

Appendix A9.1: Full Assessment Results for NMU Routes and Access to Outdoor Areas

1 Potential Impacts

NMU Routes

Table 1: Potential impacts on journey length (without mitigation) 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 1	108	Local Path	n/a	Increase in journey length	Realignment of local path along base of earthworks	1,052	1,060	+8	low	negligible	Negligible
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 3	113	Core Path	CP09	Increase in journey length	Realignment of Core Path along top of earthworks	568	649	+81	high	negligible	Slight
JLA 4	113	Core Path	n/a	Increase in journey length	Realignment of Core Path along top of earthworks	974	1,013	+39	high	negligible	Slight
JLA 5	116	Right of Way	n/a	Decrease in journey length	Approximately 50m of Right of Way would be lost at northern end adjacent to existing A9	323	273	-50	high	negligible	Slight
	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 6	120 and 121	Local Path (120) and Core Path (121)	CP11	Decrease in journey length	Realignment of local path along base of earthworks and realignment of Core Path under Pitaldonich bridge	173	164	-9	high	negligible	Slight

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 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 8	129	Core Path and RoW	CP14	Increase in journey length	Realignment of path along the new access route through the new underpass across the A9	293	329	+36	high	negligible	Slight
JLA 9	130	Core Path	CP15	Increase in journey length	Path 130 would follow the same realignment as Path 129 through the new Calvine Underpass across the A9	276	329	+53	high	negligible	Slight
JLA 10	134	Local Path	CP16	Increase in journey length	Realignment of path along Path 133/NCR7 and via the new access route through the new Calvine Underpass across the A9	361	716	+355	low	medium	Slight/Moderate
JLA 11	133/NCR7	Core Path and National Cycle Route	n/a	Increase in journey length	Realignment of path along the new access route adjacent to the A9	379	391	+12	high	negligible	Slight
JLA 12	135	Local Path	CP17	Increase in journey length	Realignment 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 2: Potential changes in amenity value (without mitigation) during operation

NMU path	Path type	Crossing point(s)	Potential impact on safety resulting from changes in traffic flows	Potential Change			Significance (amenity value)
				Visual	Air Quality	Noise	
NCR7	National Cycle Route	CP06; CP13	The difference in traffic levels along NCR7 between do minimum 2026 and do something 2026 are not considered to be significant.	moderate* (slight**)	not significant	negligible	Slight
100/ NCR7	Core Path and National Cycle Route	n/a	The difference in traffic levels along Path 100/NCR7 between do minimum 2026 and do something 2026 are not considered to be significant.	no change	not significant	negligible (beneficial)	Negligible
101	Core Path	CP01	Not considered in the traffic assessment for safety because does not intersect the main A9 carriageway at-grade.	slight/moderate* (slight**)	not significant	negligible (beneficial)	Slight
102	Core Path and Local Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	no change	not significant	negligible (beneficial)	no change
103	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.	no change	not significant	negligible	no change
104	Local Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	no change	not significant	negligible (beneficial)	no change
105	Local Path	CP02	Not considered in the traffic assessment for safety because does not intersect the main A9 carriageway at-grade.	moderate* (slight**)	not significant	negligible (beneficial)	Slight
106	Local Path	CP03	Not considered in the traffic assessment for safety because does not intersect the main A9 carriageway at-grade.	slight/moderate* (slight**)	not significant	negligible (beneficial)	Slight
107	Core Path	CP04	Not considered in the traffic assessment for safety because does not intersect the main A9 carriageway at-grade.	slight* (negligible**)	not significant	negligible	Slight
108	Local Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	moderate* (slight**)	not significant	negligible/slight	Slight
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 9.2b).	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
114	Core Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	no change	not significant	negligible (beneficial)	no change

NMU path	Path type	Crossing point(s)	Potential impact on safety resulting from changes in traffic flows	Potential Change			Significance (amenity value)
				Visual	Air Quality	Noise	
115	Local Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	slight	not significant	negligible (beneficial)	Negligible
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
116a	RoW	CP10	CP10 would be stopped up and NMUs redirected under the proposed Allt Bhaic Underpass. Increase in NMU safety as NMUs would no longer have to cross the A9 at-grade	moderate (change from at-grade crossing to underpass)	not significant	slight (beneficial)	Slight (beneficial)
117	Core Path and RoW	CP10	CP10 would be stopped up and NMUs redirected under the proposed Allt Bhaic Underpass. Increase in NMU safety as NMUs would no longer have to cross the A9 at-grade	moderate (change from at-grade crossing to underpass)	not significant	negligible	Slight (beneficial)
118	Core Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	slight/moderate* (slight**)	not significant	negligible (beneficial)	Slight
119	Core Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	moderate* (slight**)	not significant	negligible (beneficial)	Slight
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
122	Local Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	moderate* (slight**)	not significant	negligible (beneficial)	Slight
123	Local Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	moderate* (slight**)	not significant	negligible (beneficial)	Slight
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
125	Core Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	no change	not significant	negligible (beneficial)	no change
126	Local Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	moderate* (slight**)	not significant	negligible (beneficial)	Slight
127	Core Path and Right of Way	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	no change	not significant	negligible (beneficial)	no change
128	Local Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	moderate* (slight**)	not significant	negligible	Slight
129	RoW	CP14	CP14 would be stopped up and NMUs redirected via the enhanced structure at CP15. Increase in NMU safety as NMUs would no longer have to cross the A9 at-grade.	moderate (change from at-grade crossing to underpass)	not significant	negligible (beneficial)	Slight (beneficial)

A9 Dualling Programme: Killiecrankie to Glen Garry
DMRB Stage 3 Environmental Statement
Appendix A9.1: Full Assessment Results for NMU Routes and Access to Outdoor Areas



NMU path	Path type	Crossing point(s)	Potential impact on safety resulting from changes in traffic flows	Potential Change			Significance (amenity value)
				Visual	Air Quality	Noise	
130	Core Path	CP15	Not considered in the traffic assessment for safety because does not intersect the main A9 carriageway at-grade.	moderate (beneficial) (upgrade to existing underpass)	not significant	negligible (beneficial)	Slight (beneficial)
131	Core Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	no change	not significant	negligible (beneficial)	no change
132	Core Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	no change	not significant	negligible (beneficial)	no change
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
134	Local Path	CP16	The at-grade crossing at CP16 would be stopped up and replaced with an underpass. Increase in NMU safety as NMUs would no longer have to cross the A9 at-grade	moderate (change from at-grade crossing to underpass)	not significant	negligible	Slight (beneficial)
135	Local Path	CP17	The at-grade crossing at CP17 would be stopped up and replaced with an underpass. Increase in NMU safety as NMUs would no longer have to cross the A9 at-grade	moderate (change from at-grade crossing to underpass)	not significant	negligible (beneficial)	Slight (beneficial)
136	Local Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	moderate* (slight**)	not significant	negligible	Slight
137	Local Path	CP18	Not considered in the traffic assessment for safety because does not intersect the main A9 carriageway at-grade. CP18 would be extended, however Dalnamein Underpass at ch20450 would offer an alternative grade separated crossing point for NMUs.	slight/moderate* (negligible/slight**)	not significant	negligible (beneficial)	Slight
138	Local Path	CP19	Not considered in the traffic assessment for safety because does not intersect the main A9 carriageway at-grade.	slight* (negligible**)	not significant	negligible (beneficial)	Negligible

* 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)

Table 3: Overall potential impacts on NMU paths (without mitigation) during operation

NMU path	Path type	Crossing point(s)	Significance of potential impact		
			Journey length	Amenity value	Overall
NCR7	NCR	CP06; CP13	No change	Slight	Slight
Path 100/NCR7	Core Path and NCR	n/a	No change	Negligible	Negligible
Path 101	Core Path	CP01	Negligible (<5m) realignment of path along earthworks.	Slight	Slight
Path 102	Core Path and Local Path	n/a	No change	No change	No change
Path 103	Core Path and NCR	n/a	No change	No change	No change
Path 104	Local Path	n/a	No change	No change	No change
Path 105	Local Path	CP02	Negligible (<5m) realignment of path along earthworks.	Slight	Slight
Path 106	Local Path	CP03	Negligible (<5m) realignment of path along earthworks.	Slight	Slight
Path 107	Core Path	CP04	No change	Slight	Slight
Path 108	Local Path	n/a	Negligible	Slight	Slight
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 114	Core Path	n/a	No change	No change	No change
Path 115	Local Path	n/a	No change	No change	No change
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 118	Core Path	n/a	No change	Slight	Slight
Path 119	Core Path	n/a	No change	Slight	Slight
Path 120	Local Path	CP11	Slight	Moderate	Slight/Moderate
Path 121	Core Path	CP11	Slight	Moderate	Slight/Moderate
Path 122	Local Path	n/a	No change	Slight	Negligible
Path 123	Local Path	n/a	No change	Slight	Negligible
Path 124	Local Path	CP12	Moderate	Moderate	Moderate
Path 125	Core Path	n/a	No change	No change	No change
Path 126	Local Path	n/a	No change	Slight	Slight

NMU path	Path type	Crossing point(s)	Significance of potential impact		
			Journey length	Amenity value	Overall
Path 127	Core Path and RoW	n/a	No change	No change	No change
Path 128	Local Path	n/a	No change	Slight	Slight
Path 129	RoW	CP14	Slight	Slight (beneficial)	Slight (beneficial)
Path 130	Core Path	CP15	Slight	Slight (beneficial)	Slight (beneficial)
Path 131	Core Path	n/a	No change	No change	No change
Path 132	Core Path	n/a	No change	No change	No change
Path 133/NCR7	Core Path and NCR	n/a	Slight	Moderate	Slight/Moderate
Path 134	Local Path	CP16	Slight/Moderate	Slight (beneficial)	Slight
Path 135	Local Path	CP17	Moderate	Slight (beneficial)	Slight/Moderate
Path 136	Local Path	n/a	No change	Slight	Slight
Path 137	Local Path	CP18	No change	Slight	Slight
Path 138	Local Path	CP19	No change	Negligible	Negligible

Access to outdoor areas

Table 4: Potential impacts on access to outdoor areas (without mitigation) during operation

Facility	Outdoor Access area	Potential impact (without mitigation)	Significance of potential impact
Area facilities			
Woodland	Baluain Wood	No potential impacts are expected for users of Path 125. Negligible impacts are expected for users of Paths 122 and 123. Slight potential impacts are expected for users of Paths 118, 119, 126 and 128 and Slight (beneficial) potential impacts are expected for users of Path 129. Overall, Slight potential impacts are expected for NMUs accessing Baluain Wood.	Slight
Woodland	Black Island Woodland	No potential impacts are expected for users of Path 115 accessing Black Island Woodland.	No change
Woodland	Clunes Wood	Slight potential impacts are expected for users of Path 128 accessing Clunes Wood.	Slight
Woodland	Dalnamein Forest	Slight potential impacts are expected for users of Paths 136 and 137 and Slight/Moderate are expected for users of Path 135. Overall, Slight potential impacts are expected for NMUs accessing Dalnamein Forest.	Slight
River	Errochty Water	No potential impacts are expected for users of Path 132 and Slight/Moderate potential impacts are expected for users of Paths 121 accessing Errochty Water. Overall, Slight potential impacts are expected for NMUs accessing Errochty Water.	Slight
Woodland	Falls of Bruar	No potential impacts are expected for users of Path 125. Slight potential impacts are expected for users of Paths 126. Overall, Negligible/Slight potential impacts are expected for NMUs accessing the Falls of Bruar.	Negligible/Slight
Memorial Field	Killiecrankie Battlefield Memorial Field	Slight potential impacts are expected for users of Path 106, 107 and 108 accessing Killiecrankie Battlefield Memorial Field.	Slight

Facility	Outdoor Access area	Potential impact (without mitigation)	Significance of potential impact
Woodland	Pass of Killiecrankie	No potential impacts are expected for users of Paths 102 and 104. Negligible potential impacts are expected for users of Path 100/NCR7. Slight potential impacts are expected for users of Path 101 and Slight potential impacts are expected for users of NCR7. Overall, Negligible potential impacts are expected for NMUs accessing the Pass of Killiecrankie.	Negligible
River	River Garry	No potential impacts are expected for users of Paths 102, 104, 115, 127, 131 or 132. Slight potential impacts are expected for users of Path 134. Slight/Moderate potential impacts are expected for users of Paths 111, 112, 121, 133/NCR7. Moderate potential impacts are expected for users of Path 124. Overall, Negligible potential impacts are expected for NMUs accessing the River Garry.	Negligible
River	River Tilt	No potential impacts are expected for users of Paths 103 accessing the River Tilt.	No change
Hill/ viewpoint	Tulach Hill Viewpoint	Although there would be a Moderate impact on journey length for users of Path 112, the provision of a grade-separated crossing point at CP09 would increase safety and amenity for NMUs using Path 112 to access Tulach Hill from Blair Atholl. Overall, Slight/Moderate potential impacts are expected for NMUs accessing the Tulach Hill Viewpoint.	Slight/Moderate
Woodland	woodlands south of Calvine	No potential impacts are expected for users of Paths 131 and 132 accessing woodlands south of Calvine.	No change
Woodland	woodlands south of Glackmore	Although there would be a Moderate impact on journey length for users of Path 112, the provision of a grade-separated crossing point at CP09 would increase safety and amenity for NMUs using Path 112 to access the woodlands south of Glackmore from Blair Atholl. Overall, Slight/Moderate potential impacts are expected for NMUs accessing the woodlands south of Glackmore. Provision of a grade-separated crossing point at CP09 would increase safety and amenity for NMUs using Path 112 to access woodlands south of Glackmore from Blair Atholl.	Slight/Moderate
Woodland	woodlands south of Old Struan	No potential impacts are expected for users of Path 127.	No change
Linear facilities			
National Cycle Route	NCR7 (including Path 100/NCR7, NCR7 and Path 133/NCR7)	Users of Path 100/NCR7 are expected to experience Negligible impacts. Users of Path 133/NCR7 are expected to experience Slight/Moderate impacts and Slight are expected for users of NCR7. Overall, Slight/Moderate potential impacts are expected for NMUs using the National Cycle Route through the study area.	Slight/Moderate

2 Residual Impacts

NMU Routes

Table 5: Summary of potential and residual impacts on paths during operation

NMU Path	Path type	Crossing point(s)	Potential impact significance	Mitigation measure(s)	Residual impact significance
NCR7	NCR	CP06; CP13	Slight	P05-AT11	Slight
Path 100/NCR7	Core Path and NCR	n/a	Negligible	n/a	Negligible
Path 101	Core Path	CP01	Slight	n/a	Slight
Path 102	Core Path and Local Path	n/a	No change	n/a	No change

NMU Path	Path type	Crossing point(s)	Potential impact significance	Mitigation measure(s)	Residual impact significance
Path 103	Core Path and NCR	n/a	No change	n/a	No change
Path 104	Local Path	n/a	No change	n/a	No change
Path 105	Local Path	CP02	Slight	n/a	Slight
Path 106	Local Path	CP03	Slight	n/a	Slight
Path 107	Core Path	CP04	Negligible	n/a	Negligible
Path 108	Local Path	n/a	Slight	Established embedded landscape mitigation;	Slight
Path 111	Local Path	CP07	Slight/Moderate	Established embedded landscape mitigation	Slight/Moderate
Path 112	Core Path and RoW	CP09	Slight/Moderate	Established embedded landscape mitigation; P05-AT9	Slight/Moderate
Path 113	Core Path	n/a	Slight/Moderate	Established embedded landscape mitigation; P05-AT9	Slight/Moderate
Path 114	Core Path	n/a	No change	n/a	No change
Path 115	Local Path	n/a	No change	n/a	No change
Path 116	Right of Way	n/a	Slight/Moderate	Established embedded landscape mitigation	Slight/Moderate
Path 116a	RoW	CP10	Moderate	P05-AT10	Moderate
Path 117	RoW and Core Path	CP10	Moderate	P05-AT10	Moderate
Path 118	Core Path	n/a	Slight	Established embedded landscape mitigation	Negligible/Slight
Path 119	Core Path	n/a	Slight	Established embedded landscape mitigation	Negligible/Slight
Path 120	Local Path	CP11	Slight/Moderate	Established embedded landscape mitigation;	Slight/Moderate
Path 121	Core Path	CP11	Slight/Moderate	Established embedded landscape mitigation;	Slight/Moderate
Path 122	Local Path	n/a	Negligible	Established embedded landscape mitigation	Negligible
Path 123	Local Path	n/a	Negligible	Established embedded landscape mitigation	Negligible
Path 124	Local Path	CP12	Moderate	Established embedded landscape mitigation	Moderate
Path 125	Core Path	n/a	No change	n/a	No change
Path 126	Local Path	n/a	Slight	Established embedded landscape mitigation	Negligible/Slight

NMU Path	Path type	Crossing point(s)	Potential impact significance	Mitigation measure(s)	Residual impact significance
Path 127	Core Path and RoW	n/a	No change	n/a	No change
Path 128	Local Path	n/a	Slight	Established embedded landscape mitigation	Negligible/Slight
Path 129	RoW	CP14	Slight (beneficial)	Established embedded landscape mitigation; P05-AT10	Slight (beneficial)
Path 130	Core Path	CP15	Slight (beneficial)	Established embedded landscape mitigation; P05-AT10	Slight (beneficial)
Path 131	Core Path	n/a	No change	n/a	No change
Path 132	Core Path	n/a	No change	n/a	No change
Path 133/NCR7	Core Path and NCR	n/a	Slight	Established embedded landscape mitigation	Slight
Path 134	Local Path	CP16	Slight	P05-AT10	Slight
Path 135	Local Path	CP17	Slight/Moderate	P05-AT10	Slight/Moderate
Path 136	Local Path	n/a	Slight	Established embedded landscape mitigation	Negligible
Path 137	Local Path	CP18	Slight	Established embedded landscape mitigation; P05-AT10	Negligible
Path 138	Local Path	CP19	Negligible	Established embedded landscape mitigation	Negligible

Access to outdoor areas

Table 6: Residual impacts on access to outdoor areas during operation

Facility	Outdoor Access area	Residual impact	Significance of Residual impact
Area facilities			
Woodland	Baluain Wood	No impacts are expected for users of Path 125. Negligible impacts are expected for users of Paths 122 and 123. Negligible/Slight impacts are expected for users of Paths 118, 119, 126 and 128 and Slight (beneficial) impacts are expected for users of Path 129. Overall, Slight impacts are expected for NMUs accessing Baluain Wood.	Negligible/Slight
Woodland	Black Island Woodland	No impacts are expected for users of Path 115 accessing Black Island Woodland.	No change
Woodland	Clunes Wood	Negligible/Slight impacts are expected for users of Path 128 accessing Clunes Wood.	Negligible/Slight
Woodland	Dalnamein Forest	Negligible impacts are expected for users of Path 136. Slight impacts are expected for users of Path 137, and Moderate impacts are expected for users of Path 135. Overall, Slight/Moderate impacts are expected for NMUs accessing Dalnamein Forest.	Slight/Moderate

A9 Dualling Programme: Killiecrankie to Glen Garry

DMRB Stage 3 Environmental Statement

Appendix A9.1: Full Assessment Results for NMU Routes and Access to Outdoor Areas



Facility	Outdoor Access area	Residual impact	Significance of Residual impact
River	Errochty Water	No impacts are expected for users of Path 132 and Slight/Moderate impacts are expected for users of Path 121 accessing Errochty Water. Overall, Slight impacts are expected for NMUs accessing Errochty Water.	Slight
Woodland	Falls of Bruar	No impacts are expected for users of Path 125. Negligible/Slight impacts are expected for users of Path 126. Overall, Negligible/Slight impacts are expected for NMUs accessing the Falls of Bruar.	Negligible/Slight
Memorial Field	Killiecrankie Battlefield Memorial Field	Negligible impacts are expected for users of Path 107. Slight impacts are expected for users of Path 106 and 108. Overall, Negligible/Slight impacts are expected for NMUs accessing Killiecrankie Battlefield Memorial Field.	Negligible/Slight
Woodland	Pass of Killiecrankie	No impacts are expected for users of Paths 102 and 104. Negligible impacts are expected for users of Path 100/NCR7 and NCR7. Slight impacts are expected for users of Path 101. Overall, Negligible impacts are expected for NMUs accessing the Pass of Killiecrankie.	Negligible
River	River Garry	No impacts are expected for users of Paths 102, 104, 115, 127, 131 or 132. Slight impacts are expected for users of Paths 133/NCR7 and 134. Slight/Moderate impacts are expected for users of Paths 111, 112 and 121. Moderate impacts are expected for users of Paths 124. Overall, Negligible impacts are expected for NMUs accessing the River Garry.	Negligible
River	River Tilt	No impacts are expected for users of Paths 103 accessing the River Tilt.	No change
Hill/viewpoint	Tulach Hill Viewpoint	Although there would be a Moderate impact on journey length for users of Path 112, the provision of a grade-separated crossing point at CP09 would increase safety and amenity for NMUs using Path 112 to access Tulach Hill from Blair Atholl. Overall, Slight/Moderate impacts are expected for NMUs accessing the Tulach Hill Viewpoint.	Slight/Moderate
Woodland	woodlands south of Calvine	No impacts are expected for users of Paths 131 and 132 accessing woodlands south of Calvine.	No change
Woodland	woodlands south of Glackmore	Although there would be a Moderate impact on journey length for users of Path 112, the provision of a grade-separated crossing point at CP09 would increase safety and amenity for NMUs using Path 112 to access the woodlands south of Glackmore from Blair Atholl. Overall, Slight/Moderate impacts are expected for NMUs accessing the woodlands south of Glackmore.	Slight/Moderate
Woodland	woodlands south of Old Struan	No impacts are expected for users of Path 127.	No change
Linear facilities			
National Cycle Route	NCR7 (including Path 100/NCR7, NCR7 and Path 133/NCR7)	Users of Path 100/NCR7 are expected to experience Negligible impacts. Users of Paths NCR7 and 133/NCR7 are expected to experience Slight impacts. Overall, Slight impacts are expected for NMUs using the National Cycle Route through the study area.	Slight