Figures 9.1h and Photograph 9.23, ch15950)	Pedestrians	At-grade	NMUs cross the existing A9 via an at-grade crossing at Clunes Lodge using Path 134. Known crossing point for equestrians.	No dedicated NMU provision, NMU route crosses the existing A9 at-grade where traffic flows are approx. 9,300 AADT. NMUs experience noise from traffic using the A9 and have to negotiate fast moving traffic to cross the road. Good visibility of approaching traffic at this crossing.
CP17 (Figure 9.1j and Photograph 9.24, ch19900)	Pedestrians	At-grade	NMUs cross the existing A9 via an at-grade crossing to the north-east of Dalnamein Lodge using Path 135. Known crossing point for equestrians.	No dedicated NMU provision, NMU route crosses the existing A9 at-grade where traffic flows are approx. 9,300 AADT. NMUs experience noise from traffic using the A9 and have to negotiate fast moving traffic to cross the road. Good visibility of approaching traffic at this crossing.

Reference	Main users*	Type of existing crossing point	Description of Crossing Point	Baseline amenity **
CP18 (Figure 9.1k and Photograph 9.25, ch20850)	Pedestrians	Grade separated (underpass)	NMUs cross underneath the existing A9 via a non-vehicular underpass to the west of Tigh-na-Collie using Path 137. The crossing provides a connection to NMUs using Path 136 and NCR7.	A below standard headroom pipe used by pedestrians provides a grade separated crossing of the A9. Accesses to this crossing are poorly surfaced (grass track). NMUs experience noise from traffic using the A9.
CP19 (Figure 9.1k and Photograph 9.26, ch22000)	Pedestrians	Grade separated (underbridge)	NMUs cross underneath the existing A9 via the Allt Geallaidh Underbridge using Path 138. The crossing point can currently be accessed by following the Allt Geallaidh watercourse from Path 133/NCR7.	Crossing follows watercourse underneath existing A9. No dedicated NMU provision. Poor surface and wooden debris screen to climb over on northern side. Views of large bridge structure. NMUs experience noise from traffic using the A9.

* Although predominant users of the paths are identified, it should be noted that access is not limited to a single user group.

** Traffic Flows are AADT 18hr, 2026 without the proposed scheme.

Photograph 9.11: Old Faskally Underpass, location of existing crossing point CP01 (Path 101)

Photograph 9.12: Allt Girnaig Underbridge, location of existing crossing point CP03 (Path 106)

Photograph 9.13 Glen Girnaig Underpass, location of existing crossing point CP04 (Path 107)

Photograph 9.14: NCR7 along the B8079 (northbound) at CP06

Image from Google Street View captured May 2015 © 2017 Google

Photograph 9.15: Shierglas Quarry, existing crossing point CP08 (scoped out of assessment), Paths 110 and 111

Image from Google Street View captured November 2015 © 2017 Google

Photograph 9.16: At-grade crossing point CP09, Path 112 (for Tulach Hill) and linking to Path 113

Photograph 9.17: Entrance to Invervack Farm, location of existing crossing point CP10, Paths 116 and 117

Image from Google Street View captured September 2016 © 2017 Google

Photograph 9.18: Pitaldonich Underbridge location of existing crossing point CP11 (Paths 120 and 121 shown)

Photograph 9.19: Pitaldonich Underbridge location of existing crossing point CP12, Path 124

Photograph 9.20: Existing crossing point via NCR7 at the B847 Pitagowan Road Underbridge heading west (CP13)

Image from Google Street view captured May 2015 © 2017 Google

Photograph 9.21: Existing at-grade crossing of the A9 north of Calvine using Path 129 (CP14)

Photograph 9.23: Existing at-grade crossing point at Clunes Lodge using Path 134 (CP16)

Image from Google Street View captured September 2016 © 2017 Google

Photograph 9.22: Existing crossing point underneath the A9 via non-vehicular underpass using Path 130 (CP15)

Photograph 9.24: Existing at-grade crossing of the A9 north-east of Dalnamein Lodge using Path 135 (CP17)

Photograph 9.25: Existing non-vehicular underpass to the west of Tigh-na-Collie using Path 137 (CP18)

Photograph 9.26: Existing Crossing Point using Allt Geallaidh Underbridge/Path 138 (CP19)

Table 9.11: NMU route network within study area

Reference	Designation	Main users*	Description	Access to outdoor areas link**	Baseline journey length (m)	Baseline amenity ***
NCR7 (Figure 9.1 and Photographs 9.9 and 9.10)	National Cycle Route 7	Cyclists	NCR7 follows the route of the B8079 between Killiecrankie and the House of Bruar then the B847 between the House of Bruar and Calvine. At Calvine, NCR7 joins Path 133/NCR7 along the unclassified road, the U521, to the south of the existing A9. NCR7 crosses the existing A9 via Essangal Underbridge at CP06 and Pitagowan Road Underbridge at CP13. Connects into Path 100/NCR7 in the south and Path 133/NCR7 in the north.	Part of the 'Killiecrankie Path' (PKC Website, 2015). Provides access to the Pass of Killiecrankie and the River Tilt.	13,640	Within the study area, NCR7 is on-road along the B8079 on which vehicles may travel at speeds of up to 60mph on certain sections, where traffic flows are below approx. 2,000 AADT. The B8079 is also currently used by HGVs from Shierglas quarry as well as other agricultural traffic. Cyclists currently negotiate an uncontrolled T-junction at Bruar to continue along NCR7 on the B847 to Calvine.
100/NCR7 (Figure 9.1a)	Core Path KCKI/101 National Cycle Route 7	Pedestrians Cyclists	Path 100/NCR7 is along the B8079 and ends just before the entrance to the Killiecrankie Visitor Centre. The core path is a segregated path next to the road and National Cycle Route 7 is on the B8079. Connects into NCR7 just south of Killiecrankie.	Part of the 'Killiecrankie Path' (PKC Website, 2015). Provides access to the Pass of Killiecrankie.	555	Rural route alongside the B8079 where traffic flows are below approx. 800 AADT. Traffic noise from the A9 is evident.
101 (Figure 9.1a)	Core Path KCK/120 Local Path (non-designated)	Pedestrians Equestrians	Path 101 provides NMU access underneath the Old Faskally Underpass at CP01 and links to NCR7 and Path 102.	Part of the 'Killiecrankie Path' (PKC Website, 2015). Provides access to the Pass of Killiecrankie and to Ben Vrackie from Killiecrankie.	1,340	Rural route through wooded glen along a paved road. Traffic noise from the A9 is evident as well as sound from the watercourse running alongside the path.
102 (Figure 9.1a)	Core Path KCKI/50 Local Path (non-designated)	Pedestrians	Path 102 runs from Garry Bridge to the Killiecrankie Visitor Centre. It forms part of the network of riverside paths adjacent to the River Garry. Connects into Path 101 and NCR7.	Part of the 'Bealach Path' (PKC Website, 2015). Provides access to the River Garry and to the Pass of Killiecrankie.	986	Quiet scenic track through woodland, minimal traffic noise is evident.
103 (Figure 9.1d)	National Cycle Route 7 Core Path BAST/123	Pedestrians Cyclists	Path 103 follows the route of the B8079 along Main Street through Blair Atholl from the River Tilt in the south to the junction with Ford Road in the north. The core path is along a segregated pavement and NCR7 is on the road along this route. Connects into Path 112 and NCR7.	Provides access to the River Tilt.	518	Paved road with well used pavement for pedestrian use. Cyclists using NCR7 are on the road along this route where traffic flows are below approx. 1,000 AADT. Traffic noise from the A9 is largely masked by the sound of the River Tilt and vehicles on the B8059.
104 (Figures 9.1a and 9.1b)	Local Path (non-designated)	Pedestrian	Path 104 is located on the south side of the River Garry and passes through the Pass of Killiecrankie. Connects into NCR7.	Provides access to the Pass of Killiecrankie and to the River Garry.	1,277	Quiet scenic track through woodland, minimal traffic noise.

Reference	Designation	Main users*	Description	Access to outdoor areas link**	Baseline journey length (m)	Baseline amenity ***
105 (Figures 9.1a and 9.1b)	Local Path (non-designated)	Pedestrians	Path 105 is located on the east side of the watercourse Allt Girnaig and provides access from Killiecrankie underneath the existing A9, via the Allt Girnaig Underbridge at CP02. Connects into NCR7.	No direct access to the outdoor areas listed in paragraph 9.3.15.	533	Scenic track bordered by woodland on the west and fields on the east. Traffic noise from the A9 is evident on approach. Sound from the watercourse running alongside the path evident in parts.
106 (Figures 9.1a and 9.1b)	Local Path (non-designated)	Pedestrians	Path 106 provides a route to the west of the watercourse Allt Girnaig The path crosses the existing A9 via the Allt Girnaig Underbridge at CP03. Connects into Paths 107 and 108 and NCR7.	No direct access to the outdoor areas listed in paragraph 9.3.15.	1,433	Scenic track bordered by woodland on the west and fields on the east. Traffic noise from the A9 is evident on approach. Sound from the watercourse running alongside the path evident in parts
107 (Figures 9.1a, 9.1b and 9.1c)	Core Path KCKI/109	Pedestrians	Path 107 provides access from NCR7 on the B8079 and passes underneath the existing A9 via the Glen Girnaig Underpass at CP04. Links into NCR7 and Paths 106 and 108.	Provides access to the Killiecrankie Battlefield Memorial Field.	1,702	Single track road with low levels of traffic, although users currently experience noise from traffic on the A9. Scenic route north of A9 through fields and Glen Girnaig.
108 (Figures 9.1a and 9.1b Photograph 9.7)	Local Path (non-designated)	Pedestrians	Path 108 provides a connection between Killiecrankie village and the memorial to the soldiers at the Killiecrankie battlefield. Links Path 106 with Path 107 to the south of the existing A9.	Provides access to the Killiecrankie Battlefield Memorial Field.	1,281	Rural recreational pathway through fields alongside existing A9. Traffic noise from the A9 is evident.
109 (Figures 9.1b and 9.1c)	Local Path (non-designated)	Pedestrians Equestrians	Path 109 provides NMU access underneath the existing A9 via the Allt Chluain Underbridge at CP05. Following site survey to assess footpaths, the route was blocked with trees and the gate was locked. **Path 109 has therefore been scoped out of this DMRB Stage 3 assessment.**	No direct access to the outdoor areas listed in paragraph 9.3.15.	926	From B8079, Path 109 is a single track road for the first 240m, then it becomes a wooded footpath; overgrown and not possible to negotiate.
110 (Figure 9.1c)	Local Path (non-designated)	Pedestrians	The DMRB Stage 2 report identified local path along Shierglas Quarry access road (Path 110). Based on information provided at the NMU Forum, it has been established **NMUs do not use Path 110, therefore it has been scoped out of this DMRB Stage 3 assessment** (Capital Value and Risk, 2016).	Provides access to the River Garry.	825	Well-worn dirt track with vehicle access to Shierglas Quarry parallel to existing A9. Consultation confirmed that path is not used by NMUs.
111 (Figures 9.1c and 9.1d)	Local Path (non-designated)	Pedestrians	Path 111 follows the south bank of the River Garry, allowing NMUs to walk between the river and the existing A9. Links into Paths 110 and 112 and provides access underneath the existing A9 via the Essangal Underbridge at CP07.	Part of the 'Salmon Trail' walking route (CNPA Website, 2015). Provides access to the River Garry.	2,130	Scenic, wooded, narrow, single track paved route between A9 and River Garry. Traffic noise from the A9 is evident.

Reference	Designation	Main users*	Description	Access to outdoor areas link**	Baseline journey length (m)	Baseline amenity ***
112 (Figure 9.1d Photograph 9.5)	Core Path BAST/5 Right of Way (asserted) TP24	Pedestrians	Path 112 provides access from Blair Atholl to the Tulach Hill Viewpoint path via a small pedestrian footbridge over the River Garry. The route takes NMUs across the existing A9 via an at-grade crossing (CP09). Links into Paths 103 and 111 and NCR7	Part of the 'Tulach Viewpoint' walking route (CNPA Website, 2015). Provides access to the Tulach Viewpoint, woodlands south of Glackmore and the River Garry.	1,486	Scenic path from Blair Atholl across the River Garry via a pedestrian footbridge. NMUs then cross the A9 at-grade before heading up a steep climb through woodland. Traffic noise evident on approach to A9.
113 (Figures 9.1d and 9.1e)	Core Path BAST/138	Pedestrians	Path 113 is a dirt track that leads from Balnastuartach Farm in the west to the foot of Tulach Hill in the east. Provides a link to Path 117 in the west. NMUs can walk along the A9 to access at-grade crossing point CP09.	No direct access to the outdoor areas listed in paragraph 9.3.15.	2,965	Dirt/grass track through fields, providing at-grade access to the A9. Traffic noise evident on approach to A9.
114 (Figure 9.1d)	Core Path BAST/128	Pedestrians	Path 114 provides access from the B8079 (NCR7) towards the Blair Castle Caravan Park.	No direct access to the outdoor areas listed in paragraph 9.3.15.	260	Paved single track road through woodland and fields towards Blair Castle Caravan Park. Minimal traffic noise.
115 (Figures 9.1d and 9.1e)	Local Path (non-designated)	Pedestrians	Path 115 is located on the north side of the River Garry and provides a connection into the B8079 (NCR7).	Provides access to the River Garry and Black Island Woodland.	2,038	Dirt track through Black Island Woodland providing access to River Garry. NMUs experience noise from A9 along this route.
116 (Figure 9.1e)	Right of Way (asserted) TP23 (south of existing A9)	Pedestrians	Path 116 provides access across a field and intersects with the existing A9. Site surveys revealed that the path is unlikely to be used, with NMUs likely favouring Path 117. Links into Path 117.	No direct access to the outdoor areas listed in paragraph 9.3.15.	263	Path across field on south side of A9. NMUs experience noise from A9 along this route.
116a (Figure 9.1e)	Right of Way (asserted) TP23 (north of existing A9)	Equestrians	Path 116a is located on the north side of the existing A9. There is an existing diversion in place via Bruar and Old Struan as a result of the demolition of the West Lodge Suspension Bridge in 2006; therefore there is no crossing of the River Garry for NMUs within the study area, with the exception of equestrians who ford the River Garry via Path 116a. Links into Path 120 and NCR7 (through fording the River Garry).	Provides access to the River Garry.	468	Path parallel to existing A9 and adjacent to field. NMUs experience noise from A9 along this route.
117 (Figure 9.1e)	Core Path BAST/6 Right of Way (asserted) TP23	Pedestrians	Path 117 provides NMU access from Balnastuartach Farm and Invervack Farm to the existing A9. Also provides an at-grade crossing of the existing A9 at CP10. CP10 is also a known crossing point for equestrians. Links into Paths 113 and 116.	No direct access to the outdoor areas listed in paragraph 9.3.15.	1,187	Unpaved track through farmland. Minimal noise from traffic using the A9
118 (Figure 9.1e)	Core Path BAST/110	Pedestrians	Path 118 provides access to Path 119 from Baluain Wood in the north.	Provides access to Baluain Wood.	296	Unpaved track through woodland and fields. Minimal noise from traffic using the A9.

Reference	Designation	Main users*	Description	Access to outdoor areas link**	Baseline journey length (m)	Baseline amenity ***
119 (Figure 9.1e)	Core Path BAST/115	Pedestrians	Path 119 provides access to Path 118 in the north and links into NCR7.	Provides access to Baluain Wood.	972	Unpaved track through woodland and fields. NMUs experience noise from traffic using the A9.
120 (Figures 9.1e and 9.1f and Photograph 9.8)	Local Path (non-designated)	Pedestrians Equestrians	Path 120 is an off-road access track located on the south side of the River Garry between the river and the existing A9. Provides a crossing of the existing A9 the Pitaldonich Underbridge at CP11 and links into Paths 116, 117 and 121. CP11 is a known crossing point for equestrians.	Provides access to the River Garry.	1,865	Grass path through fields. NMUs experience noise from traffic using the A9. It is noted that the existing section between approx. ch10000 and ch10200 of the existing A9 has been subject to flooding and erosion. While the paved area has been eroded, the area may still be passable for NMUs.
121 (Figures 9.1f and 9.1g)	Core Path BAST/124	Pedestrians	Path 121 is a dirt road access for a collection of farms and houses on the southern side of the River Garry. Provides a crossing of the existing A9 the Pitaldonich Underbridge at CP11. CP11 is a known crossing point for equestrians. Links into Paths 120 and 132	Provides access to the River Garry.	1,853	Unpaved track through fields, adjacent to River Garry. NMUs experience noise from traffic using the A9.
122 (Figure 9.1f)	Local Path (non-designated)	Pedestrians	Path 122 provides a short link between NCR7 and Path 123 via a railway underpass.	Provides access to Baluain Wood.	144	Unpaved track through field. Minimal noise from traffic using the A9.
123 (Figure 9.1f)	Local Path (non-designated)	Pedestrians	Path 123 is a track through Baluain Wood located on the north side of the railway and links into Path 122.	Provides access to Baluain Wood.	1,052	Unpaved track through woodland and scrubland. Minimal noise from traffic using the A9.
124 (Figure 9.1f)	Local Path (non-designated)	Pedestrians	Path 124 is located to the south of the House of Bruar. Although the path joins the existing A9 at its western end, it is likely to only be used by NMUs from its eastern end at the House of Bruar to cross underneath the A9 at Pitaldonich Bridge to gain access to the River Garry (CP13). Path links into NCR7.	Provides access to the River Garry	981	Grass path through fields. NMUs experience noise from traffic using the A9.
125 (Figure 9.1f)	Core Path BAST/116	Pedestrians	Path 125 is a network of walking routes around the Falls of Bruar scenic area. Also connects into Path 126.	Path 125 is part of the 'Falls of Bruar Walk'. Provides access to the Falls of Bruar and Baluain Wood.	310	Rural recreational pathway through woodland alongside Falls of Bruar. Minimal traffic noise.
126 (Figures 9.1f and 9.1g)	Local Path (non-designated)	Pedestrians	Path 126 is a woodland track passing through Baluain Wood. Provides a connection between Path 125 to the east and Path 129 to the west.	Provides access to Baluain Wood and the Falls of Bruar.	1,480	Grass path through fields and woodland. NMUs experience noise from traffic using the A9.
127 (Figure 9.1f and Photograph 9.4)	Core Path BAST/52 Right of Way (asserted) TP22	Pedestrians	Path 127 provides access across an open field from Path 121. The path is signposted at the beginning of the route as 'Public Footpath to Strathtummel'.	Provides access to the woodlands to the south of Old Struan and the River Garry. Also known as the 'Old Struan Coffin Road' (Heritage Paths Website, 2015).	355	Grass path through fields leading into track through woodland. NMUs experience noise from traffic using the A9.

Reference	Designation	Main users*	Description	Access to outdoor areas link**	Baseline journey length (m)	Baseline amenity ***
128 (Figures 9.1f-i)	Local Path (non-designated)	Pedestrians	Path 128 is otherwise known as 'General Wade's Military Road', which is a historic road, running from Dunkeld to Inverness. The route runs parallel, to the north, of the existing A9. It provides connections to Path 129 and Path 134.	Provides access to Baluain Wood and Clunes Wood.	4,928	Grass path through fields. NMUs experience noise from traffic using the A9.
129 (Figure 9.1g)	Core Path BAST/8 Right of Way (asserted) TP16 (east)	Pedestrians	Path 129 is sign-posted from the B847 in Calvine and crosses the A9 at CP15. Connects into Paths 126, 128, 130 and NCR7	The path is promoted by both the Heritage Paths project and Scottish Hill Tracks as an alternative start to the Minigaig pass. Provides access to Baluain Wood.	1,009	Unpaved track leading across the existing A9 at-grade and across fields on north side of A9. NMUs experience noise from traffic using the A9.
130 (Figure 9.1g)	Core Path BAST/8 (west)	Pedestrians	Path 130 provides an alternative crossing point of the existing A9 to the north of Calvine through a non-vehicular underpass at CP16. Connects into Path 129.	No direct access to the outdoor areas listed in paragraph 9.3.15.	219	Grass paths either side of a low underpass. Northern entrance is very steep. NMUs experience noise from traffic using the A9.
131 (Figure 9.1g)	Core Path BAST/121	Pedestrians	Path 131 is a wooded path that connects Path 133/NCR7 with the local road south of Calvine.	Provides access to the River Garry and the Woodlands South of Calvine.	375	Wooded path along the River Garry. Minimal traffic noise.
132 (Figure 9.1g)	Core Path BAST/10	Pedestrians	Path 132 is a scenic grass path, wooded in places, that follows the course of the River Garry. Links into Path 121.	Provides access to the woodlands south of Calvine and the River Garry. Also known as the 'Struan Kirk Walk' (CNPA Website, 2015).	916	Grass path along the River Garry, through woodland and fields. Minimal traffic noise.
133/NCR7 (Figure 9.1g-k and Photograph 9.8)	National Cycle Route NCR7 (west) Core Path BAST/125	Pedestrians Cyclists	Path 133/NCR7 follows the winding course of the River Garry upstream along the access road to the south of the existing A9. Cyclists wishing to use this route share the unclassified road, U521, between Calvine and Dalnacardoch Lodge with local traffic. Connects into NCR7 to the east and also links into Paths 131, 134, 135, 137 and 138.	Provides access to the River Garry.	9,399	Rural paved route with local access vehicles only. NMUs experience noise from traffic using the A9.
134 (Figure 9.1h)	Local Path (non-designated)	Pedestrians	Path 134 provides a link between Path 133/NCR7 and Path 128. It crosses the existing A9 at-grade at Clunes Lodge (CP17).	Provides access to the River Garry.	901	Unpaved dirt track leading across the existing A9 at-grade and across fields on north side of A9. NMUs experience noise from traffic using the A9.
135 (Figure 9.1j)	Local Path (non-designated)	Pedestrians	Path 135 provides a link between Path 133/NCR7 and Path 136, crossing the existing A9 at-grade east of Dalnamein Lodge (CP18).	Provides access to Dalnamein Forest.	867	Dirt track leading through Dalnamein Forest. NMUs experience noise from traffic using the A9.
136 (Figures 9.1j and 9.1k)	Local Path (non-designated)	Pedestrians	Path 136 is a woodland track along the southern edge of Dalnamein Forest. Links into Paths 135 and 137.	Provides access to Dalnamein Forest.	1,239	Forestry access track adjacent to Dalnamein Forest. NMUs experience noise from traffic using the A9.

Reference	Designation	Main users*	Description	Access to outdoor areas link**	Baseline journey length (m)	Baseline amenity ***
137 (Figure 9.1k)	Local Path (non-designated)	Pedestrians	Path 137 provides a crossing point of the existing A9 via the non-vehicular underpass at Tigh-na-Collie at CP19. Links into Paths 133/NCR7 and 136.	Provides access to Dalnamein Forest.	175	Grass track and a below-standard headroom pipe providing grade-separated crossing of the A9. NMUs experience noise from traffic using the A9.
138 (Figure 9.1k)	Local Path (non-designated)	Pedestrians	Path 138 provides a crossing point of the existing A9 via the Allt Geallaidh Underbridge at CP20. Links into Path 133/NCR7.	No direct access to the outdoor areas listed in paragraph 9.3.15.	233	Crossing follows watercourse underneath existing A9. No dedicated NMU provision. Poor surface and wooden debris screen to climb over on northern side. Views of large bridge structure. NMUs experience noise from traffic using the A9.

* Although predominant users of the paths are identified, it should be noted that access may not be limited to a single user group taking cognisance of the Land Reform (Scotland) Act 2003.

** Refer to Chapter 8 (People and Communities - Community and Private Assets) and Figure 9.1 for further details on community facilities.

*** Traffic Flows are AADT 18hr, 2026 without the proposed scheme.

Access to Outdoor Areas

9.3.15 Outdoor areas comprise local open space and green space that are used by the public for recreational purposes. For further details of community land reference should be made to Chapter 8 (People and Communities - Community and Private Assets). The key outdoor areas considered within this assessment are listed below:

- Area based facilities:
  - All public parks;
  - Baluain Wood (Figure 9.1e-f);
  - Black Island Woodland (Figure 9.1e);
  - Clunes Wood (Figure 9.1g-h);
  - Dalnamein Forest (Figure 9.1i);
  - Errochty Water (Figure 9.1g);
  - Killiecrankie Battlefield Memorial Field (Figure 9.1a-b);
  - Pass of Killiecrankie (including the Soldier's Leap, the Trooper's Den and surrounding woodlands) (Figure 9.1a);
  - River Garry (Figure 9.1a-k);
  - River Tilt (Figure 9.1d);
  - The Falls of Bruar (Figure 9.1f, Photograph 9.14);
  - Tulach Hill Viewpoint (Figure 9.1d);
  - woodlands south of Calvine (Figure 9.1g);
  - woodlands south of Glackmore (Figure 9.1c and 9.1d); and
  - woodlands south of Old Struan (Figure 9.1g).
- Linear access facilities:
  - All rights of way, core paths and local paths as identified in Table 9.11; and
  - NCR7 as identified in Table 9.11.

9.3.16 The NMU paths that provide access to these outdoor areas are listed in Table 9.11 and shown on Figure 9.1.

Public Transport

9.3.17 As noted in Chapter 8 (People and Communities – Community and Private Assets), local bus services that operate in the study area are operated by Elizabeth Yule (Monday to Saturday) and Stagecoach Perth (Sunday). Long distance bus services are operated by Citylink, National Express and Fishers Tours. Table 9.12 provides detail in relation to the itinerary of these services, correct as of December 2016.

Table 9.12: Key bus services within the study area

Service No.	Operator	Origin	Destination	Routes	Frequency (times a day)
87	Elizabeth Yule	Pitlochry Festival Theatre	Old Struan road end	B8079/B847	5 services in each direction. (Mon – Sat)
887	Elizabeth Yule	Pitlochry	Blair Atholl and Kinloch Rannoch	B8079/A9	1 service in each direction. (Mon – Fri)
83	Stagecoach Perth	Aberfeldy	Old Struan road end	B8079/B847	3 services in each direction. (Sun)

Service No.	Operator	Origin	Destination	Routes	Frequency (times a day)
M90	Citylink	Edinburgh	Inverness	A9	Approximately once every 2 hours in each direction. (Direct service)
M91	Citylink	Edinburgh	Inverness	B8079/A9	Approximately once every 2 hours in each direction. (Stopping service)
G10	Citylink Gold	Glasgow	Inverness	A9	5 daily services in each direction.
NX 588	National Express	London	Inverness	A9	2 daily services in each direction.
226	Fishers Tours	Arbroath	Fort William	A9 (Stops in lay-bys 56 and 57)	1 return journey every second week.
228	Fishers Tours	Arbroath	Inverness	A9 (Stops in lay-bys 56 and 57)	1 return journey every second week.
242	Fishers Tours	Forfar	Fort William	A9 (Stops in lay-bys 56 and 57)	1 return journey every second week.
244	Fishers Tours	Forfar	Inverness	A9 (Stops in lay-bys 56 and 57)	1 return journey every second week.
267	Fishers Tours	Cupar	Inverness	A9 (Stops in lay-bys 56 and 57)	1 return journey every second week.

9.3.18 There are 17 bus stops located within the 500m study area (as shown on Figure 9.1). Their location is also summarised below where it is noted if formal infrastructure such as a bus shelter or bus stop sign is present:

- two located on the B8079 outside Killiecrankie Visitor Centre (one in each direction; infrastructure present for northbound only);
- two located on the B8079 outside Killiecrankie Village Hall (one in each direction; infrastructure present for both directions);
- two located at the connection from the B8079 to the A9 at Clunebeg access (one in each direction; no infrastructure present);
- two located on the B8079 outside Blair Atholl Post Office (one in each direction; infrastructure present for both directions);
- two on the B8079 at Bruar (one in each direction; infrastructure present for both directions);
- one within House of Bruar (one in each direction; infrastructure present);
- one on the local access road from the B847 to Pitagowan (southbound only; infrastructure present);
- one on the B847 at Pitagowan (northbound only; no infrastructure present);
- two on the B847 within the village of Calvine (one in each direction; infrastructure present for southbound only);
- one within lay-by 56 on the A9 (northbound only; no infrastructure present); and
- one within lay-by 57 on the A9 (southbound only; no infrastructure present).

9.3.19 Following a consultation meeting between Jacobs and PKC on 24 March 2016 it was confirmed that no formal school bus stops are located along the existing A9 within the study area. It is understood that most children living in properties immediately adjacent to the A9 are currently driven by private vehicle or collected by taxi.

9.3.20 Consultation with stakeholders, including bus/coach operators, during the A9 Dualling Programme: Public Transport Strategy (Transport Scotland, 2015b) did not identify any pedestrian access issues or requirement for additional lay-bys or bus stops along the route.

9.3.21 The Highland Main Line railway runs between Perth and Inverness through the study area with a train station in Blair Atholl as shown on Figure 8.1c.

Vehicle Travellers

Views from the Existing A9 and Lay-bys

9.3.22 The following section provides a summary of the view experienced by travellers on the existing A9. A more detailed description of views from the existing A9 and associated lay-bys is provided in Appendix A9.2 (View from the Road Impact Assessment). Chapter 14 (Visual) provides a detailed assessment of views of the proposed scheme from viewpoints along the existing A9 corridor.

9.3.23 The existing A9 runs through the Highland Glens Landscape Character Type. This Landscape Character Type is subdivided into the following Local Landscape Character Areas: Pass of Killiecrankie LLCA, Glen Garry: Lower Glen LLCA, Glen Garry: Mid Glen LLCA and Glen Garry: Upper Glen LLCA which are shown on Figure 13.2a-b. Further description of the landscape baseline of the area is contained in Chapter 13 (Landscape). A description of the views from the existing A9 is also summarised on Figure 9.3.

Pass of Killiecrankie LLCA (start of proposed scheme (ch700) to ch1200)

9.3.24 The sensitivity of this LLCA is considered to be high, with no significant detractors to its scenic quality.

9.3.25 Heading northwards as the existing dualled road narrows to a single carriageway at the start of the proposed scheme, views are intermittent on both sides with glimpses of wooded hills through trees close to the road edge. As the existing A9 bends around to the northwest, attractive views open up on the northbound side along Glen Garry taking in woodlands, pasture fields and the hills beyond (Photograph 9.27). In the A9 Dualling Strategic Environmental Assessment (SEA) the view from the Pass of Killiecrankie west along Glen Garry is highlighted as a Primary View (Transport Scotland, 2013a).

Photograph 9.27: View along Glen Garry on northbound side from the end of the existing dual carriageway

Image from Google Street View captured September 2016 © 2017 Google

9.3.26 On the southbound approach to the Pass of Killiecrankie (where the road widens to become a dual carriageway) the view looking west is of Craig Fonvuick and ahead is to Craigower.

Glen Garry: Lower Glen LLCA (ch1200 to ch8800)

9.3.27 The sensitivity of this LLCA is considered to be medium/high, with Shierglas Quarry (visible mainly to northbound travellers) the only significant detractor.

9.3.28 Heading northwards between Killiecrankie (ch1200) and the River Garry crossing at Essangal (ch4300), views to the northbound side of the existing A9 are largely restricted by roadside woodland with occasional gaps providing intermittent views towards Craig Fonvuick. Views towards the

southbound side are predominantly open. As the straight section of the road crosses the river, there are attractive views on the northbound side along Glen Garry slightly marred by the extensive quarry at Shierglas (Photograph 9.28).

Photograph 9.28: View northbound from River Garry crossing at Essangal

Image from Google Street View captured September 2016 © 2017 Google

9.3.29 As the existing A9 continues northbound from the river crossing (ch4300), there are magnificent views north across the glen over Blair Atholl and Glen Tilt, to the Beinn a'Ghlo hills beyond between ch5800 and ch6100. As the existing A9 passes Blair Atholl, open views to the northbound side look over large grass fields on the lower slopes of Tulach Hill. Views then become intermittent on the southbound side and restricted on the northbound side until Black Island (ch8800) due to cutting, roadside woodland and rising ground.

9.3.30 Views looking north and east across Glen Garry travelling southbound from where the existing A9 passes Black Island are intermittent and views to the northbound side are restricted. Southbound travellers gain a Primary view (Transport Scotland, 2013a) looking north across Glen Garry to Blair Castle and the Beinn a'Ghlo hills beyond at ch7850 (Photograph 9.29).

Photograph 9.29: Primary View southbound across Glen Garry to Blair Castle and the Beinn a'Ghlo hills beyond

Image from Google Street View captured September 2016 © 2017 Google

9.3.31 Where the road passes Blair Atholl heading south, views to the southbound side are intermittent due to roadside woodland while views to the northbound side are open across the adjacent sloping fields. On approach to Glackmore, views open up on both sides, revealing a view looking north over Blair Atholl (between ch6100 and 5800) and looking south towards Creag Odhar. Between Glackmore (ch5800) and the Essangal crossing (ch4300) of the River Garry, the view ahead features prominent landmark Ben Vrackie. After crossing the Allt Chluain at Aldclune (ch3350), views are open on the southbound side and looking across Glen Garry towards the wooded slopes of Craig Fonvuick on the northbound side. Prominent landmark Ben Vrackie and the neighbouring hills remain visible ahead. As the road continues past Aldclune towards the site of the Battle of Killiecrankie (ch2800), roadside woodland restricts views on the northbound side while views remain open on the southbound side. Between the site of the Battle of Killiecrankie and the Allt Girnaig bridge crossing (ch1500), views from the existing A9 are largely open on the southbound side, with Ben Vrackie a prominent landmark in the distance, and views to the northbound side are intermittent due to roadside trees.

Views from existing A9 lay-bys: Glen Garry: Lower Glen LLCA (ch1200 to ch8800)

9.3.32 The locations of the eight existing A9 lay-bys in the Glen Garry: Lower Glen LLCA are indicated on Figure 9.3a-e and the existing views from each lay-by are described in Table 9.13.

Table 9.13: Existing lay-bys within Glen Garry: Lower Glen LLCA

Lay-by No.	Chainage	Existing views
1	2700	View restricted by fencing and roadside trees on the northbound side. Open view towards rising hillside and trees on the southbound side. Ben Vrackie visible looking east.
2	3300	Intermittent views on both sides of the carriageway due to roadside cuttings and woodland.
3	4550	Open view on the northbound side of rolling fields and woodland on the lower slopes of Creag Odhar, and of Shierglas Quarry (Photograph 9.30). View restricted by roadside woodland on the southbound side. Ben Vrackie visible looking east.
4	4750	As per Lay-by No.3.
5	6200	Open view on the northbound side of the rising hillside taking in large rolling fields and woodland on the slopes of Creag Odhar. View restricted by roadside coniferous woodland on the southbound side.
6	6600	Open view on the northbound side of the rising hillside taking in large rolling fields and woodland on the slopes of Tulach Hill. View restricted by roadside birch woodland on the southbound side.
7	7850	Restricted view on the northbound side due to deep cutting and roadside woodland. Attractive, open primary view towards Blair Castle and the Beinn a'Ghlo hills beyond on the southbound side.
8	8050	Intermittent views on both sides of the carriageway due to roadside woodland.

Photograph 9.30: Lay-by Ref no 3, northbound view

Image from Google Street View captured September 2016 © 2017 Google

Glen Garry: Mid Glen LLCA (ch8800 to ch14000)

9.3.33 The sensitivity of this LLCA is considered to be medium/high, with no significant detractors to its scenic quality.

9.3.34 From Black Island (ch8800) travelling northbound, the existing A9 enters a series of curves following the line of the River Garry; with open views on both sides. As the existing A9 crosses the River Garry at the Pitaldonich Bridge (ch11300), the hill at Struan Point is visible ahead (Photograph 9.31).

Photograph 9.31: Hill at Struan Point in the distance

Image from Google Street View captured September 2016 © 2017 Google

9.3.35 After crossing the River Garry, travellers gain an open view of the House of Bruar visitor complex on the southbound side (ch11500-11900) and an open view looking across the agricultural field on the northbound side. Beyond the House of Bruar visitor complex at Pitagowan, views on the southbound side are restricted by woodland whilst views on the northbound side are open across the fields of the strath towards Glen Errochty and Glen Garry. Travelling northwards towards Calvine (ch13400), views overlooking the strath to the northbound side are intermittent. Views to the southbound side are restricted by cuttings and roadside woodland. Where there are gaps in the trees there are more open views glimpsed up the hillside. Struan Point, with the skyline group of trees at An Teampan to the northbound side, is an important landmark.

9.3.36 Travelling southbound on the existing A9 between Calvine (ch13400) and where the road crosses the River Garry at the Pitaldonich Bridge (ch11300), travellers experience open views looking south across agricultural fields along the valley floor towards the north-facing slopes of Glen Garry. The view ahead is towards Ben Vrackie. The view to the southbound side is restricted by existing cuttings and roadside trees. The House of Bruar and car park are visible with Baluain Wood a backdrop to this view. Travelling southbound from where the road crosses the River Garry, the existing A9 enters a series of curves that follow the line of the River Garry, with open views on both sides. After a short section where views from the existing A9 become restricted by northbound roadside cuttings and woodland, views then open up again looking across fields on the northbound side and become a mixture of open and filtered on the southbound side towards the wooded slopes of Creag Urrard. From Invervack (ch10000) to Black Island (ch8800), views remain open looking across fields and Tulach Hill on the northbound side. Ben Vrackie remains visible ahead as a prominent landmark.

Views from existing A9 lay-bys: Glen Garry: Mid Glen LLCA (ch8800 to ch14000)

9.3.37 The locations of the five existing A9 lay-bys in the Glen Garry: Mid Glen LLCA are indicated on Figure 9.3e-g and the existing views from each lay-by are described in Table 9.14.

Table 9.14: Existing lay-bys within Glen Garry: Mid Glen LLCA

Lay-by No.	Chainage	Existing view
9	10000	Open view overlooking the River Garry towards Baluain Wood on the southbound side. Open view overlooking rolling agricultural land and mature woodland belts and hills on the northbound side. Ben Vrackie visible looking east.
10	10350	Views restricted by cutting on the northbound side. Open view towards Baluain Wood on the southbound side. River Garry screened from view by riparian woodland.
11	12300	Attractive, open Primary view (Transport Scotland, 2013a). towards Glen Errochty and Glen Garry on the northbound side. (Photograph 9.32). View restricted by roadside woodland on the southbound side. Ben Vrackie visible looking east.
12	13050	Intermittent views of distant hills on the northbound side. Restricted views on southbound side due to cutting and associated roadside conifers.
13	13950	Restricted views due to established scrub woodland on the northbound side and due to rock cuttings and scrub woodland on the southbound side.

Photograph 9.32: Lay-by Ref no 11 Primary View towards Glen Errochty and Glen Garry

Image from Google Street View captured September 2016 © 2017 Google

Glen Garry: Upper Glen LLCA (ch14000 to end of proposed scheme (ch22400))

9.3.38 The sensitivity of this LLCA is considered to be medium/high, with no significant detractors to its scenic quality.

9.3.39 Travelling northbound between Calvine (ch13400) and Clunes Wood (ch15800), views are restricted on both sides by vegetated rock cuttings and roadside woodland. The rock cuttings between ch15100 and ch15800 (Photograph 9.33) form part of the Glen Garry Geological SSSI, discussed in Chapter 10 (Geology, Soils, Contaminated Land and Groundwater).

Photograph 9.33: Exposed steep rock cuttings form part of the Glen Garry Geological SSSI

Image from Google Street View captured September 2016 © 2017 Google

9.3.40 The route comes out of cutting where it passes Clunes Lodge (ch16000) and views become intermittent on both sides. Travelling northwards between Clunes Lodge and Dalnamein Lodge (ch20000), views from the existing A9 are largely restricted by the various rock cuttings that comprise the Glen Garry geological SSSI. Travellers experience open views across Glen Garry to the northbound side on approach to Crom Bhruthach (ch18200) and at Dalreoch (ch19200). North of Dalnamein Lodge (Photograph 9.34) views open out looking across flat valley floor grazing areas on the northbound side looking towards Meall a' Chathaidh and across rough grassland/moorland and forestry on the rising valley slopes on the southbound side.

Photograph 9.34: View north of Dalnamein Lodge

Image from Google Street View captured September 2016 © 2017 Google

9.3.41 On approach to the dualled section of the existing A9, just past East Dail-an-fhraoich, the road goes into cutting (ch21600), restricting views on the southbound side, with an open aspect across the strath on the northbound side. At the northern extent of the study area the views open up and a changing sequence of rolling heather hills form much of the view.

9.3.42 Travelling southbound from where the dualled section of the existing A9 ends (ch22100), the road goes into cutting, with some exposed rock and dense coniferous woodland on the southbound side and a band of birch trees restricting views on the northbound side. On approach to Dalnamein Lodge (ch20000) travellers experience open views on both sides. Views to the southbound side are curtailed

where the existing A9 passes Dalnamein Forest but remain open on the northbound side as far as Tigh-na-Coille (ch20600). The road then enters a well-vegetated cutting on the approach to Dalnamein Lodge which restricts views on both sides. On exiting the cutting and passing the Dalnamein junction, scenic views open up on the northbound side looking south-east along and across Glen Garry. South of Dalnamein Forest, views become restricted on both sides by rock cutting (part of the Glen Garry geological SSSI) and associated scrub vegetation on the southbound approach to Crom Bhruthach (ch18200). As the road curves southward from Crom Bhruthach and continues towards Clunes Wood (ch15800), views are largely restricted by rock cuttings that comprise the Glen Garry geological SSSI, with some open views to the northbound side looking across Glen Garry. Continuing southbound, views are restricted by roadside cutting on the southbound side and by coniferous woodland on both sides of the road as far as the B847 Calvine junction (ch13700).

Views from existing A9 lay-bys: Glen Garry: Upper Glen LLCA (ch14000 to end of proposed scheme (ch22400))

9.3.43 The locations of the eight existing A9 lay-bys in the Glen Garry: Upper Glen LLCA are indicated on Figure 9.3g-k and the existing views from each lay-by are described in Table 9.15.

Table 9.15: Existing lay-bys within Glen Garry: Upper Glen LLCA

Lay-by No.	Chainage	Existing view
14	ch14050	Restricted views due to established scrub woodland on the northbound side and due to rock cuttings and scrub woodland on the southbound side.
15	ch15750	Restricted, yet attractive views on both sides due to rock cuttings (part of the Glen Garry Geological SSSI) and due to roadside vegetation.
16	ch15800	As per Lay-by No.15.
17	ch17450	Enclosed, restricted yet attractive views on both sides due to rock cuttings (part of the Glen Garry Geological SSSI).
18	ch17800	Attractive open views to the northbound side across Glen Garry. Restricted views to the southbound side due to steep rising hillside.
19	ch19050	Attractive open views to the northbound side across Glen Garry. Restricted views to the southbound side due to Dalnamein Forest.
20	ch19100	As per Lay-by No.19.
21	ch20450	Attractive open views to the northbound side across Glen Garry. Short range open view to the southbound side, curtailed by Dalnamein Forest.
22	ch20800	As per Lay-by No.21.

Vehicle Travellers (Driver Stress)

9.3.44 Current levels of driver stress for the section of the A9 corridor between Killiecrankie and Glen Garry have been identified as moderate to low in accordance with the methodology set out in DMRB Volume 11, Section 3, Part 9 (Highways Agency et al., 1993b). Average peak hourly flows, average vehicle speeds and driver stress levels for the existing road corridor in 2015 are shown in Table 9.16.

Table 9.16: Driver stress levels on existing road network (based on DMRB) (2015)

Link description	Direction	Road class	Average peak hourly flow per lane (flow units/hour)	Average vehicle speed (km/h)*	Driver stress
A9 corridor					
Killiecrankie to Glen Garry	northbound	Single Carriageway	509	82	low
	southbound		709	79	moderate

*The average speed will be influenced by the presence of Average Speed Cameras along the single carriageway sections of the existing A9

9.3.45 The A9 Dualling Programme Case for Investment states that conditions along the single carriageway sections of the A9 between Perth and Inverness, including "*slow moving vehicles, the build-up of platoons and the restriction of travel speed to well below desired levels*" (Transport Scotland, 2016b), are contributing to driver frustration.

9.3.46 Therefore, for the purpose of this DMRB Stage 3 assessment and taking into account Transport Scotland guidance on driver frustration identified in the A9 Dualling Programme Case for Investment, driver stress on the existing road network has been assessed as moderate for both northbound and southbound travellers between Killiecrankie and Glen Garry.

9.4 Potential Impacts

9.4.1 Potential impacts of the proposed scheme on NMUs and vehicle travellers are described in this section. These are impacts that could occur in the absence of mitigation as set out in Section 9.5 (Mitigation). However, it should be noted that the proposed scheme assessed within this chapter is the result of an iterative design process which incorporated provision for maintaining and enhancing NMU journeys and takes into account the objectives for access provision set out in the A9 Dualling NMU Access Strategy (Transport Scotland, 2016a). As such, the proposed scheme already includes embedded mitigation including underpasses and footpaths/cycleways (shown on Figure 9.2) and landscape planting (shown on Figure 13.5) as well as (but not limited to) the careful alignment of the proposed scheme to avoid potential visual impacts on vehicle travellers who would view landscape features that contribute to the landscape character or designations. Further details of embedded mitigation are provided in Section 9.5 (Mitigation) and in Chapter 4 (Iterative Design Development).

9.4.2 The potential impacts identified in this section are therefore those that remain following the incorporation of embedded mitigation and for which specific mitigation measures to further reduce impacts (such as signage) are identified in Section 9.5 (Mitigation). Following establishment of planting, visual impacts for some NMU routes are expected to reduce as set out in Table 9.18.

Non-Motorised Users (NMUs)

9.4.3 This section describes the potential impacts on NMUs identified as being significant according to the criteria set out in Section 9.2 (Approach and Methods). Full details of potential impacts on NMUs are described in Appendix A9.1 (Impact Assessment for NMU Routes and Access to Outdoor Areas).

Footpaths/Cycleways and Other Routes

Construction

9.4.4 During construction of the proposed scheme, disruption of NMUs using paths within the immediate vicinity is anticipated due to temporary severance and diversions. Most of the paths identified as being affected by construction activities are those that intercept the proposed scheme or the roads connecting to the proposed scheme (refer to Table 9.10).

9.4.5 During the construction period, NMUs have the potential to be disrupted by:

- temporary diversions of paths, cycleways or minor roads which may increase journey times;
- removal of existing at-grade crossings;
- creation of new paths and cycleways;
- construction traffic on local roads which may create busier crossing points;
- location of site compounds on recreation areas which would reduce accessibility;
- impacts on the amenity value of the path and cycleway network due to noise, dust, and also visual intrusion of the works which could lead to temporary severance where construction works disrupt or deter NMUs from using paths and residents from accessing local facilities; and
- disruption of local bus services, for example, changes in journey times.

9.4.6 The above potential impacts are described in general terms as they will depend on the detail and timing of activities undertaken by the Contractor which are not available at this time. The temporary disturbance impacts on NMUs during construction are considered to be of **Moderate to Substantial** significance.

Operation

9.4.7 The needs of NMUs have been considered throughout the development of the proposed scheme with various access features incorporated into the design to maintain and improve NMU routes.

9.4.8 The proposed scheme includes access provision for NMUs, and as explained in paragraph 9.4.1 this is considered to be 'embedded mitigation' that forms part of the assessed design. The following impact assessment therefore identifies potential impacts that remain during operation despite the embedded mitigation, with specific measures to avoid or reduce these potential impacts identified in Section 9.5 (Mitigation), where appropriate.

9.4.9 In terms of beneficial impacts, the existing A9 within the study area is currently crossed at-grade by NMUs at five locations (identified in Table 9.10) which, given the high speeds of the traffic (speed limit of 60mph), creates an unsafe environment for both NMUs and vehicle travellers. The underpasses or alternative routes provided as part of the proposed scheme will improve general safety at these locations.

9.4.10 The A9 Dualling NMU Access Strategy (Transport Scotland, 2016a) identifies that there are opportunities for enhancement such as *"improved integration between existing NMU routes".* The proposed scheme design includes the provision of a new NMU crossing of the River Garry via the new River Garry Underbridge. This proposed crossing will also tie into the existing core path network at Path 121 and provide an opportunity for new NMU connectivity between Bruar and the communities of Calvine/Struan and Old Struan and the woodlands at Calvine. Through NMU provision forming part of the proposed scheme, NMUs will also be able to travel on traffic-free segregated routes between Blair Atholl and Bruar. These are considered to be beneficial impacts of **Moderate** significance resulting from the proposed scheme.

9.4.11 Potential significant impacts on journey length and amenity value are detailed in Table 9.17 and Table 9.18 respectively, and summarised in Table 9.19. It should be noted that baseline journey lengths used in this assessment may differ from those shown in Table 9.11 when considering multiple paths used by NMUs to cross the existing A9. The full assessment results (including non-significant impacts) in terms of journey length and amenity value are provided in Appendix A9.1 (Impact Assessment for NMU Routes and Access to Outdoor Areas).

9.4.12 The left in/left out at-grade junction and access road at Shierglas Quarry will result in quarry traffic such as HGVs, currently taking access to the quarry via the B8079 through Killiecrankie, instead taking their access directly from the A9 northbound carriageway. This is expected to reduce the number of HGVs travelling through Killiecrankie by approximately 40% which is considered a beneficial impact. Whilst this is not considered significant according to DMRB guidance due to the low traffic flows, consultation with stakeholders at the NMU Forum 2016 (Capital Risk and Value, 2016), had highlighted HGVs' current use of the side roads to access Shierglas Quarry as a concern.

9.4.13 In addition to reducing the number of HGVs travelling through Killiecrankie, the provision of the left in/left out at-grade junction and access road to Shierglas Quarry would reduce the number of HGVs travelling along Strathgarry Road (U167) between the junction with the B8079 at Killiecrankie and Essangal Underbridge where it joins Path 111 (CP07). Whilst the overall reduction in traffic has not been quantified, it is anticipated that this will benefit NMUs who will have access to a 5km route with low flows of traffic between Killiecrankie and Blair Atholl via Strathgarry Road (U167) and Path 111 (CP07). This could be used by cyclists as an alternative to the NCR7 which runs along the B8079 between Killiecrankie and Blair Atholl.

9.4.14 Whilst the stopping up of at-grade vehicular access to the A9 along NCR7 (U521) between Calvine and Dalnacardoch will increase the number of local vehicle movements along this route, due to the low traffic flows this is not considered significant in the context of DMRB guidance.

Table 9.17: Potential significant impacts on journey length during operation

Journey Length Assessment (JLA) ref.	NMU path	Path type	Crossing point	Potential impacts	Key impact on NMUs	Baseline journey length (m)	Potential new journey length (m)	Potential change (m)	Sensitivity	Potential Impact	
										Magnitude	Significance
JLA 2	112	Core Path and RoW	CP09	Increase in journey length	At-grade crossing stopped up and NMUs redirected under the A9 via newly constructed Garrybank Underpass and realigned path.	186	380	+194	high	low	**Moderate**
JLA 5	116a and 117	Right of Way and Core Path	CP10	Increase in journey length	At-grade crossing stopped up and NMUs using Paths 116a and 117 will be rerouted via the Allt Bhaic Underpass and along new path alongside foot of earthworks.	527	1,093	+566	high	high	**Substantial**
JLA 7	124	Local Path	n/a	Decrease in journey length	Section of local path between Pitaldonich Underbridge and existing A9 would be lost. Access to CP12 and River Garry would be maintained via path from B8079.	981	431	-550	low	high	**Moderate**
JLA 12	135	Local Path	CP17	Increase in journey length	Rerouting of path along Path 133/NCR7 and via the new access route through the new Dalnamein Underpass across the A9.	340	1,061	+721	low	high	**Moderate**

Table 9.18: Potential significant impacts on amenity value (without mitigation) during operation

NMU path	Path type	Crossing point	Potential impact on safety resulting from changes in traffic flows	Potential Change			Significance (amenity value)
				Visual	Air Quality	Noise	
111	Local Path	CP07	Not considered in the traffic assessment for safety because does not intersect the main A9 carriageway at-grade.	substantial* (moderate/ substantial**)	not significant	negligible (beneficial)	**Moderate**
112	Core Path and RoW	CP09	Increase in NMU safety via provision of an underpass as NMUs would no longer have to cross the A9 at-grade (Figure 9.2e). Provision of this grade-separated crossing point addressed one of the section-specific opportunities identified in the A9 Dualling NMU Access Strategy (Transport Scotland, 2016a).	moderate (change from at-grade crossing to underpass)	not significant	negligible	**Moderate (beneficial)**
113	Core Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	substantial* (moderate**)	not significant	negligible	**Moderate**
116	Right of Way	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	moderate/substantial* (moderate**)	not significant	negligible	**Moderate**
120	Local Path	CP11	Not considered in the traffic assessment for safety because does not intersect the main A9 carriageway at-grade.	moderate/substantial* (moderate**)	not significant	slight (beneficial)	**Moderate**
121	Core Path	CP11	Not considered in the traffic assessment for safety because does not intersect the main A9 carriageway at-grade.	moderate/substantial* (moderate**)	not significant	negligible	**Moderate**
124	Local Path	CP12	Not considered in the traffic assessment for safety because does not intersect the main A9 carriageway at-grade.	moderate/substantial	not significant	slight	**Moderate**
133/ NCR7	Core Path and National Cycle Route	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	substantial* (moderate**)	not significant	negligible (beneficial)	**Moderate**

* The visual impact is based on the worst case scenario, i.e. winter year of opening, following embedded mitigation such as planting, these impacts are expected to decrease by summer 15yrs.

** Potential impact summer 15yrs (from Chapter 14: Visual)

9.4.15 Table 9.19 provides a summary of the overall potential impacts on paths where potential significant impacts on either journey length or amenity value were identified in Table 9.17 or 9.18 respectively. As set out in paragraph 9.2.27, potential impacts on journey length and amenity value were then considered together using professional judgement to determine overall potential impacts on NMU paths and where an impact is only identified for one factor, the degree of overall significance was reduced accordingly. Table 9.19 therefore contains NMU paths that may overall, have an impact that is not significant but for which significant impacts were identified in Table 9.17 or 9.18.

Table 9.19: Summary of potential impacts on NMU paths (without mitigation) during operation

NMU path	Path type	Crossing point	Significance of potential impact		
			Journey length	Amenity value	Overall
Path 111	Local Path	CP07	No change	**Moderate**	Slight/Moderate
Path 112	Core Path and RoW	CP09	**Moderate**	**Moderate (beneficial)**	Slight/Moderate
Path 113	Core Path	n/a	Slight	**Moderate**	Slight/Moderate
Path 116	Right of Way	n/a	Slight	**Moderate**	Slight/Moderate
Path 116a	RoW	CP10	**Substantial**	Slight (beneficial)	**Moderate**
Path 117	Core Path and RoW	CP10	**Substantial**	Slight (beneficial)	**Moderate**
Path 120	Local Path	CP11	Slight	**Moderate**	Slight/Moderate
Path 121	Core Path	CP11	Slight	**Moderate**	Slight/Moderate
Path 124	Local Path	CP12	**Moderate**	**Moderate**	**Moderate**
Path 133/NCR7	Core Path and NCR	n/a	Slight	**Moderate**	Slight/Moderate
Path 135	Local Path	CP17	**Moderate**	Slight (beneficial)	Slight/Moderate

Access to Outdoor Areas

9.4.16 Potential construction impacts identified for paths are noted in paragraphs 9.4.4 to 9.4.6. The assessment of operational impacts on access to outdoor areas is based on the findings of the impact assessment on paths as outlined in Tables 9.17, 9.18 and 9.19 and Table 6 in Appendix A9.1 (Impact Assessment for NMU Routes and Access to Outdoor Areas).

Construction

9.4.17 In the absence of mitigation during construction, potential significant impacts (**Moderate** or above) would be present for the following outdoor areas during the construction period, however, as set out in paragraph 9.4.6, these potential impacts are described in general terms as they will depend on the detail and timing of activities undertaken by the Contractor which are not available at this time:

- Killiecrankie Battlefield Memorial Field: users of Path 108 are expected to experience disruption through temporary closure of the path.
- Tulach Hill Viewpoint: users of crossing point CP09 (Path 112) are expected to experience disruption through temporary severance of the at-grade crossing point. This will limit access across the A9 from Blair Atholl and therefore temporarily sever Tulach Hill from those wishing to access from this direction.
- Woodlands south of Glackmore: users of crossing point CP09 (Path 112) are expected to experience disruption through temporary severance of the at-grade crossing point. This will limit access across the A9 from Blair Atholl and therefore temporarily sever the woodlands south of Glackmore from those wishing to gain access from this direction.
- Dalnamein Forest: users of crossing points CP17 (Path 135) and CP18 (Path 137) are expected to experience disruption through temporary severance of the crossing points.

Operation

9.4.18 No potential significant adverse impacts (Moderate or above) are predicted for outdoor access during operation.

Public Transport

Construction

9.4.19 As identified in Table 9.12, there are a number of bus services operating in the study area. These services may be disrupted during construction due to temporary traffic management measures and increased traffic on the A9 and surrounding roads.

9.4.20 Although no paths have been identified leading to the two bus stops on the A9 (one within lay-by 56 on the A9 and one within lay-by 57 on the A9), access can be taken by walking along the road verge or, as is most likely being picked up / dropped off by another vehicle. No paths have been identified leading to the two bus stops at Clunebeg junction and use of these stops is anticipated to be limited (one service in each direction per day, Monday to Friday). Access to these four bus stops would be disrupted during construction of the proposed scheme, however this is not anticipated to be significant.

9.4.21 Train services may be disrupted during construction due to activities associated with construction of the bridge structures across the Highland Main Line railway at the Essangal Underbridge and the Pitagowan Rail Underbridge, however this is not anticipated to be significant.

Operation

9.4.22 There are unlikely to be adverse impacts to bus services during operation. New lay-bys are to be provided within 150m of existing lay-bys 56 and 57, currently used by Fishers Tours as bus stops. No formal paths to these lay-bys are proposed as part of the proposed scheme, however as stated in paragraph 9.4.20, access is most likely taken through being picked up / dropped off by another vehicle which will remain possible with the proposed scheme in place. Similarly for the informal bus stops at Clunebeg junction, with the proposed scheme in place informal pick-up and drop-off will remain possible.

9.4.23 Consultation findings from the A9 Dualling Programme: Public Transport Strategy identified that during operation, *"Operators considered that the A9 Dualling would bring major operational benefits, particularly relating to improved safety (as a result of improved overtaking opportunities) and reduced journey times along the route".* The dualling provides an opportunity to improve the overall service offer for passengers living along the route (Transport Scotland, 2015b). Details of both the national and local context for dualling, including safety considerations and improved journey time reliability, are provided in Chapter 2 (Need for the Scheme).

9.4.24 It is therefore predicted that there will be a Slight (beneficial) impact on public transport due to a decrease in traffic congestion thereby leading to fewer delays and improved journey times on the A9.

9.4.25 No potential impacts on train services during operation are anticipated as a result of the proposed scheme.

Vehicle Travellers

View from the Road and Lay-bys

Construction

9.4.26 Potential adverse impacts on drivers' views from the road are predicted due to the visual impact of construction works, including the works themselves and the associated traffic management and temporary signage. The following aspects of the construction phase will have a short-term, non-significant impact on the views from the road:

- removal of vegetation along the A9 corridor, thereby opening views to the wider landscape;
- vehicles moving machinery and materials to and from the site;
- machinery, potentially including heavy excavators and earth moving plant;
- exposed bare earth over the extent of the proposed works;

- structures, earthworks, road surfacing and ancillary works during construction;
- temporary soil storage heaps and stockpiles of construction materials;
- lighting associated with night-time working and site accommodation;
- temporary works associated with bridge construction operations; and
- traffic management measures.

9.4.27 Traffic that is diverted during this period would experience a temporary alternative view from that of the proposed scheme in the year of opening.

Operation

9.4.28 Potential impacts on drivers' views from the proposed scheme during operation are described below. All impacts are considered adverse unless otherwise stated. The significance of potential impacts is as reported for winter in the year of opening in Section 9.6 (Residual Impacts). The majority of impacts would be caused as a result of one or more of the following:

- loss of existing vegetation along the A9 corridor;
- changed appearance of the landform along the road corridor as a result of large scale earthworks and/or rock cuttings and the potential requirement for reinforced slopes and/or retaining structures within the rural landscape;
- increased extents of road infrastructure including the widened mainline and proposed local access tracks;
- introduction of SuDS features along the route of the proposed scheme;
- introduction of grade separated junctions at Aldclune and Bruar, the latter including a new underbridge; and
- introduction of new bridge structures at Essangal and Pitaldonich.

9.4.29 The potential impacts on views from the road in the absence of mitigation measures aside from those 'embedded' within the proposed scheme proposals are essentially similar to residual impacts for the winter year of opening before mitigation planting has become established. These impacts are reported in Section 9.6 (Residual Impacts).

Driver Stress

Construction

9.4.30 Taking cognisance of IAN 125/15, driver stress during construction is assessed. The following traffic flows are based on first full year of operation 2026, during construction of the works. For the purposes of the assessment it is assumed that lane widths will be reduced to a minimum of 3.75m and vehicle speed will be reduced to 40mph (64km/h). Whilst there will be a 40mph (64km/h) speed limit in place, it is assumed that the average vehicle speed will be 58km/h.

Table 9.20: During Construction (Design Year – 2026)

Link description	Direction	Road class	Average peak hourly flow per lane (flow units/hour)	Average vehicle speed (km/h)	Driver stress
A9 corridor					
Killiecrankie to Glen Garry	northbound	Single Carriageway	757	58	moderate
	southbound		1,005	58	high

9.4.31 Table 9.20 indicates that driver stress during construction will remain moderate for vehicle travellers on the northbound carriageway and temporarily increase from moderate to high for vehicle travellers on the southbound carriageway. This potential increase in driver stress is temporary and would be restricted to particular limited periods within the construction phase.

Operation

9.4.32 In the absence of the proposed scheme, driver stress is predicted to increase between present day levels and 2041, due to traffic growth. As the road standard does not change, the increased traffic volume can exceed the traffic volume thresholds which apply in the present-day assessment, and can result in re-classification of the levels of driver stress.

9.4.33 The traffic flows in Table 9.21 are based on the scenario that the existing A9 will remain on its current alignment as a single carriageway i.e. the Do-Minimum scenario.

Table 9.21: Do-Minimum (design year – 2041), predicted future baseline without proposed scheme

Link description	Direction	Road class	Average peak hourly flow per lane (flow units/hour)	Average vehicle speed (km/h)	Driver stress
A9 corridor					
Killiecrankie to Glen Garry	northbound	Single Carriageway	693	80	moderate
	southbound		873	78	high

9.4.34 As indicated in Table 9.21, in the absence of the proposed scheme, the level of driver stress experienced by vehicle travellers is predicted to remain moderate for northbound travellers and increase from moderate to high for southbound travellers when compared to driver stress levels on existing road corridor in 2015 as described in paragraph 9.3.46.

9.4.35 The proposed scheme will be designed to current road design standards and it is considered that aspects of the design may contribute to reducing driver stress during operation, such as:

- improved operational reliability and resilience in respect of maintenance requirements to reduce driver frustration during periods of maintenance; and
- reduction in the frequency and impact of incidents on traffic flow to reduce driver frustration arising from delays due to unplanned events.

9.4.36 The traffic flows in Table 9.22 take into account the upgrade of the A9 to dual carriageway over its entire length between Inverness and Perth. It is anticipated that the A9 Dualling Programme will result in increased traffic flows due to additional traffic being attracted to using the route once the entire Perth to Inverness section is dualled. Table 9.22 indicates that the level of driver stress will decrease from moderate to low for travellers in the northbound direction and decrease from high to low for travellers in the southbound direction with the proposed scheme in place, when compared to the Do-Minimum 2041 scenario.

Table 9.22: Do-Something (design year – 2041), predicted future baseline with proposed scheme

Link description	Direction	Lane	Road Class	Average Peak Hourly Flow per Lane *	Average Vehicle Speed (km/h)	Driver Stress
A9 corridor						
Killiecrankie to Glen Garry	A9 northbound	Lane 1	Dual Carriageway	658	102	low
		Lane 2		185		
	A9 southbound	Lane 1		814	97	low
		Lane 2		229		

* Flow per lane is estimated as 78% for Lane 1 and 22% for Lane 2 based on the nearest dual carriageway traffic counter (Pitlochry)

9.5 Mitigation

9.5.1 This chapter makes reference to overarching standard measures applicable across A9 dualling projects ('SMC' mitigation item references), and also to project-specific measures ('P05' mitigation item references). Those that specifically relate to Chapter 9 (People and Communities – All Travellers) are assigned an 'AT' reference.

9.5.2 The development of mitigation is based on the approach as described in Planning Advice Note (PAN) 1/2013 (revision 1.0): Environmental Impact Assessment and to meet the legislation requirements of the Equality Act 2010 and the Land Reform (Scotland) Act 2003. Under the Equality Act 2010, it is unlawful for service providers to treat disabled people less favourably than they would treat other people for a reason related to their disability, when offering public services and facilities (including paths and trails). Therefore, where any new path, underpass or access point forms part of the proposed scheme, the requirements of the Equality Act 2010 were taken into account and potential barriers to disabled people such as gradient, verge width, radius of bends and surfacing were considered.

9.5.3 The NMU and Accessibility Audit (prepared under the guidance and standards contained in Transport Scotland's "Cycling by Design 2010) and Roads for All: Good Practice Guide for Roads (2013) publications, was used to help verify, and improve where required, the DMRB Stage 3 design in accordance with the needs of users and best practice standards. Consultation with the Accessibility Forum in March 2017 was also undertaken during the development of the proposed scheme to ensure accessibility was fully considered in the design. However, cognisance was also taken of the existing conditions and current access provision beyond the tie-in of the proposed scheme and due to the rural and the existing topographical constraints, a number of the NMU diversions may not be suitable for disabled users. Furthermore, a number of the existing NMU routes comprise compacted soil or grass surfaces, which in all cases are proposed to be improved, however in most locations it is still not compliant with the standards contained in Roads for All: Good Practice Guide for Roads (Transport Scotland, 2013b). Where the surfaces are not compliant, a Departure from Standard will be necessary and which the proposed scheme will be required to comply with.

9.5.4 In addition to the mitigation specific to NMUs, mitigation for other environmental impacts in some cases will have the additional benefit of ameliorating impacts on NMUs, such as proposed landscape planting to provide screening (Chapter 13: Landscape), measures employed to reduce potential noise and improve air quality (Chapter 17: Noise and Vibration and Chapter 16: Air Quality). As reported in Chapter 13 (Landscape), planting would be monitored for a minimum of five years after construction with annual replacement of any failed planting with stock of a suitable age so as to achieve full establishment and the required level of mitigation/impact reduction by summer 15 years after opening.

Embedded Mitigation

9.5.5 As noted in Section 9.4 (Potential Impacts) and Chapter 4 (Iterative Design Development), the design of the proposed scheme already incorporates embedded mitigation such as underpasses, provision of footpaths/cycleways as well as established planting. Embedded mitigation for road travellers comprises careful consideration of the route alignment, the form and extents of earthworks along the length of the scheme including those associated with junctions and the location of SuDS features. These measures were considered to avoid potential visual impacts on landscape features as seen by vehicle travellers, particularly those that contribute to the Special Landscape Qualities of the Cairngorms National Park and the Special Qualities of the Loch Tummel National Scenic Area. Embedded mitigation forming part of the proposed scheme (as shown on Figure 9.1) specifically related to provision for NMUs comprises:

- Safe crossing points (identified on Figure 9.2).
- NMU route realignment (shown on Figure 9.2 and described in Table 9.23).
- Additional cyclist provision in the form of a 'jug handle alignment' at both the B847/B8079 junction at Bruar and the Tomchitchen access from the B847. This is effectively a loop that provides cyclists with additional turning space and separation from vehicular traffic before arriving at the crossing point.
- Lighting provided at Old Faskally Underpass (Path 101, CP01), Pitaldonich Underbridge North (Path 124, CP12) and Pitaldonich Underbridge South (Paths 120 and 121, CP11).

Table 9.23: NMU Route Realignments

Location (Path ref.)	Main Users*	Description of Realignment Proposed
Path 101	Pedestrians Equestrians	Slight realignment of the core path is proposed to negotiate the widened Old Faskally Underpass structure with a paved surface proposed.
Path 105 (CP02)	Pedestrians	Local path realigned around the abutments of the widened Allt Girnaig Underbridge with a compacted type 1 material surface proposed.
Path 106 (CP03)	Pedestrians	Local path realigned around the abutments of the widened Allt Girnaig Underbridge with a compacted type 1 material surface proposed.
Path 108	Pedestrians	Local path realigned along new embankment with a compacted type 1 material surface proposed.
Path 112 (CP09)	Pedestrians	Core path and right of way realigned along new access track and underpass at Tullach Hill Underpass between Blair Atholl and Tulach Hill to provide access to both the Tulach Hill and Balnastuartach walking routes. Equestrian users are to be accommodated through the underpass with a compacted type 1 material surface is proposed.
Path 113	Pedestrians	Existing core path is compacted soil through a green field. The proposed scheme will realign Path 113 along a new access track with a compacted type 1 material surface proposed.
Path 116a (CP10)	Equestrians	Right of way realigned along new access track under the Allt Bhaic Underbridge and along foot of earthworks proposed.
Path 117 (CP10)	Pedestrians	Core path realigned along new access track via Allt Bhaic Underbridge and along foot of earthworks proposed.
Path 120 (CP11)	Pedestrians Equestrians	Local path is currently susceptible to erosion and is proposed to be realigned along mainline verge with a paved surface and along earthworks with a compacted type 1 material surface.
Path 124 (CP12)	Pedestrians	Local path is currently a grass path through fields. The section of the path that is not to be stopped up will be resurfaced with a compacted type 1 material surface proposed.
New access track between B847 and Path 129	Cyclists, Pedestrians	A new access track is to be provided along the north side of the A9 from Tomchitchen over the Highland Main Line to connect to the B847 near Pitagowan. This is mainly intended as a vehicular access, but will provide an alternative NMU route from Pitagowan to the Path 129, Calvine Village and Local Paths north of Tomchitchen. A compacted type 1 material surface is proposed for the access track.
Path 129 (CP14) and Path 130 (CP15)	Pedestrians	The core paths and right of way will be rerouted via upgraded access tracks at Calvine Underpass with a compacted type 1 material surface proposed.
Path 133/NCR 7	Cyclists, Pedestrians	The core path and National Cycle Route will be rerouted across the new NCR 7 Bridge Realignment at Dalnamein with a paved surface.
Path 134 (CP16)	Pedestrians	A new underpass is proposed at CP16 to provide vehicular and NMU access across the A9. Path 134 will be realigned along the new access track and underpass with a compacted type 1 material surface proposed.
Path 136 (CP17)	Pedestrians	A new underpass is proposed at CP17 to provide vehicular and NMU access across the A9. Path 136 will be realigned along the new access track and underpass with a compacted type 1 material surface proposed.

* Although predominant users of the paths are identified, it should be noted that access is not limited to a single user group.

Standard Mitigation

9.5.6 Standard mitigation commitments to mitigate potential impacts on NMUs and Vehicle Travellers during construction are set out in Table 9.24 and Chapter 21 (Schedule of Environmental Commitments). Mitigation measures regarding provision of temporary fences during construction for the health and safety of the public and animals are set out in **Mitigation Item SMC-CP6** (Chapter 21: Schedule of Environmental Commitments).

Table 9.24: Standard Mitigation for All Travellers.

Mitigation Item	Description
Standard Construction Mitigation	
SMC-AT1	The construction programme will minimise the length of closures or restrictions of access for NMUs as far as reasonably practicable.
SMC-AT2	Where practicable, temporary diversion routes and/or assisted crossings will be provided to maintain safe access for NMUs throughout the construction works. Any closure or re-routing of routes used by NMUs will take cognisance of the 'Roads for All: Good Practice Guides for Roads' (Transport Scotland, 2013b). These willbe agreed in advance with the relevant local authorities and will be clearly indicated with signage as appropriate.
SMC-AT3	In consultation with the relevant Roads Authority and public transport provider, bus stops affected by the works will be relocated safely with a safe access route provided for NMUs.
SMC-AT4	The Contractor will produce a traffic management plan that will include measures to avoid or reduce disruption to the road traffic, and in accordance with the Traffic Signs Manual (Department of Transport, 2009). The plan is to include consideration of the timing of works, the location of haul roads to reduce site traffic on the public roads and a well maintained traffic management system with sweeping of roads to reduce construction debris on the carriageway.
SMC-AT5	Reasonable precautions will be taken by the Contractor to avoid or reduce road closures. One lane in each direction will be provided for A9 traffic during peak hours (Mon-Fri) except in exceptional circumstances and for closures which are pre-approved by Transport Scotland e.g. those required during blasting.
SMC-AT6	Road diversions will be clearly indicated with road markings and signage as appropriate. Any road closures will be notified in advance through road signage and appropriate signage will be provided for the duration of the closure. The Contractor will also be responsible for identifying any notable changes in patterns of road network use during construction, where such changes may cause significant disruption elsewhere (such as drivers re-routing away from the A9), and will review and update traffic management provisions as appropriate in discussion with Transport Scotland.
SMC-AT7	Appropriate lighting will be provided during any necessary night-time working, taking into account **Mitigation Items SMC-E10** and **SMC-LV4.**
SMC-AT8	Access for NMUs will be maintained and improved in accordance with the following principles: • The requirements of the Equality Act 2010 and 'Roads for All: Good Practice Guides for Roads' (Transport Scotland, 2013b) shall be incorporated into the proposed scheme wherever practicable; e.g. any bridges, ramps or footpaths will not present potential barriers to disabled people such as the gradient or surfacing. • NMU access shall be provided in accordance with the objectives set out in the A9 Dualling NMU Access Strategy (Transport Scotland, 2016a). • Surfacing of any new paths including alongside roads will be considered on a case by case basis, taking into account factors such as safety, the type of user and should comply with current standards. • Safety of paths will be considered in accordance with the outcome of the Road Restraints Risk Assessment Process and may require provision of barriers. • New cycleways/footpaths will use non-frost susceptible materials to reduce risk of degradation.

Specific Mitigation

Non-Motorised Users (NMUs)

9.5.7 Development of the proposed scheme design has taken into account the need to maintain access for NMUs along and across roads and paths directly affected by the proposed scheme. The design of the proposed scheme includes the provision of underpasses and new footways and cycleways which maintain and improve access along NMU routes.

9.5.8 Mitigation proposals (**Mitigation Items P05-AT9 to P05-AT12**) to avoid or reduce remaining potential impacts for NMUs are outlined in Table 9.25 and Chapter 21 (Schedule of Environmental Commitments) and illustrated on Figure 9.2.

Table 9.25: Project-specific Mitigation for All Travellers.

Mitigation Item no.	Location (path ref.)	Crossing Point(s)	Users	Proposed mitigation description
Footways, cycleways and other routes (including access to outdoor areas)				
P05-AT9	Tulach Hill underpass (JLA2 and JLA3). Paths 112 and 113	CP09	Pedestrians, equestrians and cyclists	Provision for equestrians, including path widening and installation of appropriate signage and dismounting facilities on the approaches to each structure. New signage to direct NMUs to underpass. Provision of cycle gutter alongside steps.
P05-AT10	Allt Bhaic crossing (JLA5). Paths 116a and 117	CP10	Pedestrians, equestrians and cyclists	Provision for equestrians, including path widening and installation of appropriate signage and dismounting facilities on the approaches to each structure. New signage to direct NMUs to underpass.
	Calvine underpass (JLA8 and JLA9). Paths 129 and 130	CP14 and CP15		
	Clunes Lodge underpass (JLA10). Path 134	CP16		
	Dalnamein Lodge underpass (JLA12 and JLA13). Paths 135 and 137	CP17 and CP18		
P05-AT11	NCR7 at B847/B8079 junction	n/a	Cyclists	Provision of appropriate signage to direct cyclists to jug-handle arrangement.
	Cyclists at B847/Tomchitchen junction			
Public Transport				
P05-AT12	Clunebeg bus stops and lay-bys 56 and 57.	n/a	Users of bus stops at Clunebeg and lay-bys 56 and 57	The requirement for safe, informal bus stops with a safe access route for NMUs to be determined in consultation with the relevant Roads Authority and public transport provider.

Vehicle Travellers

View from the Road and Lay-bys

9.5.9 Impacts on views from the road can be reduced following the implementation of mitigation measures employed to reduce visual impacts. These are detailed and itemised in Table 13.9 in Chapter 13 (Landscape) and are taken into account in Section 9.6 (Residual Impacts), where applicable.

9.5.10 A number of the proposed measures to mitigate landscape, visual and other impacts, would also have an influence on the nature and extent of views from the road. These include the planting of trees and other vegetation to screen views of the road and associated traffic from visually sensitive receptors such as nearby residents or to provide landscape or ecological mitigation.

9.5.11 In addition to addressing landscape, ecological and visual impacts, landscape mitigation measures have been developed giving consideration to the views which would be experienced by travellers on the proposed scheme. The planting design has been developed in order to 'control' views from the proposed scheme providing travellers with a varied sequence of views of the surrounding countryside and landmark features while also providing attractive short-range views within the route corridor.

Driver Stress

9.5.12 Measures to mitigate potential impacts on driver stress during construction are set out in the Standard Mitigation Commitments (**Mitigation Items SMC-AT4** to **SMC-AT7**) in Table 9.24 and Chapter 21 (Schedule of Environmental Commitments).

9.5.13 As the proposed scheme is predicted to result in driver stress classifications which will either remain the same or decrease compared to the Do-Minimum scenario (without the proposed scheme), no specific mitigation measures are proposed.

9.6 Residual Impacts

9.6.1 The residual impacts are those impacts remaining following the implementation of the proposed mitigation measures and are described in this section. As set out in Section 9.4 (Potential Impacts), potential impacts on amenity for some NMU routes are expected to reduce following the establishment of planting. This section (Section 9.6: Residual Impacts) therefore takes into account the mitigating effects of planting and presents residual impacts based on summer 15 years after opening.

Non-Motorised Users (NMUs)

Footpaths/Cycleways and Other Routes

Construction

9.6.2 During construction, the proposed mitigation measures will help reduce impacts on NMUs. However, disruption to journeys is still likely to be experienced as a result of temporary diversions. In addition, there are expected to be temporary amenity impacts in the vicinity of construction activities as a result of temporary views of construction activities, decreased air quality and/or increased noise (Chapter 14: Visual, Chapter 16: Air Quality and Chapter 17: Noise and Vibration respectively).

9.6.3 Following implementation of proposed construction mitigation, it is expected that residual impacts on NMUs during the construction of the proposed scheme will be temporary but significant (**Moderate to Substantial**) for NMUs using:

- CP01 (Path 101), CP02 (Path 105), CP03 (Path 106), CP09 (Path 112), CP10 (Paths 116a, 117 and 120), CP11 (Paths 120 and 121), CP12 (Path 124), CP14 (Path 129), CP15 (Path 130), CP16 (Path 134), CP17 (Path 135), CP18 (Path 137) and CP19 (Path 138) due to impacts on amenity value and potential diversion lengths during construction; and
- Path 108 and Path 133/NCR7 due to impacts on amenity value.

Operation

9.6.4 Significant residual impacts resulting from the proposed scheme during operation on all crossing points and NMU routes are provided in Table 9.26. A complete assessment of residual impacts on NMUs, including non-significant impacts is detailed in Table 6 of Appendix A9.1 (Impact Assessment for NMU Routes and Access to Outdoor Areas).

9.6.5 As detailed in Section 9.4 (Potential Impacts), there are beneficial impacts as a result of the proposed scheme including the provision of a new NMU crossing of the River Garry via the new proposed River Garry Underbridge (**Moderate** beneficial impact) and a traffic-free segregated route between Blair Atholl and Bruar (**Moderate** beneficial impact).

Table 9.26: Summary of significant potential and residual impacts on paths during operation

NMU Path	Path type	Crossing point	Potential impact significance	Mitigation measure	Residual impact significance
Path 116a	RoW	CP10	**Moderate**	**P05-AT10** – provision for equestrians and signage.	**Moderate**
Path 117	RoW and Core Path	CP10	**Moderate**	**P05-AT10** – provision for equestrians and signage.	**Moderate**
Path 124	Local Path	CP12	**Moderate**	Established embedded landscape mitigation: Planting may reduce views of the road although no significant improvement to amenity value is anticipated.	**Moderate**

Access to Outdoor Areas

Construction

9.6.6 Residual impacts have been determined for NMUs using professional judgement taking into account mitigation measures proposed in Table 9.24. There are temporary but significant (**Moderate to Substantial**) residual impacts identified during construction for NMUs accessing the following outdoor areas:

- Tulach Hill Viewpoint from Blair Atholl for users of at-grade crossing point CP09 (Path 112) due to temporary disruption of the crossing point; and
- woodlands south of Glackmore from Blair Atholl for users of at-grade crossing point CP09 (Path 112) due to temporary disruption of the crossing point.
- Dalnamein Forest for users of crossing points CP17 (Path 135) and CP18 (Path 137) due to temporary disruption of the crossing points;

Operation

9.6.7 No significant residual impacts on access to outdoor areas are anticipated during operation.

Public Transport

Construction

9.6.8 No significant residual impacts on public transport are anticipated during construction.

Operation

9.6.9 No significant residual impacts on public transport are anticipated during operation. Slight (beneficial) residual impacts on bus services are anticipated due to a decrease in traffic congestion thereby leading to fewer delays and improved journey times on the A9.

Vehicle Travellers

View from the Road and Lay-bys

9.6.10 Table 9.27 summarises residual impacts on the view from the road at winter year of opening, following the implementation of the proposed mitigation measures but before planting has become established. This table also summarises the significance of these impacts in the summer after 15 years to provide an indication of how the establishment of mitigation planting would reduce the impacts. A more detailed description of the residual impacts of the proposed scheme is provided in Appendix A9.2 (View from the Road Impact Assessment). A more detailed description of the landscape mitigation items referred to in Table 9.27 is provided in Section 13.5 (Mitigation) of Chapter 13 (Landscape) and shown on Figure 13.5.

Table 9.27: Summary of residual impacts on view from the road during operation

Description of Impacts	Winter, Year of Opening		Summary of Mitigation Proposals (Figure 13.5)	Summer, 15 Years after Opening	
	Magnitude of Change	Significance of Impact		Magnitude of Change	Significance of Impact
Pass of Killiecrankie LLCA (ch700-1200)					
The view from the road travelling northbound and southbound would remain largely unchanged from that experienced by travellers on the existing A9 between where the proposed scheme begins and where it passes the Killiecrankie Visitor Centre, with the exception that proposed mammal fencing would now be visible.	low	Slight	• Mixed woodland planting to link with adjoining woodland and screen mammal fencing (**Mitigation Items P05-LV12** and **P05-LV15**)	low	Negligible
Glen Garry: Lower Glen LLCA (ch1200-8800)					
Northbound views Travellers would experience more open views across the glen to the northbound side between Killiecrankie (ch1500) and the site of the Battle of Killiecrankie (ch2600) than those experienced from the existing A9. Views would become open to the northbound side between where the proposed scheme passes the site of the Battle of Killiecrankie and where it crosses the River Garry at Essangal (ch2800 to ch4200) following the introduction of the proposed Aldclune junction. After crossing the river, the introduction of two proposed SuDS features (ch4500 and ch4700) would be visible on approach to Shierglas Quarry. Proposed large-scale cuttings and the resultant loss of existing roadside trees at the foot of Creag Odhar and Tulach Hill would change the immediate view to the northbound side between where the proposed scheme passes Shierglas Quarry and Black Island (ch5000 to ch8700). Proposed mammal fencing would be visible along both sides of the proposed scheme at those locations where it crosses existing watercourses. There would be an increase in the size and visual prominence of northbound roadside traffic signs associated with the proposed scheme throughout this stretch. *Southbound views* Travellers would experience a change to the immediate view along the northbound side between where the proposed scheme passes Black Island and Shierglas Quarry (ch8700 to ch5000) due to the proposed large-scale cuttings and the resultant loss of existing roadside trees at the foot of Tulach Hill and Creag Odhar. Travellers would still gain a primary view towards Blair Castle at ch7850. After crossing the river, views looking south would become open following the introduction of the proposed Aldclune junction (ch4200 to ch2800). Travellers would experience more open views across the glen to the northbound side between the site of the Battle of Killiecrankie (ch2600) and Killiecrankie (ch1500) than those experienced from the existing A9. Proposed mammal fencing would be visible along both sides of the proposed scheme at locations where it crosses existing watercourses. There will be an increase in the size and visual prominence of southbound roadside traffic signs associated with the proposed scheme throughout this stretch. *Lay-bys* Notable changes to views that would result from alterations to the locations of lay-bys include: • Relocation of Lay-by 1 north of Killiecrankie on the northbound side of the widened mainline would provide travellers with the opportunity to experience scenic views across the glen towards Craig Fonvuick. • Relocation of Lay-by 2 to the southbound side of the widened mainline (north of House of Urrad) would also provide travellers with the opportunity to experience scenic views across the glen towards Craig	high	**Moderate/ Substantial**	• Mixed woodland planting to compensate for woodland loss and partially screen the proposed Aldclune junction (**Mitigation Items P05-LV12, P05-LV14** and **P05-LV17**) • Grading out of earthworks at Aldclune Junction with varied slopes to integrate with surrounding hummocky landform (**Mitigation Item P05-LV8**) • Attention to aesthetics of the proposed Essangal Underbridge (**Mitigation Item P05-LV10**) • Naturalistic SuDS feature shape design to improve their landscape fit (**Mitigation Item P05-LV9**) • Grading out of earthworks at Shierglas/ Glackmore with varied slopes to integrate with surrounding landform (**Mitigation Item P05-**	medium	Slight/ Moderate

Description of Impacts	Winter, Year of Opening		Summary of Mitigation Proposals (Figure 13.5)	Summer, 15 Years after Opening	
	Magnitude of Change	Significance of Impact		Magnitude of Change	Significance of Impact
Fonvuick. • Removal of Lay-bys 3 and 4 due to mainline widening would remove the opportunity for travellers to experience views across the rolling farmland on the lower slopes of Creag Odhar and to experience views towards Ben Vrackie. • Removal of Lay-by 5 due to mainline widening would remove the opportunity for southbound travellers to experience views of large rolling fields and woodland on the slopes of Creag Odhar. • Relocation of Lay-by 6 slightly west of the existing lay-by would result in northbound travellers still being able to experience views towards Tulach Hill. Proposed mammal fencing would now be visible as part of these views. • Relocation of Lay-by 7 (southbound) to the immediate east of the existing lay-by would result in travellers still being able to experience an open 'Primary View' across the valley of the River Garry towards Blair Castle on the southbound side. • Removal of Lay-by 8 due to road widening would remove the opportunity for travellers to experience intermittent views on both sides of the carriageway.			**LV8**) • Broadleaf and mixed woodland planting to screen proposed earthworks and 'parkland' tree planting to visually integrate proposed earthworks with the adjoining landscape between Shierglas Quarry and Black Island (**Mitigation Items P05-LV8, P05-LV13, P05-LV15** and **P05-LV17**) • Mixed woodland planting to link with adjoining woodland and screen mammal fencing (**Mitigation Items, P05-LV13, P05-LV15** and **P05-LV17**)		
Glen Garry: Mid Glen LLCA (ch8800-14000)					
Northbound views Two proposed SuDS features, one on either side of the Allt Bhaic watercourse (ch9100 and ch9300) would now feature in the foreground of the view to the northbound side of the proposed scheme. Between Invervack and Tomban, the view from the road would change due to the introduction of the proposed new cutting and the resultant loss of existing roadside woodland along the northbound side of the widened mainline (ch10300 to ch10700). The introduction of the proposed Bruar/Calvine junction across the open fields of the strath on the northbound side of the existing A9 (ch11200 to ch12500) would result in a change to the foreground of the existing open view looking south-west towards Glen Errochty from the proposed scheme. After crossing the B847 at the Pitagowan Road Underbridge (ch12500), views to the northbound side would change from intermittent to open looking south to Glen Errochty and Glen Garry. North of Calvine the immediate view would change to the southbound side following the introduction of a proposed new cutting and the resultant loss of existing roadside woodland. Proposed mammal fencing would be visible along both sides of the proposed scheme at those locations where it crosses existing watercourses. There will be an increase in the size and visual prominence of northbound roadside traffic signs associated with the proposed scheme throughout this stretch. *Southbound views* Travellers would experience a change in the immediate view from the proposed scheme on southbound approach to Calvine following the introduction of proposed new cuttings and the resultant loss of existing	high	**Moderate/ Substantial**	• Grading of embankments to edge of SuDS features at Allt Bhaic crossing to improve landscape fit (**Mitigation Item P05-LV8**) • Attention to aesthetics of proposed River Garry Underbridge (**Mitigation Item P05-LV10**) • Broadleaf and mixed woodland planting between Invervack and Tomban to screen cutting and mammal fencing and to compensate for loss of existing woodland	medium	Slight/ Moderate

Description of Impacts	Winter, Year of Opening		Summary of Mitigation Proposals (Figure 13.5)	Summer, 15 Years after Opening	
	Magnitude of Change	Significance of Impact		Magnitude of Change	Significance of Impact
roadside woodland. South of Calvine (ch13300 to ch12500) travellers would gain a more open view across Glen Garry than that experienced from the existing A9. On approach to The House of Bruar, the view looking east would now feature the proposed Bruar/Calvine junction across the open fields of the strath. The House of Bruar would become more noticeable in views to the southbound side due to the raised elevation of the realigned mainline where it passes this location (ch11700). After crossing the River Garry via the proposed new bridge structure at Pitaldonich (ch11300) the view looking east towards Ben Vrackie would open up further due to the loss of existing southbound roadside trees. Between Tomban and Invervack, the view from the road would change due to the proposed new cuttings and the resultant loss of existing roadside woodland along the northbound side of the widened mainline (ch10700 to ch10300). Proposed mammal fencing would be visible along both sides of the proposed scheme at those locations where it crosses existing watercourses. There will be an increase in the size and visual prominence of southbound roadside traffic signs associated with the proposed scheme throughout this stretch. *Lay-bys* Notable changes to views that would result from alterations to the locations of lay-bys include: • Removal of Lay-bys 9 and 10, due to road widening, would remove the opportunity for travellers to experience views overlooking the River Garry, rolling agricultural land and mature woodland belts and hills (Lay-by 9) and to experience views towards Baluain Wood (both lay-bys). • Removal of Lay-by 11 on the northbound side of the carriageway at Pitagowan just north of the Bruar/Calvine Junctions, due to road widening, would remove the opportunity for travellers to experience the attractive open primary view towards Glen Errochty and Glen Garry. • Removal of Lay-by 12 on the southbound side to the east of Calvine would remove the opportunity for glimpses of distant hills towards the northbound side. • Relocation of Lay-by 13 slightly east from the existing location would result in northbound travellers being able to gain views enclosed by existing established scrub woodland on the northbound side and by revised rock cuttings on the southbound side to the west of the Calvine junction. Proposed mammal fencing would be visible to the immediate south of the new lay-by.			(**Mitigation Items P05-LV12, P05-LV15** and **P05-LV17**) • Grade out embankments associated with Bruar/Calvine junction to enable potential return to agriculture (**Mitigation Item P05-LV8**) • Scrub and mixed woodland planting to soften the proposed cutting, screen mammal fencing and compensate for the loss of woodland north of Calvine (**Mitigation Items P05-LV12, P05-LV15** and **P05-LV17**) • Mixed woodland planting to screen mammal fencing on southbound approach to The House of Bruar (**Mitigation Item P05-LV15**)		
Glen Garry: Upper Glen LLCA (ch14000 to end of proposed scheme (ch22400))					
Northbound views Introduction of revised cutting would change the immediate view along the southbound side of the proposed scheme where it travels alongside A Chrannaich (ch14000 to ch14700). North of Clunes Lodge the view to the northbound side would become open looking west across Glen Garry (ch16200 to ch17100). The view between Crom Bhruthach (ch18200) and Dalreoch (ch19200) would feature proposed new earthworks on both sides and a proposed access track would be visible on the southbound side. North of Dalreoch, a proposed junction and two SuDS features (ch19600 and ch19800) would be visible in the foreground of the view to the northbound side. Proposed access tracks, junction, underpass and associated cuttings (ch20100 to ch20500) would be visible where the proposed scheme passes the proposed Dalnamein Holiday Cabins (ch20400). North of Dalnamein Lodge the view would remain largely similar to that experienced from the existing A9. Proposed mammal fencing would be visible along both sides of the proposed scheme at those locations where it crosses existing watercourses. At various locations along the route the loss of existing well	medium/ high	**Moderate/ Substantial**	• Scrub woodland and heath planting to soften the proposed cutting along the southbound side at A Chrannaich (**Mitigation Items P05-LV17** and **P05-LV19**) • Creation of rock cuttings with irregular faces of varied height, angle and form to reflect the structure of the local bedrock (**Mitigation**	low/medium	Slight/ Moderate

Description of Impacts	Winter, Year of Opening		Summary of Mitigation Proposals (Figure 13.5)	Summer, 15 Years after Opening	
	Magnitude of Change	Significance of Impact		Magnitude of Change	Significance of Impact
weathered and vegetated rock cutting slopes would have a notable impact on views. *Southbound views* Travellers would experience similar views travelling southbound on the proposed scheme from ch22400 to ch20500 as those experienced from the comparable section of the existing A9. On approach to Dalnamein Lodge the introduction of a proposed access track and associated cuttings and underpass (ch20500) and a junction and associated access track further east (ch20200) would be visible. The view to the southbound side would now extend as far as Dalnamein Forest following the loss of a line of existing roadside conifers. From Dalnamein Lodge (20000) to Crom Bhruthach (ch18200) the view would remain similar to that from the existing A9, with proposed new earthworks now in the foreground of views. On approach to Clunes Lodge, existing intermittent views would become open views looking south-west across Glen Garry (ch16600 to ch16200). Views to the southbound side would remain restricted, although travellers would notice the introduction of large-scale cuttings associated with a proposed access track at Clunes Lodge (ch16150). Introduction of a revised cutting would change the immediate view along the southbound side of the proposed scheme where it travels alongside A Chrannaich (ch14700 to ch14000). Proposed mammal fencing would be visible along both sides of the proposed scheme at those locations where it crosses existing watercourses. At various locations along the route the loss of existing well weathered and vegetated rock cutting slopes would have a notable impact on views. *Lay-bys* Notable changes to views that would result from alterations to the locations of lay-bys include: • Relocation of Lay-by 14 slightly west from the existing location would result in southbound travellers being able to gain views enclosed by existing established scrub woodland on the northbound side and by revised rock cuttings on the southbound side. • Relocation of Lay-bys 15 and 16 from their existing location on either side of the carriageway just south-east of Clunes Lodge to either side of the widened mainline just north-west of Clunes Lodge would create an opportunity for northbound and southbound travellers to experience scenic views across Glen Garry. Proposed mammal fencing along both sides of the proposed scheme would be visible from these ne lay-bys. • Removal of Lay-by 17 due to road widening on the northbound side would remove the opportunity for travellers to view the rock cuttings at this location. • Removal of Lay-by 18 due to road widening would remove the opportunity for travellers to experience the existing attractive open views across Glen Garry from this location. • Relocation of Lay-bys 19 and 20 south-east of their existing location (just east of Dalreoch) would provide northbound and southbound travellers with the opportunity to gain long open vistas up and down Glen Garry to the northbound side and to view revised rock cuttings within the Glen Garry geological SSSI to the southbound side. • Removal of Lay-bys 21 and 22 (on the northbound and southbound sides of the existing A9 close to Tigh-na-Coille) would remove the opportunity for travellers to experience attractive open views across Glen Garry from these two locations.			**Item P05-LV8**) • Scrub woodland and heath planting to soften the proposed embankments and offset habitat loss north of Clunes Lodge and on approach to Crom Bhruthach (**Mitigation Items P05-LV13** and **P05-LV17**) • Grading of earthworks associated with SuDS features to improve landscape fit and planting of riparian woodland to integrate with adjoining riparian vegetation (**Mitigation Items P05-LV8, P05-LV9, P05-LV13** and **P05-LV17**) • Mixed woodland planting to improve integration of cuttings associated with proposed access tracks at ch20500 and at ch16150 (**Mitigation Items P05-LV15** and **P05-LV17**)		

Driver Stress

9.6.11 The residual impacts of the proposed scheme on driver stress have been assessed taking into account the proposed scheme design and identified mitigation measures. With the proposed scheme in place it is predicted that driver stress will decrease from current levels for travellers in the both the northbound and southbound directions (from moderate to low).

9.6.12 In contrast, for the Do-Minimum scenario (i.e. without the proposed scheme), driver stress is predicted to remain moderate for northbound travellers and to increase for travellers in the southbound direction (from moderate to high) due to predicted increased traffic flows exceeding the traffic volume thresholds of the existing road corridor.

Compliance with A9 Dualling Programme SEA Strategic Aims

9.6.13 The A9 Dualling Programme SEA (Transport Scotland, 2013a) set out Strategic Environmental Design Principles in relation to Population and Human Health, shown in Table 9.28.

Table 9.28: Strategic Environmental Design Principles – Population and Human Health

	Population and Human Health
P1	Continue to facilitate opportunities to access visitor attractions and recreational opportunities throughout the corridor.
P2	Retain, and where possible enhance, overall connectivity between non-motorised user (NMU) routes along and across the corridor.
P3	Incorporate effective rationalisation between NMU routes, safe crossing points and provisions for access to public transport.
P4	Ensure rationalisation of NMU routes and safe crossing points minimises the distance between crossings.
P5	Design any permanent diversions in NMU routes to provide the same, or improved, standard of pathway.
P6	Employ a preference for underpass crossings, where feasible, to minimise landscape and visual impacts.
P7	Consider the safety and quality of experience for non-motorised users of local roads when vehicle access to the A9 is being rationalised (e.g. the potential for traffic increases on the cycle route network).

9.6.14 As noted in this assessment, the proposed scheme provides a safer crossing points (underpasses) for NMUs travelling along Path 112 (CP09), Paths 116a and 117 (CP10), Path 129 (CP14), Path 134 (CP16), and Path 135 (CP17), which also reduces the risk of vehicles having to make emergency stops for NMUs on the road, therefore potentially reducing the risk of accidents and injury to drivers as well as NMUs (Strategic Design Principles P1, P2, P4, P5, and P6).

9.6.15 In line with the recommendations of the SEA and the proposed scheme objectives, set out in Chapter 2 (Need for the Scheme) and Strategic Design Principles P1 and P2, the proposed scheme maintains existing routes with predominantly negligible change or improved journey times and provides enhanced connectivity between through NMU routes through the provision of a new NMU crossing of the River Garry at Pitaldonich and new traffic-free segregated NMU routes between Blair Atholl and Bruar.

9.6.16 The assessment of impacts on amenity value (Table 2, Appendix A9.1) has considered the potential impact on safety resulting from changes in traffic flows on NMU routes such as the NCR7 (Strategic Design Principles P7) and concluded that the changes in traffic levels between Do-Minimum 2026 and Do-Something 2026 are not considered to be significant.

9.7 Statement of Significance

Non-Motorised Users (NMUs)

9.7.1 With the proposed scheme in place, and taking into account mitigation measures as described in Section 9.5 (Mitigation), **Moderate to Substantial** significance residual impacts during construction are anticipated due to impacts on amenity value and potential diversion lengths for NMUs using CP01 (Path 101), CP02 (Path 105), CP03 (Path 106), CP09 (Path 112), CP10 (Paths 116a, 117 and 120), CP11 (Paths 120 and 121), CP12 (Path 124), CP14 (Path 129), CP15 (Path 130), CP16 (Path 134), CP17 (Path 135), CP18 (Path 137) and CP19 (Path 138), and due to impacts on amenity value for NMUs using Path 108 and Path 133/NCR7. For NMUs accessing the following outdoor areas, there are temporary but significant (**Moderate to Substantial**) residual impacts identified during construction:

- Tulach Hill Viewpoint from Blair Atholl for users of at-grade crossing point CP09 (Path 112) due to temporary disruption of the crossing point; and
- woodlands south of Glackmore from Blair Atholl for users of at-grade crossing point CP09 (Path 112) due to temporary disruption of the crossing point.
- Dalnamein Forest for users of crossing points CP17 (Path 135) and CP18 (Path 137) due to temporary disruption of the crossing points;

9.7.2 **Moderate** significant residual impacts during operation are anticipated due to an increase in journey length occurring for users of Paths 116a and 117 at CP10; and **Moderate** significance residual impacts are anticipated as a result of a reduction in journey length and decrease in amenity value for users of Path 124 (including CP12). No significant impacts during operation have been identified for NMUs accessing the outdoor areas identified in paragraph 9.3.15.

9.7.3 **Moderate** significant beneficial residual impacts during operation for NMUs would result from the provision of the new NMU crossing of the River Garry via the new River Garry Underbridge and the new traffic-free segregated routes between Blair Atholl and Bruar.

Vehicle Travellers

<u>View from the Road and Lay-bys</u>

9.7.4 With the proposed scheme in place, and taking into account mitigation measures as described in Section 9.5 (Mitigation), residual impacts of **Moderate/Substantial** significance are anticipated during winter year of opening at Glen Garry: Lower Glen LLCA, Glen Garry: Mid Glen LLCA and Glen Garry: Upper Glen LLCA. By summer 15 years after opening, the establishment of mitigation planting and weathering and visual 'softening' of the rock cuttings with vegetation growth is anticipated to help reduce the impacts such that no significant residual impacts would remain.

<u>Driver Stress</u>

9.7.5 As set out in paragraph 9.2.44, Driver Stress is assessed using a three-point descriptive scale of high, moderate and low rather than assigning significance. With the proposed scheme in place it is predicted that driver stress will decrease from current levels for travellers in both northbound and southbound directions (from moderate to low).

9.8 References

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