9. People and Communities – Effects on all Travellers

9.1. Introduction

9.1.1. This chapter presents the assessment of potential impacts on the journeys made by pedestrians, cyclists, equestrians and vehicular travellers, referred to as Non-Motorised Users (NMUs). The assessment focuses on the potential impacts on NMUs due to changes to paths and access to the outdoors in the study area. This chapter also provides an assessment of the View from The Road, i.e. the extent that vehicle travellers are exposed to different types of scenery while travelling on the Proposed Scheme. The View from the Road assessment incorporates aspects of landscape quality, type of scenery, extent to which travellers can view a scene and presence of features of particular interest or prominence.

9.1.2. Chapter 8 of this Environmental Statement (ES) (People and Communities: Community and Private Assets) assesses the 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.

9.1.3. In line with IAN 125/09[1] and DMRB (Volume 1, Section 3, Part 8 and 9), 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 road and the construction of the new carriageways and associated junctions. The impacts due to operation are considered to be those resulting from the presence of the new carriageways and associated junctions following completion of construction.

9.1.4. Interim Advice Note (IAN) 125/09[i] (2009) advised that the DMRB topics 'pedestrians, cyclists and equestrians'[ii] and 'vehicle travellers'[iii] be combined. As noted in ES Chapter 8 (People and Communities: Community and Private Assets) IAN 125/15[iv] recommends that Part 6 and all of Part 8 are combined into an assessment on 'People and Communities'. In the absence of revised DMRB guidance setting out the methodology for People and Communities the assessments are retained in separate chapters but reported together under the heading of 'People and Communities'.

Non-Motorised Users (NMUs)

Land Reform (Scotland) Act 2003

9.1.5. The Land Reform (Scotland) Act 2003[v] Part 1 came into effect in February 2005 and provides an overall framework that sets out the responsible conduct of landowners and those exercising rights of access. The Act covers most land and inland water in Scotland and therefore includes private land that may be used informally by the community.

9.1.6. The Act requires local authorities keep a list of 'core paths' and must 'assert, protect, keep open, and free from obstruction or encroachment any route, waterway or other means by which access rights may reasonably be exercised'. Furthermore, 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'.

[1] Note that IAN 125/09 has now been superseded by IAN 125/15

9.1.7. The Act also states that it is the duty of Scottish Natural Heritage (SNH) to provide guidance for access rights and responsibilities set out in a Scottish Outdoor Access Code[vi]. It is also the duty of SNH to publicise and promote the code, which was approved by Scottish Parliament in 2004.

SNH Handbook on Environmental Impact Assessment

9.1.8. In accordance with SNH guidance on Environmental Impact Assessment[vii], this chapter specifically considers the impacts to access to outdoor areas and facilities as a result of the Proposed Scheme. The assessment is carried out with reference to ES Chapter 8 (People and Communities: Community and Private Assets) where required and draws upon the findings of the DMRB assessment of impacts on NMUs and community access.

DMRB Volume 11, Section 3, Part 8

9.1.9. The assessment of impacts on NMUs considers journeys made by pedestrians (including ramblers), cyclists and equestrians in accordance with DMRB guidance (Volume 11, Section 3, Part 8). The assessment also includes impacts to local vehicle traffic as the DMRB guidance advises that such impacts should be assessed using the same principles.

9.1.10. Existing journey lengths and local travel patterns are first established and predictions are made to the potential changes in journey lengths as a result of the Proposed Scheme. Where relevant, additional commentary is provided regarding the difference in journey times between NMUs and motorised vehicles.

9.1.11. A descriptive approach is used for the assessment of changes in amenity and incorporates a range of factors such as footpath width, distance from traffic, changes in quality of landscape and clear signage of alternative routes where relevant.

Vehicle Travellers

View from the Road

9.1.12. The View from the Road assessment is defined as the extent to which vehicle travellers are exposed to different types of scenery while travelling on the Proposed Scheme. The view from the road may allow travellers to appreciate their location in relation to distinctive landscape features and 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.

9.1.13. The View from the Road assessment has been undertaken with reference to the guidance provided in DMRB (Volume 11, Section 3, Part 9), with reference also to Guidelines for Landscape and Visual Impact Assessment (GLVIA) 3rd Edition[viii]. The guidance provided in DMRB defines the assessment of the View from the Road as ‘the extent to which travellers, including drivers, are exposed to different types of scenery through which a route passes.’ The assessment considers:

- the type of scenery or landscape through which the route passes and may have wider views of;
- the extent to which travellers may be able to view the scene and the duration of the view;
- the quality of the landscape; and

- the presence of features of particular interest or prominence in the view and duration of visibility.

9.1.14. The nature of the Proposed Scheme, as a dualling scheme will modify existing views afforded from the A9 and therefore the baseline is established defining the existing view from the road. This describes the type and sequence of view likely to be experienced by the traveller and the quality of the view in respect to the wider landscape character. The assessment then describes how, as a result of the Proposed Scheme, the existing views would likely be modified, including opportunities for enhanced or prominent views of particular landmarks or points of interest. These have informed the development of the detailed landscape strategy, outlined in Chapter 13 Landscape.

Driver Stress

9.1.15. Driver Stress is defined as the adverse mental and physiological effects experienced by a driver traversing a road network. An assessment of Driver Stress has been undertaken in accordance with DMRB Volume 11, Section 3, Part 9 (Vehicle Travellers). There are a range of possible factors that affect the level of stress experienced by a driver and this includes the road surface characteristics, number of junctions encountered, speed and flow of lanes and the road layout and geometry.

9.1.16. The DMRB guidance sets out that Driver Stress has three main components which are described as follows:

- frustration: caused by a driver being unable to drive at a speed consistent with his or her own wishes;
- fear of potential accident: caused by the presence of other vehicles, inadequate sight distances and the likelihood of pedestrians stepping on to the road; and
- route uncertainty: caused primarily by signage that is inadequate for the individual's purposes.

9.1.17. The DMRB guidance states that the available evidence does not permit the use of a finely graded assessment for Driver Stress, rather a three-point descriptive scale of Low, Moderate and High is used.

Study Area

9.1.18. The study area includes paths and routes within 500m of the Proposed Scheme. Consideration of the wider area has also informed the assessment, which is particularly important in identifying potential limitations to accessing outdoor areas.

9.1.19. The study area for the assessment of impacts upon community land / area based facilities includes those areas that are directly impacted upon by the Proposed Scheme, those areas that are impacted indirectly as a result of increased journey lengths due to diversions on the NMU network, and a reduction in amenity which affects the experience of the user when utilising those areas.

9.1.20. The study area for the assessment of changes to views from the road is limited to 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 views experienced along the existing A9 and the Proposed Scheme can be made. The study area also covers adjacent local roads that will be realigned as part of the Proposed Scheme.

9.2. Approach and Methods

Baseline Data Collection

9.2.1. Baseline data were collected through a range of sources including desk-based studies, site visits, consultation and site survey as follows:

Desk-Based Assessment

9.2.2. The following sources have been used to identify NMU routes within the study area:

- digital Ordnance Survey (OS) mapping;
- a GIS Database which holds data sets used for calculations and map production that have been received from statutory bodies such as SEPA and Ordnance Survey in addition to data that has been collected, such as ecological surveys;
- a review of relevant Local Development Plans and strategies:
  - Highland Wide Local Development Plan (HwLDP)[ix];
  - Cairngorms National Park Local Development Plan (CNPLDP)[x]
  - Inner Moray Firth Local Development Plan (IMFLDP)[xi];
  - The Highland Council Core Path Plan[xii];
  - The Cairngorms National Park Core Path Plan[xiii];
- 2016 base year traffic data[xiv];
- A9 NMU Forums (May 2015 and May 2016);
- site visits (March, April, June 2016, May and June 2017);
- consultation meetings with Sustrans, The Highland Council (THC) Access Officer, the Cairngorms National Park Authority (CNPA) Access Officers, and ScotWays (November and December 2015, January 2017);
- feedback from Public Exhibitions held in February and June 2016 and March 2017; and
- feedback from the public drop in events in November 2017.

9.2.3. In accordance with guidance provided in paragraph 9.7 of DMRB Volume 11, section 3, Part 8: Pedestrians, Cyclists, Pedestrians and Community Effects, no origin / destination surveys have been undertaken. The type of user, and where possible the usage levels, have been determined from site visits undertaken in March, April, June 2016 and May 2017 and monitoring data provided by Sustrans for Inverdruie and the Boat of Garten, which although not within the study area, have been used to provide indicative numbers of NMUs for routes within the wider area.

9.2.4. The View from the Road assessment has involved:

- review of the A9 Dualling SEA Environmental Report Addendum Appendix F: Strategic Landscape Review Report (Transport Scotland, 2014)[xv];
- review of the Cairngorms National Park Landscape Assessment, 2009[xvi];
- review of the Inverness District Landscape Assessment, 1999[xvii];
- review of the Moray to Nairn Landscape Assessment, 1996[xviii];
- review of the Special Qualities of the Cairngorms National Park, 2010[xix],

- review of web-based photography;
- Google Earth; and
- site visits involving driving the route in both directions in different seasons.

9.2.5. The identification of the character and scenic qualities of the landscape through which the existing A9 and the Proposed Scheme passes has been established as part of the baseline studies to the landscape assessment (Chapter 13).

9.2.6. Additional baseline data was collected through desk-based studies including the following:

- review of web-based 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.

9.2.7. Information gathered during site assessment in February 2017 and May 2017 to determine the potential impacts of the Proposed Scheme on the landscape and visual receptors (Chapter 13, and Chapter 14), has been used to inform the View from the Road assessment.

Consultation

9.2.8. Identification of the baseline conditions has been informed by consultation with ScotWays, Sustrans, The Highland Council and CNPA Access Officers. Consultation comprised an information request for the location and use of core paths, public rights of way, cycle routes and other routes within the study area. Furthermore, additional consultation has been undertaken as part of the wider A9 NMU Forum and the A9 Dualling Environmental Steering Group. The Steering Group and NMU Forum include representatives from Transport Scotland and NMU stakeholders. It provides an opportunity to update NMU stakeholders on the A9 dualling programme and engage on specific matters relating to design development.

9.2.9. Meetings have been held with the following stakeholder groups specifically in relation to the Proposed Scheme:

- ScotWays – December 2015;
- Sustrans – November 2015;
- The Highland Council and CNPA Access Officers – December 2015;
- The Highland Council, ScotWays and CNPA – December 2016; and
- HITRANS / Sustrans, The Highland Council and ScotWays – January 2017.

9.2.10. A joint site visit with Highland Council Access Officer and a representative from ScotWays was undertaken in June 2016.

9.2.11. Ongoing consultation, as part of the A9 Landscape Forum, in which the approach to the methodology for the Landscape and Visual Chapters of the ES was undertaken, has informed the Views from the Road methodology. Consultation undertaken with the CNPA on preliminary Viewpoints for DMRB Stage 3 visual impact assessment included

consideration of Views from the Road. Responses from CNPA have, therefore, been considered in the Views from the Road assessment.

9.2.12. Further information on the consultation process is provided in Chapter 7 (Consultation and Scoping).

Site Survey

9.2.13. Baseline data collected through desk-based assessment and consultation has been verified through a survey of NMU routes and community land / area based facilities that was undertaken in March, April and June 2016 and in May 2017 by environmental specialists.

9.2.14. To verify the desk-based assessment results in relation to View from the Road, a site survey was undertaken in May 2017. 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, in addition to survey work undertaken as part of the assessment of potential impacts on landscape character.

Number and Type of User

9.2.15. The use of origin/destination surveys is recommended by DMRB guidance where '*travel patterns* [of pedestrian and other users] *are complex and a scheme could have a major impact*'. The Land Reform (Scotland) Act 2003 imposes certain requirements on local authorities in terms of maintaining public access. In addition, Scottish Planning Policy[xx] (SPP) aims to maintain, enhance and promote access to open space, outdoor access areas, 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.

9.2.16. For this assessment, the type of user (including use by vulnerable users) was determined from information provided during consultation with relevant bodies and from the March, April, June 2016 and May 2017 site surveys. Monitoring data received from Sustrans for Inverdruie and Boat of Garten (not within the study area) has been used to provide indicative numbers of NMUs for routes within the wider area.

Assessment of Impacts

Non-Motorised Users

9.2.17. The assessment was undertaken with reference to DMRB (Volume 11, Section 3, Part 8) and SNH guidance on EIA, specifically Appendix 5: Outdoor Access Assessment.

9.2.18. The approach and method used includes assessment of impacts on those using:

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

9.2.19. The significance of potential impacts on pedestrians, cyclists, equestrians and other recreational users 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 identified mitigation measures.

Sensitivity Criteria

9.2.20. In recognition of the duties placed on local authorities by the Land Reform (Scotland) Act 2003, 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).

9.2.21. Table 9.1 outlines sensitivity criteria applied in this assessment. Where a path, area of community land / area based facility 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 for NMU assessment

Sensitivity	Characteristics/Area Based Facility
High	Vindicated rights of way Asserted rights of way Core paths/proposed core paths Access to and the amenity of nationally important community land / area based facilities (e.g. National Parks, Munros, National Nature Reserves)
Medium	Claimed rights of way National Cycle Network (NCN) Routes Access to and the amenity of regionally important community land / area based facilities land (e.g. Country Parks, forests) Corbetts (mountains in Scotland between 2500ft and 3000ft) and Grahams (mountains in Scotland between 2000ft and 2500ft)
Low	Local routes/other paths outwith above categories Access to and the amenity of locally important community land / area based facilities (e.g. local parks and playing fields)

9.2.22. Community facilities used by vulnerable groups, such as schools and doctors' surgeries, have been identified in Chapter 8 (People and Communities: Community and Private Assets) and are shown on Figure 8.1. The sensitivity rating of paths which serve these types of community facilities and paths which are known to be used by vulnerable users were reviewed. Where applicable, the sensitivity was adjusted using professional judgement to take into consideration the vulnerability of the users. Section 9.3 which lists and describes the paths in the study area also notes which paths are known routes for vulnerable users.

Magnitude of Impact

9.2.23. 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, which may result in NMUs deciding to use an alternative route).

9.2.24. The location of existing crossing points of the A9 (marked as 'Crossing Points' or 'CP' on Figure 9.1 Sheets 1-9) was determined through desk-based assessment, consultation and on-site walkovers. These crossing points helped to identify potential impacts on paths as a result of the Proposed Scheme (i.e. paths which could be severed or lose sections of their length). The existing journey lengths for paths were derived from The Cairngorms National Park Core Paths Plan[xxi] and The Highland Council Core Path Plan[xii] and consultation with relevant authorities and access groups and also from site surveys. Where possible, alternative routes for the affected paths were defined in order

to maintain a link between route origins and destinations and a comparative journey length was calculated using GIS.

9.2.25. Considering guidance provided in DMRB, 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 / area based facilities. Alteration to a route regularly used by vulnerable users.
Medium	250 to <500m. Alteration of a route to regionally important community land / area based facilities
Low	100 to < 250m. Alteration of a route to locally important community land / area based facilities
Negligible	<100m.

Impact Significance

9.2.26. The significance of impacts on paths and amenity was then determined using the matrix in Table 9.3. To determine overall significance of impacts on paths, the significance for 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.

Table 9.3: Significance of Impact on Journey Length

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

9.2.27. For the purposes of this assessment, impacts were considered to be 'significant' where the assessment results indicated impacts of Moderate or higher significance.

Changes in Amenity

9.2.28. 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 paths/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 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.

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

9.2.30. Full visual, air quality and noise assessments are reported in Chapters 14 (Visual), 16 (Air Quality) and 17 (Noise and Vibration). 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 year of opening (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 that road, and are therefore not necessarily representative of the full length of the road. It should be noted that community severance resulting from increased traffic flows is assessed in Chapter 8 (People and Communities: Community and Private Assets).

9.2.31. 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.

View from the Road

9.2.32. The View from the Road assessment was undertaken in accordance with the guidance provided in DMRB (Volume 11, Section 3, Part 9). Whilst the guidance does not specifically require an assessment of the sequence in which views are perceived by travellers, this has been described as the unfolding experience of the journey and is considered to be an important factor in helping to determine whether and to what degree changes are beneficial or not.

9.2.33. 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. This builds on key views identified within the A9 Dualling Programme Strategic Environmental Assessment, Strategic Landscape Review Report. 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) and the scenic quality of the landscape.

9.2.34. 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.

9.2.35. 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.

Existing Laybys

9.2.36. Seventeen of the existing lay-bys will be removed. Two of the existing laybys will be extended in length so that there will be a direct impact during construction of closure to the lay-by. Therefore, assessment of changes to views experienced from the lay-bys during construction has been scoped out.

Sensitivity Criteria

9.2.37. 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 Table 9.5, Table 9.6 and Table 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.

9.2.38. 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 Impact

9.2.39. The magnitude of impact to Views from the Road as a 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 impact can be adverse or beneficial.

Table 9.6: Magnitude Criteria for View from the Road

Magnitude of Impact	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 an evident 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.

Significance of Impact

9.2.40. Significance of impact on Views from the Road was determined through consideration of both the sensitivity of the receptors and the magnitude of impact as a result of the Proposed Scheme. It is defined as being Neutral, Slight, Moderate or Substantial, in addition to 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 this assessment. Potential impacts identified as Slight/Moderate and below are not considered to be significant in the context of this assessment.

Table 9.7: Significance of Impact Criteria for View from the Road

Significance of Impact	Typical Significance 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,

Significance of Impact	Typical Significance Criteria
	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.
Neutral	No deterioration or improvement in views from the road.

9.2.41. In terms of Views from the Road, mitigation is predominantly incorporated into the design of the Proposed Scheme (through refinement of the alignment and earthworks, and aesthetic treatment of structure design as part of embedded mitigation, and planting mitigation in relation to visual impact). Therefore, potential changes to Views from the Road before embedded 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 anticipated to be fully effective) are reported.

Driver Stress

9.2.42. Driver Stress has been assessed using a three point scale of High, Moderate or Low in accordance with DMRB Volume 11, Section 3, Part 9 (Vehicle Travellers). The 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. The assessment is made for the worst year in the first fifteen after opening as per the guidance.

9.2.43. The DMRB Driver Stress levels are provided in Table 9.8 and Table 9.9 and show 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/hr		
	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/hr		
	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 areas.

9.2.44. To support the A9 Dualling Programme Case for Investment, 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.

9.2.45. It was concluded that these factors along the single carriageway sections of the A9 between Perth and Inverness contribute to driver frustration. As a result of the scale and prevalence of these factors, it was recommended 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 of the Assessment

9.2.46. Specific details of the construction works such as the programme of phases and durations was not known at the time of the assessment. An indicative timescale for works duration and activity is, however, provided in Chapter 5 (The Proposed Scheme). Furthermore, the location of temporary construction site compounds and access/haul routes will be the responsibility of the construction contractor and was not known at the time of the assessment. The extent of the assessment is therefore limited by the available information.

9.2.47. The planning application 'Land 30M West Of 31 Allt Mor Aviemore' (Cairngorms National Park Authority reference 2016/0224/DET approved 15 September 2017) for construction of 30 flats and 8 terraced units may potentially have implications for the

route of Core Path HB54 (Aviemore Orbital) however this will be determined by planning conditions associated with the application and is not known at the time of the assessment.

9.3. Baseline Conditions

Non-Motorised Users

9.3.1. The location of existing non-motorised routes is shown on Figure 9.1 Sheets 1-9.

National Cycle Network (NCN) Routes

9.3.2. The NCN is a network of cycle routes comprising minor routes, disused railways, pedestrian routes, canal towpaths and traffic calmed routes and created by the charity Sustrans. Given the mixed nature of routes that make up the NCN, sections of the network can also be designated as Core Paths or Rights of Way (RoW).

9.3.3. The section of NCN that passes through the study area is approximately 32km long and runs through Aviemore and along the Speyside Way adjacent to the River Spey to Boat of Garten before turning west and joining the B9153 at its junction with the A95. NCN7 then passes north to Carrbridge where the alignment splits. One section of NCN7 also routes west and under the A9 to Sluggan (at ch16540 and is shown on Figure 9.1 Sheet 6). Beyond Sluggan, it follows a section of General Wade's Military Road to Insharn where it routes north to Slochd. This section is used by vulnerable groups to access facilities within Carrbridge such as the primary school.

9.3.4. The northern split of NCN7 follows the A938 to Black Mount (Photograph 9, Appendix 9.1). It continues north from this point following the route of a U Class Road passing under the A9 at An Slochd Beag, Ch. 217000 (Figure 9.1 Sheet 8 and Photographs 7 and 8, Appendix 9.1). The NCN then runs adjacent to the A9 on the south side through Slochd between the existing A9 carriageway and the Highland Main Line railway (HML) (see Photograph 10, Appendix 9.1). At Slochd, NCN7 also splits with one route heading south back towards Carrbridge via Insharn and Sluggan. The other route continues adjacent to the A9 past Slochd Summit and passes over the HML beyond Tomatin South Junction and continues towards Tomatin Village.

9.3.5. NCN7 is considered to have a Medium sensitivity.

Rights of Way (RoW)

9.3.6. The National Catalogue of Rights of Way (CROW) is maintained by ScotWays, in partnership with SNH. Local authorities can also retain their own public Row of Way records. Access along public rights of way is protected by the Countryside (Scotland) Act 1967, Section 46. Proposed diversions to RoWs can be considered where these are deemed suitable by the local planning authority.

9.3.7. Six RoWs have been identified within the study area and are shown on Figures 9.1 Sheets 1-9. The RoWs are described as follows:

- HB45 (approx. 16.5km) (see Figure 9.1 Sheet 2) – a claimed RoW known as the 'Burma Road' which routes from Lynwilg to the northwest adjacent to Allt na Criche (Photograph 11 and 12 Appendix 9.1). During site visits this path was observed as being in use by both walkers and cyclists, and evidence from The Highland Council indicates that this path is also in use by equestrians and by vulnerable groups using the facilities at an outdoor centre. Access to RoW HB45 is via an existing at grade

junction with the A9 (Photograph 12, Appendix 9.1), or via RoW HB83 along the western verge of the A9 (Photographs 14 and 15, Appendix 9.1);

- HB83 (approx. 1.3km) (see Figure 9.1 Sheet 2) – a claimed RoW which routes under the A9 to the south of Aviemore at ch.4730 via an existing underpass (Photograph 13, Appendix A9.1). The path continues southbound along the verge of the northbound A9 carriageway (Photograph 14 and 15 Appendix 9.1) before connecting with the RoW HB45 at the commencement of the Burma Road and Lynwilg. During site visits this path shows signs of use by both walkers and cyclists and has been highlighted by both ScotWays and The Highland Council as being a popular route connecting Lynwilg and the Burma Road with Aviemore via an underpass (CP3) rather than crossing the A9 at-grade;
- HB54 (approx. 1.4km) (see Figure 9.1 Sheet 2) – a claimed RoW which commences at the southern end of Aviemore at the junction of the B9152 and the B970. The path routes via the High Range Motel and to the east of the caravan park where it links with Core Path LBS30. HB54 follows the alignment of LBS 30 to the Scandinavian Village where it then turns east and connects with Grampian Road. HB54 coincides with a section of LBS145;
- HB48 (approx. 8.5km) (see Figure 9.1 Sheet 4) – a claimed RoW which commences at the junction of the B9152 and Granish quarry and routes east over the HML after which it routes north where it splits into two sections; the section continuing to the north east connects with NCN7 towards Boat of Garten. The other section passes west over the HML and across the A95 at-grade to the east of Avielochan before continuing west and crossing the A9 at-grade at Balnabruich (ch.10260). The RoW then continues west in to the woodland area and finally routes north west to link with HB45. Initial consultation with The Highland Council Access Officer indicated that this RoW may have been lost through reverse prescription, however a subsequent site visit and consultation with the owners of Avielochan Farm in June 2016 identified that the RoW is still in use in order to access a private water supply, and by local residents to access the woodland areas via a stile over the fence on to the verge at Balnabruich (Photographs 16 and 17, Appendix 9.1);
- HB47 (approx. 12km) (see Figure 9.1 Sheet 5) – a claimed RoW which follows the alignment of General Wade's Military Road (Photograph 18, Appendix 9.1) and connects with NCN7 between Carrbridge and Sluggan. Evidence from site visits indicated that the route is used by walkers, cyclists and equestrians and this was further supported by information provided by The Highland Council Access Officer. The RoW routes from Kinveachy to Slochd and at present the RoW terminates to the west of the A9, however, there is a link via NCN7 at Slochd to the at-grade crossing at ch.24220 which creates an additional link to RoW HI110, this small section of route should be given the same consideration as the RoWs it connects. In addition, The Highland Council Access Officer noted that there is a connection across the A9 at Kinveachy (ch.12400 which was noted during the site visit as being at at-grade crossing (Photograph 20, Appendix 9.1) to the A95 and B9153 which might reasonably be considered a natural extension of the RoW connecting in to NCN7; and
- HI110 (approx. 4.5km) (see Figure 9.1 Sheet 9) – a claimed RoW which commences to the east of the A9 at Slochd Summit at the current at-grade crossing of the A9 at ch.24220 (Photograph 22, Appendix 9.1). The RoW is known, through consultation, to be used by walkers, cyclists, equestrians and skiers and forms part of a popular long-distance route following the alignment of General Wade's Military Road. Consultation with ScotWays has confirmed that this section of the Military Road is one of the most complete sections still in existence. This RoW also connects to additional informal routes to the east of the A9 including Other NMU Route 18.

9.3.8. There are three RoWs with known crossing points of the A9 within the study area; HB83 shown on Figure 9.1 Sheet 2, HB48 shown on Figure 9.1 Sheet 4 and HI110 shown on Figure 9.1 Sheet 9. However, it should be noted that the crossing at the link road connecting to HB47 at Kinveachy should be considered as of equal importance to a RoW crossing due to the linkages it provides.

9.3.9. The RoWs within the study area are considered to have a Medium sensitivity.

Core Path Network

9.3.10. Core Paths are defined in the Land Reform (Scotland) Act Sections 20 and 21 and can include; Right of Ways (RoWs), footpaths, cycle tracks, paths covered by path agreements / orders under the, waterways, or other means by which persons may cross land.

9.3.11. As described previously, local authorities have a duty to make their Core Path Plans publicly available for inspection under the Land Reform (Scotland) Act 2003. The local authorities responsible within the study area are the CNPA and The Highland Council. The Core Path Plans developed by the local authorities are The Cairngorms National Park Core Paths Plan: Developing Active Places (adopted March 2015) and The Highland Council Core Path Plan (adopted October 2011).

9.3.12. There are nine Core Paths within the study area, eight of which are designated by the CNPA, and one by The Highland Council (IN27.01). Core paths are shown on Figure 9.1 Sheets 1-9 and are described as follows:

- LBS30 (approx. 6km) (CNPA) (see Figure 9.1 Sheet 3) – comprises Aviemore Orbital; an approximately 3km circular route through Aviemore and Milton Woods to the east of the A9 linking to the Speyside Way and NCN7. The paths on the route consist of pavements and minor roads including woodland paths and, which consultation indicates, are used by NMUs (including vulnerable groups accessing facilities such as the Highland Resort). LBS30 connects to the west of the A9 via three underpasses connecting to a housing estate (High Burnside) and to Other NMU Route 4. Two of these underpasses are solely for NMU use (Photographs 1 and 2, Appendix 9.1) and one facilitates access for vehicles in addition to NMUs (Photograph 3, Appendix 9.1)). LBS30 also routes through Macdonald Aviemore Resort and links with Core Path LBS145 leading to the underpass at Craigellachie National Nature Reserve (NNR)) (see Figure 9.2 Sheet 2, crossing point CP4) west from the underpass at Chainage Ch. 5290. The Aviemore Orbital is promoted by The Highland Council as an ‘Independent Walk Around Aviemore’;
- LBS38 (approx. 750m) (CNPA) (see Figure 9.1 Sheet 2) – Craigellachie All-abilities Path – is a circular route which crosses the A9 via an underpass (CP4) in to the Craigellachie NNR at Ch. 5290 (Photograph 4, Appendix 9.1) along the west of Loch Puladdern and back to the A9 underpass. Paths within the NNR (see Photograph 5, Appendix 9.1) have been developed as ‘all-abilities routes’. As well as being a core path LBS38 is also promoted by The Highland Council as an ‘Independent Walk Around Aviemore’;
- LBS39 (approx. 1.4km) (CNPA) (see Figure 9.1 Sheet 2) – Craigellachie Nature Reserve Path - is a steep circular route with a worn uneven path that starts at LBS38 and connects to either the Craigellachie Viewpoint, or back east to join with LBS38 at its northern extent. As well as being a Core Path the LBS39 is also promoted by The Highland Council as ‘Craigellachie – The Red Trail’, an ‘Independent Walk Around Aviemore’;
- LBS138 (approx. 1km) (CNPA) (see Figure 9.1 Sheet 2) – Craigellachie Viewpoint Path – a steep path to the top of the Craigellachie NNR from LBS39 to the west. The

Core Path terminates at the Craigellachie Viewpoint from which there are extensive views across the River Spey Valley;

- LBS145 (approx. 900m) (CNPA) (see Figure 9.1 Sheet 2-3) – Aviemore Orbital to Craigellachie National Nature Reserve – this path routes from the underpass into the Craigellachie NNR (Photograph 5, Appendix 9.1) through the McDonald Highland Resort to the Scandinavian Village (Photograph 6, Appendix 9.1) where the path turns west towards to A9 and then routes north to connect with the Aviemore Orbital (LBS30). The route is a combination of off-road paths and footpaths alongside the roads through the McDonald Highland Resort and is known, through consultation, to be used by vulnerable groups to access the Highland Resort and Craigellachie NNR;
- LBS41 (450m) (CNPA) (see Figure 9.1 Sheet 3) – School to Milton Woods – a well-used path that runs east to west from Grampian Road in central Aviemore to Milton Woods and forms part of the Aviemore Orbital Route. LBS41 connects with LBS30 (approx. 2km) to the east of the existing A9 and, which consultation indicates, is used by vulnerable groups to access facilities such as Aviemore Medical Practice;
- LBS40 (approx. 282m) (CNPA) (see Figure 9.1 Sheet 3) – Dalfaber Drive to Milton Woods - a well-used path running east to west from Aviemore to Milton Woods which connects with LBS30 to the east of the existing A9 and, which consultation indicates, is used by vulnerable groups to access facilities within Aviemore;
- LBS114 (approx. 3.5km) (CNPA) (see Figure 9.1 Sheet 6) – the core path (also NCN7) follows the alignment of NCN7 (along Station Road) from Carrbridge and routes west and under the A9 at CP16 (ch.16540) to Sluggan and beyond to Slochd. This Core Path has a range of users including walkers, cyclists, equestrians and vulnerable groups accessing facilities within Carrbridge such as the primary school; and
- IN27.01 (approx. 3km) (The Highland Council) – NCN7 adjacent to the A9 – a 1.7km route which runs from the boundary of the Cairngorms National Park (where it intersects with Core Path LBS114) along the line of NCN7 to Tomatin South Junction at ch.25260.

9.3.13. The routes of core paths LBS38 on Figure 9.1 Sheet 2 and LBS114 on Figure 9.1 Sheet 6 include existing grade separated crossing points across the A9 within the study area. Consultation and site visits has shown that these are used by recreational walkers, cyclists and equestrians.

9.3.14. The Core Paths are considered to have a High sensitivity.

Other NMU Routes

9.3.15. A number of other local or informal paths either on or off the road network throughout the Dalraddy to Slochd corridor have been identified from desk study information. These routes have been reviewed and where relevant the recorded details have been amended following site visits undertaken in May 2017. Where changes have been recorded, these are identified in the following section. There is no formal usage data for the Other NMU Routes and assumptions have been made and informed by site visits and the consultation undertaken regarding the Proposed Scheme.

9.3.16. A total of 19 Other NMU Routes (indicated on Figures 9.1 Sheets 1-9) were identified by applying the study area criteria to the wider path network and those routes scoped out are described in the 'Other NMU Routes Scoped Out of the Assessment' section below. A total of 14 crossing points on the A9 were identified on these paths. The Other NMU routes are described below:

- Other NMU Route 1 (approx. 6.2km) (see Figure 9.1 Sheet 1-2) – this route is referenced as a Mountain Biking Wild Trail and forms a circular route from south Aviemore following the B9152 before turning towards Lynwilg and crossing CP2 (refer to Figure 9.1 Sheet 2) at the existing at-grade junction south of Aviemore at ch.3170. The route then follows the Burma Road RoW HB45 (see Photograph 11, Appendix 9.1) to a cairn at the summit of the hill Creag Ghleannain. The route then descends south to Ballinluig Farm along a single track before crossing the A9 via an underpass (CP1) at ch.1920 (Photograph 23, Appendix 9.1) to the south of Druim Mhor and routing along the edge of Loch Alvie on a tarmac path. The path then routes south east to Ballinluig Cottage and continues on the B1952 to Aviemore to complete the route. The path is considered to have a Medium sensitivity to change;
- Other NMU Route 2 (approx. 5km) (see Figure 9.1 Sheet 2) – The Speyside Way Extension from Aviemore to Loch Insh has been recently completed. The route is a shared use path for walkers, cyclists and equestrians. The path routes south from Aviemore adjacent to the B1952 before turning east at Kinakyle and crossing the HML and routing south following the railway alignment (Photograph 29, Appendix 9.1). The route is noted by the CNPA as having a number of short but steep ascents/descents. The route is considered to have a Medium sensitivity to change;
- Other NMU Route 4 (see Figure 9.1 Sheet 3) – a combination of paths which connect the Aviemore Orbital Route to the housing estate (High Burnside) on the west side of the A9. There are three existing underpasses of the A9 (CP6,7, 8) providing access to the housing estate; two are suitable for NMUs only at ch.7000 (CP6) and 7170 (CP7) (Photographs 1 and 2, Appendix 9.1) which are connected by a gravel path and one underpass at ch.7250 (CP8) is accessible by vehicles and NMUs. (Photograph 3, Appendix 9.1). This path network is utilised by vulnerable groups and links with the Aviemore Orbital (LBS30) and to facilities within Aviemore. The paths are considered to have a Medium sensitivity to change;
- Other NMU Route 6 (approx. 2.5km) (see Figure 9.1 Sheet 3-4) – an existing NMU route which runs from the A95 south of Avielochan to an at-grade crossing of the A9 at ch.9200 (CP9) (Photograph 30, Appendix 9.1). The route continues to the west of the A9 where it joins with a network of paths within the woodland area adjacent to the Allt na Criche. During the site visits in March/April 2016 and May 2017 the path to the west of the A9 was observed as being in use by dog walkers and there was evidence the route is used by cyclists and equestrians. The route is considered to have a Medium sensitivity to change;
- Other NMU Route 8 (approx. 300m) (see Figure 9.1 Sheet 4) - an existing NMU route which runs from the A95 north of Avielochan to an at-grade crossing of the A9 at ch.10530 (CP11) (Photograph 28, Appendix 9.1). The path connects to the woodland on the northbound side of the A9. The path is gated on the western side of the A9, however, there was evidence of NMUs having climbed the fence adjacent to the gate. The route is considered to have a Medium sensitivity to change;
- Other NMU Route 9 (approx. 5km) (see Figure 9.1 Sheet 4) – a section of General Wade's Military Road on the northbound side of the A9 which follows forestry tracks (see Photograph 27, Appendix 9.1) an existing farm track and routes through fields and provides a connection to Other NMU Route 9A), and to RoW HB47 at Kinveachy. There was evidence of this route being used by equestrians. This route is considered to have a Medium sensitivity to change;
- Other NMU Route 10 (approx. 240m) (see Figure 9.1 Sheet 4) – this provides a link between General Wade's Military Road (Other NMU Route 9) and the A95 via an at-grade crossing of the A9 at ch.12130 (CP12) leading to a gated farm track (Photograph 29, Appendix 9.1) and an underpass under the HML (Photograph 31, Appendix 9.1). Evidence existed on site to indicate that this path is used by equestrians. This route is considered to have a Medium sensitivity to change;

- Other NMU Route 11 (approx. 370m) (see Figure 9.1 Sheet 5) – a path providing a link between NCN7 at the intersection of the A95 and B9153 and RoW HB47 on the northbound side of the A9. The path follows an existing road to an at-grade crossing of the A9 at ch.12400 (CP13). The Highland Council Access Officer has advised that due to the linkage that this path creates between RoW HB47 and the B9153 / A95 and the NCN7 this path should be considered an extension of the existing RoW. This path is considered to have a Medium sensitivity to change;
- Other NMU Route 12 (approx. 700m) (see Figure 9.1 Sheet 5) – an existing single track paved road provides a link from an at-grade crossing of the A9 at ch.13250 (CP14) (Photograph 19, Appendix 9.1) across an overbridge over the HML to the B9153 and NCN7 (Photograph 32). The crossing connects to a single-track gravel road that links to RoW HB47. The route is considered to have a Medium sensitivity to change;
- Other NMU Route 13 (approx. 1.75km) (see Figure 9.1 Sheet 5) - (Photograph 33, Appendix 9.1) an existing woodland path which provides a link from the B9153 to the west side of the A9 via an underbridge under the HML and an at-grade crossing of the A9 at ch.14340 (CP15). To the west of the A9 the path splits into two and follows single track woodland paths that connect with Lethandryveole and HB47. The route is considered to have a Medium sensitivity to change;
- Other NMU Route 14 (approx. 2.5km) (see Figure 9.1 Sheet 6) – route which follows an unclassified road leading from the A938 to an at-grade crossing with the A9 at ch.17050 (CP17) (Photograph 34, Appendix 9.1) via an underpass under the HML. The NMU route is on-road rather than segregated and either side of the A9 and provides access to a wider network of paths adjacent to the River Dulnain. The route is considered to have a Medium sensitivity to change;
- Other NMU Route 15 (approx. 2.4km) (see Figure 9.1 Sheet 6-7) – (Photograph 35, Appendix 9.1) NMU route which runs adjacent to the northbound carriageway of the A9 from ch.17000 at Dalrachney Beag to ch.19280 where it crosses the A9 at-grade (CP18) (Photograph 36, Appendix 9.1) to link in with NCN7. There are two locked gates which are required to be navigated along the path. Information collated indicates that this path and crossing of the A9 may be frequented by equestrians, although no evidence was found for this during the site visits. This route is considered to have a Medium sensitivity to change;
- Other NMU Route 16 (approx. 500m) (see Figure 9.1 Sheet 8) – a short single-track gravel road which forms a link between NCN7 and paths on the northbound side of the A9 within the woodland at An Slochd Beag. The path (which showed no immediate signs of NMU use during the site visits undertaken) crosses the A9 at-grade at ch.21010 (CP19) (Photograph 37, Appendix 9.1) before joining with NMU Route 17 within the woodland. Other NMU Route 16 also routes north from NCN7 towards the HML although no signs of use were identified on this path. The route is considered to have a Low sensitivity to change;
- Other NMU Route 17 (see Figure 9.1 Sheet 8) – this gravel path is located to the south of the A9 within the woodland area. It is a route used by walkers and skiers (during the winter months) who are afforded glimpsed views of the A9 from the elevated paths (Photograph 38, Appendix 9.1). The path routes to an intersection with Other NMU Route 16. The path is considered to have a Medium sensitivity to change;
- Other NMU Route 18 (approx. 4.3km) (see Figure 9.1 Sheet 9) – this path is located on the southbound side of the A9 and runs parallel to the A9 to an at-grade crossing point (CP21) where it coincides with HI110. The path (Photograph 39, Appendix 9.1) consists of a rough vehicle track through a field system and is known to be used by

both equestrians and walkers. The path is considered to have a Medium sensitivity to change; and

- Other NMU Route 19 (approx. 5km) (see Figure 9.1 Sheet 3) - NMUs are known to utilise the B9152 from Aviemore to the existing Granish Junction and the A95 from Granish to its junction with the A95/B9153. This link is utilised by people travelling between Carrbridge and Aviemore and at present there is only a short stretch of segregated surfaced path for NMUs alongside the B9152, with travellers who want to make this journey needing to travel on the local and trunk road network for much of their journey. The route is considered to have a Medium sensitivity to change.

Other NMU Routes Scoped Out of the Assessment

9.3.17. There are three Other NMU Routes that have been scoped out of the assessment and these are described as follows:

- Other NMU Route 3 – during the site visit in May 2017, a walkover was made of the access track in to the Craigellachie NNR to the rear of the McDonald Highland Resort. It was noted that there is a fence at the end of this route (Photograph 7 in Appendix 9.1) and no access beyond into the woodland and no onward connection to Core Path LBS38. As this track provides no onward access and is effectively a dead end where it meets the A9, it is not considered to be a separate NMU route;
- Other NMU Route 5 – (refer to Photographs 25 and 26 in Appendix 9.1) during the site visit in May 2017 a walkover was made and it was noted that access is blocked by the steep embankment slopes and fences of the A95 on both sides where it joins the A9. Furthermore, the part of the route from CP9 to the A95 is blocked by a closed-off fence at the end of the track where it joins the A95. As this route is blocked at multiple locations, it is scoped out of the assessment; and
- Other NMU Route 7 (approx. 630m) – a continuation of General Wade's Military Road routing from its intersection with Other NMU Route 8 to Avielochan where evidence of the path disappears.

Laybys

9.3.18. There are 19 existing laybys between Dalraddy and Slochd and Table 9.10 provides an overview of the current layby provision. The locations of lay-bys are shown on Figure 9.3 Sheets 1-9. The number of spaces in Table 9.10 relate to the number of cars, or LGVs, or HGVs that the lay-by can accommodate.

Table 9.10: Current Layby Provision

Layby No.	Direction	Chainage (m)	Type	Length (m)	No. of Spaces Available		
					Cars	LGV	HGV
129	Northbound	650	B	33.6	5	4	1
130	Southbound	2550	B	30.9	5	4	1
131	Southbound	5100	B	29.0	5	3	1
132	Northbound	5800	B	29.5	5	3	1
133	Southbound	6700	B	30.1	5	4	1
134	Northbound	6900	B	28.8	5	3	1
135	Southbound	9550	B	27.8	5	3	1
136	Northbound	9750	B	28.4	5	3	1
137	Southbound	11850	B	26.7	4	3	1

Layby No.	Direction	Chainage (m)	Type	Length (m)	No. of Spaces Available		
					Cars	LGV	HGV
138	Northbound	11950	B	33.0	5	4	1
139	Northbound	13100	B	30.0	5	4	1
140	Southbound	13400	B	29.5	5	3	1
145	Northbound	17200	B	25.2	5	3	1
146	Southbound	18150	B	31.1	5	4	1
147	Southbound	20000	B	30.8	5	4	1
148	Northbound	20150	B	30.8	5	4	1
149	Southbound	20600	A	31.4	5	4	1
150	Northbound	22650	B	30.7	5	4	1
151	Southbound	23400	B	30.8	5	4	1
				Total	**94**	**68**	**19**

Access to the Outdoors

9.3.19. There are a number of area based facilities that are located throughout the Dalraddy to Slochd area. As there is no formal usage data for these facilities, the level of use is informed by desk study, site visits and consultation. The following area based facilities have been identified for assessment at DMRB Stage 3:

- Loch Alvie (Figure 9.1, Sheet 1) – Loch Alvie is located to the south of Aviemore approximately 115m from the southbound side of the A9 at its nearest point. Activities on the loch include fishing for brown trout and pike by boat or from the bank. Loch Alvie is accessible via Other NMU Route 1;
- Craigellachie National Nature Reserve (Figure 9.1, Sheet 2) – the reserve is 257ha and includes trails and viewpoint paths comprising Core Paths LBS138, 39 and 38. It is accessible from the underpass at CP4 via HB54 and Core Path LBS145;
- River Spey (Figure 9.1, Sheets 2-3) – activities on the River Spey include salmon and trout fishing, canoeing and rafting. Within the study area it is accessible via Other NMU Route 2 and NCN7;
- Beinn Ghuilbin (Figure 9.1, Sheet 4) - a hill that is 578m high and is located approximately 1.1km away from the northbound carriageway near Avielochan. It is accessible from hill tracks via RoW HB48, HB47 and Other NMU Route 9;
- River Dulnain (Figure 9.1, Sheet 6) – activities on the River Dulnain include salmon and trout fishing, swimming, canoeing and rafting. It is accessible within the study area via NCN7, Core Path LBS114 and Other NMU Route 14;
- Ellan Wood (Figure 9.1, Sheet 6) is 12.07ha in size and located to the west of Carrbridge and east of the A9 and HML railway. There are a number of waymarked woodland trails which are designated as Core Paths. Ellan Wood is accessible via NCN7/Core Path LBS114 at Carrbridge;
- Hills in vicinity of Slochd Summit (Figure 9.1 Sheets 7-9); Coire Bad nan Luibhean (355.8m), Carn Bad nan Luibhean (471m), Carn nam Bain-tighearna (634m), Carn a'Gharbh-choire (482m) and Creag an Tuim Bhig (452.4m). The hills are accessible from Other NMU Route 17, NCN7/Core path LBS114, Other NMU Route 18 and RoW HI110.

View from the Road

9.3.20. A summary description and the sensitivity of existing northbound and southbound views associated with the A9 is provided below. These are supported by Figure 9.3 which provides information on the type of view experienced by users of the existing A9 and any prominent views.

Northbound

Start of Scheme at Dalraddy to Aviemore South Junction

9.3.21. The existing A9 winds around the lower slopes of the Monadhliath Mountains with Loch Alvie to the east. Views from the road are restricted as the road is in false cutting with roadside planting for much of the way between the start of the route and approach to the Aviemore South junction. Brief glimpses of Loch Alvie are intermittently visible for northbound travellers. The focus of the view for northbound travellers is the Craigellachie outcrop. Medium sensitivity.

Aviemore South Junction to Granish Junction

9.3.22. At the existing at-grade Aviemore South Junction, short range views open up to Lynwilg and also to the east. Thereafter the A9 winds around Craigellachie's birch woodland-covered rocky outcrop which lies to the west of the A9. Embankment with scrub and patchy tree cover partially screens the western fringes of the town of Aviemore for the traveller. A visual awareness of the town may not be obvious until the new modern housing is seen at Burnside. Low-Medium sensitivity.

Granish Junction to Dulnain Crossing

9.3.23. To the north of Aviemore intermittent views are possible eastwards briefly at Granish. From Granish to the Dulnain Crossing at Carrbridge, views are almost entirely restricted by a mix of conifer plantation, mixed woodland and cutting. At times the cutting is covered with broom. This section of road is particularly uniform for northbound travellers, with the focal point being the hills to the north.

9.3.24. Elevated open views east and west are experienced whilst crossing the River Dulnain Bridge. This is a welcome contrast on emerging from the prolonged sense of enclosure afforded by close proximity forestry. Low sensitivity.

Dulnain Crossing to Slochd Beag

9.3.25. North of the River Dulnain, the A9 is once again contained within cutting and conifer plantation. At the existing Black Mount junction, the traveller can experience extensive long range open views south over moorland to layers of receding ridges. This is easier to experience for southbound travellers but possible for northbound travellers also.

9.3.26. At Slochd Beag, the A9, the HML, and the former A9 converge in one location at different overlapping levels. The pinch point takes advantage of the rocky pass cutting but the A9 traveller, being elevated, is unaware of this. Medium sensitivity.

Slochd Beag to End of Scheme at Slochd

9.3.27. The A9 winds around the rocky outcrops at Slochd, with the levels falling away to the west. The focus of the restricted view for northbound travellers is the rocky pass, and the telecoms masts at Slochd Mor. The latter are detractors in the view. The weathered rock feature known as The Soldier's Head is a popular local and tourist talking point. Medium sensitivity.

Southbound

Start of Scheme at Slochd to Slochd Beag

9.3.28. As the A9 winds around the rocky outcrops at Slochd, the focus of the restricted channelled view for southbound travellers is experienced as a dramatic change from the softer moorland hills associated with the Southern Uplands in the Tomatin/Moy area. This creates a clear juxtaposition between these landscape types and, additionally, marks the gateway to the Cairngorms National Park from the north. Medium sensitivity.

Slochd Beag to Dulnain Crossing

9.3.29. At Slochd Beag, the A9, the HML, and the former A9 converge in one location at different overlapping levels. The pinch point takes advantage of the rocky pass cutting but the A9 traveller, being elevated, is unaware of this.

9.3.30. On the approach to the existing Black Mount junction, the traveller can experience extensive long-range open views south over moorland to layers of receding ridges before once again being enclosed within cutting and forestry. Such extensive open views are rare on this section of the A9. Medium sensitivity.

Dulnain Crossing to Granish Junction

9.3.31. South of the Dulnain Crossing at Carrbridge to the Granish Junction, views to the east and west are almost entirely restricted by a mix of conifer plantation, mixed woodland and cutting. At times, the cutting is covered with broom. Therefore, the view is channelled ahead for southbound travellers is to the Cairngorm Massif, often snow-capped, which is spectacular, if not extensive. Low sensitivity.

Granish Junction to Aviemore South Junction

9.3.32. At the existing at-grade Granish Junction, there are intermittent views afforded of the hills to the east but the focus of the view is the Craigellachie outcrop ahead. Embankment with scrub and patchy tree cover partially screens the western fringes of the town of Aviemore for the traveller. A visual awareness of the town may not be obvious until the new modern housing is seen at Burnside. The A9 then winds around Craigellachie' s birch woodland-covered rocky outcrop. Low-Medium sensitivity.

Aviemore South Junction to End of Scheme at Dalraddy

9.3.33. The existing A9 winds around the lower slopes of the Monadhliath Mountains with Loch Alvie to the east. Views from the road are restricted as the road is in false cutting with roadside planting for much of the way between the Aviemore South junction and the end of the scheme. The focus of the restricted view for southbound travellers is the Cairngorm Massif. Medium sensitivity.

Existing Laybys

9.3.34. The views experienced from existing laybys (see Figure 9.3) are set out in Table 9.11. Of the 19 existing laybys, two (138 northbound and 151 southbound) will be retained but extended in length. As the remaining 17 are not being retained, they have not been assessed further here (in terms of magnitude of impact in views from the layby), beyond noting their absence from the route in terms of the opportunities for road users to experience them.

Table 9.11: Views from Current Layby Provision

Layby	Type	Chainage	Existing Views
129 Northbound	B	650	Restricted by false cutting and conifer. Focus of view channelled north to Craigellachie outcrop.
132 Northbound	B	5800	Restricted by false cutting and conifer and broadleaf mix.
134 Northbound	B	6900	Restricted by broadleaf trees.
136 Northbound	B	9750	Restricted by roadside broadleaf and conifer plantation, though the view south is focused on the Cairngorm Mountains.
138 Northbound	B	11950	Restricted by roadside broadleaf trees, though the view south is focused on the Cairngorm Mountains.
139 Northbound	B	13100	Restricted by conifer with some broadleaf trees. View south is focused on the Cairngorm Mountains.
145 Northbound	B	17200	Restricted by conifer with some broadleaf trees. View south is focused on the Cairngorm Mountains.
148 Northbound	B	20150	Views of open moorland hills/plantation covered moorland hills to north with southerly views over flatter moorland to receding mountain ridges on the distant horizon.
150 Northbound	B	22650	Views northeast restricted by broadleaf trees, with the focus ahead (northwest) being the telecoms masts on Carn Bad nan Luibhean. More open views south over moorland to the mountains on the distant horizon.
130 Southbound	B	2550	The road is in cutting and this in combination with roadside vegetation channels views southwards to the open moorland hills. The rear of a VMS sign is evident on the northbound verge.
131 Southbound	B	5100	A tree lined bund partially screens views of High Range House and a car park. Views southward are channelled towards open moorland hills.
133 Southbound	B	6700	The verges are tree lined channelling views towards the Craigellachie outcrop to the south, which is the focus of the view.
135 Southbound	B	9550	Restricted by woodland so that the view is channelled to the open moorland hills ahead.
137 Southbound	B	11850	Restricted by woodland so that the view is channelled to the open moorland hills ahead.
140 Southbound	B	13400	Restricted by cutting on the northbound verge and woodland on both verges so that the view is channelled to the open moorland hills ahead.
146 Southbound	B	18150	Restricted by woodland so that the view is channelled to the open moorland hills ahead.
147 Southbound	B	20000	There are open views to the receding ridges of the mountains to the south which is the focus of the view comprising the distant horizon. Trees density is light on the southbound verge affording glimpses of open areas, open moorland hills and woodland beyond. A cluster of roadside signage and average speed cameras are evident on the southbound verge but don't detract from the focus of the view.

Layby	Type	Chainage	Existing Views
149 Southbound	A	20600	This segregated layby has open views of the receding ridges of the mountains to the south forming the focus of the view. The A95 runs parallel to the layby and both it, and the conifer woodland alongside comprise the near horizon.
151 Southbound	B	23400	This layby is situated in the rocky Slochd Pass.

Driver Stress

9.3.35. Baseline levels of driver stress have been identified for the existing A9 within the scheme extents. For the purposes of the assessment, the route has been split into separate sections representing southern, central and northern portions of the study area as shown in Table 9.12.

9.3.36. The baseline average peak hourly flows and driver stress levels for the existing road corridor in 2014 are shown in Table 9.12.

9.3.37. As per the Case for Investment work (see paragraphs 9.2.44-9.2.45), it is considered that there is at least a Moderate level of driver frustration for the single carriageway sections of the A9 with a Moderate to High level in areas where there are longer stretches of single carriageway without opportunities to overtake.

Table 9.12: Driver Stress Levels on Existing Road Network (2014)

Section of Study Area	Direction	Road Class	Average Peak Hourly Flow per Lane (Flow Units/Hour)	Average Vehicle Speed (km/h)	Driver Stress
Southern Section (Aviemore South)	Northbound	Single Carriageway	536	90	Moderate / Moderate to High
	Southbound		674	85	Moderate / Moderate to High
Central Section (Granish)	Northbound		593	79	Moderate / Moderate to High
	Southbound		577	90	Moderate / Moderate to High
Northern Section (Black Mount)	Northbound		440	82	Moderate / Moderate to High
	Southbound		498	90	Moderate / Moderate to High

9.4. Potential Impacts

9.4.1. It should be noted that potential impacts identified are prior to the implementation of mitigation and adverse unless specified otherwise. However, the Proposed Scheme

design assessed within this chapter was the result of an iterative process in which provision for facilitating and enhancing NMU journeys and views for road users was taken into account, i.e. embedded mitigation. However, the specific design of NMU routes widths and gradients will be developed at a subsequent detailed design stage. Embedded mitigation for NMUs that forms part of the Proposed Scheme and has been included in the impact assessment is outlined below:

- Headroom clearance of all underpasses will be greater than 3.4m which exceeds the requirements for pedestrians and cyclists and is the desirable minimum as stated in BHS Guidance[xxii];
- Proposed NMU Routes have a minimum width of 2m;
- As per the requirements of Roads for All (2013)[xxiii], dwell areas (resting areas) have been provided at the three grade separated junctions to assist people with mobility impairments;
- There is a proposed NMU route (Figure 9.2 Sheet 1-2) to run alongside the A9 to connect with the NMU route that is part of a wider route that runs from Kingussie to Kincraig. This proposed NMU route is 3m wide and connects with Aviemore South GSJ and also provides a connection to RoWs HB45 and HB83 and Aviemore. In addition, there is a proposed NMU route alongside Lynwilg Road that crosses the new overbridge at Aviemore South GSJ (CP(B)) and replaces the existing at-grade crossing at CP2 with safer crossing facility;
- At CP1 NMU access is to be retained via an improved underbridge (CP(A) to enable widening of the A9 to dual carriageway (Figure 9.2 Sheet 1);
- The NMU route at RoW HB83 (Figure 9.2 Sheet 2) will be formalised with an improved cross section and surfacing. A new widened underbridge is proposed at CP(C) that will have a 2m wide footpath on the northern side;
- The underbridge at CP4 providing access to Craigellachie NNR is retained/improved and the at grade crossing at CP5 is replaced with a new underpass at CP(D) (Figure 9.2 Sheet 2);
- A footpath (Figure 9.2 Sheet 3) is proposed at the B9152 on the approach to the Granish GSJ (on the section of road to be upgraded between the quarry road and the new junction roundabout) that provides an improved link to RoW HB52 to the east and continues across the A9 via an underbridge to forestry tracks on the northbound side and to Other NMU Route 6, 9 and RoW HB45 to the west;
- Existing forestry tracks to the west of the A9 at Other NMU Route 6 and 9 (Figure 9.2 Sheet 3-4) are widened to a minimum of 3m and the gradient reduced where possible to facilitate existing NMU travel on these routes;
- There is a proposed underbridge and access road for NMUs and vehicles at CP(J) to replace the at-grade crossing closures at CP12, CP13 and CP14 and facilitate safe NMU crossing on these existing routes (see Figure 9.2 Sheet 5);
- A new vehicular access track (see Figure 9.2 Sheet 5) is provided to the west of the A9 between Kinveachy and Lethendry North and this will be available for use by NMUs;
- At grade crossings at CP14 and CP15 (Figure 9.2 Sheet 5) are closed and an underbridge provided at CP(K) that is shared use for NMUs and vehicles;
- An NMU and vehicle underbridge is proposed at Dalrachney Beag (Figure 9.2 Sheet 6) to replace the existing at-grade crossing of the A9 (CP17);
- The existing at grade crossing at Black Mount (CP18) will be closed and safer access across the A9 will be via Black Mount GSJ (Figure 9.2 Sheet 7). The NMU Route has

a minor diversion at Black Mount GSJ along the realigned road to the north of the junction and continues along the existing route via the U2400;

- There is a proposed underbridge (Figure 9.2 Sheet 8) (CP(N)) across the A9 320m to the east of the at-grade crossing at CP19 that will replace the existing CP19, providing safety benefits;
- NCN7 / Core Path INV27.01 is realigned at Slochd LILO to accommodate the proposed road layout and widening (Figure 9.2 Sheet 8). The new route will be on the U2400 before connecting onto the dedicated NCN7 adjacent to the northbound carriageway of the A9;
- NCN7 / Core Path INV27.01 is diverted adjacent to the A9 southbound carriageway (Figure 9.2 Sheet 8-9) at Slochd Mor towards CP21; and
- There is a proposed A9 underbridge (CP(P)) for the diverted NCN7 / Core Path INV27.01 to replace the existing A9 at grade crossing at CP21, thereby facilitating NMU access and providing a safe crossing of the A9 (Figure 9.2 Sheet 9).

9.4.2. Embedded mitigation and enhancement for road users that forms part of the Proposed Scheme and has been included in the impact assessment is summarised below, with further details provided in Table 9.19 and Table 9.20:

- Large specification trees in specific locations;
- Natural stone treatment to specific retaining walls and underpasses;
- Use of natural stone walling;
- Steepening of certain earthwork slopes to avoid tree loss;
- Slackening of certain earthwork slopes to achieve best landscape fit;
- Lighting luminaires to respect local tree height and to avoid upward glare;
- Sensitive design of rock cuts;
- Limiting the use of tarmac surfacing on access tracks; and
- Removal of rock cut mesh at Slochd Mor and Slochd Summit and retention of ‘rock plug’.

Construction Phase Impacts

Non-Motorised Users

9.4.3. During construction of the Proposed Scheme, disruption of NMUs using paths within the immediate vicinity of the A9 will occur due to temporary severance, diversions, construction traffic, installation of temporary safety barriers, fencing and signage and a reduction in the amenity of journeys.

9.4.4. The construction contractor will consult and comply with relevant authorities regarding alterations to public and private roads, accesses and public and private rights of way. All public and private roads, accesses and public and private rights of way affected by the works shall be retained and maintained throughout the period of the works until alternative suitable means of access shall be provided by the contractor.

9.4.5. Most of the paths identified as being affected by construction activities are those that intercept the A9 or the main roads connecting to the A9. The list as follows is in approximate order from south to north:

- NCN7;

- Other NMU Route 1;
- RoW HB83 (connecting to HB45);
- Core Path LBS38;
- Core Path LBS145;
- RoW HB54;
- Core Path LBS 30;
- Other NMU Route 4
- Other NMU Route 6;
- RoW HB48;
- Other NMU Route 8;
- Other NMU Route 9;
- Other NMU Route 11;
- Other NMU Route 12;
- RoW HB47;
- Other NMU Route 13;
- Other NMU Route 15;
- Other NMU Route 16;
- Other NMU Route 17;
- Core Path INV27.01;
- Other NMU Route 18 / RoW HI110; and
- Other NMU Route 19.

Other NMU Route 1 / RoW HB83 / RoW HB45

9.4.6. Users of Other NMU Route 1 along the B9152 at Aviemore South Junction may be subject to minor disturbance or closures during works to the access to Aviemore South Junction from the B9152. If this section of road is required to be closed during works, an alternative will be in place before the closure occurs for example, NMUs could potentially be able to use Other NMU Route 2 (Speyside Way) to continue towards Aviemore or to gain access to RoW HB83 via CP3.

9.4.7. The section of RoW HB83 between ch.3750 and ch.4650 will be closed for approximately 3-6 months during works to widen the A9 northbound and construct the reinstated NMU route. The works will also affect NMUs of RoW HB45 continuing towards Aviemore via RoW HB83. NMUs will potentially be temporarily diverted along the B9152 and/or the Speyside Way during this period.

9.4.8. The impact to users of Other NMU Route 1 / HB83 / HB45 prior to mitigation is considered to be Moderate.

Core Paths LBS38 and LBS145 / RoW HB54

9.4.9. Users of Core Paths LBS38 and LBS145 / RoW HB54 may be subject to some disruption during works to the Craigellachie underpass (CP4) as the existing structure is replaced. It is anticipated that the crossing point will be temporarily closed, however this will be short term as the new structure will use prefabricated units that can be installed in

a short timeframe. The Core Paths have a High sensitivity and the magnitude of impact is considered to be Negligible and therefore the significance of impact to NMUs prior to mitigation is considered to be Slight.

Other NMU Route 4 / Core Path LBS30

9.4.10. Users of Other NMU Route 4 and Core Path LBS30 may be subject to disruption as the sheep creep at CP6 will be closed to prevent access and works take place to the underbridges of CP7 and CP8 (shown on Figure 9.2 Sheet 3) to accommodate widening of the A9 in this section. Access will be retained throughout the construction works via CP7 and CP8. During works to construct a retaining wall at High Burnside, a section of Core Path LBS 30 (Aviemore Orbital) will be temporarily diverted. NMUs will be diverted approximately 70m onto Old Meall Road (at High Burnside) for the duration of the works only.

9.4.11. The Core Path has a High sensitivity and the magnitude of impact as a result of the diversion including additional journey distance is considered to be Negligible and therefore the significance of impact to NMUs prior to mitigation is considered to be Slight.

Other NMU Route 6, 8, 9 and 19 / RoW HB48

9.4.12. Users of Other NMU Route 6, 8, 9, 19 and RoW HB48 may be subject to diversions particularly during works at Granish GSJ whereby NMUs would have to travel north to find alternative crossings of the A9 at crossing points CP10 and CP11 or use forestry tracks to the west of the A9. Users of Other NMU Route 9 travelling north to HB47 and NMUs of Other NMU Route 19 moving in a north/south direction for example would be largely unaffected (however there will some widening/reprofiling works to the existing routes). It is anticipated that closures of crossing points would be undertaken in phases however and alternative routes and crossing points would be available where closures are required as described above. The other NMU routes and RoW HB48 have a Medium sensitivity and the magnitude of impact is considered to be Medium and therefore the significance of impact to NMUs prior to mitigation is considered to be Moderate.

Other NMU Route 10, 11, 12 and 13 / RoW HB47

9.4.13. Users of Other NMU Route 10, 11, 12, 13 and RoW HB47 may be subject to disruption as at-grade crossings of the A9 at CP12 and CP14 are stopped up and construction of the underbridges at CP(J) and CP(K) takes place. Access to the Kinveachy Estate buildings will be maintained during construction works and as described above an alternative route will be in place where any closures are required. The NMU routes have a Medium sensitivity and the magnitude of impact is considered to be Medium and therefore the significance of impact to NMUs prior to mitigation is considered to be Moderate.

Other NMU Route 15

9.4.14. Users of Other NMU Route 15 will be subject to minimal disruption during works to the underpass at CP17/CP(L) (See Figure 9.2 Sheet 6) as the crossing is anticipated to be maintained during works. The crossing at CP18 however will be closed during works to Black Mount GSJ and therefore crossing of the A9 will not be possible and NMUs will be diverted via NCN7 on the A938 to the east of the A9 near Carrbridge. Other NMU Route 15 has a Medium sensitivity and the magnitude of impact is considered to be Low and therefore the significance of impact to NMUs prior to mitigation is considered to be Slight.

NCN7

9.4.15. Users of NCN 7 have the potential to be affected by construction works in the vicinity of Black Mount Junction, Slochd and Slochd Summit. It is anticipated that works will be undertaken in phases. NCN7 will be temporarily closed during works to Slochd LILO and at Slochd Mor for rock cut works to widen the A9 in this area and for safety reasons it is anticipated that NMUs will not be able to pass through this area and would be required to use a shuttle service.

Other NMU Routes 16, 17 and 18 / Core Path INV27.01 / RoW HI110

9.4.16. Users of these routes have the potential to be affected by construction works in the vicinity of Black Mount Junction, Slochd and Slochd Summit. This is due to temporary access changes and diversions as crossing points CP19 and CP21 are closed and replaced with new underpasses at CP(N), CP(O) and CP(P) are progressed. It is anticipated that works will be undertaken in phases, however, so diversions to alternative crossing points from Other NMU Route 16 and 17 will be available. INV27.01 will be temporarily closed during works to Slochd LILO and at Slochd Mor for rock cut works to widen the A9 in this area, and for safety reasons it is anticipated that NMUs will not be able to pass through this area and would be required to use a shuttle service.

9.4.17. As described above, access will be maintained until an alternative route or service is in place.

9.4.18. The highest sensitivity of these NMU routes is High and the magnitude of impact is considered to be High and therefore the significance of impact to NMUs prior to mitigation is considered to be Substantial.

Public Transport

9.4.19. The contractor will be required to liaise with bus service and rail operators in order to ensure that access to services is maintained during the construction period and ensure that details of any changes to service timetables, bus stop locations and stopping times are publicly available in advance of works. With regards to rail users, there may be some temporary disruption to rail users during construction associated with works adjacent to the HML railway, such as at Slochd summit. There may be some temporary alteration to bus stops and increased journey lengths, during the construction phase but access to communities will be maintained. Specific details of service alterations during works will be defined by the contractor and public transport operators, therefore it is not possible to provide further assessment of potential impacts.

Access to the Outdoors

9.4.20. It is anticipated that during the construction phase visitors of Loch Alvie will be largely unaffected by construction works as access would primarily be via the B9152, which will continue to be accessible during the works. However, where access is made via Other NMU Route 1 it may not be possible to cross at CP1 during construction of the new underbridge. Overall impacts to NMUs accessing Loch Alvie are considered to be Slight.

9.4.21. During the construction phase, NMUs wishing to access Craigellachie National Nature Reserve will be temporarily unable to cross at CP4 during works to replace and widen the underbridge to facilitate maintenance vehicle access. Overall impacts to NMUs accessing Craigellachie National Nature Reserve are considered to be Moderate.

9.4.22. It is anticipated that during the construction phase NMUs accessing the River Spey from Other NMU Route 2 and NCN7 will be largely unaffected due to the distance of the River

from the Proposed Scheme and that these NMU routes are not directly affected by the works in this area. Overall impacts to NMUs accessing the River Spey are considered to be Negligible.

9.4.23. NMUs accessing Beinn Ghuilbin from RoW HB48, HB47 and Other NMU Route 9 from the north may be subject to diversions as part of Other NMU Route 9 is closed to allow for widening of the A9 at Ch. 10700 and CP10 is closed as part of the construction works. NMUs accessing Beinn Ghuilbin from the south via Other NMU Route 6 will be unaffected however. Overall impacts to NMUs accessing Beinn Ghuilbin are considered to be Moderate.

9.4.24. NMUs accessing the River Dulnain from NCN7, Core Path LBS114 and Other NMU Route 14 will be largely unaffected during the construction works. This is due to CP16 remaining accessible during the works which provides an alternative crossing point while CP17 is closed during works to provide an underbridge at this location. Overall impacts to NMUs accessing the River Dulnain are considered to be Slight.

9.4.25. NMUs accessing Ellan Wood from NCN7/Core Path LBS114 at Carrbridge will be unaffected by the works due to the proximity of the wood access from the Proposed Scheme and given that CP16 will remain accessible during the construction phase. Overall impacts to NMUs accessing Ellan Wood are considered to be Negligible.

9.4.26. NMUs accessing the series of hills in the vicinity of Slochd Summit from Other NMU Route 17, NCN7/Core Path LBS114, Other NMU Route 18 and RoW HI110 will be subject to disruption and possible diversions in the vicinity of Ch. 22700 and Ch. 23400. This is due to works taking place to realign and temporarily restrict access along NCN7/INV27.01 for safety reasons to accommodate the Proposed Scheme layout adjacent to the southbound carriageway at Slochd Mor. It is anticipated that works will be phased so that access to some areas will be available whilst other NMU routes will be stopped up. Overall impacts to NMUs accessing hills in the vicinity of Slochd Summit are considered to be Moderate.

View from the Road

9.4.27. The impacts of construction on views for users of the road include the presence of heavy plant, earthworks, management of major rock cuts, lighting associated with night-time working, bare embankments and road traffic management solutions.

9.4.28. Each section (sections set out in Table 9.19) includes either a major junction, or bridge crossing, or large-scale rock cuts – or more than one of these. However, road users will have intermittent lengths of journey where lesser works are experienced such as the section between Granish Junction and Dulnain Bridge. Therefore, the proposed scheme is, without construction mitigation, considered to be Substantial Adverse during the construction period.

Driver Stress

9.4.29. Driver stress during construction has been assessed and is presented in Table 9.13. The traffic flows in Table 9.13 are based on the do minimum situation in 2026. For the purposes of the assessment it is assumed that lane widths will be reduced to a minimum of 3.75m and a 40mph (64km/h) speed limit in place (although it is assumed that the average vehicle speed will be 58km/h).

Table 9.13: Driver Stress during Construction

Section of Study Area	Direction	Road Class	Average Peak Hourly Flow per Lane (Flow Units/Hour)	Average Vehicle Speed (km/h)	Driver Stress
Southern Section (Aviemore South)	Northbound	Single Carriageway	772	58	Moderate
	Southbound		951	58	High
Central Section (Granish)	Northbound		738	58	Moderate
	Southbound		894	58	High
Northern Section (Black Mount)	Northbound		644	58	Moderate
	Southbound		688	58	Moderate

9.4.30. Table 9.13 indicates that driver stress during construction will be Moderate for vehicle travellers on the northbound carriageway. For southbound vehicle travellers, driver stress will also generally be Moderate but with High levels of driver stress in two sections where traffic flow is higher.

Operational Phase Impacts

Non-Motorised Users

Changes in Journey Length

9.4.31. The Proposed Scheme has been developed with consideration of the needs of NMUs with various access features embedded into the design to maintain and improve NMU routes. A number of grade separated crossings of the A9 have been incorporated into the Proposed Scheme design which allow the following NMU routes to be preserved as existing (refer to Figure 9.2 for all existing crossing points and proposed grade separated crossings). Consequently, no adverse impacts on journey length are predicted to occur during the operation phase for:

- Other NMU Route 2 – this NMU route is located approximately 50m away from the Proposed Scheme at its nearest point and is separated by the B9152 as well as the HML for much of its length. It is not directly affected by the Proposed Scheme and there is no change in journey length of the route during the operational phase;
- RoW HB45 – RoW HB45 ends at Lynwilg Farm at a junction with Lynwilg road leading to a new path which is approximately 500m long and joins the new Aviemore South GSJ and RoW HB43. This RoW is not subject to changes in journey length;
- RoW HB83 (Figure 9.2 Sheet 2) – NMUs on RoW HB83 will travel along a realigned path behind a safety barrier approximately in the same location as the existing route and the 1.32km route will be a minimum of 2m wide at its narrowest point due to the constrained topography in this section and will otherwise be 3m. The upgraded underbridge at CP(C) will have a 2m wide footpath on the northern side. There is no additional journey length;

- Core Paths LBS30, LBS38, LBS39, LBS40 and LBS41 – the proposed underpass upgrade at CP(D) will maintain access to the Core Paths within Craigellachie NNR and there is no change in journey length. Core Paths LBS40 and LBS41 extend perpendicular to the A9 into Aviemore and are similarly not directly impacted by the Proposed Scheme;
- Other NMU Route 4 (Figure 9.2 Sheet 3) – the existing grade separated crossings of the A9 will be retained at CP(E), CP(F) and CP(G);
- Other NMU Route 9 – widening of the A9 will result in a section of existing track of Other NMU Route 9 to be stopped up at Ch. 10700 however this route will be accessible via alternative forestry tracks to the west between CP11 and CP12. As the alternative forestry tracks run parallel to Other NMU Route 9, there is effectively no additional distance travelled;
- Other NMU Route 13 – The at-grade crossing of the A9 is replaced with a shared vehicle/NMU underbridge at CP13 (refer to Figure 9.2 Sheet 5) with compacted stone surfacing and there is no change in journey length for NMUs crossing to NCN7 or accessing forestry tracks in the area to the west of the A9;
- RoW HB47 – This RoW will not be directly affected by the Proposed Scheme. Whilst crossing point CP14 will be closed, NMUs using this route will be able to access a new forestry track to Other NMU Route 13 where they can cross the A9 via a new underbridge at CP15. Alternatively, NMUs can cross the A9 via the new underbridge at CP13 to NCN7 or continue along forestry tracks on General Wade's Military Road to the south. It should be noted there is a section at Ch. 10700 that will be stopped up as part of the Proposed Scheme, there are alternative tracks available to the west that connect with RoW HB48;
- Other NMU Route 17 – This NMU route is not directly affected by the Proposed Scheme and although there is a closure of the crossing point CP21 (see Figure 9.2 Sheet 8) there is an alternative crossing available at CP22 that connects with NCN7 and Other NMU Route 16;
- NCN7 / Core Path INV27.01 – NMUs on this route will be diverted to the southbound carriageway near Slochd Mor at Ch. 23400 where they will continue adjacent to the southbound carriageway until they cross at a new underbridge at CP21 to the northbound side towards Tomatin South Junction. As the diversion continues in the same direction of travel the additional journey distance is negligible. Furthermore, NCN7 will be widened along this section to a minimum of 3m;
- Other NMU Route 18 / RoW HI110 - The at-grade crossing of the A9 is replaced with an underbridge at CP21 (refer to Figure 9.2 Sheet 9) that connects to NCN7 and has a bound surface. There is no change in journey length for NMUs crossing from NCN7 and travelling along Other NMU Route 18 or RoW HI110; and
- Other NMU Route 19 – this route is located approximately 100m from the Proposed Scheme at the nearest point and follows the existing B9152 and A95 with no crossings of the A9. There is no change in journey length for NMUs on this route during the operational phase.

9.4.32. During the operational phase, the following realigned routes and diversions are anticipated to occur as a result of the Proposed Scheme (refer to Table 9.14) and the associated impacts are described below. It should be noted that changes in journey length depend on the direction of travel and that the journey length changes indicated are the maximum that could be realised. Where alternative journeys are available, these are also identified below.

- Other NMU Route 1 (Figure 9.2 Sheet 2) – NMUs are no longer able to cross the existing at-grade junction of the A9 at CP2 (refer to Figure 9.2 Sheet 2) and are

diverted to the Aviemore South GSJ and access track to the junction of the Lynwilg road at Lynwilg Farm and RoW HB45 or RoW HB83. The additional journey length of 900m is considered to be an impact of High magnitude and therefore this results in a Moderate/Substantial impact. In terms of the circular route formed by NMU Route 1 (from south Aviemore following the B9152, crossing the A9 at-grade at CP2 and then following RoW HB45 before descending to Ballinluig Farm and crossing the A9 via CP1) the additional distance is considered be a Slight/Moderate impact;

- Other NMU Route 6 (Figure 9.2 Sheet 3 and 4) – NMUs would no longer be able to cross the A9 at-grade at CP9 (see Figure 9.2 Sheet 4) to access between High Burnside and the A95 and instead would be diverted via an access track to Granish GSJ where they would cross the A9 via an underpass to the A95 (CP(H)). The diversion is an additional distance of 900m between High Burnside and the A95 northbound. This represents a High magnitude impact which results in an impact of Moderate/Substantial significance. It is noted that the distance for users of Other NMU Route 6 to/from Aviemore is now shortened by 250m, which represents a Medium magnitude impact and Moderate beneficial significance. There is a shorter route available between High Burnside and Aviemore, which is via Other NMU Route 4 and using CP(E), CP(F) or CP(G);
- Other NMU Route 8 (Figure 9.2 Sheet 4) – NMUs are no longer able to cross the A9 at CP11 and are instead able to use existing forestry tracks/new route to the proposed underbridge at CP(I). The diversion is an additional distance of 1.13km to arrive at the point on the A95 where they would be via the existing CP11 crossing. This represents a High magnitude impact which results in an impact of Moderate/Substantial significance. If travelling further north from Other NMU route 6, alternative travel is provided via Other NMU Routes 9 and 10 and crossing the A9 using either CP(I) or CP(J). If using Other NMU Route 8 to access Avielochan or Aviemore, NMUs could use CP(H) at Granish GSJ, rather than route to CP(I);
- HB48 (Figure 9.2 Sheet 4) - NMUs are no longer able to cross the A9 at CP10 and are instead able to use existing forestry tracks/new route to the proposed underbridge at CP(I). The diversion is an additional distance of 1.6km to arrive at the point on the A95 where they would be via the existing CP10 crossing, and to continue along HB48. This represents a High magnitude impact which results in an impact of Moderate/Substantial significance.
- Other NMU Route 10 (Figure 9.2 Sheet 5) – NMUs will no longer be able to cross the A9 at CP12 as this will be closed and NMUs will be diverted to a new underbridge at CP(J). The diversion is an additional journey distance of 900m for journeys between Route 10 and the A95 to/from Aviemore and 300m between Route 10 and the A95 to/from Carrbridge. This represents a High magnitude impact and Moderate/Substantial significance for Route 10 and the A95 to/from Aviemore and for journeys to/from Carrbridge a Medium magnitude impact and Moderate significance. It should be noted that the A9 can also be crossed from Other NMU Route 10 via CP(I), which may reduce the additional journey distance for users wanting to access to/from Avielocan/Aviemore;
- Other NMU Route 11 (Figure 9.2 Sheet 5) - NMUs will no longer be able to cross the A9 at CP13 as this will be closed and NMUs will be diverted to the new underbridge at CP(J). The diversion is an additional journey distance of 150m. This represents a Low magnitude impact which results in an impact of Slight/Moderate significance;
- Other NMU Route 12 (Figure 9.2 Sheet 5) –NMUs will no longer be able to cross the A9 at CP14. To cross the A9 NMUs will be diverted to the new underbridge crossing at CP(J) or alternatively along the new access track to the north to the new underbridge at CP(K). The closest diversion via CP(J) is an additional journey distance of 1.18km. This represents a High magnitude impact which results in an impact of Moderate/Substantial significance;

- Other NMU Route 15 (Figure 9.2 Sheet 6 and 7) – NMUs on this route are no longer able to cross the A9 at CP18 as the at-grade crossing will be closed. NMUs are diverted 520m via the Black Mount GSJ (CP(M)) to connect with NCN7. This represents a High magnitude impact which results in an impact of Moderate/Substantial significance. It should be noted that crossing the A9 at CP(M) to access to/from Carrbridge may also be available to users of Other NMU Route 15; and
- Other NMU Route 16 (Figure 9.2 Sheet 8) – NMUs will no longer be able to cross the A9 at CP19 and will be diverted via a new underpass at CP(O). The diversion is approximately 640m longer for users crossing to/from the north and this represents a High magnitude impact which results in an impact of Moderate significance. Users coming to/from the south (e.g. Carrbridge along NCN7) and crossing at CP(O) will experience a similar journey length to the existing and effectively there is no change.

Table 9.14: Potential Impacts on Journey Length (without mitigation) during Operation

Path Reference	Path Type	Key Impacts on NMUs	Baseline Journey Length (m)	Potential Maximum New Journey Length (m)	Potential Maximum Change (m)	Sensitivity	Potential Impact	
							Magnitude	Significance
Other NMU Route 1	Unsurfaced track west of the A9, surfaced road adjacent to Loch Alvie and along the B9152	At-grade crossing at CP2 is closed and NMUs are diverted to Aviemore South GSJ	2700	3600	900	Medium	High	Moderate / Substantial (Slight/Moderate in terms of circular route)
Other NMU Route 6	Forestry track	NMUs no longer able to cross the A9 at-grade at CP9 but will be diverted 900m to Granish GSJ (CP(H)) via an access track.	2520	3420 2270 (to/from Aviemore)	900 -250 (to/from Aviemore)	Medium	High (between High Burnside and the A95 northbound) Medium (to/from Aviemore)	Moderate / Substantial (between High Burnside and the A95 northbound) Moderate beneficial (to/from Aviemore)
Other NMU Route 8	Unsurfaced path	NMUs no longer able to cross the A9 at-grade at CP11 but are diverted north to a proposed underpass CP(I) (north of Avielochan) to where they would otherwise be via the existing CP11 crossing	270	1400	1130	Medium	High	Moderate / Substantial
HB48	Surfaced track	CP10 will be closed and NMUs will use (CP(I) to cross the A9 to reach a point where they would be via the existing CP10	8500	10100	1600	Medium	High	Moderate / Substantial

Path Reference	Path Type	Key Impacts on NMUs	Baseline Journey Length (m)	Potential Maximum New Journey Length (m)	Potential Maximum Change (m)	Sensitivity	Potential Impact	
							Magnitude	Significance
Other NMU Route 10	Unsurfaced path	CP12 will be closed and NMUs will be diverted to a new underpass (CP(J)) between CP12 and CP13	235	1135 535	900 300	Medium	High Medium	Moderate / Substantial (to/from Aviemore) Moderate (to/from Carrbridge)
Other NMU Route 11	Unsurfaced path	CP13 will be closed and NMUs will be diverted to a new underpass (CP(J)) between CP12 and CP13	200	350	150	Medium	Low	Slight/Moderate
Other NMU Route 12	Gravel road	NMUs will no longer be able to cross the A9 at-grade via CP14 and will be diverted to the new underbridge at CP(J) or to CP(K)	722	1902	1180	Medium	High	Moderate / Substantial
Other NMU Route 15	Gravel path	NMUs will no longer be able to cross the A9 at-grade at CP18 and will be diverted 520m via Black Mount GSJ (CP(M) to NCN7	1860	2380	520	Medium	High	Moderate / Substantial
Other NMU Route 16	Gravel road	NMUs will no longer be able to cross the A9 at-grade at CP19 and will be diverted 700m to a new underpass at CP(N)	1933	25733	640	Low	High	Moderate (to/from the north) No Change (to/from the south)

Changes in Amenity

9.4.33. There is not anticipated to be any changes to traffic flows on local roads used by NMUs, as a result of the Proposed Scheme, that would result in increased impacts on NMUs, for example NMUs travelling along NCN7 which coincides with the B9153 and A938.

9.4.34. Impacts of changes in amenity to NMUs are described in the following section and summarised in Table 9.15. An overall summary of impacts to NMU routes during the operational phase without mitigation is provided in Table 9.16.

9.4.35. Users of Other NMU Route 1 are subject to a Slight beneficial impact with regards to amenity as NMUs will no longer have to cross the A9 at grade at CP2 and will instead be able to cross the footway and overbridge at the Aviemore South GSJ (CP(A).

9.4.36. Users of RoW HB83 are subject to a Negligible impact as the NMU route will be reinstated in approximately the same location in close proximity to the A9 but behind a safety barrier.

9.4.37. Users of Core Paths LBS30 and LBS145 will not be subject to any discernible change in overall amenity.

9.4.38. Users of Other NMU Route 6 are subject to a Slight Beneficial impact as they no longer have to cross the A9 at-grade and can instead cross at Granish GSJ 350m (CP(H) to the south via an access track.

9.4.39. Users of Other NMU Route 9 are subject to a Negligible impact as part of this route is will be closed with alternative routes available further west away from the A9.

9.4.40. Users of Other NMU Route 11 are subject to a Slight Beneficial impact with regards to safety as they no longer cross the A9 at-grade at CP13 but can instead cross at the new underbridge (CP(J) providing NMU and vehicle access.

9.4.41. Users of Other NMU Route 13 are subject to a Slight Beneficial impact with regards to safety as the at-grade crossing at CP15 is replaced by an underbridge for NMUs and vehicles (CP(K).

9.4.42. Users of Other NMU Route 15 will not be subject to any discernible change in amenity (visual, noise or air quality) during the operational phase.

9.4.43. Users of Other NMU Route 17 will experience a safety benefit of no longer having to cross the A9 at-grade at CP19 and therefore the impact is Slight Beneficial overall.

9.4.44. Users of NCN7 / core path INV27.01 are subject to amenity improvements due to the widening of this route to a minimum of 3m and upgraded surfacing. Overall it is considered that there is a Slight Beneficial impact.

9.4.45. Users of Other NMU Route 18 / RoW HI110 are subject to safety benefits as NMUs no longer cross the A9 at-grade at CP21 and can instead cross via the proposed underbridge CP(P) to continue along NCN7/Core Path LBS114. Overall it is considered that there is a Slight Beneficial impact.

Table 9.15: Potential Changes in Amenity Value (without mitigation) during Operation

Path Reference	Potential Impact on Safety Resulting from the Installation of Underpasses and Changes in Traffic Flows	Potential Change			Significance (Amenity Value)
		Visual	Air Quality	Noise	
RoW HB45 Core Paths LBS138, LBS39, LBS40 and LBS41 Other NMU Routes 2, 9 and 19	NA - do not intersect the main A9 carriageway.	Negligible	Negligible	Negligible	Negligible
Other NMU Route 1	Increase in NMU safety as the at-grade crossing of the A9 at CP2 will be closed and NMUs will be able to cross the proposed footway and overbridge at Aviemore South GSJ (CP(A))	Negligible	Negligible	Negligible	Slight Beneficial (safety benefits of crossing the A9 via grade separated crossing)
RoW HB83	HB83 will be realigned in a similar location to existing in this section due to the widening of the A9 and will run adjacent to the carriageway but will be located behind a safety barrier that is required to protect a rock trap.	Slight	Negligible	Negligible	Negligible
Core Path LBS 30 & LBS 145	No change	Negligible	Negligible	Negligible	Negligible
Other NMU Route 6	There are safety benefits for NMUs of Other NMU Route 6 as they no longer cross the A9 at grade at CP9 and are instead diverted via a new path to the underpass at Granish GSJ (CP(H)	Negligible	Negligible	Negligible	Slight Beneficial (safety benefits of crossing the A9 via grade separated crossing)
Other NMU Route 11	There is a beneficial impact with regards to safety as NMUs will no longer cross the A9 at-grade at CP13 and will instead be able to cross the new underbridge that connects to the B9153/NCN7 (CP(J)	Negligible	Negligible	Negligible	Slight Beneficial (safety benefits of crossing the A9 via grade separated crossing)
Other NMU Route 13	NMUs no longer cross the A9 at-grade at CP15 and benefit from increased safety via the proposed underbridge for NMUs and vehicles (CP(K)	Negligible	Negligible	Negligible	Slight Beneficial

Path Reference	Potential Impact on Safety Resulting from the Installation of Underpasses and Changes in Traffic Flows	Potential Change			Significance (Amenity Value)
		Visual	Air Quality	Noise	
					(safety benefits of crossing the A9 via grade separated crossing)
Other NMU Route 15	No change	Negligible	Negligible	Negligible	Negligible
Other NMU Route 17	Safety benefits due to the at-grade crossing at CP19 being closed and NMUs being diverted to the new underpass at CP(N).	Negligible	Negligible	Negligible	Slight Beneficial (safety benefits of crossing the A9 via grade separated crossing)
NCN7/core path INV27.01	NMUs of NCN7/core path INV27.01 will experience a beneficial impact arising from widening the route to a minimum of 3m and improved surfacing along this section.	Negligible	Negligible	Negligible	Slight Beneficial
Other NMU Route 18 / RoW HI110	Beneficial impact with regards to safety as NMUs will no longer cross the A9 at-grade at CP21 and will instead be able to cross using the new underbridge at (CP(P).	Negligible	Negligible	Negligible	Slight Beneficial (safety benefits of crossing the A9 via grade separated crossing)

Table 9.16: Summary of Potential Impacts on NMU Paths (without mitigation) during Operation

Path Reference	Significance of Potential Impact		
	Journey Length	Amenity Value	Overall
RoW HB45, HB83, HB47 Core Paths LBS138, LBS39, LBS40 and LBS41 Other NMU Routes 2, 4, 9 and 19	No Change	Negligible	Negligible
Other NMU Route 1	Moderate/Substantial (Slight/Moderate circular route)	Slight Beneficial	Moderate
Core Path LBS30 & 145	Negligible	Negligible	Negligible
Other NMU Route 6	Moderate/Substantial (between High Burnside and A95 northbound) Moderate beneficial (to/from Aviemore	Slight Beneficial	Moderate
Other NMU Route 8	Moderate/Substantial	No change	Moderate/Substantial
HB48	Moderate / Substantial	No change	Moderate/Substantial
Other NMU Route 10	Moderate / Substantial (to/from Aviemore) Moderate (to/from Carrbridge)	No change	Moderate
Other NMU Route 11	Slight/Moderate	Slight Beneficial	Slight
Other NMU Route 12	Moderate/Substantial	No change	Moderate/Substantial
Other NMU Route 15	Moderate/Substantial	Slight beneficial	Moderate
NCN7/Core Path INV27.01	Negligible	Slight Beneficial	Slight Beneficial
Other NMU Route 16	Moderate (to/from the north) No Change (to/from the south)	No change	Moderate
Other NMU Route 17	No change	Slight Beneficial	Slight Beneficial
Other NMU Route 13, 18 / RoW HI110	No change	Slight Beneficial	Slight Beneficial

Access to the Outdoors

9.4.46. During operation, as detailed in Table 9.17, adverse impacts on outdoor access would potentially occur for Beinn Ghuilbin. During operation, beneficial impacts are considered to occur to the following outdoor areas:

- Loch Alvie and Loch Beag;
- River Dulnain; and

- Hills in vicinity of Slochd Summit.

Table 9.17: Potential Impacts on NMU Access to the Outdoors (without mitigation) during Operation

Facility	Outdoor Access Area	Potential Impact (without mitigation)	Significance of Potential Impact
River / Loch	Loch Alvie	Loch Alvie is accessible via Other NMU Route 1 and a new underbridge is proposed at CP(A) and therefore NMUs will no longer have to cross the A9 at grade at this location.	Slight (Beneficial)
	River Spey	The River Spey is accessible via Other NMU Route 2 and NCN7 which are sufficiently far from the Proposed Scheme that there is no effective change to access during the operational phase.	Negligible
	River Dulnain	Access to the River Dulnain via Other NMU Route 14 is improved as NMUs will no longer have to cross the A9 at-grade at CP17 due to the proposed vehicle NMU underbridge (CP(L)). Access to the river via NCN7/Core Path LBS 114 is effectively the same as the route under the A9 at CP16 is retained.	Slight (Beneficial)
Forestry Area	Craigellachie National Nature Reserve	Access to Craigellachie NNR is via HB54 and Core Path LBS145. The grade-separated crossing of the A9 at CP4/CP(D) is maintained during the operational phase and therefore the access to this facility is effectively unchanged.	Negligible
	Ellan Wood	Access to Ellan Wood via NCN7/Core Path LBS114 is effectively unchanged during the operational phase as NMU access under the A9 at CP16 is retained.	Negligible
Hills and Peaks	Beinn Ghuilbin	NMUs accessing Beinn Ghuilbin from RoW HB48 and NCN7 from the east will be diverted via Granish GSJ as the grade separated crossing at CP9, 10 and 11 will be closed. NMUs accessing Beinn Ghuilbin via Other NMU Route 9 from the north will also be diverted via alternative forestry tracks in this area e.g. those adjacent to Kinveachy Lodge due to stopping up of Other NMU Route 9 at Ch. 10700 for widening of the A9 in this location.	Slight/Moderate
	Hills in vicinity of Slochd Summit	NMUs accessing hills in the vicinity of Slochd Summit will be subject to beneficial effects from the new grade separated crossings at CP(O) at Slochd Mor and CP(P) and also from the widening of NCN7/Core Path LBS114 and improved surfacing. Access from RoW HI110 and Other NMU Route 18 is retained as NMUs will continue to be able to join NCN7 at CP(P) and continue in either direction adjacent to the A9.	Slight/Moderate (Beneficial)

Laybys

9.4.47. Details of the proposed new laybys shown on Figure 9.3 are provided in Table 9.18.

Table 9.18: Location of Proposed Laybys

Layby No.	Direction	Chainage (m)		Type	Length (m)	No. of Spaces Available	
		Start	End			Cars (6m long spaces)	HGV (20m long spaces)
2	Southbound	6230	6605	A	100	16	5
3a	Northbound	1005	1380	A	100	16	5
3	Northbound	6315	6635	A	45	7	2
4	Southbound	12700	13085	A	100	16	5
5 (retained lay-by 138)	Northbound	11800	12175	A	100	16	5
6	Northbound	14760	15135	A	100	16	5
8	Northbound	17460	17835	A	100	16	5
9	Southbound	16095	16470	A	100	16	5
10	Northbound	20295	20670	A	100	16	5
11 (retained lay-by 151)	Southbound	23370	23745	A	100	16	5
12	Southbound	20100	20475	A	100	16	5
					Total	**167**	**52**

9.4.48. The Proposed number of laybys has reduced from 19 to 11 however the length of laybys has increased from 270m to 445m. This results in an increase in overall parking capacity northbound by 27 car parking spaces or HGV spaces by 13 and southbound by 31 car parking spaces or 15 HGV spaces.

9.4.49. Layby 11 has the potential to provide onward NMU access through a direct connection with NCN7 and Core Path INV27.01. There is further onward access beyond to RoW HI110 and Other NMU Route 18 to the north.

View from the Road

9.4.50. The view from the road considers the A9 mainline, associated lay-bys and side roads. It has been assessed in the winter of year one of the scheme opening (WY1) and the summer of year 15 (SY15) and set out in detail in Table 9.19 and Table 9.20 and summarised below (details of the assessment including magnitude of change is set out in these tables).

Northbound

Start of Scheme at Dalraddy to Aviemore South Junction

9.4.51. Views, including those from proposed lay-by 3a (ch.1200 northbound), will remain largely restricted towards Loch Alvie by bund and roadside planting; the focus of the view will be southwards to the mountain horizon. Lay-bys 129 (ch.650 northbound) and 130 (ch.2250 southbound) will be removed. The main change is the addition of Aviemore South GSJ overbridge and associated slip roads. The landscape design will strengthen the junction as a 'gateway' to Aviemore. Slight-moderate adverse impact in the WY1 reducing to a negligible impact as the mitigation planting establishes. Some localised change will be perceptible on the B9152 in association with the link road between Aviemore South GSJ and the B9152. This will result in slight adverse impact in WY1 reducing to negligible in SY15 as planting mitigation establishes.

Aviemore South Junction to Granish Junction

9.4.52. The views, including those from proposed lay-by 3 (ch.6315 northbound) and lay-by 2/133 (ch. 6700 southbound), will be restricted by roadside planting along the mainline; the focus of the view will be the Craigellachie outcrop. Lay-bys 131 (ch.5100 southbound), 132 (ch.5800 northbound), 133 (ch. 6700 southbound) and 134 (ch.6900 northbound) will be removed. The main change is the addition of Granish GSJ which will afford a more defined 'gateway' to Aviemore. The significance of impact in WY1 is moderate adverse reducing to negligible in SY15 as mitigation planting establishes. For users of the B9152, the introduction of a number of retaining walls south of Aviemore and the introduction of lighting at the roundabout at Granish Junction will be notable. As a result, the significance of impact in the WY1 will be moderate adverse. This will reduce to slight adverse in SY15 with the establishment of planting mitigation.

Granish Junction to Dulnain Crossing

9.4.53. Views will remain restricted by woodland or roadside planting. Views from lay-by 4 (ch.12710 southbound), lay-by 5/138 (ch.11950 northbound), lay-by 6 (ch.14740 northbound) and lay-by 9 (ch.16095 southbound) will be retained by roadside planting which will channel views southwards to the Cairngorm Massif. Lay-by 135 (ch. 9950 southbound), lay-by 136 (ch.9750 northbound), lay-by 137(ch.11850 southbound), lay-by 139 (ch. 13100 northbound) and lay-by 140 (ch. 13400 southbound) will be removed. In the WY1 the impact is slight adverse reducing to negligible-none by SY15. For users of the A95, there will be some change at Granish Junction in terms of reduced woodland and the introduction of lighting at the roundabout. The underpass on Station Road, Carrbridge will be an additional man-made infrastructure element for users of the road at this particular location. The significance of impact at WY1 is slight adverse reducing to negligible adverse by SY15 when mitigation planting is established.

Dulnain Crossing to Slochd Beag

9.4.54. Although the Dulnain and Slochd Beag Bridges are major structures, they will not significantly change the view from the A9 for drivers due to the A9 being elevated. Views from lay-by 8 (ch. 17460 northbound) are channelled southwards to the Cairngorm Massif which is the focus of the view. Views from lay-by 10 (ch.20295 northbound) and Lay-by 12 (ch.20125 southbound) are rare long-range open views to the southern receding ridgelines. Lay-by 145 (ch.17200 northbound), lay-by 146 (ch.18150 southbound), lay-by 147 (ch.20000 southbound), lay-by 148 (ch.20150 northbound) and lay-by 149 (ch20600 southbound) will be removed. The significance of impact in WY1 is slight-moderate reducing to negligible-slight in SY15. Users of the unclassified road at Dalrachney Beag, Carrbridge will experience the underpass as a man-made element. Users of the A938 will experience the integration of this route with the new Black Mount

Junction. The significance of impact is moderate adverse in WY1 reducing to slight adverse in SY15 as planting mitigation becomes established.

Slochd Beag to End of Scheme at Slochd

9.4.55. The changes to the view at Slochd are anticipated to improve due, in the main, to the opportunity to achieve an improved rock cut and remove the mesh treatment at Slochd Summit. Views from lay-by 11/151 ch.23400 southbound) will be towards the Slochd Summit and also southward across broadleaf woodland to the distant mountains. Lay-by 150 (ch.22650 northbound) will be removed. The significance of impact in WY1 is negligible-slight beneficial raising to slight beneficial in SY15. Users on the unclassified road will experience the grading out of the northbound A9 embankment, the introduction of the LILO, drainage features and associated access tracks with retaining walls as well as the rock cuts at Slochd Mor. The significance of impact is moderate adverse in the WY1 reducing to negligible-slight adverse in SY15 due to the establishment of mitigation planting.

Southbound

Start of Scheme at Slochd to Slochd Beag

9.4.56. The 'gateway' to the CNP will be improved by the removal of the mesh to the southbound rock face and improvement to the configuration of the rock face while retaining the drama. Views from lay-by 11/151 (ch.23400 southbound) will be towards the Slochd Summit and also southward across broadleaf woodland to the distant mountains. Lay-by 150 (ch.22650 northbound) will be removed. The significance of impact in WY1 is negligible-slight beneficial increasing to slight beneficial in SY15. Users on the unclassified road will experience the grading out of the northbound embankment of the A9, the introduction of the LILO, drainages features and associated access tracks with retaining walls as well as the rock cuts at Slochd Mor. The significance of impact is moderate adverse in the WY1 reducing to negligible-slight adverse in SY15 due to the establishment of mitigation planting.

Slochd Beag to Dulnain Crossing

9.4.57. Although the Slochd Beag and Dulnain structures are major, the experience for the A9 driver is not going to be much different than currently as A9 users are elevated. Views from lay-by 8 (ch.17460 northbound) are channelled southwards to the Cairngorm Massif which is the focus of the view. Views from lay-by 10 (ch.20295 northbound) and lay-by 12 (ch.20125 southbound) are rare long-range open views to the southern receding ridgelines. Lay-by 145 (ch.17200 northbound), lay-by 146 (ch.18150 southbound), lay-by 147(ch.20000 southbound), lay-by 148 (ch.20150 northbound) and lay-by 149 (ch20600 southbound) will be removed. The significance of impact in WY1 is slight moderate adverse reducing to negligible-slight in SY15. Users of the unclassified road at Dalrachney Beag, Carrbridge will experience the underpass as a man-made element. Users of the A938 will experience the integration of this route with the new Black Mount Junction. The significance of impact is moderate adverse in the WY1 reducing to slight adverse in SY15 as planting mitigation becomes established.

Dulnain Crossing to Granish Junction

9.4.58. The views will be restricted by woodland and road verge planting, but the extent of the Cairngorm Massif visible will increase for southbound drivers due to road widening. Views from lay-by 4 (ch.12710 southbound), lay-by 5/138 (ch.11950 northbound), lay-by 6 (ch.14740 northbound) and lay-by 9 (ch.16095 southbound) will be retained by roadside planting which will channel views southwards to the Cairngorm Massif. Lay-by 135 (ch.9550 southbound), lay-by 136 (ch.9750 northbound), lay-by 137 (ch.11850

southbound), lay-by 139 (ch.13100 northbound) and lay-by 140 (ch.13400 southbound) will be removed. Granish Junction will become more of a defined 'gateway' to Aviemore. The significance of impact is slight moderate in WY1 reducing to negligible-slight in SY15. For users of the A95, there will be some change at Granish Junction in terms of reduced woodland and the introduction of lighting at the roundabout. The underpass on Station Road, Carrbridge will be an additional man-made infrastructure element for users of the road at this particular location. The significance of impact at WY1 is slight adverse reducing to negligible adverse by SY15 when mitigation planting is established.

Granish Junction to Aviemore South Junction

9.4.59. The views, including those from proposed lay-by 3 (ch.6315 northbound) and lay-by 2/133 (ch. 6700 southbound), will be restricted by roadside planting along the mainline; the focus of the view will be the Craigellachie outcrop. Lay-by 131 (ch.5100 southbound), lay-by 132 (ch.5800 northbound), lay-by 133 (ch.6700 southbound) and lay-by 134 (ch.6900 northbound) will be removed. Views will be restricted by topography and roadside or woodland planting, though they open up to the Cairngorm Mountains. The addition of Aviemore South GSJ will be experienced as a more defined 'gateway' to Aviemore. The significance of impact is moderate adverse in WY1 reducing to negligible in SY15. For users of the B9152, the introduction of a number of retaining walls south of Aviemore and the introduction of lighting at the roundabout Granish Junction will be notable. As a result, the significance of impact in WY1 will be moderate adverse. This will reduce to slight adverse in SY15 with the establishment of planting mitigation.

Aviemore South Junction to End of Scheme at Dalraddy

9.4.60. The view, including those from proposed lay-by 3a (ch.1200 northbound), will remain ahead to the Cairngorm Massif channelled due to bund and roadside planting. Lay-by 129 (ch.650 northbound).and lay-by 130 (ch.2250 southbound) will be removed. The significance of impact in WY1 is slight-moderate reducing to negligible in SY15. Some localised change will be perceptible on the B9152 in association with the link road between Aviemore South GSJ and the B9152. This will result in slight adverse impact in WY1 reducing to negligible in SY15 as planting mitigation establishes.

Existing Lay-bys and Proposed Lay-bys (refer to Figure 9.3)

9.4.61. The views experienced from the existing nineteen lay-bys are set out in Table 9.11. Seventeen of these laybys will be removed as part of the dualling process, and so this is noted within the narrative of the magnitude of impact for the relevant mainline section of the road in Table 9.19. The two remaining (extended) lay-bys and the new lay-bys and the contribution they make to the significance of impact is reflected in Table 9.19. Figure 9.3 supports this assessment.

Table 9.19: Potential Impacts on Road Users during Operation

Proposed Scheme Mainline Northbound and Southbound (including Lay-bys)				
Section	**Typical Nature of View + Magnitude of Impact (with embedded mitigation)**	**Impact (with embedded mitigation) Winter Year 1 WY1**	**Magnitude of Impact (with mitigation planting established)**	**Impact Summer Year 15 (SY15)**
Start of Scheme to Aviemore GSJ (mainline) Ch. 0-3100 Landscape Character Area (LCA) (refer to Chapter 13): Badenoch: Loch Alvie to Inverdruie Sensitivity of views: medium	Typical Nature of Existing View: The A9 is generally in false cutting and/or views restricted by roadside planting so that the focus of the view for northbound travellers is the Craigellachie outcrop and for both northbound and southbound travellers, the Cairngorm Massif. Between chainage 800-1400 views are more open due to very light vegetation along the northbound verge. There are glimpses of Loch Alvie and the Duke of Gordon's Monument on Torr Alvie from more open areas near the existing ASJ. Magnitude of impact: Felling associated with mainline widening will open up views throughout this section and newly formed cuttings and embankments, though seeded, will have young tree cover. Felling associated with the introduction of a drainage feature at ch.600 [Retention Pond S2] may afford glimpses of Loch Alvie for northbound travellers – which is considered a beneficial change. Aviemore South Junction will introduce an overbridge to the view for mainline travellers. This will afford elevated views towards Loch Alvie, Torr Alvie and beyond for travellers on the overbridge. Proposed mammal fencing will be introduced. Lay-by 129 (ch.650) northbound and 130 (ch.2550) southbound will be removed; it is not	Slight-Moderate Adverse	Magnitude of impact: Proposed mitigation planting comprising mostly of mixed woodland and conifer and proposed aspen and birch woodland at ASJ and at drainage features [Retention Pond S2 and S3] will have reached a level of establishment whereby it is expected to mitigate and enhance local landscape character and thus the experience for the road user [P11-LV18]. Wet woodland along the watercourse at ch.2000 will increase interest for road users [P11-LV18]. Mammal fencing will not be perceptible due to the screening effect of the planting mitigation. Lay-by 3a ch.1250 (new addition northbound at Loch Alvie) will benefit from the establishment of the scattered trees proposed along the cutting but these will not restrict views south to the mountains [P11-LV18]. Mitigation: Conifer woodland; Mixed woodland; Wet woodland; Aspen woodland; and Birch woodland.	Negligible

Proposed Scheme Mainline Northbound and Southbound (including Lay-bys)				
Section	**Typical Nature of View + Magnitude of Impact (with embedded mitigation)**	**Impact (with embedded mitigation) Winter Year 1 WY1**	**Magnitude of Impact (with mitigation planting established)**	**Impact Summer Year 15 (SY15)**
	considered to have a significant impact on the visual experience of the road user. Lay-by 3a (ch.1250) will be a new addition northbound at Loch Alvie - and will afford views of the mountains to the south. Embedded Mitigation: Due to proposed large specification trees at ASJ [P11-LV20] and incorporation of large rocks and stones to the design (reflecting local landscape character) [P11-LV13] the new junction will align with the localised landscape character and also form a 'gateway' experience to Aviemore (any beyond) for the road user. Proposed large specification trees planted to screen the A9 from Lynwilg Farm will be effective in integrating the new alignment for road users [P11-LV20]. Prominent landmarks: Loch Alvie; Duke of Gordon's Monument, Torr Alvie		Prominent landmarks: Loch Alvie; Duke of Gordon's Monument, Torr Alvie	
	Magnitude of impact: medium		Magnitude of impact: Low	
Aviemore South Junction to Granish Junction (mainline) Ch. 3100-9000	Typical Nature of Existing View: The focus of the view for travellers on this section northbound and southbound is the Craigellachie outcrop with glimpses towards the Cairngorm Massif for northbound travellers). Southbound traveller's views focus on the Cairngorm Massif	Moderate adverse	Magnitude of impact: Birch and mixed woodland at Lynwilg [P11-LV18], and birch and aspen woodland, will, in addition to the mixed and conifer woodland [P11-LV18], maintain and enhance the texture and interest of the natural environment for the road	Negligible

Proposed Scheme Mainline Northbound and Southbound (including Lay-bys)				
Section	**Typical Nature of View + Magnitude of Impact (with embedded mitigation)**	**Impact (with embedded mitigation) Winter Year 1 WY1**	**Magnitude of Impact (with mitigation planting established)**	**Impact Summer Year 15 (SY15)**
Landscape Character Area (LCA) (refer to Chapter 13): Badenoch: Loch Alvie to Inverdruie; Aviemore; Strathspey: Pityoulish to Boat of Garten. Sensitivity of views: medium	and south of Aviemore, there are glimpses of Torr Alvie. Views are generally channelled to the front for road users due to a mix of the road being in cutting and the density of roadside vegetation. Magnitude of impact: At Lynwilg, loss of roadside vegetation will open up views to include retention ponds S4 and S5. Travellers will be more aware of the edge of Aviemore due to reduction of trees and vegetation associated with mainline widening. Loss of vegetation to accommodate infiltration basin S6 and retention ponds S7, S7A and S8 will make views less channelled. Granish Junction will involve reduction in woodland and views will be more open around the junction to facilitate drainage features [retention pond C1 and infiltration basins C2 and C15] and associated access tracks. Lighting will be a new element. Mammal fencing will be introduced throughout much of this section. Lay-bys 131 (ch.5100), 132 (ch.5800), 133 (ch.6700) and 134 (ch.6900) will be removed; this is not considered to have a significant effect on the visual experience of the views from the road. Lay-by 2 (ch.6490) and 3 (ch.6450) will be a new addition northbound at Aviemore. Views will be restricted by roadside topography and planting, so		user. Drainage features [retention ponds S4 and S5, S7, S7a, S8, S9 and infiltration basins S6, C2 and C15] will be integrated in views by mitigation planting of wet woodland mixed woodland [P11-LV18], aspen and birch woodland [P11-LV18]. Mammal fencing will no longer be obvious due to being screened by mitigation planting which has become established. Lay-by 3 (ch.6450)– mixed woodland will have established along this lay-by affording an attractive resting place [P11-LV18]. Mitigation: Wet woodland; Mixed woodland; Conifer woodland; Birch woodland; and Aspen woodland.	

Proposed Scheme Mainline Northbound and Southbound (including Lay-bys)				
Section	**Typical Nature of View + Magnitude of Impact (with embedded mitigation)**	**Impact (with embedded mitigation) Winter Year 1 WY1**	**Magnitude of Impact (with mitigation planting established)**	**Impact Summer Year 15 (SY15)**
	the focus of the view will be towards the Craigellachie outcrop. Embedded Mitigation: Natural stone treatment will be incorporated to the retaining wall between the A9 and B9152 south of Aviemore, the Craig Dhu, Craigellachie and Milton underpasses and associated retaining walls [P11-LV11]. The landform will be squared off at the existing bund at Macdonald Hotel [P11-LV16] which, along with the introduction of large specification trees [Paa-LV20], will maintain a level of screening of the resort from the A9. Earthworks will be steepened to 1:2/1:2.5 to reduce potential requirement for felling at ch.5500-7000 [P11-LV8]. Granish Junction will afford more of an entrance to Aviemore for southbound travellers than currently is experienced due to embedded mitigation low natural stone walling at the roundabout which aligns with local landscape character [P11-LV12] and large feathered and multi-stem birch and aspen trees [P11-LV20 and P11-LV18]. Lighting luminaires will be directed to avoid upward glare and lighting columns will respect local tree height [P11-LV25]. Prominent landmarks: Duke of Gordon's Monument, Torr Alvie		Prominent landmarks: Duke of Gordon's Monument, Torr Alvie	
	Magnitude of impact: medium		Magnitude of impact: Low	

Proposed Scheme Mainline Northbound and Southbound (including Lay-bys)				
Section	**Typical Nature of View + Magnitude of Impact (with embedded mitigation)**	**Impact (with embedded mitigation) Winter Year 1 WY1**	**Magnitude of Impact (with mitigation planting established)**	**Impact Summer Year 15 (SY15)**
Granish Junction to Dulnain (mainline) Ch. 9000-16700 Strathspey: Pityoulish to Boat of Garten; Strathspey: Dulnain Strath. Sensitivity of views: low	Typical Nature of Existing View: Views are currently restricted by roadside vegetation and density of mainly conifer plantation beyond for most of the section, so that views are channelled north and south, with views to the Cairngorm mountains, particularly for southbound travellers, quite spectacular and of relative long duration, if limited in extent of view. There are open views along the Dulnain Strath afforded from the elevated Dulnain Bridge. Magnitude of impact: Loss of roadside vegetation associated with mainline widening will extend the views of the hills north and south. It may also make retention ponds C3 and C5B at Avie Lochan, infiltration basins C7, C8 and C9A at Laggantygown, and retention ponds C12 and C13 at Feith Mhor perceptible. Combined mammal fencing will be intermittently visible up to chainage 14300 and otter fencing visible at chainage 16500 (on approach to Dulnain Bridge. The new Dulnain bridge structure will result in some felling on either side of the Strath, resulting in a slightly wider angle of view to the Strath for A9 users on approach to the crossing. Lay-bys 135 (ch.9950), 136 (ch.9750), 137 (ch.11850), 139 (ch.13100) and 140 (ch.13400) will be removed. Lay-by 138 (ch.11950) will be retained but extended and known as Layby 5.	Slight adverse	Magnitude of impact: With the exception of some aspen woodland at Granish Junction and at Kinveachy, this section, up to chainage 13400 comprises of mixed woodland with scattered trees [P11-LV18]. Thereafter, mitigation planting is mostly coniferous woodland [P11-LV18], Both these woodland types will have become established. This will maintain a similar experience to that which travellers currently experience. The juxtaposition of the emergence from conifer woodland to the open Dulnain crossing will be retained; this is one of the special qualities of the Cairngorms National Park. The mitigation planting will have established and screen the combined mammal fencing and otter fencing. Mixed woodland and scattered trees at the retained and extended Lay-by 5/138 (ch.11950) will have established [P11-LV18]. The new lay-bys will have mixed woodland and scattered trees to integrate them with the existing vegetation [P11-LV18]. Mitigation: Aspen woodland; Mixed woodland; Conifer woodland; and Scattered trees.	Negligible/none.

Proposed Scheme Mainline Northbound and Southbound (including Lay-bys)				
Section	**Typical Nature of View + Magnitude of Impact (with embedded mitigation)**	**Impact (with embedded mitigation) Winter Year 1 WY1**	**Magnitude of Impact (with mitigation planting established)**	**Impact Summer Year 15 (SY15)**
	Lay-bys 4 (ch.12850), 6 (ch.14800) and 9 (ch.16350) will be new additions with views retained by roadside planting which will channel views southwards to the Cairngorm Massif. Embedded Mitigation: Earthworks gradient slackened to 1:4 at ch.10650-1000 southbound with top and toe of embankment rounded and varied to achieve best landscape fit [P11-LV8]. Prominent landmarks: HML Viaduct at Dulnain Crossing		Prominent landmarks: HML Viaduct at Dulnain Crossing	
	Magnitude of impact: Low		Magnitude of impact: Low	
Dulnain to Slochd Beag Ch. 16700-21800 Sensitivity of views: medium	Typical Nature of Existing View: Currently views are restricted by woodland north of the Dulnain crossing (from chainage 1700) only opening out at Black Mount where there are extensive views to the receding ridges to the south, which are a Special Landscape Quality of the CNP. Magnitude of impact: The addition of the new Black Mount Junction and drainage features N4 and N5 will result in reduction in woodland and an increase in the extent and visual influence of the A9 at this location. From Ch.19300 open views to the receding ridges to the south will be maintained until the route enters forestry again at Ch.21000. The Slochd Beag bridge will incorporate H4A	Slight – moderate adverse	Magnitude of impact: Mixed woodland and conifer woodland [P11-LV18], with some wet woodland at watercourses [P11-LV9], will have established and will reduce the impact of Black Mount Junction. The rock cuts at Slochd will have undergone some natural regeneration (which although accelerated by the application of topsoil to select areas), will result in a natural appearance to the rock face [P11-LV21]. The conifer woodland at lay-by 8 will have established to tie in with existing planting in this location. Lay-bys 10 and 12 will retain open views to the southern receding ridgelines.	Negligible-Slight adverse

Proposed Scheme Mainline Northbound and Southbound (including Lay-bys)				
Section	**Typical Nature of View + Magnitude of Impact (with embedded mitigation)**	**Impact (with embedded mitigation) Winter Year 1 WY1**	**Magnitude of Impact (with mitigation planting established)**	**Impact Summer Year 15 (SY15)**
	parapets. Rock cuts at Slochd Beag will be handled sensitively to create a naturalistic appearance. Otter fencing will be a new addition at the Dulnain Crossing and at the Allt nan Ceatharnach crossing (ch.17400). Lay-bys 145 (ch.17200), 146 (ch.18150), 147 (ch.20000), 148 (ch.20150) and 149 (ch.20600) will be removed. Lay-bys 8 (ch.175200), 10 (ch.20500) and 12 (ch.20300) will be new additions with similar views to the lay-bys removed. Therefore, open long-range views to the receding ridgelines to the south will be experienced. Embedded Mitigation: Retention of conifer woodland, where possible at Black Mount junction [P11-LV14]. Dry heath seeding to align with landscape character [P11-LV18]. Slochd Beag rock cut design has been influenced by consideration of the visual experience for the road user [P11-LV8]. Prominent landmarks: No specific significant landmarks		Mitigation Mixed woodland; Conifer woodland; and Wet woodland. Prominent landmarks: No specific significant landmarks	
	Magnitude of impact: Low-medium		Magnitude of impact: Low	
Slochd Beag to End of Scheme	Typical Nature of Existing View: Currently views from both carriageways include the rocky slopes immediately north of Slochd	Negligible-Slight beneficial	Magnitude of impact: Mixed woodland, scattered trees and scrub planting will have reached establishment and are	Slight beneficial

Proposed Scheme Mainline Northbound and Southbound (including Lay-bys)				
Section	**Typical Nature of View + Magnitude of Impact (with embedded mitigation)**	**Impact (with embedded mitigation) Winter Year 1 WY1**	**Magnitude of Impact (with mitigation planting established)**	**Impact Summer Year 15 (SY15)**
Ch. 21800-24700 Sensitivity of views: medium	Beag and glimpses to the HML viaduct before the route is channelled briefly in trees at Rynaclarsach. There are several detractors in existing views including communications masts, and steel towers associated with an overhead line which are fully or partially skylines in prominent positions, as well as existing mesh on the rock cuts, and structures associated with maintenance of the HML. Magnitude of impact: Views will open up due to the addition of the LILO at Rynaclarsach. Changes to rock cuts at Ch.23000-23500 will be an obvious change in the experience for the road user. And. for drainage features N8 and N9, associated access tracks and retaining walls. Major changes to the rock face at Slochd (ch.24000) for mainline widening will be required and will be clearly visible for northbound and southbound users. The iconic rock plug will be retained and will receive mesh treatment designed to have least visual impact. It is intended that the Soldier's Head weathered rock feature will be retained. Layby 151 will be retained but extended and will become Layby 11. Embedded Mitigation: All rock cuts have been sensitively designed to respect the need to maintain the sense of drama at the Slochd. This has been achieved by retaining the steepness of the rock face wherever a balance can be made with other constraints [P11-LV8]. The existing mesh will be removed.		expected to help to retain the existing character, and hence, experience of the Slochd section for travellers [P11-LV18]. Mitigation: Mixed woodland; Scattered trees; and Scrub planting.	

Proposed Scheme Mainline Northbound and Southbound (including Lay-bys)				
Section	**Typical Nature of View + Magnitude of Impact (with embedded mitigation)**	**Impact (with embedded mitigation) Winter Year 1 WY1**	**Magnitude of Impact (with mitigation planting established)**	**Impact Summer Year 15 (SY15)**
	Slope steepened to 1:1 to minimise required surface area of soil nailing at ch.22300-22650. Slope at 1:3 to avoid requirement for soil nailing and aid integration with landform at ch.22650-23000 [P11-LV8]. Dry heath seeding [P11-LV19] will aid integration with the open heath landscape for road users. Prominent landmarks: HML Viaduct north of Slochd Beag; Rocky Pass at Slochd including the Soldier's Head natural rock face feature; iconic rock plug at Slochd (between A9 and HML); telecommunication masts and steel tower overhead power lines.		Prominent Landmarks: HML Viaduct north of Slochd Beag; Rocky Pass at Slochd including the Soldier's Head natural rock face feature; iconic rock plug at Slochd (between A9 and HML); telecommunication masts and steel tower overhead power lines.	
	Magnitude of impact: Medium-High		Magnitude of impact: Medium	

Table 9.20: Potential Impacts on Side Road Users during Operation

Proposed Scheme Side Roads Northbound and Southbound				
Section	**Typical Nature of View + Magnitude of impact**	**Impact (with embedded mitigation) Winter Year 1 WY1**	**Magnitude of impact**	**Impact Summer Year 15 (SY15)**
Start of Scheme to Aviemore GSJ (mainline) Ch. 0-3100 (corresponding	Typical Nature of Existing View: The B9152 (chainage 400-700 as applicable to B9152): From chainage 400-700 views are contained by woodland either side of the road.	Slight adverse	Magnitude of impact: Birch and aspen woodland at the tie in of the ASJ and B9152 will have reached a level of establishment whereby it is expected to integrate with existing woodland and maintain a	Negligible

Proposed Scheme Side Roads Northbound and Southbound				
Section	**Typical Nature of View + Magnitude of impact**	**Impact (with embedded mitigation) Winter Year 1 WY1**	**Magnitude of impact**	**Impact Summer Year 15 (SY15)**
mainline chainage) Landscape Character Area (LCA) (refer to Chapter 13): Badenoch: Loch Alvie to Inverdruie Sensitivity of views: medium	Magnitude of impact: Reduction in birch and conifer related to road widening to accommodate the proposed ASJ and infiltration basin S10. Embedded Mitigation: Not applicable. Magnitude of impact: Low-Medium		good experience for the B9152 road user along this section [P11-LV18]. Mitigation: Scattered trees; Birch woodland; and Aspen woodland. Magnitude of impact: Low	
Aviemore South Junction to Granish Junction Ch. 3100-9000 (corresponding mainline chainage) Landscape Character Area (LCA) (refer to Chapter 13): Badenoch: Loch Alvie to Inverdruie; Aviemore; Strathspey: Pityoulish to Boat of Garten.	Typical Nature of Existing View: B9152 from Aviemore South Junction to Granish Junction (corresponds with B9152 chainage 0-400 at ASJ and chainage 400-700 at Granish Junction): At ASJ area views are contained by roadside vegetation but become more open between chainage 0-150. For southbound users the focus of the view is the smooth open hills to the west, for northbound users the focus is the Craigellachie outcrop. South of Aviemore users of the B9152 have intermittent views of the Craigellachie outcrop, the HML and the Cairngorm Mountains. North of Aviemore to the Granish Junction the B9152 user experiences a pastoral landscape of undulating topography and broadleaf tree clumps, with broadleaf woodland either side of the road. Magnitude of impact: Installation of a noise barrier at Railway Cottages with planting to reduce visual impact [P11-LV10].	Moderate adverse	Magnitude of impact: Aspen and birch mitigation woodland south of Aviemore will have reached a level of establishment whereby it is expected to afford filtering and screening of views of the A9 traffic from the B9152 [P11-LV18]. Similarly, aspen planting at Granish Junction will also have established [P11-LV18]. Localised planting and scattered trees will have established [P11-LV18] and will filter and soften the noise barriers at Railway Cottages [P11-LV10]. Mitigation: Aspen woodland; and Birch woodland.	Slight adverse

Proposed Scheme Side Roads Northbound and Southbound				
Section	**Typical Nature of View + Magnitude of impact**	**Impact (with embedded mitigation) Winter Year 1 WY1**	**Magnitude of impact**	**Impact Summer Year 15 (SY15)**
Sensitivity of views: medium	Reduction in vegetation between A9 and B9152 south of Aviemore and addition of two retaining walls visible from B9152. The introduction of a roundabout at Granish Junction with associated lighting will be a new element in the driver experience. Embedded Mitigation: Natural stone treatment of the retaining walls to provide a better experience for road users of B9152 [P11-LV11]. Multi-stemmed birch trees to filter and soften views of the Craig Dhu retaining wall south of Aviemore [P11-LV20] and align with local landscape character. Natural stone walls at Granish Junction [P11-LV12] mark this location as a 'gateway' point to Aviemore for users of B9152.			
	Magnitude of impact: Medium		Magnitude of impact: Low	
Granish Junction to Dulnain Ch. 9000-16700 (corresponding mainline chainage) Strathspey: Pityoulish to Boat of Garten;	Typical Nature of Existing View: The A95 is within broadleaf woodland which frequently opens to glade and affords glimpses of the Cairngorm Mountains. Views open up at Avie Lochan where the loch and pastoral land is attractive. At Laggantygown, the HML rail bridge marks the transition to denser woodland planting before views open again at Kinveachy. North of Kinveachy the B9153 continues to Carrbridge and proposed scheme within this section has no potential impact on the B9153	Slight adverse	Magnitude of impact: Through time the chipped stone surface will have mellowed and settled in and the verges softened, so that the tracks are not really perceptible to users of A95 [P11-LV22]. Proposed scattered trees and mixed woodland [P11-LV18] and retention of existing trees [P11-LV14] on the A9 southbound embankment will have established to provide a level of screening of the A9 from the A95.	Negligible adverse

Proposed Scheme Side Roads Northbound and Southbound				
Section	**Typical Nature of View + Magnitude of impact**	**Impact (with embedded mitigation) Winter Year 1 WY1**	**Magnitude of impact**	**Impact Summer Year 15 (SY15)**
Strathspey: Dulnain Strath. Sensitivity of views: low	user due to distance and intervening topography/vegetation/or HML embankment. The unclassified road (Station Road) at Carrbridge runs beneath the A9. The new vehicular underpass will be an additional element in parallel to the existing underpass for road users. Magnitude of impact: At Granish Junction (chainage 0-400) there will be reduction of roadside vegetation along the A95 to facilitate the roundabout and link road. Access tracks to retention pond C5B at Avie Lochan, infiltration basin C7, C8 and C9A at Laggantygown, and retention pond C11 at Kinveachy will have new surfacing and reduction of vegetation to maintain sight lines. There will be no change to the focus of the view. The underpass on Station Road, Carrbridge will be an additional man-made infrastructure element but will not change the experience of this section of route significantly. Embedded Mitigation: Low natural stone walling [P11-LV12] at Granish Junction will align with local materials and enhance the gateway experience to Aviemore for A95 users [P11-LV13]. Use of tarmac surfacing on access tracks to drainage features will be limited to those also leading to residential property i.e. retention pond C5 [P11-LV22]. Southbound earthworks gradient slackened to 1:4 to improve landscape fit at ch.10650-11000 at Laggantygown [P11-LV8].			

Proposed Scheme Side Roads Northbound and Southbound				
Section	**Typical Nature of View + Magnitude of impact**	**Impact (with embedded mitigation) Winter Year 1 WY1**	**Magnitude of impact**	**Impact Summer Year 15 (SY15)**
	Magnitude of impact: Low		Magnitude of impact: Low	
Dulnain to Slochd Beag Ch. 16700-21800 (corresponding mainline chainage) Sensitivity of views: medium	Typical Nature of Existing View: Views from the unclassified road at Dalrachney, Carrbridge will include a new vehicular underbridge. Views from the A938 north of Carrbridge will include the incorporation of this route into the Black Mount Junction. Views from the unclassified road north of Black Mount Junction is largely constrained within woodland and the main influence of the A9 will be the new bridge structure at Slochd Beag. Magnitude of impact: The introduction of the new structures at these locations comprise the main change. Embedded Mitigation: Rock cuts at Slochd Beag will be influenced by consideration of landscape experience for road users and a sympathetic and natural design achieved [P11-LV8]. Dry heath grassland [P11-LV19] at Black Mount Junction will blend the new elements and filter views to the A9 traffic.	Moderate adverse	Magnitude of impact: Conifer blocks and scattered trees will provide replacement vegetation for losses incurred by the widening [P11-LV18]. New rock cuts will have undergone weathering and natural regeneration (accelerated by application of topsoil) will have established [P11-LV21]. Mitigation: Conifer woodland; Scattered trees. and Application of topsoil to aide natural regeneration.	Slight adverse
	Magnitude of impact: Medium		Magnitude of impact: Low	
Slochd Beag to End of Scheme (mainline) Ch.21800-24700 (corresponding	Typical Nature of Existing View: The unclassified road north of Slochd Beag runs elevated alongside the HML and banked by rock cut on the other side. Views open up at the ski lodge and include a glimpse of the HML viaduct	Moderate adverse	Magnitude of impact: Mixed woodland, scattered trees and scrub planting. along the A9 northbound verge will have reached a level of establishment where it is	Negligible-Slight adverse.

Proposed Scheme Side Roads Northbound and Southbound				
Section	**Typical Nature of View + Magnitude of impact**	**Impact (with embedded mitigation) Winter Year 1 WY1**	**Magnitude of impact**	**Impact Summer Year 15 (SY15)**
mainline chainage) Sensitivity of views: medium	before running parallel to the A9 mainline at Rynaclarsach. Magnitude of impact: The northbound A9 embankment will be graded out at Rynaclarsach. A new LILO will be formed resulting in vegetation reduction and formation of new embankments and detention basin N7. Retention Ponds N8, N9 and N10 and associated access tracks will be evident as will rock cuts at Slochd Mor, the new NMU underpass and lay-by 11/151. The focus of the view will not change. Embedded Mitigation: Rock cuts at Slochd Mor and Slochd Summit will be influenced by consideration of landscape experience for road users and a sympathetic and natural design achieved. Mesh will be removed following revised design. The iconic rock plug will be retained and a mesh treatment, designed to have least visual impact used [P11-LV8]. Slope maintained at 1:3 at Slochd Mor to aid integration to landform [P11-LV8}. Retention of existing trees [P11-LV14] and dry heath seeding [P11-LV19] at Slochd Mor will reduce impact for the user of the unclassified road. Prominent landmarks: HML Viaduct north of Slochd Beag; Rocky Pass at Slochd including the Soldier's Head natural rock face feature and iconic rock plug at the Slochd (between A9 and HML).		expected to provide screening of the A9 [P11-LV18]. Prominent landmarks: HML Viaduct north of Slochd Beag; Rocky Pass at Slochd including the Soldier's Head natural rock face feature and iconic rock plug at the Slochd (between A9 and HML).	

Proposed Scheme Side Roads Northbound and Southbound				
Section	**Typical Nature of View + Magnitude of impact**	**Impact (with embedded mitigation) Winter Year 1 WY1**	**Magnitude of impact**	**Impact Summer Year 15 (SY15)**
	Magnitude of impact: Low – medium		Magnitude of impact: Low	

Driver Stress

9.4.62. Driver stress during scheme operation is detailed below and has been assessed using the DMRB guidance. 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.

9.4.63. The traffic flows in Table 9.21 are based on the scenario that the existing road corridor will remain on its current alignment, i.e. the Do-minimum scenario.

Table 9.21: Do-Minimum (2041 year) 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
Southern Section (Aviemore South)	Northbound	Single Carriageway	729	90	Moderate
	Southbound		860	85	High
Central Section (Granish)	Northbound		786	77	Moderate
	Southbound		676	90	Moderate
Northern Section (Black Mount)	Northbound		548	79	Moderate*
	Southbound		614	56	Moderate*
* Predicted driver stress for longer stretches of single carriageway sections is considered to be Moderate to High					

9.4.64. As indicated in Table 9.21, in the absence of the Proposed Scheme, the level of driver stress experienced by vehicle travellers is Moderate or greater for all sections.

9.4.65. 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, i.e. the Proposed Scheme (Do-Something scenario). It is anticipated that the widening of the A9 to a dual carriageway 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.

9.4.66. Table 9.22 indicates that the level of driver stress will be Low for all sections.

Table 9.22: Do-Something (2041 year) Predicted Future Baseline with Proposed Scheme

Link Description	Direction	Road Class	Average Peak Hourly Flow per Lane (Flow Units/Hour)	Average Vehicle Speed (km/h	Driver Stress
Southern Section (Aviemore South)	Northbound	Dual Carriageway	800	98	Low
	Southbound		836	95	Low
Central Section (Granish)	Northbound		760	85	Low
	Southbound		777	97	Low
Northern Section (Black Mount)	Northbound		741	103	Low
	Southbound		751	90	Low

9.5. Mitigation

Mitigation during Construction

Non-Motorised Users

9.5.1. A number of construction mitigation measures will be incorporated into construction contract documents and these are described in Chapter 21 Schedule of Environmental Commitments and included in Table 9.23 below. Although these measures relate to mitigating general construction impacts, they are also relevant to mitigating potentially adverse impacts on NMUs through good site practice and the protection of users of routes. Measures already included in the Proposed Scheme, in the form of embedded mitigation, is set out at the start of Section 9.4 Potential Impacts and in Tables 9.19 and 9.20.

Table 9.23: Construction Mitigation

Mitigation Item	Description
Standard A9 Mitigation	
SMC-S1	A Construction Environmental Management Plan (CEMP) will be prepared by the Contractor. The CEMP will set out how the Contractor intends to operate the construction site, including construction-related mitigation measures identified in Tables 21.1 to 21.10 of Chapter 21. The relevant section(s) of the CEMP will be in place prior to the start of construction work. The CEMP will include, but not be limited to, subsidiary plans relating to: agricultural soils, geology and land contamination; surface water and groundwater (including a Flood Response and Pollution Incident Response Plan); ecology (including specific Species and Habitat Management Plans); landscape, cultural heritage, air quality and noise and vibration.
SMC-S2	Prior to construction an Environmental Coordinator and team of suitably qualified Environmental Clerk of Works (EnvCoW) (i.e. professionally qualified in a relevant environmental discipline) will be appointed by the Contractor. The EnvCoW(s) will report to the Environmental Coordinator and be present on site, as required, during the construction period to monitor the implementation of the mitigation measures identified and ensure that activities are carried out in such a manner to prevent or reduce impacts on the environment.
SMC-S3	Throughout the construction period the Contractor will, as required, contribute towards the overall communications strategy for the A9 Dualling Programme. As part of this the Contractor will appoint a Community Liaison Officer supported by a liaison team as necessary who will: • liaise with the following: relevant local authorities; other statutory bodies and regulatory authorities; community councils and relevant community groups; and businesses and residents in local communities affected by the construction works; • notify occupiers of nearby properties a minimum of two weeks in advance of the nature and anticipated duration of planned construction works that may affect them; • support the production of project communications such as the project website and newsletters; and • establish a dedicated freephone telephone helpline together with a dedicated email address and postal address for enquiries and complaints during the construction phase. The relevant contact numbers, email and postal addresses will as a minimum be displayed on signs around the construction site and will be

Mitigation Item	Description
	published on the project website. Enquiries and complaints will be logged in a register and appropriate action will be taken in response to any complaints.
SMC-S4	The Contractor will ensure that all site workers receive adequate training relevant to their role prior to working on the construction site, including specific environmental project inductions and 'toolbox talks' as required.
SMC-AT1	As far as reasonably practicable, the construction programme will take into account the need to minimise the length of closures or restrictions of access for NMUs.
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 would take cognisance of the 'Roads for All: Good Practice Guides for Roads' (Transport Scotland, 2013). These will be agreed in advance with the relevant local authorities and will be clearly indicated with signage as appropriate.
SMC-AT3	Where required and practicable, bus stops will be relocated prior to construction with a safe access route provided for NMUs. This will be undertaken in consultation with the relevant Roads Authority and public transport provider,
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 will 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. No A9 lane closures will be permitted during peak hours (Mon to Fri) except in exceptional circumstances which are approved by Transport Scotland.
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.
SMC-AT7	Appropriate lighting will be provided during any necessary night-time working, taking into account the requirements of Mitigation Items SMC-E10 and SMC-LV4
SMC-AT8	General principles for maintaining and improving access for NMUs include: • The requirements of the Equality Act 2010 and 'Roads for All: Good Practice Guides for Roads' (Transport Scotland, 2013) shall be incorporated into the Proposed Scheme wherever practicable; e.g. any bridges, ramps or footpaths shall take into account potential barriers to disabled people such as the gradient or surfacing. • Surfacing of any new paths including alongside roads shall be considered with regard to the type of user and should comply with current standards. • Safety of paths will be improved by providing barriers to segregate traffic from paths in accordance with the Road Restraints Risk Assessment Process. New cycleways/footpaths shall use non-frost susceptible materials to reduce risk of degradation. Where use of non-frost susceptible materials is not appropriate, a maintenance regime will be developed to avoid degradation of NMU paths.

View from the Road

9.5.2. Although the impact of construction will vary – being relatively higher impact in areas of junction construction, major rock cuts and bridge construction. the construction mitigation set out in Table 9.23 above will result in the impacts of construction on A9 road users reducing from substantial adverse (without mitigation) to moderate adverse overall for the route between Dalraddy to Slochd.

Mitigation during Operation

Non-Motorised Users

9.5.3. Operational stage mitigation measures are described in Chapter 21 Schedule of Environmental Commitments and included in Table 9.24 below.

Table 9.24: Operational Mitigation

Mitigation Item	Description
Project Specific Mitigation	
P11-AT9	NMU route signage to include provision of a range of warning and informative signs.

9.5.4. NMU route signage will include a range of warning and informative signs and will be developed as part of the detailed design mitigation. The signs will inform NMUs and motorised users of the locations of pedal cycle, pedestrian and equestrian only routes in addition to locations of pedestrian crossings and where there may be accompanied horses. The signage will improve NMUs ability to follow routes within the vicinity of the Proposed Scheme and provide safety benefits particularly at crossings and interfaces with road traffic. (P11-AT9 in Chapter 21).

View from the Road

9.5.5. Mitigation is described in Chapter 21: Schedule of Commitments – Landscape and Visual Table 21.7, and in Chapter 13: Landscape (Table 13.8) and illustrated in the Landscape Mitigation Drawings (Figure 13.4). The corresponding mitigation codes are included in Table 9.19. Therefore, they are not repeated here.

9.6. Residual Impacts

Construction

Non-Motorised Users

9.6.1. Table 9.25 provides a summary of potential impacts and residual impacts on NMU routes during the construction phase.

Table 9.25: Summary of Potential Impacts and Residual Impacts on users of Paths during Construction

Receptor	Potential Impact Significance	Mitigation Measure	Residual Impact Significance
Users of Other NMU Route 1 / RoW HB83 / RoW HB45	Moderate	SMC-S1 – SMC-S4 SMC-AT1 – SMC-AT8 Refer to Table 9.21	Slight/Moderate
Users of Core Paths LBS38 and LBS145 / RoW HB54	Slight		Negligible
Users of Other NMU Route 4 and Core Path LBS30	Slight		Negligible

Receptor	Potential Impact Significance	Mitigation Measure	Residual Impact Significance
Users of Other NMU Route 6, 8, 19 and RoW HB48	Moderate		Slight/Moderate
Users of Other NMU Route 10, 11, 12, 13 and RoW HB47	Moderate		Slight/Moderate
Users of Other NMU Route 15	Slight		Negligible
Users of NCN7	Substantial		Moderate
Users of Other NMU Routes 16, 17 and 18 / Core Path INV27.01 / RoW HI110	Substantial		Moderate

Access to Outdoors

9.6.2. Table 9.26: provides a summary of potential impacts and residual impacts to NMU access to outdoor facilities and community land during the construction phase.

Table 9.26: Summary of Potential Impacts and Residual Impacts to NMU Access to Outdoor Facilities and Community Land during Construction

Receptor	Potential Impact Significance	Mitigation Measure	Residual Impact Significance
NMUs accessing Loch Alvie	Slight	SMC-S1 – SMC-S4 SMC-AT1 – SMC-AT8 Refer to Table 9.21	Negligible
NMUs accessing Craigellachie National Nature Reserve	Moderate		Slight/Moderate
NMUs accessing the River Spey	Negligible		Negligible
NMUs accessing the River Dulnain	Slight		Negligible
NMUs accessing Beinn Ghuilbin	Moderate		Slight/Moderate
NMUs accessing Ellan Wood	Negligible		Negligible

Receptor	Potential Impact Significance	Mitigation Measure	Residual Impact Significance
NMUs accessing the series of hills in the vicinity of Slochd Summit	Moderate		Slight/Moderate

Operation

Non-Motorised Users

9.6.3. Table 9.27 provides a summary of potential impacts and residual impacts on paths during the operational phase.

Table 9.27: Summary of Potential Impacts and Residual Impacts on users of Paths during Operation

Receptor	Potential Impact Significance	Mitigation Measure	Residual Impact Significance
Users of RoW HB45, HB83 Core Paths LBS138, LBS39, LBS40 and LBS 41 Other NMU Routes 2, 9 and 19	Negligible	No mitigation measures required	Negligible
Users of Other NMU Route 1	Moderate	P11-AT9 - Informative signage provided for NMUs and motorised users	Moderate
Core Path LBS 30 & 145	Negligible		Negligible
Users of Other NMU Route 6	Moderate		Moderate
Users of Other NMU Route 8	Moderate/Substantial		Moderate/Substantial
Users of HB48	Moderate/Substantial		Moderate/Substantial
Users of Other NMU Route 10	Moderate		Moderate
Users of Other NMU Route 12	Moderate/Substantial		Moderate/Substantial
Users of Other NMU Route 15	Moderate		Moderate
Users of NCN7/Core Path INV27.01	Slight Beneficial	No mitigation measures required	Slight Beneficial
Users of Other NMU Route 16	Moderate	P11-AT9 - Informative signage provided for NMUs and motorised users	Moderate
Users of Other NMU Route 17	Slight Beneficial	No mitigation measures	Slight Beneficial

Receptor	Potential Impact Significance	Mitigation Measure	Residual Impact Significance
Users of Other NMU Route 13, 18, RoW HI110	Slight Beneficial		Slight Beneficial

Access to Outdoors

9.6.4. Table 9.28 provides a summary of potential impacts and residual impacts to NMU access to outdoor facilities and community land during the operational phase.

Table 9.28: Summary of Potential Impacts and Residual Impacts to NMU Access to Outdoor Facilities and Community Land during Operation

Receptor	Potential Impact Significance	Mitigation Measure	Residual Impact Significance
NMUs accessing Loch Alvie	Slight (Beneficial)	No mitigation measures required	Slight (Beneficial)
NMUs accessing the River Spey	Negligible		Negligible
NMUs accessing the River Dulnain	Slight (Beneficial)		Slight (Beneficial)
NMUs accessing Craigellachie National Nature Reserve	Negligible		Negligible
NMUs accessing Ellan Wood	Negligible		Negligible
NMUs accessing Beinn Ghuilbin	Slight/Moderate	No mitigation measures proposed	Slight/Moderate
NMUs accessing Hills in vicinity of Slochd Summit	Slight/Moderate (Beneficial)	No mitigation measures required	Slight/Moderate (Beneficial)

View from the Road

9.6.5. Table 9.29 provides a summary of potential impacts and residual impacts to A9 users during the operational phase.

Table 9.29: Summary of Residual Impacts on View from the Road (Mainline)

Receptor	Assessment Winter Year 1 (WY1)	Assessment Summer Year 15 (SY15)
A9 User Ch. 0-3100	Slight-moderate adverse	Negligible
A9 User	Moderate adverse	Negligible

Receptor	Assessment Winter Year 1 (WY1)	Assessment Summer Year 15 (SY15)
Ch. 3100-9000		
A9 User Ch. 9000-16700	Slight adverse	Negligible/none
A9 User 16700-21800	Slight-Moderate adverse	Negligible-Slight adverse
A9 User 21800-24700	Negligible-Slight beneficial	Slight beneficial

9.6.6. Table 9.30 provides a summary of potential impacts and residual impacts to side road users during the operational phase.

Table 9.30: Summary of Residual Impacts on View from the Road (Local Roads)

Receptor	Assessment Winter Year 1 (WY1)	Assessment Summer Year 15 (SY15)
B9152 User Ch. 0-3100	Slight adverse	Negligible
B9152 User Ch. 3100-9000	Moderate adverse	Slight adverse
A95, B9153, unclassified road (Station Road, Carrbridge) User Ch. 9000-16700	Slight adverse	Negligible
A938, (unclassified road north of Black Mount Junction) User Ch. 16700-21800	Moderate adverse	Slight adverse
Unclassified road (north of Slochd Beag) User Ch. 21800-24700	Moderate adverse	Negligible-Slight adverse

Driver Stress

9.6.7. Residual impacts of driver stress during the operational phase will remain the same as those provided in Table 9.22, i.e. Low throughout the study area.

[i] The Highways Agency (2009); Interim Advice Note 125/09. Supplementary Guidance for users of DMRB Volume 11 'Environmental Assessment'.
[ii] Highways Agency, Scottish Executive Development Department, The National Assembly for Wales and The Department of Regional Development Northern Ireland (1993); Design Manual for Roads and Bridges, Volume 11, Section 3, Part 8, Pedestrians, Cyclists, Equestrians and Community Effects.

[iii] The Highways Agency, Scottish Executive Development Department, The National Assembly for Wales and The Department of Regional Development Northern Ireland (1993); Design Manual for Roads and Bridges, Volume 11, Section 3, Part 9 Vehicle Travellers.
[iv] The Highways Agency (2015) Interim Advice Note 125/15. Supplementary Guidance for users of DMRB Volume 11 'Environmental Assessment'.
[v] The Scottish Government (2003); Land Reform (Scotland) Act.
[vi] Scottish Natural Heritage (2005); Scottish Outdoor Access Code.
[vii] Scottish Natural Heritage (2013); A Handbook on Environmental Impact Assessment.
[viii] Landscape Institute (2013); Guidelines for Landscape and Visual Impact Assessment, 3rd Edition.
[ix] The Highland Council (2012); Highland-wide Local Development Plan.
[x] Cairngorms National Park Authority (2015) Local Development Plan 2015
[xi] The Highland Council (2015); Inner Moray Firth Local Development Plan.
[xii] The Highland Council (2011); Core Paths Plan, Map: 17a-c.
[xiii] Cairngorms National Park Authority (2015). Cairngorms National Park Core Paths Plan: Developing Active Spaces.
[xiv] Atkins / Mouchel, (2016). Dalraddy to Slochd Traffic Data. Transport Scotland.
[xv] Transport Scotland. (2014). A9 Dualling Strategic Environmental Assessment (SEA) Report, Environmental Report Addendum Appendix F: Strategic Landscape Review Report.
[xvi] Cairngorms National Park Authority. (2009). Cairngorms National Park Landscape Assessment.
[xvii] Richards, J., (1999). Inverness District Landscape Assessment, Scottish Natural Heritage Review No. 114.
[xviii] Turnbull Jeffrey Partnership. (1998). Moray to Nairn Landscape Assessment, Scottish Natural Heritage Review No. 101.
[xix] Cairngorms National Park Authority. Cairngorms National Park Commissioned Report No. 375 'The Special Qualities of the Cairngorms National Park' (SNH, 2010).
[xx] The Scottish Government (2014); Scottish Planning Policy.
[xxi] Cairngorms National Park Authority (2015); Cairngorms National Park Core Paths Plan – Developing Active Places.
[xxii] British Horse Society (2016); Road Crossings for Horses.
[xxiii] Transport Scotland (2013); Roads for All Good Practice Guide for Roads.