

Appendix A9.1: Impact Assessment 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 ref.	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	Path 56/ RCR 83	Core Path DUNK/141 and Regional Cycle Route	n/a	Increase in journey length	Realignment of core path and RCR along proposed cycleway adjacent to the proposed scheme.	2,303	2,276	-27	high	negligible	Slight
JLA 2	Path 60	Local Path	CP01	Increase in journey length	NMUs no longer able to use Path 60 to cross the existing A9 at-grade. Rerouted via new Dowally – Guay Overbridge to cross the A9 then join Path 56/RCR83.	219	1,443	+1,224	low	high	Moderate
JLA 3	Path 63a	Local Path	n/a	Increase in journey length	Path 63a alongside the existing A9 southbound carriageway between Guay and Kindallachan would be discontinued. NMUs would be re-routed along Path 63/RCR 83 on the new side road between Guay and Kindallachan.	656	765	+109	low	low	Negligible/ Slight

Journey Length Assessment (JLA) ref.	NMU Path	Path Type	Crossing Point ref.	Potential Impacts	Key Impact on NMUs	Baseline Journey Length (m)	Potential New Journey Length (m)	Potential Change (m)	Sensitivity	Potential Impact	
										Magnitude	Significance
JLA 4	Path 66	Local Path	CP03	Severance of crossing point.	NMUs no longer able to use Path 66 to cross the existing A9 at-grade. Whilst there are alternative routes either south via Path 58, Path 66, new Dowally – Guay South Overbridge and Path 56/RCR83, or north via Path 58, RCR 83 and Path 66/RCR83, the new journey lengths would be between 4.5km and 5km. Therefore, for the purpose of this assessment, CP03 is considered to be severed by the proposed scheme.	430	North: 4,768m South: 5,115m	North: +4,338m South: +4,685m	low	high	Moderate
JLA 5	Path 67a	Local Path	n/a	Increase in journey length.	Access to Path 67a from Path 65/RCR 83 would be severed by the earthworks associated with the proposed scheme. NMUs rerouted via Path 65/RCR 83 and Path 67.	215	583	+368	low	medium	Slight

Table 2: Potential changes in amenity value (without mitigation) during operation

NMU Path	Path Type	Crossing point ref	Potential Impact on Safety Resulting from Changes in Traffic Flows	Potential Change			Significance (Amenity Value)
				Visual	Air Quality	Noise	
NCR 77	National Cycle Route	n/a	The difference in traffic levels along NCR 77 between do minimum 2026 and do something 2026 are not considered to be significant.	slight/moderate* (slight**)	not significant	negligible	Slight
RCR 83 (south of Rotmell)	Regional Cycle Route	n/a	The difference in traffic levels along RCR 83 between do minimum 2026 and do something 2026 are not considered to be significant.	slight/moderate* (slight**)	not significant	negligible	Slight
RCR 83 (north of Westhaugh of Tulliemet)	Regional Cycle Route	n/a	The difference in traffic levels along RCR 83 between do minimum 2026 and do something 2026 are not considered to be significant	negligible/slight	not significant	negligible	Negligible

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NMU Path	Path Type	Crossing point ref	Potential Impact on Safety Resulting from Changes in Traffic Flows	Potential Change			Significance (Amenity Value)
				Visual	Air Quality	Noise	
Path 38/NCR 77	Core Path DUNK/145 National Cycle Route NCR 77	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	slight* (negligible**)	not significant	negligible	Negligible
Path 48/NCR 77	Core Path DUNK/100 National Cycle Route NCR 77	n/a	The difference in traffic levels along RCR 83 between do minimum 2026 and do something 2026 are not considered to be significant.	moderate* (slight**)	not significant	negligible	Slight
Path 49	Core Path DUNK/26	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	negligible	not significant	negligible	Negligible
Path 51	Local Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	negligible	not significant	negligible	Negligible
Path 53	Local Path	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
Path 54	Core Path DUNK/110	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	negligible	not significant	negligible	Negligible
Path 55	Local Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	moderate* (negligible/slight**)	not significant	negligible	Slight
Path 56/RCR 83	Core Path DUNK/141 and Regional Cycle Route	n/a	NMUs travelling along Path 56/RCR 83 will experience an increase in traffic compared to baseline conditions. Traffic flows have been calculated at approx. 162 AADT (northbound) and 261 AADT (southbound) Do Something 2026 increasing to 190 AADT (northbound) and 270 AADT (southbound) Do Something 2041. The proposed scheme includes provision of a footpath adjacent to the side road between Dowally and Guay. On that basis, due to the low traffic flows and the provision of a footpath, the increase in traffic along is not considered to be significant for NMUs using Path 56/RCR 83.	substantial* (moderate**)	not significant	negligible	Moderate
Path 57	Core Path DUNK/109 Right of Way	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
Path 58	Local 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
Path 59	Core Path DUNK/138	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	negligible/slight* (negligible**)	not significant	negligible	Negligible
Path 60	Local Path	CP01	Increase in safety. Informal at-grade crossing of the existing A9 would be stopped up and NMUs rerouted via new Dowally – Guay South Overbridge to cross the A9	moderate/substantial* (slight/moderate**)	not significant	negligible	Moderate

NMU Path	Path Type	Crossing point ref	Potential Impact on Safety Resulting from Changes in Traffic Flows	Potential Change			Significance (Amenity Value)
				Visual	Air Quality	Noise	
Path 61	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
Path 62	Local Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	slight* (negligible/slight**)	not significant	negligible	Negligible/Slight
Path 63/ RCR 83	Core Path DUNK/140 and Regional Cycle Route	n/a	NMUs travelling along Path 63/RCR 83 will experience an increase in traffic compared to baseline conditions. Traffic flows have been calculated at approx. 162 AADT (northbound) and 257 AADT (southbound) Do Something 2026 increasing to 184 AADT (northbound) and 262 AADT (southbound) Do Something 2041. The proposed scheme includes provision of a footpath adjacent to the side road between Guay and Kindallachan. On that basis, due to the low traffic flows and the provision of a footpath, the increase in traffic is not considered to be significant for NMUs using Path 63/RCR 83.	substantial* (moderate**)	not significant	negligible	Moderate
Path 63a	Local Path	n/a	NMUs who currently travel along Path 63a would experience an increase in safety as they would no longer be travelling directly alongside the A9. Instead they would be rerouted along Path 63/RCR 83 for which the proposed scheme includes provision of a footpath adjacent to the side road between Guay and Kindallachan.	slight (beneficial)	not significant	negligible	Negligible/Slight (beneficial)
Path 64	Local Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	negligible	not significant	negligible	Negligible
Path 65/ RCR 83	Core Path MASG/127 and Regional Cycle Route	n/a	The difference in traffic levels along Path 65/RCR 83 between do minimum 2026 and do something 2026 are not considered to be significant.	substantial* (moderate**)	not significant	negligible	Moderate
Path 66	Local Path	CP03	NMUs no longer able to use Path 66 to cross the existing A9 at-grade. Whilst there are alternative routes either south via Path 58, Path 66, new Dowally – Guay South Overbridge and Path 56/RCR 83, or north via Path 58, RCR 83 and Path 66/RCR 83, the new journey lengths would be between 4.5km and 5km. Therefore, for the purpose of this assessment, CP03 is considered to be severed by the proposed scheme.	moderate/substantial* (moderate**)	not significant	negligible	Moderate
Path 67	Local Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	slight/moderate* (negligible/slight**)	not significant	negligible	Slight
Path 67a	Local Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	slight/moderate* (negligible/slight**)	not significant	negligible	Slight

* 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 (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
NCR 77	National Cycle Route	n/a	No change	Slight	Slight
RCR 83 (south of Rotmell)	Regional Cycle Route 83	n/a	No change	Slight	Slight
RCR 83 (north of Westhaugh of Tulliemet)	Regional Cycle Route 83	n/a	No change	Negligible	Negligible
Path 38/NCR 77	Core Path DUNK/145, National Cycle Route 77	n/a	No change	Negligible	Negligible
Path 48/NCR 77	Core Path DUNK/100, National Cycle Route 77	n/a	No change	Slight	Slight
Path 49	Core Path DUNK/26	n/a	No change	Negligible	Negligible
Path 51	Local Path	n/a	No change	Negligible	Negligible
Path 53	Local Path	n/a	Negligible (<10m decrease)	Moderate	Slight/Moderate
Path 54	Core Path DUNK/110	n/a	No change	Negligible	Negligible
Path 55	Local Path	n/a	No change	Slight	Slight
Path 56/RCR 83	Core Path DUNK/141 and Regional Cycle Route 83	n/a	Slight	Moderate	Slight/Moderate
Path 57	Core Path DUNK/109 and Right of Way	n/a	No change	Slight	Slight
Path 58	Local Path	n/a	No change	Moderate	Slight/Moderate
Path 59	Core Path DUNK/138	n/a	No change	Negligible	Negligible
Path 60	Local Path	CP01	Moderate	Moderate	Moderate
Path 61	Local Path	n/a	No change	Slight	Slight
Path 62	Local Path	n/a	No change	Negligible/Slight	Negligible
Path 63/RCR 83	Core Path DUNK/140 and Regional Cycle Route 83	n/a	No change	Moderate	Slight/Moderate
Path 63a	Local Path	n/a	Negligible/Slight	Negligible/Slight (beneficial)	Negligible/Slight (beneficial)
Path 64	Local Path	n/a	No change	Negligible	Negligible
Path 65/RCR 83	Core Path MASG/127 and Regional Cycle Route 83	n/a	No change	Moderate	Slight/Moderate
Path 66	Local Path	CP03	Moderate	Moderate	Moderate
Path 67	Local Path	n/a	No change	Slight	Slight
Path 67a	Local Path	n/a	Slight	Slight	Slight

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	Atholl Woods (Lover's Leap and the Cliffs of Craig A' Barns)	Negligible potential impacts are expected for users of Paths 49 Negligible potential impacts are expected for users of Path 51 Negligible potential impacts are expected for users of Path 54 Slight potential impacts are expected for users of Path 57 Slight potential impacts are expected for users of RCR 83 (South of Rotmell) Overall, Negligible/Slight potential impacts are expected for NMUs accessing Atholl Woods (Lover's Leap and the Cliffs of Craig A' Barns)	Negligible/Slight
Woodland	Craigvinean Forest	Slight potential impacts are expected for users of NCR 77 accessing Craigvinean Forest	Slight
Loch	Dowally Loch	Slight potential impacts are expected for users of Path 57 accessing Dowally Loch	Slight
Loch	Loch Ordie	Slight potential impacts are expected for users of Path 57 accessing Loch Ordie	Slight
Woodland	Kindallachan Burn and waterfalls	Negligible potential impacts are expected for users of Path 64 Slight/Moderate potential impacts are expected for users of Path 65/RCR 83 Overall, Slight potential impacts are expected for NMUs accessing Kindallachan Burn and waterfalls	Slight
Dam	Mill Dam	Slight potential impacts are expected for users of Path 57 accessing Mill Dam	Slight
Loch	Polney Loch	Negligible potential impacts are expected for users of Path 49 accessing Polney Loch	Negligible
River	River Tay	Negligible potential impacts are expected for users of Path 38/NCR 77 Slight potential impacts are expected for users of Path 55 Slight potential impacts are expected for users of NCR 77 Slight/Moderate potential impacts are expected for users of Path 53 Slight/Moderate potential impacts are expected for users of Path 58 Moderate potential impacts are expected for users of Path 60 Moderate potential impacts are expected for users of Path 66 Overall, Slight/Moderate potential impacts are expected for NMUs accessing the River Tay	Slight/Moderate
River	River Tummel	Slight/Moderate potential impacts are expected for users of Path 58 accessing the River Tummel	Slight/Moderate
Loch	Rotmell Loch	Slight potential impacts are expected for users of Path 57 accessing Rotmell Loch	Slight
Woodland	Rotmell Wood	Negligible potential impacts are expected for users of Path 49 Slight/Moderate potential impacts are expected for users of Path 56/RCR 83 Overall, Slight potential impacts are expected for NMUs accessing Rotmell Wood	Slight

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Facility	Outdoor Access area	Potential Impact (without mitigation)	Significance of Potential Impact
Woodland	woodland north of Guay	Negligible potential impacts are expected for users of Path 62 Slight/Moderate potential impacts are expected for users of Path 63/RCR 83 Overall, Slight potential impacts are expected for NMUs accessing woodland north of Guay	Slight
Woodland	woodlands surrounding Cuil-an-Duin	Negligible potential impacts are expected for users of RCR 83 (north of Westhaugh of Tulliemet) Slight potential impacts are expected for users of Path 67 Slight potential impacts are expected for users of Path 67a Slight/Moderate potential impacts are expected for users of Path 56/RCR 83 Overall, Slight potential impacts are expected for NMUs accessing woodlands surrounding Cuil-an-Duin	Slight
Linear facilities			
National Cycle Route	NCR 77	Negligible potential impacts are expected for users Path 38/NCR 77 Slight potential impacts are expected for users Path 48/NCR 77 Slight potential impacts are expected for users of NCR 77 Overall, Slight potential impacts are expected for users of NCR 77	Slight
Regional Cycle Route	RCR 83	Negligible potential impacts are expected for users of RCR 83 (North of Westhaugh of Tulliemet) Slight potential impacts are expected for users of RCR 83 (South of Rotmell) Slight/Moderate potential impacts are expected for users of Path 56/RCR 83 Slight/Moderate potential impacts are expected for users of Path 63/RCR 83 Slight/Moderate potential impacts are expected for users of Path 65/RCR 83 Overall, Slight/Moderate potential impacts are expected for users of RCR 83	Slight/Moderate

2 Residual Impacts

NMU Routes

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

NMU Path	Path Type	Crossing Point(s)	Potential impact significance	Mitigation Measure	Residual Impact Significance
NCR 77	National Cycle Route	n/a	Slight	Established embedded landscape mitigation	Negligible/Slight
RCR 83 (South of Rotmell)	Regional Cycle Route	n/a	Slight	Established embedded landscape mitigation	Negligible/Slight
RCR 83 (North of Westhaugh of Tulliemet)	Regional Cycle Route	n/a	Negligible	Established embedded landscape mitigation	Negligible
Path 38/NCR 77	Core Path DUNK/145, National Cycle Route 77	n/a	Negligible	Established embedded landscape mitigation	Negligible
Path 48/NCR 77	Core Path DUNK/100 National Cycle Route 77	n/a	Slight	Established embedded landscape mitigation	Slight
Path 49	Core Path DUNK/26	n/a	Negligible	n/a	Negligible
Path 51	Local Path	n/a	Negligible	n/a	Negligible
Path 53	Local Path	n/a	Slight/Moderate	Established embedded landscape mitigation	Slight
Path 54	Core Path DUNK/110	n/a	Negligible	Established embedded landscape mitigation	Negligible
Path 55	Local Path	n/a	Slight	Established embedded landscape mitigation	Negligible
Path 56/RCR 83	Core Path DUNK/141 and Regional Cycle Route 83	n/a	Slight/Moderate	Established embedded landscape mitigation	Slight
Path 57	Core Path DUNK/109, Right of Way	n/a	Slight	Established embedded landscape mitigation	Negligible/Slight
Path 58	Local Path	n/a	Slight/Moderate	Established embedded landscape mitigation	Slight
Path 59	Core Path DUNK/138	n/a	Negligible	Established embedded landscape mitigation	Negligible
Path 60	Local Path	CP01	Moderate	Established embedded landscape mitigation	Moderate
Path 61	Local Path	n/a	Slight	Established embedded landscape mitigation	Negligible/Slight
Path 62	Local Path	n/a	Negligible	Established embedded landscape mitigation	Negligible
Path 63/RCR 83	Core Path DUNK/140 and Regional Cycle Route 83	n/a	Slight/Moderate	Established embedded landscape mitigation	Slight
Path 63a	Local Path	n/a	Negligible/Slight (beneficial)	Established embedded landscape mitigation	Negligible/Slight (beneficial)
Path 64	Local Path	n/a	Negligible	n/a	Negligible
Path 65/RCR 83	Core Path MASG/127 and Regional Cycle Route 83	n/a	Slight/Moderate	Established embedded landscape mitigation	Slight
Path 66	Local Path	CP03	Moderate	Established embedded landscape mitigation	Moderate
Path 67	Local Path	n/a	Slight	Established embedded landscape mitigation	Negligible/Slight
Path 67a	Local Path	n/a	Slight	Established embedded landscape mitigation	Negligible/Slight

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	Atholl Woods (Lover's Leap and the Cliffs of Craig A' Barns)	Negligible impacts are expected for users of Path 49 Negligible impacts are expected for users of Path 51 Negligible impacts are expected for users of Path 54 Negligible/Slight impacts are expected for users of RCR 83 (South of Rotmell) Negligible/Slight impacts are expected for users of Path 57 Overall, Negligible impacts are expected for NMUs accessing Atholl Woods (Lover's Leap and the Cliffs of Craig A' Barns)	Negligible
Woodland	Craigvinean Forest	Negligible/Slight impacts are expected for users of NCR 77 accessing Craigvinean Forest	Negligible/Slight
Loch	Dowally Loch	Negligible/Slight impacts are expected for users of Path 57 accessing Dowally Loch	Negligible/Slight
Loch	Loch Ordie	Negligible/Slight impacts are expected for users of Path 57 accessing Loch Ordie	Negligible/Slight
Woodland	Kindallachan Burn and waterfalls	Negligible impacts are expected for users of Path 64 Slight impacts are expected for users of Path 65/RCR 83 Overall, Negligible/Slight impacts are expected for NMUs accessing Kindallachan Burn and Waterfalls	Negligible/Slight
Dam	Mill Dam	Negligible/Slight impacts are expected for users of Path 57 accessing Mill Dam	Negligible/Slight
Loch	Polney Loch	Negligible impacts are expected for users of Path 49 accessing Polney Loch	Negligible
River	River Tay	Negligible potential impacts are expected for users of Path 38/NCR 77 Negligible impacts are expected for users of Path 55 Negligible/Slight impacts are expected for users of NCR 77 Slight impacts are expected for users of Path 53 Slight impacts are expected for users of Path 58 Moderate impacts are expected for users of Path 60 Moderate impacts are expected for users of Path 66 Overall, Slight/Moderate impacts are expected for NMUs accessing the River Tay	Slight/Moderate
River	River Tummel	Slight impacts are expected for users of Path 58 accessing the River Tummel	Negligible/Slight
Loch	Rotmell Loch	Negligible/Slight impacts are expected for users of Path 57 accessing Rotmell Loch	Negligible/Slight
Woodland	Rotmell Wood	Negligible impacts are expected for users of Paths 49 Slight impacts are expected for users of Path 56/RCR 83 Overall, Negligible/Slight impacts are expected for NMUs accessing Rotmell Wood	Negligible/Slight
Woodland	woodland north of Guay	Negligible impacts are expected for users of Path 62 Slight impacts are expected for users of Path 63/RCR 83 Overall, Negligible/Slight impacts are expected for NMUs accessing woodland north of Guay	Negligible/Slight

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Facility	Outdoor Access Area	Residual Impact	Significance of Residual Impact
Woodland	woodlands surrounding Cuil-an-Duin	Negligible impacts are expected for users of RCR 83 (north of Westhaugh of Tulliemet) Negligible/Slight impacts are expected for users of Path 67 Negligible/Slight impacts are expected for users of Path 67a Slight impacts are expected for users of Path 56/RCR 83 Overall, Negligible/Slight impacts are expected for NMUs accessing woodlands surrounding Cuil-an-Duin	Negligible/Slight
Linear facilities			
National Cycle Route	NCR 77	Negligible impacts are expected for users of Path 38/NCR 77 Negligible/Slight impacts are expected on the NCR 77 Slight impacts are expected for users of Path 48/NCR 77 Overall, Negligible/Slight impacts are expected for NMUs using NCR 77	Negligible/Slight
Regional Cycle Route	RCR 83	Negligible/Slight impacts are expected for users of the RCR 83 (south of Rotmell) Negligible impacts are expected for users of RCR 83 (north of Westhaugh of Tulliemet) Slight impacts are expected for users of Path 56/RCR 83 Slight impacts are expected for users of Path 63/RCR 83 Slight impacts are expected for users of Path 65/RCR 83 Overall, Slight impacts are expected for NMUs using RCR 83	Slight