9 People and Communities, Effects on all Travellers

9.1 Introduction

9.1.1 This chapter presents the Environmental Impact Assessment (EIA) of the Effects on All Travellers for the A9 Dualling, Crubenmore to Kincraig scheme. The Proposed Scheme under assessment is described in **Chapter 5**.

9.1.2 For ease of reference the term Non-Motorised Users (NMUs) has been used to describe pedestrians, cyclists and equestrians. This chapter also considers vehicle travellers including users of public transport.

9.1.3 Potential for impacts on the following has been considered:

- Journey length
- Amenity value
- Ease of access to the outdoors
- Views from the road
- Driver stress

9.1.4 In order to provide context to this EIA the following factors within the study area, generally relating to NMUs, have also been considered:

- Local access
- Parking provision
- Public transport services

9.1.5 In accordance with the Design Manual for Roads and Bridges (DMRB) '*Interim Advice Note (IAN) 125/09*', this chapter covers the 'vehicle travellers' and 'pedestrians, cyclists and equestrians' topics within DMRB Volume 11, Section 3, Part 8 (Effects on All Travellers). The updated IAN 125/15 recommends that Part 6 (Land Use), Part 8 (Pedestrians, Cyclists, Equestrians and Community Effects) and Part 9 (Vehicles) are combined into an assessment on 'People and Communities'.

9.1.6 In the absence of revised DMRB guidance setting out a combined methodology for People and Communities, the approach adopted retains the assessments in two separate chapters under the heading of 'People and Communities', Community and Private Assets (**Chapter 8**) and Effects on All Travellers (this chapter). **Chapter 8** considers issues related to community severance and the potential impacts of the Proposed Scheme on access to residential and commercial land, community facilities, development, agricultural, forestry and sporting land.

9.1.7 The following drawings, provided in **Volume 3**, should be considered in relation to this chapter:

- Baseline Plan **Drawing 9.1**, All Travellers - Overview
- Baseline Plan **Drawing 9.2**, All Travellers - Views from the road
- Assessment Plan **Drawing 9.3,** All Travellers - Views from the road, Proposed Scheme
- Assessment Plan **Drawings 9.4-9.9**, All Travellers - NMUs

Non-Motorised Users (NMUs)

Land Reform (Scotland) Act 2003

9.1.8 Part 1 of The Land Reform (Scotland) Act 2003 came into effect in February 2005 and established statutory public rights of access to most land and inland water bodies for recreational and other purposes. This is based on responsible access and puts obligations on both users and land owners.

9.1.9 The legislation also outlines duties for Local Authorities and National Park Authorities such as preparing Core Path plans and maintaining routes, keeping them free of obstructions and encroachment. Section 10 of the Act states it is the duty of Scottish Natural Heritage (SNH) to issue The Scottish Outdoor Access Code which provides guidance on these access rights and responsibilities. It is also the duty of SNH to promote the Access Code and understanding of it.

A9 Dualling Non-Motorised User (NMU) Access Strategy

9.1.10 The Proposed Scheme has developed taking into consideration the '*A9 Dualling Programme Non-Motorised User (NMU) Access* Strategy' (Transport Scotland, 2016) which sets out various opportunities and constraints in relation to NMUs and the A9 dualling.

9.1.11 As well as setting route wide objectives, the 'NMU Access Strategy' developed section specific opportunities to be considered throughout the DMRB Stage 3 design process. Central Section opportunities relevant to the Proposed Scheme include the following:

> "*To provide a segregated cycle route to Kincraig from Kingussie as an alternative to the existing NCN Route 7 which currently follows the B970*"

9.1.12 A separate project-specific access study has been undertaken through the design process. The study considered a variety of access options, which informed the developing design of the Proposed Scheme and embedded mitigation, key to retaining continuity of NMU access across the A9 corridor. Subsequent consultation and engagement with stakeholders allowed the project team to fully consider the suitability of access proposals.

Vehicle Travellers – Views from the Road

9.1.13 In terms of vehicle travellers, this chapter assesses the potential impacts of the proposed scheme on views from the road. This is defined as the extent to which travellers are exposed to the different types of scenery through which a route passes. The extent to which travellers can perceive the landscape through which they are passing will vary with the relative level of the road in question and the surrounding landscape.

9.1.14 In addition to the ability of the traveller to see the view, the assessment takes into consideration the route type, landscape character and the special quality of the views experienced within the Cairngorms National Park (CNP).

Vehicle Travellers - Driver Stress

9.1.15 DMRB defines driver stress as "*…the adverse mental and physiological effects experienced by a driver traversing a road network*". There are many factors which can influence driver stress such as speed and flow, road layout, opportunities to overtake and frequency of junctions. Stress however is subjective, and the levels of stress for drivers will vary depending on factors including driving experience, knowledge of the route, temperament and health.

9.1.16 The main components therefore considered in the assessment of driver stress are: traffic flows, speed, and frustration.

9.2 Approach and Methods

9.2.1 This section firstly sets out the methodology used to assess potential impacts of the Proposed Scheme on NMUs; it then goes on to set out the methodology for assessing potential impacts on views from the road and driver stress.

Baseline Conditions

9.2.2 Baseline data for NMUs and vehicle travellers has been collected through a combination of desk-based studies, consultations and site visits as summarised below:

Desk Based Assessment

- Review of the 'A9 Dualling Programme Strategic Environmental Assessment (SEA) Strategic Landscape Review' (Transport Scotland, 2014)
- Review of online maps to identify NMU resources within the study area, including cycle ways, Core Paths, hill walking routes and crossing points (CPs)
- Review of web-based tools including panoramic photographs and road traffic cameras to understand levels of screening provided by existing vegetation, earthworks and landform
- Web based search to identify key views and areas of scenic quality from the existing NMU network
- Review of three-dimensional visualisation model of the Proposed Scheme
- Review of Regional and Local Landscape Character Areas

Consultation

9.2.3 The following consultations were undertaken:

- Walking Groups Consultation, 28 November 2014 (programme wide) held at the Dewars Centre, Perth. Attendees included; Scottish National Heritage (SNH), Visit Scotland, The Highland Council (THC), Perth and Kinross Council (PKC), Cairngorms National Park Authority (CNPA), The Mountaineering Council of Scotland, Scottish Orienteering Association, Ramblers Scotland, Paths for All, Scottish Outdoor Access Network, National Access Forum, Perth and Kinross Access Forum, Cairngorms Access Forum and John Muir Trust
- Local Authority Access Officers meeting (THC and CNPA), on 5 February 2015 (Central Section - Glen Garry to Kincraig only)
- Project 9 Crubenmore to Kincraig Exhibition at DMRB Stage 2, held on the 18 and 19 November 2015 in Newtonmore and Kingussie
- NMU Forum, 26 May 2015, (programme wide) held at the Dewars Centre, Perth. Attendees included; Visit Scotland, PKC, THC, CNPA, Cairngorms Access Forum, The Mountaineering Council of Scotland, Scottish Orienteering Association, Ramblers Scotland, Paths for All, Scottish Outdoor Access Network, John Muir Trust, Scotways, SNH, National Access Forum, Perth and Kinross Access Forum, Sustrans, HITRANS, TACTRAN, Highland Perthshire Cycling, ByCycle, Cycle Touring Club Scotland, Highland Cycle Campaign, Velocity Inverness, Inverness City Cycle Forum, Cycling Scotland, British Horse Society (BHS) and Sustainable & Active Travel Team
- NMU Forum, 27 May 2016, (programme wide) held at the Dewars Centre, Perth. Attended by Living Streets, PKC, Perth and Kinross Countryside Trust, THC, CNPA, Cairngorms Local

Outdoor Access Forum, The Mountaineering Council of Scotland, Ramblers Scotland, Paths for All, Scottish Outdoor Access Network, John Muir Trust, Scotways, SNH, National Access Forum, Sustrans, HITRANS, TACTRAN, ByCycle, Cycle UK, Highland Cycle Campaign, Cycling Scotland, BHS, and Association of British Riding Schools

- Public exhibition to announce the preferred route for Crubenmore to Kincraig, held on the 8 and 9 March 2017 in Newtonmore and Kingussie
- Accessibility Workshop, 30 March 2017, (programme wide) held at Transport Scotland offices, Buchanan House, Glasgow. Attended by People Friendly Design (PFD) and Mobility and Access Community for Scotland (MACS)
- Accessibility Workshop, 10 October 2017, (programme wide) held at Transport Scotland offices, Buchanan House, Glasgow. Attended by MACS
- Public consultation on the DMRB stage 3 preferred route, held on the 17 and 18 April 2018 in Newtonmore and Kingussie
- Accessibility Forum, held in June 2018 (Central Section - Glen Garry to Kincraig only)

9.2.4 Further details on consultation and exhibitions can be found in **Chapter 7.**

Site Visits

9.2.5 The following site visits were undertaken by CFJV staff:

- To identify summer views from the road, September 2015 and August 2017
- To identify winter views from the road, February 2015 and November 2017
- To verify NMU facilities and amenity value, August 2016, November 2016 and May 2017
- Other ad hoc visits from CFJV staff

Non-Motorised Users (NMUs)

9.2.6 Considering the requirements placed on landowners under the regulations of the Land Reform (Scotland) Act 2003 regarding maintenance and upkeep of public access areas, it has been considered that all existing routes should be maintained and improved, where possible, regardless of the level of use and the type of user. Therefore, NMU survey count data has not been used to inform the significance of potential impact. Where the type of user has been identified within this assessment this has been informed through information provided by the various consultation events together with site-based observations.

Study Area

9.2.7 The study area covers a 1km wide corridor, 500m either side of the carriageway, as shown on **Drawing 9.1**. However, for the purpose of the baseline, a wider area for NMU routes between 1 and 3km was considered in order to fully understand NMU use and access around the Proposed Scheme extents. The study area was defined through professional judgement.

Assessment Methodology

9.2.8 The assessment of the potential impacts of the Proposed Scheme on pedestrians, cyclists, and equestrians was undertaken with reference to DMRB Volume 11, Section 3, Part 8 (Highways Agency et. al. 1993).

9.2.9 The key impacts that have been assessed include:

- Journey length and accessibility – changes in journey length may be as a result of realigning routes, diversions or even closures
- Amenity value – amenity is defined here as "the relative pleasantness of the journey" in accordance with DMRB
- Ease of access to the outdoors

Sensitivity

9.2.10 Sensitivity is primarily determined based on the importance of the route rather than the level of use. Where an NMU route or community land is attributed to more than one category the highest sensitivity was applied. The criteria are defined in **Table 9-1** below.

Table 9-1: NMU Sensitivity Criteria

Sensitivity	Characteristics/Types of Community Land
High	Vindicated rights of way Asserted rights of way Core Paths/proposed Core Paths Access to and the amenity of nationally important community land (e.g. National Parks, Munros, National Nature Reserves)
Medium	Claimed rights of way National Cycle Routes Access to and the amenity of regionally important community land (e.g. Country Parks, forests, Corbetts and Grahams)
Low	Local routes/other paths outwith above categories Access to and the amenity of locally important community land (e.g. local parks and playing fields)

9.2.11 **Chapter 8** defines community land as areas that provide an established public recreational resource, such as playing fields, country parks, waterways or areas identified as Open Space within Local Plans. As noted in **paragraphs 9.1.8** and **9.1.9,** the Land Reform (Scotland) Act 2003 establishes statutory rights of responsible access on and over most land, including inland water. It is therefore acknowledged that additional areas of privately owned land may be used informally by the community. Access to these features is assessed in this chapter under the heading of 'Access to Outdoor Areas'.

Changes in Journey Length and Accessibility

9.2.12 Changes in journey length will most likely occur due to direct impacts such as closures, diversions and alterations caused by the construction and operational stages of the Proposed Scheme. It could also be the result of indirect impacts such as increased traffic flow, leading NMUs to use an alternative route.

9.2.13 Where there is an anticipated change in journey length, this is shown on **Drawings 9.4 to 9.9 (Volume 3)** as a Journey Length Assessment (JLA). The criteria used to determine the magnitude of impact to changes in journey length is described below in **Table 9-2.**

Table 9-2: Magnitude of Impact Criteria for Changes to NMU Journey Length

Magnitude	Characteristics
High	Greater than 500m of change, loss or closure of an NMU route. Alteration of a route to nationally important community land. Alteration to a route regularly used by vulnerable users.
Medium	Between 250 and 500m of change, loss or closure of an NMU route. Alteration of a route to regionally important community land
Low	Between 100 and 250m of change, loss or closure of an NMU route. Alteration of a route to locally important community land
Negligible/No change	Less than 100m of change, loss or closure of an NMU route.

9.2.14 The matrix used to determine the significance of impact on journey length is shown below in **Table 9-3**. The impact can be either beneficial or adverse.

Table 9-3: Significance of Impact on NMU 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**

9.2.15 Significance is not absolute and should be defined for individual assets in relation to their context and location. A higher level of significance is generally attached to large-scale impacts and impacts on highly sensitive or sensitive receptors; therefore, moderate impacts on highly sensitive receptors can be more significant than substantial impacts on less sensitive receptors.

9.2.16 In the event of a Moderate/Slight impact, whereby Moderate is considered significant and Slight is considered not significant, supporting text explains whether the particular impact is considered significant or not, based upon the local context of the individual receptor.

Changes in Amenity

9.2.17 It is acknowledged that changes to the amenity of a journey are subjective; however, for the purpose of this assessment it is considered that, where NMUs would experience a change in traffic (increased flows) or road-related noise, visual impact and/or air quality, there would be an impact on amenity, either beneficial or adverse.

9.2.18 Where existing NMU routes are accessed from existing at-grade crossing points, it is considered that there would be an improvement in NMU safety where replacement access is provided via dualled carriageway underpasses.

9.2.19 Therefore, potential changes in amenity were considered where:

- Existing CPs for paths are affected by the Proposed Scheme
- Noise and air quality would potentially increase or decrease
- The Proposed Scheme would be visible from existing paths/community land

9.2.20 In line with DMRB guidance, the assessment of changes in amenity of NMU routes does not use sensitivity criteria and assessment matrices to determine significance. The significance of impact on amenity is determined using professional judgement, taking into consideration the magnitude of

change in other factors such as views, air quality, and noise levels. The assessment also includes consideration of amenity impacts on community land and outdoor community facilities.

9.2.21 The significance of impact criteria for changes in amenity are described in **Table 9-4** below. Significance of impact can be either beneficial or adverse.

Table 9-4: Significance of Impact on NMU 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/No change	Very little or no discernible change from baseline conditions equating to a no-change situation.

9.2.22 The assessment of impacts on amenity was undertaken based on data provided in relation to:

- Predicted traffic flows
- Predicted noise levels at receptors representative of NMU routes
- Predicted air quality at receptors representative of NMU routes
- Predicted impacts on views from receptors representative of NMU routes

9.2.23 The raw data is provided in **Appendix 9.1**, which can be found in **Volume 2.**

Overall Impacts on NMU Routes (journey length and amenity)

9.2.24 To determine the overall significance of impacts on NMU routes, the significance of impact on journey length and amenity were considered together using professional judgement. Overall significance is 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.

Potential Impacts on Access to the Outdoors

9.2.25 The objective of the outdoor access assessment was to determine any likely significant effects on access to the outdoors. This includes the ability to make use of an outdoor area or path and the ease with which access can be gained.

9.2.26 The assessment has been undertaken for outdoor areas and community land that can be accessed from NMUs within the study area. Potential impacts on access to these areas are based on the potential impacts to the surrounding NMU network using the methodology set out in **paragraphs 9.2.10** to **9.2.24**.

Vehicle Travellers - Views from the Road

9.2.27 DMRB defines 'view from the road' as the "*extent to which travellers, including drivers, are exposed to different types of scenery through which a route passes*". This assessment considers:

- Type of scenery or landscape through which the route passes, and which travellers may have wider views of

- The extent to which travellers may be able to view the scene and the duration of the view
- Quality of the landscape including the Special Qualities attributed to the CNP
- Presence of features of particular interest or prominence in the view and duration of visibility

Study Area

9.2.28 The study area for views from the road focuses on the views experienced from the existing A9 road corridor. The views considered extend across all visible skyline including landform, landmark features, vegetation, settlements of Newtonmore and Kingussie, as well as road and rail infrastructure.

9.2.29 The extent to which travellers perceive the landscape varies with the relative level of the road, surrounding topography and vegetation. The categories used in assessing this include:

- No view – road in very deep cutting or contained by earth bunds, vegetation or adjacent structures
- Restricted view – road in frequent cuttings, or with deep cuttings across slopes, vegetation or adjacent structures blocking the view
- Intermittent view – road generally at-grade but with shallow cuttings, vegetation or structures at intervals
- Open view – road generally at-grade or on embankment with views extending over the wider landscape or only restricted by existing landscape features

9.2.30 DMRB Volume 11, Section 3, Part 9 requires consideration of *"any especially good or bad potential views along the route"*. The scenic quality of the views has been determined using the Special Landscape Quality Assessment within **Chapter 14** and professional judgement.

9.2.31 To assist with the assessment of the views from the road a review of the broad Landscape Character Areas has been undertaken. Details of Regional and Local Landscape Character Areas are provided in **Chapter 13.**

Views from the Road Impact Assessment

9.2.32 The impact assessment for views from the road is the same as the methodology used in **Chapter 14**, which is set out in accordance with '*Guidelines for Landscape and Visual Impact Assessment Third Edition'* (Landscape Institute and the Institute of Environmental Management and Assessment, 2013). The methodology provides guidance to assess the susceptibility and sensitivity to change, magnitude of visual change and significance of visual effect.

9.2.33 The potential impact on views from the road was assessed through comparison of the existing baseline scenario and views likely to be experienced by vehicle travellers on the Proposed Scheme. A three-dimensional visualisation model was used to aid the assessment of perceived changes in view, and the professional judgement of experienced landscape specialists was employed to determine whether the views would be adversely or beneficially affected.

9.2.34 The assessment also considered embedded mitigation such as landscape earthworks. Additional mitigation, i.e. landscape planting, will likely not be effective at the year of opening, views from the road have been assessed during the winter of year of opening and summer of years 15 - 25.

9.2.35 It is important to note that vegetation establishment in areas with high altitude (and latitude), high rainfall and frequent low temperatures, such as is found in the Proposed Scheme, will be slow.

9.2.36 In the absence of specific assessment criteria from DMRB, **Table 9-5** below sets out general criteria in order to determine the impact significance.

Table 9-5: Impact Significance Criteria for views from the road

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

Vehicle Travellers - Driver Stress

9.2.37 DMRB Volume 11, Section 3, Part 9 '*Vehicle Travellers'* outlines the various factors that contribute to driver stress. **Table 9-6** and **Table 9-7** below set out the DMRB guidance for assigning levels of driver stress using a three-point scale of Low, Moderate or High.

Table 9-6: Assessment guidance for driver stress for dual carriageway roads

Average peak hourly flow lane, in flow Units/1 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**

Table 9-7: Assessment guidance for driver stress for single carriageway roads

Average peak hourly flow lane, in flow Units/1 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**

9.2.38 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 oncoming traffic
- Lack of overtaking opportunities
- The number of HGVs in the platoon ahead

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

Limitations to Assessment

9.2.40 The baseline data used for this assessment has been gathered through a review of publicly available information, site visits and consultations, as noted in **paragraphs 9.2.2** to **9.2.5.**

9.2.41 A limitation to this assessment is regarding the numbers of NMUs utilising the identified access routes, as user counts have not been undertaken. Nonetheless, there is sufficient information to undertake a DMRB Stage 3 EIA.

9.3 Baseline Conditions

9.3.1 The baseline conditions relating to NMUs and views from the road within the study area are described below. **Drawings 9.1 and 9.2 (Volume 3)** illustrate the baseline conditions for existing NMU provision and views from the road within the Proposed Scheme extent.

Non-Motorised Users (NMUs)

9.3.2 The following section outlines the NMU resources around the A9 in the area of the Proposed Scheme, which are also shown on **Drawing 9.1 (Volume 3)**. Where existing NMU routes are mentioned, these comprise Core Paths, the National Cycle Network (NCN) route 7, informal routes and hill and Munro walks. The study area is located within an area of high landscape and ecological importance that attracts a wide variety of NMUs.

9.3.3 **Table 9-8** provides an overview of the NMU routes.

Table 9-8: NMU Reference Numbers

NMU Ref. No.	NMU description	Location (ch.)
NMU1	NCN7 runs adjacent to the A9 then shares the B9150 into Newtonmore, along the A86 to Kingussie then the B970 to Ruthven	40,000 – 43,400 and 49,250
NMU2	CNPA Core Path utilises the same route of the NCN7 adjacent to the road then shares the B9150 into Newtonmore	40,000 – 43,400
NMU3	Informal route along road C1137 originating at the A9	40,000 – 40,600
NMU4	Informal track that leads to General Wade's Military Road and CNPA hill track 201. This track provides access to Phoines Lodge	40,300 – 41,200
NMU5	River Spey – CNPA Core Path LBS1 and right of navigation	(crosses beneath the A9 at) 50,200
NMU6	Informal NMU route that crosses the A9 and connects to the B9150	(originates at) 42,950
NMU7	Informal NMU route along road U3063 adjacent to the northbound side of the A9. This route provides access to several properties	43,350 – 47,350
NMU8	Newtonmore Wildcat Trail /CNPA Core Paths UBS2 and UBS3	(closest to the A9 between) 44,100 – 45,400
NMU9	Informal NMU route originating at the A9, orientated to the south-west	(originates at) 45,775
NMU10	Informal route originating at the A9, orientated to the south east	(originates at) 45,775
NMU11	Informal route that connects to NMU7 and runs parallel to southbound side of the A9	46,050 – 47,350
NMU12	Informal NMU route originating at NMU12, orientated to the south	(originates at) 46,250
NMU13	Hill walking route crossing over the A9, including sections of General Wade's Military Road	(closest to the A9 between) 47,350 – 49,000
NMU14	Informal NMU route and section of General Wade's Military Road to the east of the road, between NMU14 and the A9	47,250 - 48,150
NMU15	Two informal NMU routes that originate from NMU14 on the south-east side of the A9 at Ruthven Cottage	(closest to the A9 between) 48,400 - 48,950
NMU16	Informal route originating from the B970 providing access to the River Spey	49,100 – 49,300
NMU17	CNPA Core Path LBS135 and River Spey access point, originating from the B970	49,250 – 49,300
NMU18	Three on-road NMU routes along the B970; East Highland Way, Scottish National Trail and the Speyside Way Extension	(crosses beneath the A9 at) 49,250
NMU19	Ruthven and Glen Tromie circular walk, orientated south from the B970 at Ruthven	(closest to the A9 between) 49,100 – 49,540
NMU20	CNPA Core Path LBS74, circular walk around Glebe Ponds	50,400 – 50,550

NMU Ref. No.	NMU description	Location (ch.)
NMU21	Informal route along the A86 /B9152	50,600 – 51,700
NMU22	CNPA Core Path LBS73 and General Wade's Military Road originating at the A86, then shares the same path as NMU24 towards Lynchat	51,000 – 52,200
NMU23	Kingussie Community Path - Tom Baraidh and Raitts way-marked route	51,000 – 52,200
NMU24	Informal route and CNPA Core Path LBS146, crossing under the A9 into Lynchat	52, 200 – 52,850
NMU25	General Wade's Military Road at Balavil, to the west of the A9	53,600 - 55,000
NMU26	Two informal NMU routes to the west of the A9, linking the B9152 to the Highland Wildlife Park	55,900 – 56,150

9.3.4 NMUs are most at risk when routes intersect the A9. **Table 9-9** provides an overview of the identified Crossing Points (CP), both at-grade and grade separated and the location they cross the A9.

Table 9-9: Crossing Point (CP) Reference Numbers

NMU Crossing Point (CP) Ref. No.	NMU Crossing Points (CPs)	Location (ch.)
CP1	At-grade crossing where NMU3 meets the A9	40,600
CP2	At-grade crossing point where NMU4 meets the A9, connecting to a track leading to Invernahavon and the River Truim	41,200
CP3	Underpass where NMU4 meets the A9, connecting to a track leading to Invernahavon and the River Truim	41,250
CP4	At-grade crossing point where informal route NMU6 meets the A9 at the B9150 junction into Newtonmore	42,950
CP5	Underpass connecting NMU7 to the east of the A9	43,625
CP6	At-grade crossing point from Ralia Kennels and NMU7	44,150
CP7	Underpass providing agricultural access across the A9	46,050
CP8	At-grade crossing connecting NMU7 and NMU11	46,150
CP9	At-grade crossing connecting NMU7 and NMU11	47,150
CP10	Underpass for NMU13, General Wade's Military Road	47,350
CP11	At-grade crossing connecting NMU13 and NMU14	48,200
CP12	Underpass connecting NMU13 General Wade's Military Road either side of the A9, leading into Ruthven	48,750
CP13	On road routes NMU1 and NMU18 pass under the A9	49,275
CP14	The River Spey (NMU5) passes under the A9	50,200
CP15	NMU22 along the A86/B9152 passes under the A9	50,725
CP16	Informal route crossing the A9 at-grade, providing access to Kerrow Farm	51,250
CP17	Underpass for NMU24 leading into Lynchat	52,800
CP18	Underpass for NMU25, access for the B9152 under the A9 to Balavil	53,450
CP19	At-grade crossing for NMU25, access for the B9152 across the A9 to Balavil	53,625
CP20	NMU26 passes under the A9 at the B9152 junction to the Highland Wildlife Park	56,175

NMU Routes and Crossing Points

9.3.5 NMU1 is the NCN7 Sustrans cycle path which is present throughout all of the Proposed Scheme. NMU1 follows its own path off-road adjacent to the A9 between ch. 40,000 and 41,850, then goes on road to Ralia. The NCN7 continues outside of the study area and passes through Newtonmore and Kingussie; the two towns located in the vicinity of the Proposed Scheme. NMU2 is a CNPA Core Path and uses the same route as NMU1 between ch. 40,000 – 43,400. This NMU route also follows the B9150 into Newtonmore.

Photograph 9-1: Off-road NCN7 and CNPA Core Path adjacent to the A9

9.3.6 NMU3 is an informal route along the Highland Council adopted road C1137, leading to Invernahavon Caravan Site. It continues to the Falls of Truim and the Truim Woods hill walking route located south west of the study area. There is no footpath along this road and NMUs share the available space with vehicles. CP1 is where NMU3 meets the A9 at-grade.

9.3.7 NMU4 is an informal route and private access track serving vehicles and NMUs, providing access to Phoines Lodge to the south east of the A9. It also connects to General Wade's Military Road and CNPA Hill Track 201 (Ruthven Barracks to Cat Lodge). CP2 is where NMU4 meets the A9. This crossing is noted as being used by equestrians within the A9 Equestrian Audit by the British Horse Society Scotland (submitted to the CFJV). CP3 is an underpass adjacent to this crossing also connecting NMU4 to the north of the A9.

9.3.8 NMU5 is CNPA Core Path LBS1 and right of navigation along the River Spey. This is present throughout all of the Proposed Scheme; there is limited visibility between the river and the A9. CP14 is the location the A9 crosses over the river on the Spey Crossing at approximate ch. 50,200.

9.3.9 NMU6 is a private access track serving vehicles and NMUs that originates at the A9 directly opposite the junction for Newtonmore; it passes to the east of Creagan a'Choin. CP4 is where NMU6 crosses the A9 connecting to the B9150; it is also reported to be used by equestrians.

9.3.10 NMU7 is an informal on-road route along Highland Council C-class road (C3063) extending from the B9150 to meet the A9 north east of the Newtonmore Junction. Vehicles and NMUs share the same track, which provides access to properties including Ralia Lodge, Nuide Cottage and Nuide Farm.

CP5 is an underpass which connects NMU6 to the south of the A9. It is reported to be used by equestrians. CP6 is an at-grade crossing close to Ralia Kennels.

Photograph 9-2: NMU7 running parallel to the northbound side of the A9, by Nuide Farm.

9.3.11 NMU8 is the Newtonmore Wildcat Trail and CNPA Core Paths UBS2 and UBS3. The Wildcat Trail is an 11.3km circular walk around Newtonmore, which starts at the Railway Station where there is an informal parking area; it then follows the path south to the northern edge of the River Spey.

Photograph 9-3: Waymarked route of the Wildcat Trail (NMU8) to the south of Newtonmore

9.3.12 NMU9 is an informal route originating from the A9, it is oriented in a southwest direction and connects to the south of Ordan Shios, and to General Wade's Military Road.

9.3.13 NMU10 is also an informal route originating from the A9, this route is orientated southeast and connects to the Luibleathann Bothy and General Wade's Military Road. CP6 is an underpass providing local access across the A9.

9.3.14 NMU11 is an informal route running parallel to the southbound side of the A9 between CP7 and CP8. CP7, 8, 9 and 10 all connect to NMU7 and NMU11.

9.3.15 NMU12 is an informal NMU route originating at NMU11 and providing access to Milton of Nuide. Further south it connects to NMU10 and NMU13 (General Wade's Military Road). These informal NMU routes also provide access to CNPA Hill Track 201, a popular route for hill walking and equestrian use.

9.3.16 NMU13 is a hill walking route that includes sections of General Wade's Military Road and crosses the A9 twice. On the southbound side of the A9 it provides access to properties at Milehouse of Nuide and extends south west out of the study area. On the northern side of the A9 the route follows an adjacent access track before crossing back over the A9 and continuing along General Wade's Military Road to Ruthven.

9.3.17 CP10 is an underpass connecting NMU13 to NMU7. CP11 is an at-grade crossing connecting NMU13 and NMU14; this CP is used by equestrians as well as walkers.

Photograph 9-4: NMU13 General Wade's Military Road

9.3.18 NMU14 also utilises sections of General Wade's Military Road and connects to NMU13 to the south of the A9 at Milehouse of Nuide. Southbound lay-by 111 is used by NMUs to access NMU14 and then NMU13.

9.3.19 NMU15 combines two informal routes which originate from NMU13 on the southbound side of the A9 nearby Ruthven Cottage; this NMU is orientated in a southwest direction leading to Blar Mor.

9.3.20 CP12 is an underpass where NMU13 crosses the A9, predominantly used for farm access; however, consultation has indicated this is also used for equestrian and hill walking connections.

9.3.21 NMU16 is an informal route leading from the B970 to the eastern side of the River Spey; this route is used by canoeists to access the river.

9.3.22 NMU17 is a CNPA Core Path LBS135 and River Spey access point, originating from the B970.

Photograph 9-5: NMU17 has gated access from the B970 to the River Spey

9.3.23 NMU18 follows the same route as NMU1 along the B970 from Kingussie to Ruthven and represents three nationally important walking routes:

- The East Highland Way
- Scottish National Trail
- The Speyside Way Extension

9.3.24 CP13 is where these routes pass underneath the A9 at approximate ch. 49,250.

9.3.25 NMU19 is the Ruthven and Glen Tromie circular walk, which passes Ruthven Barracks and continues past Insh Marshes National Nature Reserve (and RSPB site).

Photograph 9-6: View from the edge of the B970 and NMU19 towards Ruthven Barracks and the A9

9.3.26 NMU20, CNPA Core Path LBS74, forms a route around Glebe Ponds, which is accessed from the A86 near the Kingussie Junction (close to the existing northbound slip road).

9.3.27 NMU21 is an informal route between Kingussie Main Street and Kingussie Cemetery, utilising the A86 and B9152. A footpath on the northbound side of the road is present. CP15 is located where NMU21 passes underneath the A9.

9.3.28 NMU22 and 23 provide access around Kingussie and in close proximity to the A9 at the eastern edge of the town. NMU22, CNPA Core Path LBS73 incorporates a section of General Wade's Military Road, providing access to Kerrow and Kerrow Cottage from the A86. NMU23, Tom Baraidh and Raitts way-marked route is a Kingussie Community Path and forms a 7.2km circular walking route, which starts at the Ardvonie car park. It then utilises the same track as NMU23 to the north of Kerrow.

Photograph 9-7: NMU22 General Wade's Military Road and CNPA Core Path

9.3.29 CP16 is an at-grade crossing between Laggan Cottage and Kerrow Farm, identified as an equestrian crossing point.

9.3.30 NMU24 is an informal route and CNPA Core Path LBS146; it continues from NMU22 and NMU23 and crosses the A9 into Lynchat. This underpass is shown as CP17 and is used by walkers and equestrians.

9.3.31 NMU25 is another section of General Wade's Military Road that lies to the northbound side of the A9. It provides vehicle and NMU access to several properties, including Balavil Cottage, Mains of Balavil, Balavil and Croftcarnoch. There is woodland surrounding the track which allows partial and glimpsed views towards the A9 at certain points.

9.3.32 CP18 is an underpass which consultation has noted is used by equestrians. CP19 is an at-grade crossing. Both connect NMU25 and the properties at Balavil to the B9152, south of the A9.

9.3.33 NMU26 represents two on-road informal routes to the north west of the A9 that provide access to Meadowside House self-catering cottages and the Highland Wildlife Park. CP20 is where this road passes underneath the A9.

Photograph 9-8: On-road NMU25 at Balavil

Vulnerable User Access

9.3.34 A group of users can be defined as 'vulnerable' in a number of ways, for example by the amount of protection from traffic they are afforded (e.g. pedestrians and cyclists) or by the amount of task capability (e.g. young children and the elderly).

9.3.35 Facilities between Crubenmore and Kincraig generally cater well for vulnerable user groups, specifically NMU2, 3, 7, 13, and 20.

9.3.36 A section of the NCN7 (NMU1) adjacent to the A86, between Newtonmore and Kingussie, is suitable for vulnerable users. The NCN is combined with a CNPA Core Path and two long distance routes. This is an off-road wide tarmac path creating a smooth surface for wheelchair users and pushchairs (see **Photograph 9-9**).

Photograph 9-9: NCN7 and Core Path between Newtonmore and Kingussie, alongside the A86

9.3.37 Walking routes between Crubenmore and Kincraig, may, in places, have potential barriers for vulnerable groups due to uneven terrain, steep ascents and narrow paths, as in NMU8, 9, 10, 12, 19, 22 and 23.

9.3.38 On-road NMU routes, where NMU users are not separated from traffic, users can feel vulnerable. This occurs where NMU1 and NMU18 share the B970 with vehicles (see **Photograph 9-10** below).

Photograph 9-10: NCN7 and East Highland Way, on-road section from Kingussie

Access to the Outdoors

9.3.39 Key outdoor areas accessible from NMU routes within the Proposed Scheme include the surrounding Munros and Corbetts, NCN7, CNPA Core Path network, Ralia Café, Ruthven Barracks, Insh Marshes National Nature Reserve and RSPB site, Loch Gynack and the Highland Wildlife Park. These features can be seen on **Drawing 9.1 (Volume 3).**

Local Access

9.3.40 There are two main junctions in the Proposed Scheme; the Newtonmore Junction provides access from the A9 in both directions onto the B9150. This road runs northeast into Newtonmore, where it meets the A86 and runs parallel to the A9 and continues into Kingussie. Further north there is a grade separated junction with north and southbound slip roads providing access to the A86 and Kingussie.

9.3.41 There are a number of local access points for land owners, estate access and agricultural use; these are detailed further within **Chapter 8**.

Photograph 9-11: A86/A9 slip road junction at Kingussie, providing access to and from the northbound carriageway of the A9

Parking Provision

9.3.42 Both Newtonmore and Kingussie have shops and other amenities that attract visitors and therefore there is provision for parking within both towns, in the form of roadside parking as well as formal car parks. Both towns also provide starting points to numerous walks, both circular walks along community paths around the towns, as well as longer hill walking tracks and Munro walks.

9.3.43 The car park at Ralia Café is well-used and is the only designated rest area within the Central Section, providing parking, a café and gift shop just off the A9 to the south of Newtonmore. It can be accessed by both northbound and southbound vehicle users and NMUs. No hill walking routes can be directly accessed from here, but there are some short walks in the immediate area. These parking areas are identified on **Drawing 9.1 (Volume 3).**

Photograph 9-12: Ralia Café and Tourist Information car park

9.3.44 There are 10 lay-bys within the Proposed Scheme; three on the northbound side of the carriageway and seven on the southbound side. Lay-bys are important for drivers needing to stop, generally for a short time. It is apparent that many NMUs utilise lay-bys for access to hill walking routes and Munro tracks, with many NMU organisations recommending the use of lay-bys for parking. Lay-bys may also be provided for more specialised functions, such as emergency lay-bys for broken down vehicles, bus lay-bys or hardstandings where maintenance vehicles may pull off the road.

Public Transport

Rail Services

9.3.45 The two main settlements within the area, Newtonmore and Kingussie, both have rail stations with regular services.

9.3.46 The services stopping at Newtonmore and Kingussie are summarised in **Table 9-10** and **9-11** below.

Table 9-10: Rail services accessing Newtonmore

Service	Operator	Comments
Edinburgh/Glasgow to Inverness	ScotRail service operated by Abellio	5 direct journeys/day Monday to Saturday, with 3 on a Sunday
Inverness to Glasgow/Edinburgh	ScotRail service operated by Abellio	5 direct journeys/day Monday to Friday, with 6 on a Saturday and 3 on a Sunday

Table 9-11: Rail services accessing Kingussie

Service	Operator	Comments
Edinburgh/Glasgow to Inverness	ScotRail service operated by Abellio	15 direct journeys/day Monday to Saturday, with 6 on a Sunday
Edinburgh/Glasgow to Inverness	Virgin Trains East Coast	1 direct journey/day Monday to Sunday
Inverness to Glasgow/Edinburgh	Virgin Trains East Coast	1 direct journey/day Monday to Sunday
Inverness to Edinburgh/Glasgow	ScotRail service operated by Abellio	9 direct journeys/day Monday to Saturday, with 6 on a Sunday
London to Inverness	Serco Caledonian Sleepers Ltd	1 direct journey/day Monday to Sunday in each direction

Bus and Coach Services

9.3.47 There are no bus stops on the A9 throughout the extent of the Proposed Scheme; however several bus and coach services use the B9150, the A86 and the B9152 as many routes proceed north towards Aviemore, with services stopping at both Kingussie and Newtonmore. All bus and coach services accessing Newtonmore can be found in **Table 9-12** and services for Kingussie can be found in **Table 9-13.**

Table 9-12: Bus and coach services accessing Newtonmore

Service Number	Operator	Comments
Number 32 Newtonmore to Carrbridge	Stagecoach Highlands	Runs Monday to Friday with 5 journeys daily and an additional journey on Friday. 3 journeys on a weekend
Number 32 Carrbridge to Newtonmore	Stagecoach Highlands	Runs Monday to Friday with 5 journeys daily and an additional journey on Friday. 4 journeys on a weekend
Number 35 Newtonmore to Inverness	Stagecoach Highlands	Runs two journeys daily
Number 35 Inverness to Newtonmore	Stagecoach Highlands	Runs two journeys daily
Number 39 Dalwhinnie to Kingussie (High School)	Stagecoach Highlands	Runs Monday to Friday, twice daily at scheduled school times. Does not run during school holidays
Number 39A Kingussie (high school) to Kinlochlaggan	Stagecoach Highlands	Runs Monday to Friday, twice daily at scheduled school time. Does not run during school holidays
Number 228 Arbroath to Inverness	Fishers Tours, Dundee	Runs one journey daily in each direction
Number 244 Forfar to Inverness	Fishers Tours, Dundee	Runs one journey daily in each direction
Number 267 Cupar to Inverness	Fishers Tours, Dundee	Runs one journey daily in each direction

Table 9-13: Bus and coach services accessing Kingussie

Service Number	Operator	Comments
Number 32 Newtonmore to Carrbridge	Stagecoach Highlands	Runs Monday to Friday with 1 journey
Number 32 Carrbridge to Newtonmore	Stagecoach Highlands	Runs Monday to Friday with 7 journeys daily and an additional journey on Friday. 8 journeys on a Saturday
Number 35 Newtonmore to Inverness	Stagecoach Highlands	Runs Monday to Friday two journeys daily and 1 journey on a Saturday
Number 35 Inverness to Newtonmore	Stagecoach Highlands	Runs Monday to Saturday two journeys daily
Number 37 Glenmore to Kingussie (High School)	Stagecoach Highlands	Runs Monday to Friday one journey daily in each direction. Does not run during school holidays
Number 38/38A Aviemore to Kingussie (High School)	Stagecoach Highlands	Runs Monday to Friday one journey daily in each direction. Does not run during school holidays
Number 39 Dalwhinnie to Kingussie (High School)	Stagecoach Highlands	Runs Monday to Friday, twice daily at scheduled school times. Does not run during school holidays
Number 39A Kingussie (High School) to Kinlochlaggan	Stagecoach Highlands	Runs Monday to Friday, twice daily at scheduled school time. Does not run during school holidays
Number 228 Arbroath to Inverness	Fishers Tours, Dundee	Runs one journey daily in each direction
Number 244 Forfar to Inverness	Fishers Tours, Dundee	Runs one journey daily in each direction
Number 267 Cupar to Inverness	Fishers Tours, Dundee	Runs one journey daily in each direction

Vehicle Travellers - Views from the Road

9.3.48 **Chapter 14** includes Lay-by Viewpoints A-T (**Drawings 14.48 – 14.67**, **Volume 3**). These drawings should be read in conjunction with the views from the road section.

9.3.49 Key features visible from the road includes the following:

- Mountains to the east of the A9 including Creagan a' Choin, Ordan Shios, Creag Druim and Creag Dhubh
- Mountains to the west of the A9 including Cruban Beag, Creag Ruadh, Creagan Mor, Creag Bheag, Creag Bhalg, Creag Mhor
- Settlements of Newtonmore and Kingussie
- Ruthven Barracks
- HML railway
- River Spey and its tributaries
- Insh Marshes
- Woodland features, including coniferous plantations, roadside planting and Ancient Woodland

9.3.50 Views from the road are transient in nature but can add to the experience for vehicle travellers. As the Proposed Scheme sits within the CNP, travellers can enjoy high value views.

9.3.51 Upon entering the southern end of the study area, vehicle users experience open short to mid-distance views east of rolling moorland, interspersed with patches of young birch trees and conifers. To the west a belt of broadleaf and coniferous vegetation offers partial views to the mountains tops beyond. Toward Ralia, the land rises directly east and falls away to the west to the River Truim.

9.3.52 Rolling hills with prominent patches of heather and scattered vegetation provide open views to the north and west, and more enclosed views to the east. Newtonmore is seasonally screened by birch trees lining the road, with views glimpsed through the vegetation to the mountains beyond. Rock face to the east creates a dramatic feel to the journey.

9.3.53 Moving north past Newtonmore, there are short to mid-distance views of undulating topography to the east and west, with scattered vegetation, and Kingussie visible to the northwest. Vehicle travellers also experience long distance views to the mountains on the horizon. Travelling past Kingussie, the land flattens out, enabling extensive views over the River Spey floodplain, with high quality scenic views of Ruthven Barracks and Insh Marshes to the east.

9.3.54 The northern section of the study area becomes more enclosed with young birch trees lining the roadside, which is then replaced by a dense screen of established conifers. The vegetation offers glimpsed views of the parallel B9152 road to the east and isolated properties such as Balavil and Croftcarnoch to the west.

Vehicle Travellers - Driver Stress

9.3.55 One of the scheme objectives of the A9 Dualling Programme is reducing driver stress. The assessment of driver stress is based on the traffic and road conditions likely to be encountered and the certainty of the route in question for travellers. The following factors are considered in relation to driver stress:

- Traffic flows
- Journey speed
- Frustration

9.3.56 The A9 is utilised by a combination of vehicle types, including passenger vehicles, coaches and heavy goods vehicles (HGVs), serving strategic, local, agricultural, commercial and tourist traffic. In addition, the tourism industry contributes to a significant traffic volume along the length of the route during summer months and holidays.

9.3.57 Journey time reliability can be unpredictable along the A9. Driver frustration, due to a lack of safe overtaking opportunities, is considered to contribute to serious and fatal accidents. **Table 9-14**, **Table 9-15** and **Table 9-16** below set out traffic data and flow information collected in 2015. Note that the average speed shown below has been influenced by the introduction of average speed cameras along the single carriageway sections of the A9.

Table 9-14: 2015 traffic data, A9 at Glen Truim Junction

	Average Hourly flow	Average speed km/hr
South of Glen Truim Junction		
Northbound	173	90
Southbound	193	80
North of Glen Truim Junction		
Northbound	174	89
Southbound	196	83

Table 9-15: 2015 traffic data, A9 at Newtonmore Junction

	Average Hourly flow	Average speed km/hr
South of Newtonmore Junction		
Northbound	165	89
Southbound	197	81
North of Newtonmore Junction		
Northbound	158	86
Southbound	179	90

Table 9-16: 2015 traffic data, A9 at Kingussie Junction

	Average Hourly flow	Average speed km/hr
South of Kingussie Junction		
Northbound	158	86
Southbound	179	91
North of Kingussie Junction		
Northbound	195	86
Southbound	210	91

9.3.58 Based on DMRB methodology outlined within **Section 9.2** and the information in **Table 9-14**, **Table 9-15** and **Table 9-16,** driver stress for the existing A9 in the study area is assessed as being Low, however other factors also need to be considered that add to driver frustration.

9.3.59 Therefore, taking into consideration the commissioned research by Transport Scotland, described previously, Driver Stress for the baseline situation on the existing A9 within the Study Area is defined as **Moderate** due to the potential number of slower moving vehicles, with few available overtaking opportunities.

NMU Baseline Summary

9.3.60 There are 26 NMU routes within the extent of the Proposed Scheme, comprising Core Paths, NCN, hill walking routes, and informal routes. These routes intersect the A9 at 20 locations, referred to as crossing points (CPs). This includes nine at-grade crossings, seven underpasses, three underbridges and the Spey Crossing. These existing NMU routes and CPs are shown on **Drawing 9.1** (**Volume 3**)**.** All 26 NMU routes are located within the 1km study area at some point and have the potential to be affected by the Proposed Scheme; therefore, all routes are included within this assessment.

9.3.61 Any existing at-grade CPs will be removed as part of the Proposed Scheme. CPs have been assessed in relation to the associated NMU route and considered as part of the amenity impact and journey length impact assessments.

9.3.62 Where there is an anticipated change in journey length, either an increase or decrease, a Journey Length Assessment (JLA) has been calculated. The JLA locations are shown on **Drawings 9.4** to **9.9** (**Volume 3**) and assessed in **Section 9.4**. **Table 9-17** summarises the key NMU routes that have been assessed and their assigned sensitivity.

Table 9-17: Key NMU routes to assess

NMU Ref. No.	Type of NMU	CP Ref.	Baseline Amenity	Link to Outdoor Access Areas	Sensitivity
NMU1	NCN7	CP1, CP2, CP3, CP4, CP13	Cycleway with both on and off-road sections	Ralia, Newtonmore, Kingussie, Ruthven Barracks, Insh Marshes	**High**
NMU2	CNPA Core Path	CP1, CP2, CP3, CP4	On and off-road sections of tarmac road	Ralia, Newtonmore	**High**
NMU3	Informal route	CP1	Tarmac on-road route	Falls of Truim	**Medium**
NMU4	Informal route	CP2, CP3	Gravel track	CNPA Hill track 201	**Low/ Medium**
NMU5	CNPA Core Path	CP14	River Spey	Insh Marshes, Loch Insh	**High**
NMU6	Informal route	CP4	Gravel track	Ordon Shios, Creagon a' Choin	**Medium**
NMU7	Informal route	CP5, CP6, CP8, CP9	Tarmac road, close proximity to the A9	Not applicable	**Medium**
NMU8	Hill walking route	Not applicable	Mixture of grass, gravel and tarmac tracks, both on and off-road	Newtonmore	**High**
NMU9	Informal route	Not applicable	Gravel track	Ordon Shios, CNPA Hill track 201	**Low**
NMU10	Informal route	Not applicable	Gravel track	CNPA Hill track 201	**Low**
NMU11	Informal route	CP7, CP8, CP9, CP10	Gravel track	Not applicable	**Low**
NMU12	Informal route	CP7, CP8	Gravel track	CNPA Hill track 201	**Low**
NMU13	Hill walking route	CP10, CP11, CP12	Gravel track	Ruthven	**Medium/ High**
NMU14	Informal route	CP11	Gravel track	Not applicable	**Low**
NMU15	Informal route	CP12	Gravel track	Creag Druim, Ruthven	**Low**
NMU16	Informal route	Not applicable	Grass track	River Spey	**Medium**
NMU17	CNPA Core Path	Not applicable	Grass track	River Spey	**High**

NMU Ref. No.	Type of NMU	CP Ref.	Baseline Amenity	Link to Outdoor Access Areas	Sensitivity
NMU18	East Highland Way, Scottish National Trail and Speyside Way Extension	CP13	On-road, tarmac	Ruthven Barracks, Insh Marshes	**High**
NMU19	Hill walking route	Not applicable	Gravel track	Ruthven Barracks, Glen Tromie	**High**
NMU20	CNPA Core Path	Not applicable	Boardwalks and gravel footpaths	Glebe Pond, Kingussie	**High**
NMU21	Informal route	CP15	On and off-road, tarmac	Kingussie	**Low**
NMU22	CNPA Core Path	CP17	Gravel track	Loch Gynack, Creag Bheag	**High**
NMU23	Kingussie Community Path	CP17	Gravel track	Loch Gynack, Creag Bheag	**Medium/ High**
NMU24	CNPA Core Path and informal route	CP17	Gravel track	Not applicable	**Medium/ High**
NMU25	Informal route	CP19	Gravel track	Highland Wildlife Park	**Low/ Medium**
NMU26	Informal route	CP20	Tarmac and gravel on-road tracks	Highland Wildlife Park	**Low/ Medium**

9.4 Potential Impacts

9.4.1 This section considers the potential temporary (construction) and permanent (operational year of opening) impacts of the Proposed Scheme on NMUs and Vehicle Travellers. Long term permanent effects, after 15-25 years, for both NMU's and Vehicle Travellers, are assessed within **Section 9.6** and includes additional mitigation. Additional mitigation is set out in **Section 9.5.**

9.4.2 Throughout the DMRB Stage 3 iterative design process, a number of environmentally led workshops considered each aspect of the developing design and made recommendations for certain features to be included in the design. These aspects have been defined as 'embedded mitigation' and, where they are included in the Proposed Scheme design, they are considered within the context of the impact assessment as providing mitigation to avoid or reduce environmental impacts, and in some cases, provide environmental benefits.

9.4.3 The embedded mitigation which provides continued and potentially improved NMU access and potential improvements for vehicle travellers (in terms of driver stress) includes the following:

- Removal of all existing at-grade pedestrian crossings of the A9, rationalising and replacing with underpass crossings
- Removal of all right-turn manoeuvres across the carriageways, improving road safety
- Type A lay-bys with segregation strip to replace all existing lay-bys
- Glen Truim and Ralia left-in left-out junction at ch. 41,650 and access road
- Proposed Newtonmore Junction with northbound and southbound slip roads
- Northbound left-in-left-out access at Nuide Farm at ch. 46,150
- New access track adjacent to northbound carriageway between ch. 45,900 and ch. 47,450
- New access track adjacent to southbound carriageway between ch. 45,400 and ch. 46,800 and between ch. 48,075 and ch. 48,825
- Estate/maintenance track and underpass adjacent to the southbound carriageway at Kingussie Junction
- Private access track from Kerrow Cottage, adjacent to the northbound carriageway between ch. 50,950 and ch. 51,250 (removing at-grade CP16)
- NMU route adjacent to the northbound carriageway from Kingussie to Kincraig, ch. 51,200 – 56,600 (as part of the Kingussie to Aviemore NMU route delivered across the wider A9 dualling scheme)
- Balavil left-in left-out access from the northbound carriageway at ch. 53,600

9.4.4 The baseline identified 20 CPs; including seven underpasses. The Proposed Scheme will remove all at-grade crossings. Underpasses will be retained if possible, and generally crossings will be rationalised. The Proposed Scheme includes six underpasses, these are set out below:

- Estate and NMU underpass at ch. 41,275
- Vehicle and NMU underpass within Newtonmore Junction at ch. 43,400
- Estate and NMU underpass at ch. 46,050
- Estate and NMU underpass at ch. 48,800
- Estate and maintenance underpass at the Spey Crossing, ch. 50,225
- Underpass at Lynchat, ch. 52,950

9.4.5 Where the A9 crosses over the B970 and B9152 and any associated NMU routes, these accesses and routes will be retained.

9.4.6 Embedded mitigation specific to views from the road has also been developed through the environmentally-led design process, with input from Landscape Architects; including:

- Landform refinement, mainly of the embankments of the mainline and junction proposals, adjoining the proposed road to the surrounding landscape
- Design of access tracks/realigned NMU routes
- Design of sustainable drainage solutions (SuDS)
- Design of rock cuts
- Design of retaining walls and other structures

9.4.7 While the impact assessment is undertaken in cognisance of the embedded mitigation features noted above, in order to ensure that all project mitigation requirements (including embedded, specific and generic mitigation) are captured, they have been included within the summary of mitigation section of this chapter, and the Schedule of Environmental Commitments contained in **Chapter 21**.

Non-Motorised Users (NMU)

Temporary – Construction Phase

9.4.8 NMU routes will be affected during construction. These effects will be temporary and will primarily affect NMU routes with direct access to/from the existing A9 or crossing the existing A9. Phasing of the works will reduce the temporary effects on NMU routes.

9.4.9 Where necessary, temporary diversions and alternative access will be provided to allow use of the NMU network during the construction phase. Details, including the timing and exact diversion routes, will be dependent upon the arrangements determined by the Contractor; therefore, this information is not available at this time.

9.4.10 Typically, in the absence of mitigation, there will be adverse impacts on the amenity value and journey length of NMUs during the construction phase. Likely impacts include the following:

- Temporary diversions of NMU routes
- Alternative access points for NMU routes and potential severance of access to NMU routes from the A9
- Construction traffic on local roads and off-road NMU routes creating an increase in traffic around pedestrian areas
- Effects on the visual amenity of NMU routes close to construction work
- Increase in noise levels – where the NMU receptor is within approximately 75m of construction activities there could be potential temporary impacts associated with localised works (this distance has been defined by the professional judgement of the topic specialist, further details on construction noise impacts can be found in **Chapter 17**)

9.4.11 Where long distance NMUs come close to the A9 the overall impact depicts the worst-case scenario where the route is within the 500m study area to either side of the A9. Construction impacts on NMU routes are detailed in **Table 9-18**. **Drawing 9.1 (Volume 3)** shows the locations of these existing NMU routes and CPs.

Table 9-18: Construction phase impacts on NMUs

NMU Ref.	Amenity Impact commentary	Journey Length and Accessibility Impact commentary	Overall Impact
NMU1 (NCN7)	Amenity impacts will be significant where NMU1 runs adjacent to the A9 between ch. 40,000 – ch. 43,400. There will be notably reduced visual amenity from construction traffic, bare earth and tree loss as well as construction noise where this route is within 75m of the works. There will also be amenity impacts where NMU1 crosses under the A9 along the B970, ch. 49,250.	Access will be limited where construction activities associated with the Ralia/Glen Truim Junction/access road and at the Newtonmore Junction. It is therefore anticipated that the NCN7 may be closed during construction of this area. There is also anticipated to be a closure of the B970 during the underbridge construction (ch. 49,250), however the closure would be limited to the construction of this feature.	**Substantial**
NMU2 (CNPA Core Path)	Amenity impacts will be significant between ch. 40,000 – ch. 43,400. Notably reduced visual amenity from construction traffic, bare earth and tree loss.	Access will be limited where construction activities associated with the Ralia/Glen Truim Junction and access road and around the Newtonmore Junction.	**Substantial**
NMU3 (Informal route)	There will be limited areas of reduced visual amenity where this route crosses the HML railway and meets the A9. Construction noise will also be apparent within the first 75m of the track.	It is anticipated that this road will be closed during the construction of the bridge over the HML railway. As this NMU links to other informal/hill walking routes NMUs could access this route from outside of the study area.	**Moderate**
NMU4 (Informal route)	During construction of the southbound carriageway tree loss will affect visual amenity of this route and construction noise will also be apparent within the first 75m of the track.	During construction the Contractor must provide access to this track which leads to Phoines, therefore NMU access would remain throughout construction. This track is also accessible from the south where it joins up to CNPA Hill Track 201 and from Etteridge to the south of the Proposed Scheme.	**Moderate**
NMU5 (CNPA Core Path)	Generally, impacts on amenity value will occur where the A9 crosses the River Spey (ch. 50,175) and is not anticipated to affect the wider context of the route or amenity value.	During construction of the Spey Crossing there may be a period of time where continuous access for canoes will not be possible.	Moderate/ Slight not significant
NMU6 (Informal route)	It is anticipated that changes to visual amenity will be substantial given the tree loss and close proximity of works also affecting noise levels.	Access from the A9 during construction of the southbound carriageway will not be possible; however, this route can be accessed from the south from other informal routes.	**Moderate**
NMU7 (Informal route)	It is anticipated that changes to visual amenity will be substantial given the tree loss and close proximity of works also affecting noise levels. These impacts will be greater around the Newtonmore Junction and around the proposed left-in-left-out access at Nuide Farm.	Access from Newtonmore/ Ralia will be maintained at all times during construction due to a number of properties situated along this route, and it is anticipated that any temporary access/diversion could also be used by NMUs. Minor works along this road (constructing passing places) will not significantly affect access or journey length. To the north of Nuide Farm continued access north will be limited during the construction of the left-in-left-out access here.	**Substantial/ Moderate**

NMU Ref.	Amenity Impact commentary	Journey Length and Accessibility Impact commentary	Overall Impact
NMU8 (Hill walking route)	Given that all sections of NMU8 are further than 75m from construction activities there is not anticipated to be significant impacts on noise. Views to the A9 are mid to long distance therefore impacts on visual amenity are not considered to be significant.	There will be no effect on journey length or accessibility to NMU8 during construction.	Slight/Negligible
NMU9 (Informal route)	There will be significant impacts on amenity where these routes come close to the road (ch. 45,750); notably noise and visual impacts. Given the open landscape in this area, views toward construction activities would be possible further south.	During construction of the southbound carriageway there will be no access from the A9, however this track is still accessible where it joins up to CNPA Hill Track 201 and can be accessed from Etteridge to the south of the Proposed Scheme.	**Moderate**
NMU10 (Informal route)	As NMU9 above.	During construction of this area of the southbound carriageway there will be no access from the A9, however there would be access provision from NMU12 due to the property Milton of Nuide.	**Moderate**
NMU11 (Informal route)	There would be significant impacts on the amenity value considering the proximity of the route to construction activities.	It is anticipated that access to NMU12 (and the property Milton of Nuide) will be required throughout the construction phase, therefore NMU11 would be accessible. However, during construction of the southbound carriageway and adjacent access track the informal route would not be accessible; an alternative route via the surrounding NMUs (NMU12, 13, 14) could be used.	**Substantial/ Moderate**
NMU12 (Informal route)	There will be significant impacts on amenity where these routes come close to the road; notably noise and visual. Given the open landscape in this area, views toward construction activities would be possible further south.	It is anticipated there will be access to this track as it leads to the property Milton of Nuide, therefore NMU access would remain throughout construction. This track is also accessible from the south where it joins up to CNPA Hill Track 201 therefore access will not be significantly affected.	**Moderate**
NMU13 (Hill walking route)	There will be significant visual impacts and change in noise levels between ch. 47,700 – ch. 48,800 where NMU13 is adjacent to the A9 and associated construction activities.	There will be no access where this route crosses the A9 during construction, prior to the proposed permanent diversion this track could be accessed via NMU12 (where direct access is retained). Where this track meets the B970 at Ruthven the minor works are not anticipated to significantly affect access/journey length.	**Substantial/ Moderate**
NMU14 (Informal route)	The visual amenity will be affected by tree loss to the southbound side of the road and views of construction traffic, there is also expected to be some changes in noise level where this track is adjacent to the A9.	During construction of this area of the southbound carriageway there will be no access from the A9, however this track is still accessible where it joins up to NMU13 and CNPA Hill Track 201 to the south.	**Moderate**
NMU15 (Informal route)	There may be partial views towards the A9 which could be affected by tree loss, bare earthworks and construction traffic. There will not be significant changes in noise levels due to the distance of this track from the A9 construction activities.	It is anticipated that access to NMU15 would be retained; minor works to NMU13 are not likely to significantly affect access/journey lengths.	Moderate/ Slight not significant

NMU Ref.	Amenity Impact commentary	Journey Length and Accessibility Impact commentary	Overall Impact
NMU16 (Informal route)	Visual impacts will be limited considering the established vegetation lining the A9 in this location. There is not likely to be changes in noise levels given the distance of the route from the A9.	There will be no effect on journey length or accessibility to NMU16 during construction.	Slight/ Negligible
NMU17 (CNPA Core Path)	Visual impacts will be limited considering the established vegetation lining the A9 in this location and temporary SuDS features. There may be some increase in noise levels.	There is anticipated to be a localised closure of the B970, this period of closure will be limited to the construction of this underbridge (ch. 49,250).	**Moderate/ Slight significant** due to both access and amenity being affected and its close proximity to the works
NMU18 (East Highland Way/ Scottish National Trail/ Speyside Way Extension)	Amenity impacts will be concentrated where these routes cross under the A9 and will experience changes in amenity from increase in noise levels relating to construction activities and visual changes such and bare earth on embankments, tree loss adjacent to the road and construction vehicles.	There is anticipated to be a localised closure of the B970, this period of closure will be limited to the construction of this underbridge (ch. 49,250).	**Moderate**
NMU19 (Hill walking route)	Areas of tree loss as a result of the proposed scheme may be visible where this track meets the B970 with views over the A9 to Kingussie. However, given the distance from the road there is not anticipated to be any significant impacts on amenity.	There will be no effect on journey length or accessibility to NMU20 during construction.	Slight/ Negligible
NMU20 (CNPA Core Path)	There will be woodland loss where the embankment and construction zone for the junction come in close proximity to the area, it is also anticipated there would be short-mid distance views toward the construction activities. It is also anticipated that there could be an increase in noise levels as there will be construction activities within 75m of the route.	There will be no effect on journey length or accessibility to NMU20 during construction.	**Moderate**
NMU21 (Informal route)	There will be significant amenity impacts as this route is adjacent to construction works including Kingussie Junction, SuDS features and an underbridge.	There is anticipated to be a localised closure of the B9152, this period of closure would be limited to the construction of the underbridge (ch. 50,750).	**Substantial/ Moderate**
NMU22 (CNPA Core Path)	There will be significant impacts on visual amenity where this route runs adjacent to the road, notably between ch.52,200 – 53,000. It is also anticipated that there will be increase in noise levels as a result of construction activities.	There would be impacts on NMU access as this track will be used by construction traffic, however this can be accessed via the Kingussie Community Paths further north.	**Substantial/ Moderate**
NMU23 (Kingussie Community Path)	As NMU22.	Where this route joins with NMU24 there is anticipated to be changes to access to construct the new access road. Access to Lynvoan would be required throughout construction; however, there are likely to be some temporary access restrictions during the replacement of the underbridge and access road.	**Substantial/ Moderate**

NMU Ref.	Amenity Impact commentary	Journey Length and Accessibility Impact commentary	Overall Impact
NMU24 (CNPA Core Path/ informal route)	As NMU22.	Access to Lynvoan would be required throughout construction; however, there are likely to be some temporary access restrictions during the replacement of the underbridge and access road.	**Substantial/ Moderate**
NMU25 (Informal route)	There would be partial views to the road and associated construction activities, any change to noise levels would be limited to where this is accessed at the A9.	During construction access to the Balavil Estate will remain therefore NMU access would remain throughout construction.	Slight
NMU26 (Informal route)	Amenity impacts will be limited to the underbridge and along the track to Meadowside house.	Access will be retained given the businesses and residential properties using this access, therefore NMU access will be possible throughout construction.	Slight

Permanent – Operational Phase

9.4.12 NMU routes have been considered during the design process, including the wider connectivity of routes, in order to retain NMU connectivity through the Proposed Scheme extents. For the NMU provisions within the Proposed Scheme, journey length and accessibility, and amenity value have been assessed separately and then, using the methodology set out in **Section 9.2,** an overall significance of potential impact has been assigned for each NMU. The impacts set out below are based on worst case scenario and therefore determine impacts at year of opening. Unless stated otherwise, all impacts are adverse.

Journey Length and Accessibility

9.4.13 This assessment has identified 10 NMU routes where there would be a change in journey length as a result of the Proposed Scheme. A Journey Length Assessment (JLA) has been carried out in these locations, where multiple changes occur along an NMU route; these figures have been amalgamated to get the total new journey length. Where there are changes in accessibility as a result of the Proposed Scheme, either adverse or beneficial, this is also detailed in **Table 9-19**. The proposed new journey lengths are depicted on **Drawings 9.4** to **9.9 (Volume 3).**

Table 9-19: Potential impacts on accessibility and journey length

JLA Point (if applicable)	NMU Ref.	Access change(s)	Key Impact on NMU	Location of impact(s) (ch.)	Baseline Journey Length (m)	Potential New Journey Length (m)	Potential Change (m)	Sensitivity	Potential Impact	
									Magnitude	Significance
JLA1a - b	NMU1 (NCN7)	-	Changes to Ralia and Newtonmore Junctions and access roads	40,500 – 42,500 and 43,200 – 43,500	1242	1324	+82 (1324-1242=82)	High	Negligible	Negligible
JLA2a - b	NMU2 (CNPA Core Path)	-	Changes to Ralia and Newtonmore Junctions and access roads	40,500 – 42,500 and 43,200 – 43,500	1242	1324	+82 (1324-1242=82)	High	Negligible	Negligible
-	NMU3 (Informal route)	✓	Removal of direct access from the A9, retained access from NCN7	40,625	Not applicable – NMU access from the east would now use underpass at ch. 41,275 and new Glen Truim access track					**Moderate beneficial**
JLA3	NMU4 (Informal route)	✓	Removal of direct access from the A9, underpass to Glen Truim access road	41,050 – 41,350	229	297	+68 (297-229=68)	Low/ Medium	Negligible	Negligible
-	NMU5 (CNPA Core Path)	-	-	-	Not applicable – No JLA and no change to access					No impact
JLA4	NMU6 (Informal route)	✓	Removal of direct access from the A9, access from new track at Newtonmore Junction	42,750 - 43,300	74	665	+591 (665-74=591)	Medium	High	**Moderate/ Substantial**
JLA5	NMU7 (Informal route)	✓	Rearranged access at Newtonmore Junction and new alignment of route at Nuide Farm left-in-left-out access	43,400 and 46,200 – 46,700	349	310	-39 (349-310=39)	Medium	Negligible	Negligible/ Slight
-	NMU8 (Hill walking route)	-	-	-	Not applicable – No JLA and no change to access					No impact
-	NMU9 (Informal route)	✓	Removal of direct access from the A9, private access track to NMU9		Not applicable – NMU9 to be accessed from proposed track adjacent to southbound carriageway. Underpass at ch. 46,050 provides safe access to other NMU routes					**Substantial beneficial**
-	NMU10 (Informal route)	✓	Removal of direct access from the A9, private access track to NMU10		Not applicable – NMU10 to be accessed from proposed track adjacent to southbound carriageway. Underpass at ch. 46,050 provides safe access to other NMU routes					**Substantial beneficial**

JLA Point (if applicable)	NMU Ref.	Access change(s)	Key Impact on NMU	Location of impact(s) (ch.)	Baseline Journey Length (m)	Potential New Journey Length (m)	Potential Change (m)	Sensitivity	Potential Impact	
									Magnitude	Significance
JLA6	NMU11 (Informal route)	✓	Proposed access track to southbound carriageway follows route of NMU11. Stops at field boundary.	46,250 – 47,350	1304	728	-576 (1304-728=576)	Low	High	**Moderate**
-	NMU12 (Informal route)	✓	Removal of direct access from the A9, private access track to NMU12	46,250	Not applicable – NMU12 to be accessed from proposed track adjacent to southbound carriageway. Underpass at ch. 46,050 provides safe access to other NMU routes					**Substantial beneficial**
JLA7	NMU13 (Hill walking route)	-	Rationalised underpass location leading to loss of hill walking track on the western side of the A9	47,300 – 48,800	2143	1683	-460 (2143-1683=460)	High/Medium	Medium	**Moderate**
JLA8	NMU14 (Informal route)	✓	Removal of direct access from the A9, private access track to NMU14	48,075 – 48,825	1030	1683	+653 (1718-1683=653)	Low	High	**Moderate**
-	NMU15 (Informal route)	✓	-	48,825	Not applicable – slight change to NMU access where NMU15 and 13 meet at Ruthven Cottage					Negligible
-	NMU16 (Informal route)	-	-	-	Not applicable – No JLA and no change to access					No impact
-	NMU17 (CNPA Core Path)	-	-	-	Not applicable – No JLA and no change to access					No impact
-	NMU18 (East Highland Way/ Scottish National Trail/ Speyside Way Extension)	-	-	-	Not applicable – No JLA and no change to access					No impact
-	NMU19 (Hill walking route)	-	-	-	Not applicable – No JLA and no change to access					No impact
-	NMU20 (CNPA Core Path)	-	-	-	Not applicable – No JLA and no change to access					No impact
-	NMU21 (Informal route)	-	-	-	Not applicable – No JLA and no change to access					No impact

JLA Point (if applicable)	NMU Ref.	Access change(s)	Key Impact on NMU	Location of impact(s) (ch.)	Baseline Journey Length (m)	Potential New Journey Length (m)	Potential Change (m)	Sensitivity	Potential Impact	
									Magnitude	Significance
JLA9	NMU22 (CNPA Core Path)	-	Proposed track alignment moved north	52,200 – 52,775	775	946	+171 (946-775=171)	High	Low	**Moderate**
JLA9	NMU23 (Kingussie Community Path)	-	Proposed track alignment moved north	52,200 – 52,775	775	946	+171 (946-775=171)	High/Medium	Low	**Moderate**
JLA9	NMU24 (CNPA Core Path/ informal route)	-	Proposed track alignment moved north	52,200 – 52,775	775	946	+171 (946-775=171)	High/Medium	Low	**Moderate**
-	NMU25 (Informal route)	✓	Removed direct access from the A9, private access track and NMU route	53,600	Not applicable – NMU access would be from proposed access track adjacent to the northbound carriageway					**Substantial beneficial**
-	NMU26 (Informal route)	-	-	-	Not applicable – No JLA and no change to access					No impact

Amenity

9.4.14 As stated within **Section 9.2** the assessment of impacts on amenity value has taken into consideration any potential changes in safety (as a result of increased traffic flows), noise levels, air quality and visual amenity in order to assess the overall impact on amenity without mitigation.

9.4.15 Topic specialists for the Noise, Air Quality and Visual Chapters have informed the assessment to fully consider any changes in amenity, with the associated data provided in **Appendix 9-1 (Volume 2)**. Where multiple points of a long-distance route have been used for noise modelling the magnitude of change shown below depicts the worst-case scenario. Visual impacts were based on extent of the Proposed Scheme visible and any loss or increase in tree cover, and impacts relating to safety and increased traffic flows were based on predicted traffic data and changes to crossing points (i.e. change from at-grade crossings). Impacts are detailed in **Table 9-20.**

Table 9-20: Potential impacts on amenity

NMU Ref.	Potential Change				Amenity impact commentary	Significance
	Safety	Visual (year of opening)	Air Quality	Noise		
NMU1 (NCN7)	Moderate beneficial	Moderate/ Slight	Negligible	Negligible	Changes in view will be apparent between ch. 40,000 – 43,400 (Newtonmore Junction) where there will be tree loss as a result of the Proposed Scheme. Removal of at-grade crossings and rationalised underpasses will improve NMU safety.	Slight
NMU2 (CNPA Core Path)	Moderate beneficial	Moderate/ Slight	Negligible	Negligible	Changes in view will be apparent between ch. 40,000 – 43,400 (Newtonmore Junction) where there will be tree loss as a result of the Proposed Scheme. Removal of at-grade crossings and rationalised underpasses will improve NMU safety.	Slight
NMU3 (Informal route)	Slight beneficial	Slight/ Negligible	Negligible	Negligible	Removal of direct access from the A9 and removal of at grade crossings will improve safety. This is considered slight given the on-road NMU will experience a minor increase in traffic flows as a result of the Proposed Scheme. Some tree loss will be notable around the entrance to NMU3, this is not considered to significantly impact visual amenity of this route.	Negligible
NMU4 (Informal route)	Slight beneficial	Moderate	Negligible	Negligible	There is considered to be a slight beneficial impact on NMU safety given the removal of at-grade CP2. There will be noticeable tree loss to the east of the A9 opening up views of the Proposed Scheme.	Slight
NMU5 (CNPA Core Path)	Negligible	Negligible	Negligible	Minor	Generally, the River Spey has vegetation to either side and proximity to the road varies. Any changes in views will be focused around the Spey Crossing; however, this is not anticipated to change the amenity value of this route.	Negligible
NMU6 (Informal route)	Substantial/ Moderate beneficial	Substantial/ Moderate	Negligible	Negligible	A new track connects NMU6 to Newtonmore Junction providing safe underpass crossing to Newtonmore and other NMU routes. There will be notable loss of the existing block of conifers and smaller trees and shrubs adjacent to the road. The new track and Newtonmore Junction will be visible. This will also be visible as the track climbs and there is limited vegetation. SuDS basin 427 will also be visible.	Slight
NMU7 (Informal route)	Slight beneficial	Substantial/ Moderate	Negligible	Negligible	Changes in view will be apparent where NMU7 connects to the new Newtonmore Junction, SuDS basins 458 and 461,ch. 46,200 – 47,200 where the route is adjacent to the A9 and at the proposed left-in-left-out Junction at Nuide Farm. Removal of at-grade crossings will also improve safety; this is not considered to be a significant change to safety given the existing underpass crossings.	**Moderate**

NMU Ref.	Potential Change				Amenity impact commentary	Significance
	Safety	Visual (year of opening)	Air Quality	Noise		
NMU8 (Hill walking route)	Negligible	Negligible	Negligible	Negligible	Given the distance from the A9 and surrounding vegetation the visual amenity of NMU8 will not be affected by the Proposed Scheme. There will also be no change to safety.	Negligible
NMU9 (Informal route)	Moderate beneficial	Moderate/ Slight	Negligible	Negligible	Access is from a new adjacent track and underpass crossing, with removal of at-grade crossings improving NMU safety. Tree loss along the east of the A9 will be noticeable and will open views of the Proposed Scheme	Slight
NMU10 (Informal route)	Moderate beneficial	Moderate/ Slight	Negligible	Negligible	Direct access from the A9 has been removed with access from a new track and underpass crossing, improving NMU safety.	Slight
NMU11 (Informal route)	Slight beneficial	Moderate/ Slight	Negligible	Negligible	Removal of at-grade crossings will also improve safety; this is not considered to be a significant change to safety given the existing underpass crossings. Tree loss will be limited given the open landscape here with sparse roadside vegetation; however, there are clear views of the Proposed Scheme.	Slight
NMU12 (Informal route)	Slight beneficial	Moderate/ Slight	Negligible	Minor	Removal of at-grade crossings will also improve safety; this is not considered to be a significant change to safety given the existing underpass crossings. Some tree loss will be apparent, opening views of the road from further south.	Slight
NMU13 (Hill walking route)	Slight beneficial	Moderate	Negligible	Major	Changes in view will be focused where NMU13 meets NMU14 to the eastern side of the A9. The dualled road and associated embankments will be highly visible; as well as the noise barrier at Knappach, to the south of the track. Long distance views into the wider area and of the mountains on the horizon will not be affected. Removal of the at-grade crossing has a beneficial impact on safety.	**Moderate**
NMU14 (Informal route)	Moderate beneficial	Moderate	Negligible	Negligible	A new access will create a safer connection to/from other NMU routes and Ruthven to NMU14. The permanent diversion will create some tree loss, the dualled road and associated embankments will be highly visible, the noise barrier will also be visible to the south.	Slight
NMU15 (Informal route)	Negligible	Slight/ Negligible	Negligible	Negligible	There will be no change to NMU safety. Changes in view will be limited given existing vegetation around the track; it is not anticipated to significantly affect the visual amenity.	Slight/ Negligible

NMU Ref.	Potential Change				Amenity impact commentary	Significance
	Safety	Visual (year of opening)	Air Quality	Noise		
NMU16 (Informal route)	Negligible	Slight	Negligible	Negligible	There will be no change to NMU safety. Small areas of tree loss may create gaps where the A9 can be seen, this is not anticipated to significantly affect visual amenity.	Slight/ Negligible
NMU17 (CNPA Core Path)	Negligible	Negligible	Negligible	Negligible	There will be no change to NMU safety. The alignment of the road moves further east in this location and therefore the existing trees will be retained and there may only be glimpse views of the A9.	Negligible
NMU18 (East Highland Way/ Scottish National Trail/ Speyside Way Extension)	Negligible	Moderate/ Slight	Negligible	Negligible	There will be no change to NMU safety. The underbridge will be widened and there will be tree loss to the east, changes in view will be focused on the approach to the underbridge from the east and west.	Slight/ Negligible
NMU19 (Hill walking route)	Negligible	Negligible	Negligible	Minor	There will be no change to NMU safety. At this distance changes in view will not be noticeable and will not affect the visual amenity of NMU19.	Negligible
NMU20 (CNPA Core Path)	Negligible	Slight	Negligible	Negligible	There will be no change to NMU safety. A proposed maintenance track will result in a small area of tree loss and the A9 alignment will be further east, generally there will be a minimal change in view. Overall there is not anticipated to be a significant effect on amenity.	Slight/ Negligible
NMU21 (Informal route)	Negligible	Slight	Negligible	Negligible	There will be no change to NMU safety as a result of the Proposed Scheme. SuDS basins 507 and 509 will be visible from NMU21.	Slight/ Negligible
NMU22 (CNPA Core Path)	Negligible	Substantial/ Moderate	Negligible	Moderate	The underpass crossing will be retained and therefore there will be minimal changes to safety. Changes in view will be notable where NMU23 is closest to the road from ch. 52,200 to the underpass. Noise mitigation barriers adjacent to the track at Lynvoan as well as associated tree loss will affect the amenity value of this route.	**Moderate**
NMU23 (Kingussie Community Path)	Negligible	Substantial/ Moderate	Negligible	Moderate	As NMU22.	**Moderate**
NMU24 (CNPA Core Path/ informal route)	Negligible	Substantial/ Moderate	Negligible	Negligible	As NMU22.	**Moderate**

NMU Ref.	Potential Change				Amenity impact commentary	Significance
	Safety	Visual (year of opening)	Air Quality	Noise		
NMU25 (Informal route)	Substantial/ Moderate beneficial	Slight	Negligible	Negligible	Removal of direct access from the A9 will significantly improve NMU safety. Partial views will be possible of the carriageway. Changes are not anticipated to significantly affect the amenity value.	Negligible
NMU26 (Informal route)	Negligible	Slight	Negligible	Negligible	There will be no change to NMU safety. Partial views of the A9 through roadside vegetation will not change significantly to impact the visual amenity.	Slight/ Negligible

9.4.16 **Table 9-21** below identifies the overall impact on NMUs. As defined in **paragraph 9.2.24,** an equal weighting is given to amenity impacts and journey length impacts. Unless stated otherwise, all impacts are adverse.

Table 9-21: Overall Significance of Impacts on NMUs

NMU Ref.	Significance of Potential Impacts		
	Amenity Value	Journey Length	Overall
NMU1	Slight	Negligible	Slight/ Negligible
NMU2	Slight	Negligible	Slight/ Negligible
NMU3	Negligible	Moderate beneficial	Negligible
NMU4	Slight	Negligible	Slight/ Negligible
NMU5	Negligible	No impact	Negligible
NMU6	Slight	Substantial/ Moderate	Moderate/ Slight not significant
NMU7	Moderate	Slight/ Negligible	**Moderate/ Slight significant**
NMU8	Negligible	No impact	Negligible
NMU9	Slight	Substantial beneficial	Negligible
NMU10	Slight	Substantial beneficial	Negligible
NMU11	Slight	Moderate	Moderate/ Slight not significant
NMU12	Slight	Substantial beneficial	Slight/ Negligible
NMU13	Moderate	Moderate	**Moderate**
NMU14	Slight	Moderate	Moderate/ Slight not significant
NMU15	Slight/ Negligible	Negligible	Negligible
NMU16	Slight/ Negligible	No impact	Negligible
NMU17	Negligible	No impact	Negligible
NMU18	Slight/ Negligible	No impact	Negligible
NMU19	Negligible	No impact	Negligible
NMU20	Slight/ Negligible	No impact	Negligible
NMU21	Slight/ Negligible	No impact	Negligible
NMU22	Moderate	Moderate	**Moderate**
NMU23	Moderate	Moderate	**Moderate**
NMU24	Moderate	Moderate	**Moderate**
NMU25	Negligible	Substantial beneficial	Negligible
NMU26	Slight/ Negligible	No impact	Negligible

9.4.17 Overall there are five significant impacts on the following NMU routes resulting from the Proposed Scheme, in the absence of additional mitigation; NMU7, NMU13, NMU22, NMU23 and NMU24.

9.4.18 Although the overall impact on NMU6, NMU11 and NMU14 is Moderate/Slight, overall this is not considered to be significant as there are also associated significant beneficial effects on NMU safety.

9.4.19 There are significant localised benefits for the safety and connectivity of NMU routes within the Proposed Scheme; this is due to the removal of at-grade crossings, additional tracks providing safer

access away from the dualled road and the creation of the new NMU route to link Kingussie and Kincraig.

Public Transport

Temporary - Construction Phase

9.4.20 Bus and train services stop at both Newtonmore and Kingussie. It is anticipated that there will be temporary closures of the railway to demolish and construct proposed railway bridges. It is anticipated these could be overnight to limit impacts and would be agreed with Network Rail, therefore the likely impact would be **Slight adverse.**

9.4.21 It is possible that bus services could experience slower speeds and delays as a result of using the A9 during the construction phase. This will not affect the safety of NMUs using public transport services therefore it is considered that the impact will be **Negligible**.

Permanent – Operational Phase

9.4.22 In the operational phase there will be **no impact** on rail services accessing both Newtonmore and Kingussie.

9.4.23 There may be slight changes to bus and coach services; due to the anticipated beneficial effect on driver stress (see **paragraph 9.4.44**) which would also affect bus and coach services where they travel along the A9. Improved access arrangements and junctions will also mean a **Slight beneficial** impact on bus and coach services.

Access to the Outdoors

Temporary - Construction Phase

9.4.24 Access to the outdoors is based upon impacts to the surrounding NMU network which provides access to numerous outdoor areas. During construction there will be some closures, diversions and alterations to NMU routes which could affect outdoor access. Generally, features such as Ruthven Barracks, Insh Marshes NNR and Loch Gynack are located away from the A9. The NMU routes which access these areas are only likely to be impacted by construction where they come close to or cross the A9.

9.4.25 During construction it is anticipated there would be adverse effects on the visual amenity of NMUs at Ruthven Barracks and Insh Marshes NNR. Given the distance of these outdoor areas from the A9 it is not anticipated that there would be changes in amenity value relating to air quality or noise.

9.4.26 Throughout the construction stage there will be access required to Ralia Café and Tourist Information and the Highland Wildlife Park; the timing and phasing of construction will be determined by the Contractor, but it is considered that continuous access will be provided, therefore during construction there is not considered to be a significant impact on access to these outdoor areas. Given its proximity to the works, users of Ralia Café and Tourist Information will experience adverse changes in visual amenity and changes in noise levels. It is not anticipated there would be any changes to amenity for NMUs at the Highland Wildlife Park. Changes in view from the above-mentioned locations are detailed further within **Chapter 14.**

Permanent – Operational Phase

9.4.27 There will be no significant impacts on access to the outdoors upon operation of the Proposed Scheme as no existing NMU routes will be permanently severed, although there may be localised permanent diversions as a result.

9.4.28 It is considered that due to improved NMU safety with the provision of rationalised underpasses and the introduction of new NMU tracks such as the cycleway facility from Kingussie to Kincraig there would generally be a **Moderate beneficial** impact on access to the outdoors across the Proposed Scheme.

9.4.29 At the year of opening, in the absence of additional mitigation it is generally considered that there could be some adverse impacts on the amenity for NMUs accessing outdoor areas such as Ruthven Barracks and Insh Marshes NNR, generally this will be impacted primarily by changes in view, please refer to **Chapter 14** for detailed commentary relating to visual effects.

Compliance with A9 Dualling NMU Access Strategy Aims

9.4.30 The Proposed Scheme complies with the route-wide objectives set out within the Access Strategy, including the removal of at-grade crossings, avoiding permanent severance of recognised routes such as Core Paths, and rationalisation of crossing points.

Vehicle Travellers – Views from the Road

Temporary - Construction Phase

9.4.31 There will be adverse impacts on views from the road during the construction phase including views of plant, bare earthworks, temporary haul roads, temporary signage, temporary structures, temporary SuDS, loss of roadside vegetation and areas for material storage which could detract from any views of the surrounding high value scenery.

9.4.32 Notably there will be significant temporary effects around the following locations; Glen Truim and Ralia access (ch. 40,600 to ch. 42,500), Newtonmore Junction (ch. 43,200 to ch. 43,500), Nuide Farm left-in left-out access (ch. 46,150) adjacent access roads to the north and southbound side (ch. 45,400 to ch. 48,800), the Spey crossing (ch. 49,950 to ch. 50,250), Kingussie Junction (ch. 50,550 to ch. 51,100), adjacent NMU link between Kingussie and Kincraig and Balavil access and adjacent access/NMU link (ch. 53,500 to ch. 54,000). There are likely to be **Substantial/Moderate adverse** impacts on views from the road concentrated in these areas. These impacts would be temporary and the timing of these would be dependent upon the phasing of the construction works by the Contractor.

Permanent – Operational Phase

9.4.33 Views from the road are transient in nature but can add to the experience for vehicle travellers. Generally, vehicle travellers have a Medium sensitivity and a Medium susceptibility to change (see **Chapter 14**). Screen shots from the 3D rendered model are used below to represent views from the road of the Proposed Scheme. Limitations to the model, such as not fully showing the surrounding landscape mitigation context, barriers and signage mean that these images are indicative visualisations; however, they do help indicate where views may change.

9.4.34 Generally, throughout the Proposed Scheme, existing open views to the wider surrounding landscape will not be dramatically altered as a result of the Proposed Scheme. However, there will be some notable changes in specific areas. At year of opening, changes will be more apparent as

embedded mitigation vegetation will not have matured in this time. These changes are detailed below; long-term residual impacts are reported for years 15-25 within **Section 9.6.**

9.4.35 There will be changes in view on the approach to the Ralia and Glen Truim left-in left-out Junction. Embankment to the east will result in areas of tree loss, this will be most significant between ch. 40,600 and ch. 41,200, tree loss to the west will be a significant change in view between ch. 40,900 and ch. 42,000 where established conifers line the A9. The access roads and junction will also increase views from the road of surrounding infrastructure.

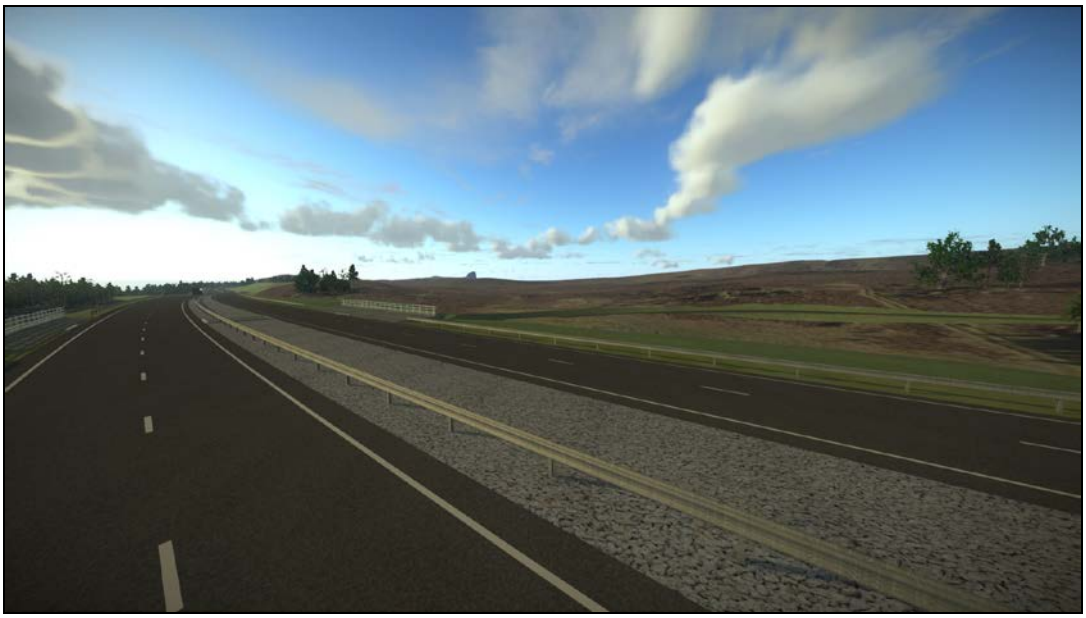

Figure 9-1: Indicative view east from the northbound carriageway at the Glen Truim/ Phoines underpass

9.4.36 The proposed Newtonmore Junction will also affect views from the road; there will be limited areas of tree loss to the east with views to the southbound slip roads and mid-distance views to the hills beyond. At present the roadside trees here have not reached maturity and views to the hills beyond can be seen. The conifers to the west are well established and screen any views toward the adjacent road and properties as well as mid-distance views toward Newtonmore. There is considered to be a Moderate/Slight adverse impact, however given the coniferous wooded context this would be limited to small areas and is not considered to be significant.

9.4.37 There will be further areas of woodland loss adjacent to the road around ch. 44,350 to ch. 44,650 to the west of the road, creating more open views towards Newtonmore. To the east there will be changes in landform of exposed rock areas, large embankments and loss of vegetation surrounding the road. This is considered to be a Moderate/Slight adverse impact and not significant given the relatively short stretch of road and the transient nature of the views.

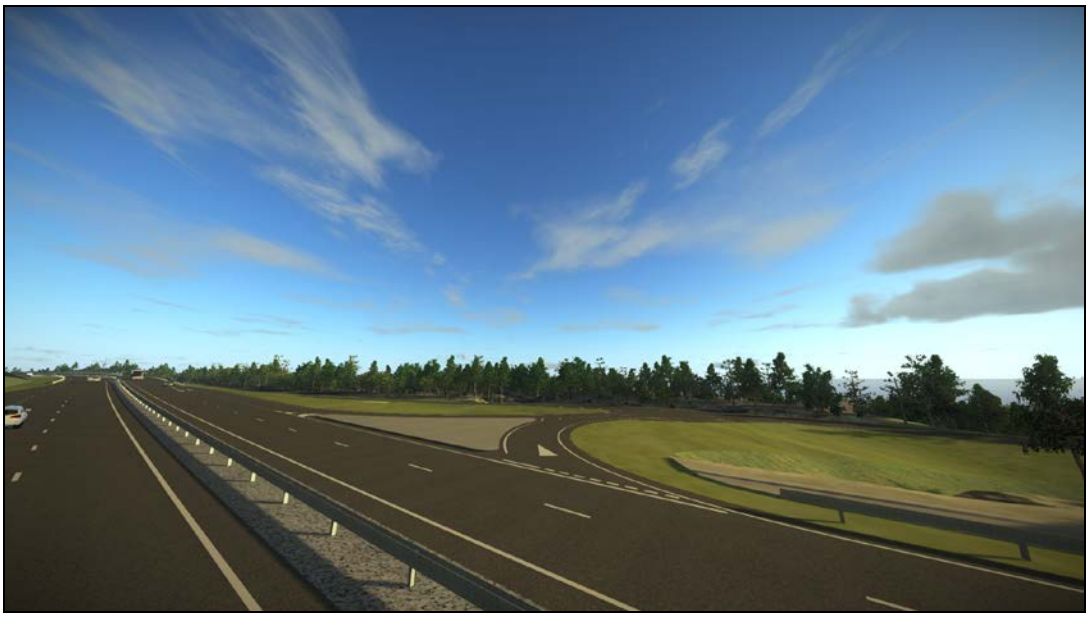

Figure 9-2: Indicative view northwest from the southbound carriageway at the Newtonmore Junction

9.4.38 There will be significant changes to views east between ch. 44,600 and ch. 45,200, east of Nuide, where the road lies in cutting there will be areas of rock cut and a short stretch of soil nailing. Although the existing road is also in cutting here vegetation softens the appearance of slopes. At the year of opening planting would not have had time to establish around areas of rock cut or provide a degree of screening to the stretch of soil nailing, it is therefore anticipated there would be a **Moderate adverse** impact on views from the road at this location.

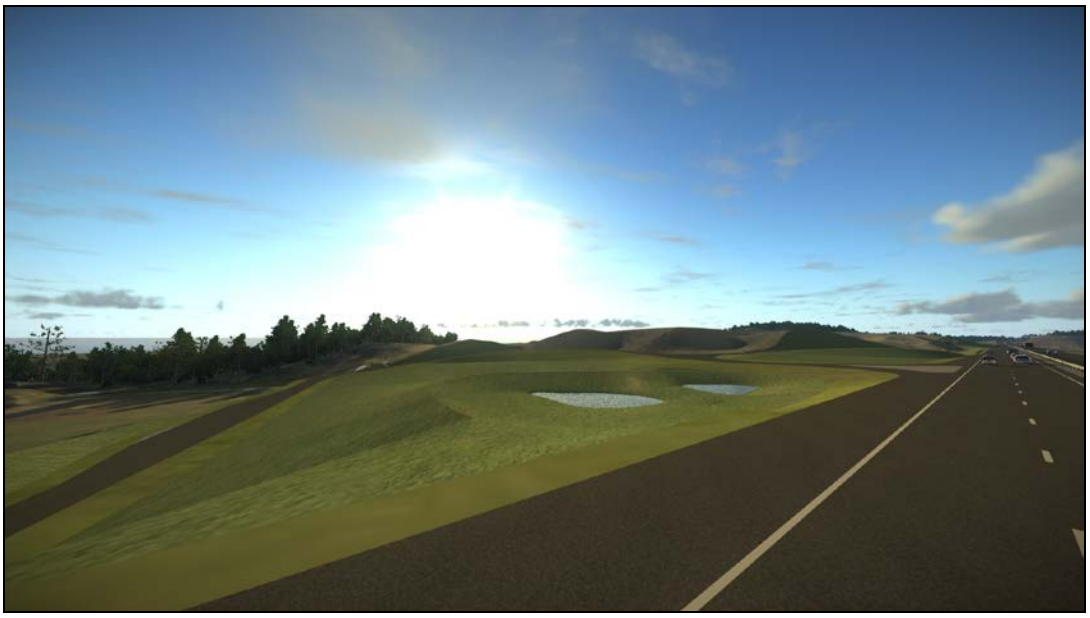

Figure 9-3: Indicative view northeast towards SuDS basin 461 at Nuide

9.4.39 There will be changes in view from the road between ch. 45,600 and ch. 47,300 where new access roads are parallel to the southbound carriageway and proposed left-in-left-out junction on the northbound carriageway at Nuide Farm. Slightly further north, between ch. 48,389 and ch. 48,610 views east be affected by a 4m noise barrier at the top of the embankment. At year one planting

will not yet be established to screen this feature. It is anticipated that within both of these areas there will be a **Moderate adverse** effect on views from the road.

9.4.40 The Kingussie Junction is similar to the existing scenario and is not anticipated to change views significantly. Associated infrastructure such as SuDS basins to the east of the road, the proposed access track running alongside the A9 to the west, and the 3m high noise barrier between ch. 51,100 and ch. 51,350 all contribute to changes in views from the road within this area. Given that vegetation will not have established at this point it is considered that there will be **Moderate adverse** effect on views from the road. A further 3m high noise barrier will affect views from the road looking north between ch. 52,635 and ch. 52,700 and a 2.5m barrier will affect views south between ch. 52,495 and ch. 52,650.

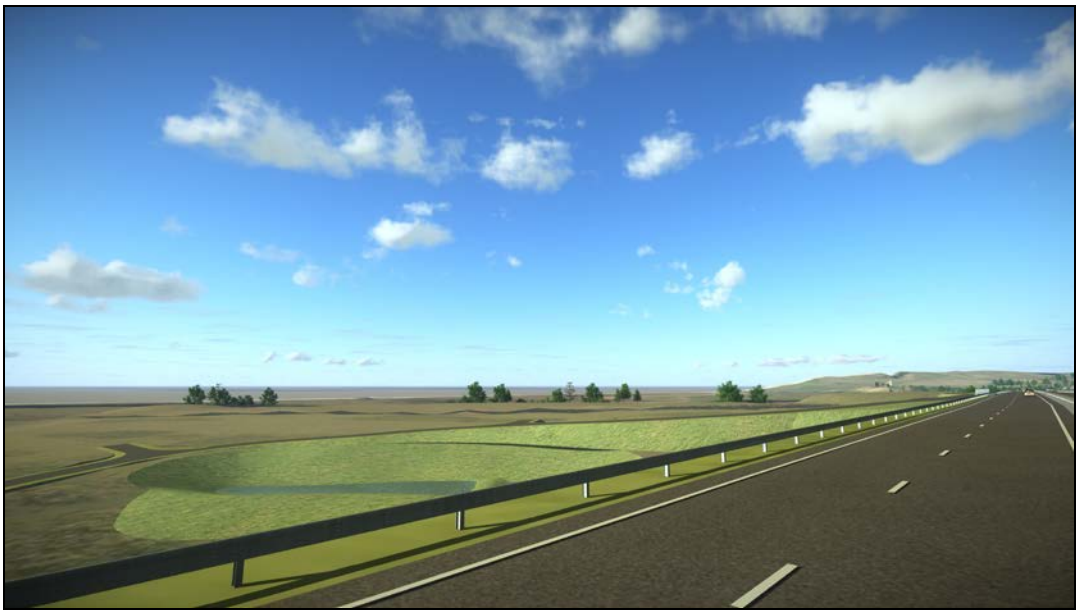

Figure 9-4: Indicative view looking southeast towards the Kingussie Junction slip road and SuDS basin 507 from the southbound carriageway

9.4.41 There will be changes in view at Balavil; the proposed access at Mains of Balavil, adjacent track and noise mitigation barrier at 2.5m high to the northbound side of the carriageway will impact views from the road between ch. 53,500 and ch. 54,400. The access itself is minimal; however, the proposed access track runs adjacent to the A9 through an area of currently open grassland which offers views of the Balavil Estate and up to Balavil House. Given the existing open nature of views, there is anticipated to be a **Moderate adverse** effect on views from the road at year of opening.

9.4.42 From the junction the road extends providing access to the Balavil Estate. This access track continues adjacent to the A9 for use as an NMU link between Kingussie and Kincraig. The track is not anticipated to significantly affect views from the road in this area.

Figure 9-5: Indicative view looking northeast towards the Mains of Balavil from the northbound carriageway

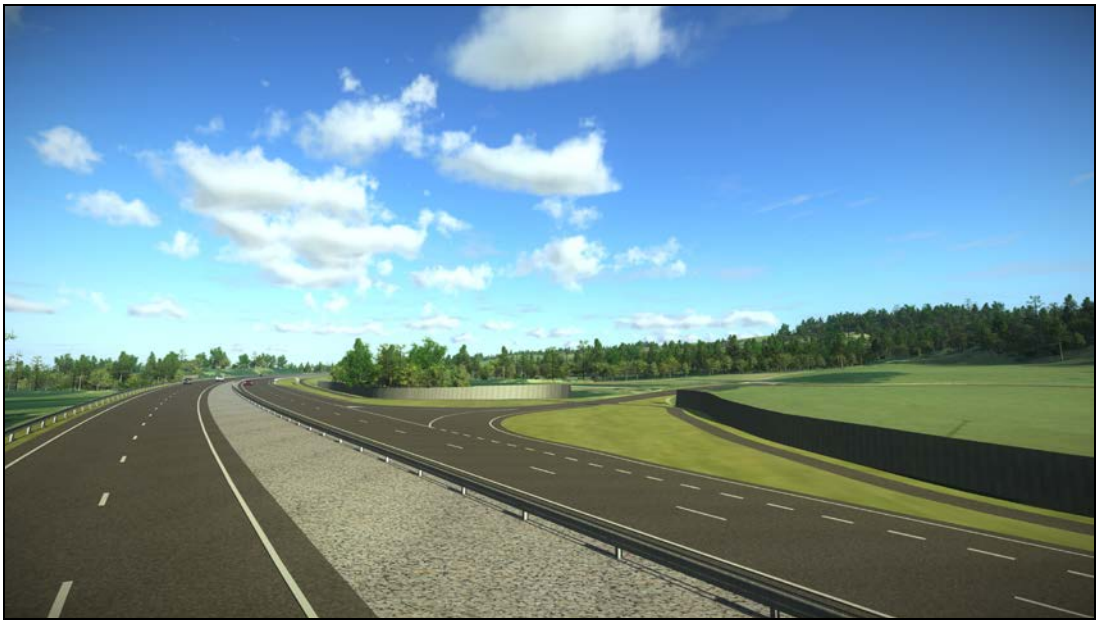

Figure 9-6: Indicative view looking southwest towards the Mains of Balavil from the southbound carriageway

9.4.43 For further details of open, restricted or intermittent views from the road refer to **Drawing 9.3** and the **Environmental Mitigation Drawings 6.1-6.12 (Volume 3).** A summary of impacts on views from the road are detailed in **Table 9-22**.

Table 9-22: Overall Significance of Impacts on views from the road

Receptor	Location (Ch.)	Corresponding LLCA (refer to Chapter 13)	Sensitivity	Significance of Impact – Operation (year of opening)
Ralia and Glen Truim left-in left-out junction	40,600 – 42,000	Ralia	Medium	**Moderate**
Newtonmore Junction	43,200 – 43,500	Newtonmore	Medium	Moderate/ Slight
Nuide	44,600 - 47,300	Cairn/ Nuide	Medium	**Moderate**
Knappach	46,600 – 48,600	Insh Marshes	Medium	**Moderate**
Kingussie Junction	50,600 – 51,400	Kingussie	Medium	**Moderate**
Lynchat	52,450 - 53,000	Lynchat & Balavil Woodland	Medium	Moderate/ Slight
Balavil	53,500 – 54,000	Lynchat & Balavil Woodland	Medium	**Moderate**
Balavil – Highland Wildlife Park	54,000 – 56,644	Dunachtonmore	Medium	Slight

Vehicle Travellers - Driver Stress

Temporary - Construction Phase

9.4.44 It is anticipated that during construction there are likely to be some adverse impacts on driver stress, this would primarily be due to reduced speeds. Potential overtaking opportunities and access to lay-bys would be dependent on how the Contractor phases construction. Given the existing baseline situation has limited overtaking and a reduced speed for HGV's this is not likely to be a significant adverse impact on driver stress during this time.

Permanent – Operational Phase

9.4.45 The Proposed Scheme projected flows and speeds for years 2026 and 2041 are detailed below. Note that these projected figures include for the removal of average speed cameras once the dual carriageway A9 is operational.

Table 9-23: Projected traffic data for 2026 and 2041 at Glen Truim Junction on A9

	2026		2041		Difference between 2026 and 2041 data	
	Average hourly flow	Average speed km/hr	Average hourly flow	Average speed km/hr	Average hourly flow	Average speed km/hr
South of Glen Truim Junction						
Northbound	252	100	265	99	+13	-1
Southbound	278	101	283	99	+5	-2
North of Glen Truim Junction						
Northbound	246	94	259	93	+13	-1
Southbound	278	100	284	99	+6	-1

Table 9-24: Projected traffic data for 2026 and 2041 at Newtonmore Junction on A9

	2026		2041		Difference between 2026 and 2041 data	
	Average hourly flow	Average speed km/hr	Average hourly flow	Average speed km/hr	Average hourly flow	Average speed km/hr
South of Newtonmore Junction						
Northbound	246	100	259	99	+13	-1
Southbound	278	94	284	93	+6	-1
North of Newtonmore Junction						
Northbound	245	103	260	103	+15	0
Southbound	272	102	278	99	+6	-3

Table 9-25: Projected traffic data for 2026 and 2041 at Kingussie Junction on A9

	2026		2041		Difference between 2026 and 2041 data	
	Average hourly flow	Average speed km/hr	Average hourly flow	Average speed km/hr	Average hourly flow	Average speed km/hr
South of Kingussie Junction						
Northbound	244	97	259	97	+15	0
Southbound	273	98	279	97	+6	-1
North of Kingussie Junction						
Northbound	287	105	308	104	+21	-1
Southbound	310	101	324	100	+14	-1

Table 9-26: Baseline and projected traffic data comparison

	Difference between 2015 and 2026 data		Difference between 2015 and 2041 data	
	Average hourly flow	Average speed km/hr	Average hourly flow	Average speed km/hr
South of Glen Truim Junction				
Northbound	+79	+10	+92	+9
Southbound	+85	+21	+90	+18
North of Glen Truim Junction				
Northbound	+72	+5	+85	+4
Southbound	+82	+17	+88	+16
South of Newtonmore Junction				
Northbound	+81	+11	+94	+10
Southbound	+81	+13	+87	+12
North of Newtonmore Junction				
Northbound	+87	+17	+102	+17
Southbound	+93	+12	+99	+9
South of Kingussie Junction				
Northbound	+86	+11	+101	+11
Southbound	+94	+7	+100	+6
North of Kingussie Junction				
Northbound	+92	+19	+113	+18
Southbound	+100	+10	+114	+9

9.4.46 **Table 9-26** above shows the comparison between hourly flows and average speeds between the 2015 baseline scenario and projected 2026 and 2041 data with the Proposed Scheme. The baseline average speed includes for the introduction of Average Speed Cameras (ASC) along A9 single carriageway sections. The projected Proposed Scheme data is with ASCs removed.

9.4.47 Based on the methodology set out in **Section 9.2** the projected figures result in a **Low** stress rating for vehicle travellers. As well as increased average speeds, the dualled road will improve the opportunities for overtaking, which will reduce journey times and frustration. Removal of right turn manoeuvres across the carriageway is anticipated to be an improvement to safety, further reducing fear and frustration which both contribute to driver stress. Therefore, it is anticipated that there will be a **Slight beneficial** impact on driver stress.

9.5 Mitigation

9.5.1 This section discusses mitigation requirements in relation to the assessment of Effects on All Travellers for the Proposed Scheme.

9.5.2 During construction, several NMU routes will be affected with the potential for significant adverse impacts, as outlined in **Section 9.4.** These effects will be temporary, and it will be for the Contractor to provide suitable temporary crossings, diversions or closure to the network of NMU routes as appropriate, in line with the Contractor's phased programme of works.

9.5.3 Any adverse impacts relating to views from the road have been considered during the design stage and embedded mitigation has been incorporated into the Proposed Scheme, as detailed in **paragraphs 9.4.3** to **9.4.4**. During construction, the works will be suitably phased to reduce disruption and delays, as far as is practicable, which will also help minimise the temporary impacts on views from the road.

9.5.4 'Standard Mitigation' is considered applicable across all A9 Dualling schemes, 'Embedded Specific Mitigation' refers to elements, included in the DMRB Stage 3 design for the Proposed Scheme, that must be carried through to the detailed design and construction stage to ensure their delivery, and 'Additional Specific Mitigation' measures are further measures that must be implemented to avoid, reduce or offset identified effects.

9.5.5 Mitigation Commitments P09-AT1 to P09-AT26 should be read in conjunction with **Chapter 13** and **14** and the **Environmental Mitigation Drawings 6.1** to **6.12 (Volume 3).**

Monitoring Requirements

9.5.6 Reinstated NMU routes, access tracks and underpass crossings will be inspected for construction defects before handover to Transport Scotland, after which their condition will be monitored under routine maintenance inspection schedules by the Network Maintenance Operating Company on behalf of Transport Scotland, during the operational phase of the scheme.

9.5.7 Monitoring requirements with regards to views from the road are the same as that which relates to **Chapters 13** and **14.** This is set out below.

9.5.8 Embedded and additional elements implemented as part of the mitigation works shall be monitored during the contract to ensure they are well maintained and that planting becomes established, effectively mitigating impacts on views from the road. Monitoring will inform promotion of best practice to all landscape works, particularly to prevent damage to planting during the establishment period and will ensure corrective action is taken where necessary.

9.5.9 Monitoring shall be carried out during the agreed contract maintenance period, in tandem with normal maintenance supervision, with specific regard to:

- earthwork, rock cutting, and retaining wall mitigation measures
- planting/seeding of acid and wet grassland, dry and wet heath
- scrub/shrub, woodland edge and woodland

9.5.10 Monitoring includes assessment of planting environments; species selection; the use of planting techniques to ensure effective establishment; the effectiveness of fencing and vegetation protection against sheep, cattle, wild fauna, pest infestation, and of the effectiveness of horticultural practice during the agreed landscape maintenance period and landscape planting management.

9.5.11 This also includes monitoring of existing woodland health and stability, assessment of the effect of removal of woodland edge on conifer shelterbelts, new understorey planting of trees to the woodland edge to ameliorate the effect of wind exposure (in respect to wind throw).

9.5.12 This is explained further within **Appendix 6.1 and 13.3** in **Volume 2**, in relation to the proposals illustrated on **Environmental Mitigation Drawings 6.1 – 6.12** in **Volume 3** of this report. The effectiveness of such treatment will assist in determining long-term maintenance and planting strategies.

Table 9-27: Standard and specific mitigation commitments for the Effects on All Travellers

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
Standard A9 Mitigation					
SMC-AT1	Throughout Proposed Scheme	Construction	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.	To minimise length of closures or restrictions of access for NMUs.	None required
SMC-AT2	Throughout Proposed Scheme	Construction	Where practicable, temporary diversion routes and/or assisted crossings will be provided to maintain safe access for NMUs throughout the construction works. Any closure or re-routing of routes used by NMUs will take cognisance of the 'Roads for All: Good Practice Guides for Roads' (Transport Scotland, 2013). These will be agreed in advance with the relevant local authorities and will be clearly indicated with signage as appropriate.	To maintain safe access for NMUs throughout the construction works.	Any closures will be agreed with Transport Scotland, CNPA and/or THC (local and core paths).
SMC-AT3	Throughout Proposed Scheme	Pre-Construction	In consultation with the relevant Roads Authority and public transport provider, bus stops affected by the works will be relocated safely with a safe access route provided for NMUs. **Note - Does not apply to the Proposed Scheme.**	To maintain access to Public Transport facilities.	Consultation with the relevant Roads Authority and public transport provider
SMC-AT4	Throughout Proposed Scheme	Construction	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.	To avoid or reduce disruption to the road traffic.	None required
SMC-AT5	Throughout Proposed Scheme	Construction	Reasonable precautions will be taken by the Contractor to avoid or reduce road closures. One lane in each direction will be provided for A9 traffic during peak hours (Mon to Fri) except in exceptional circumstances and for closures which are pre-approved by Transport Scotland e.g. those required during blasting.	To avoid or reduce road closures and resulting disruptions to traffic.	Approval required from Transport Scotland in the event of required A9 lane closures.
SMC-AT6	Throughout Proposed Scheme	Construction	Road diversions will be clearly indicated with road markings and signage as appropriate. Any road closures will be notified in advance through road signage and appropriate signage will be provided for the duration of the closure. The Contractor will also be responsible for identifying any notable changes in patterns of road network use during construction, where such changes may cause significant disruption elsewhere (such as drivers re-routing away from the A9), and will review and update traffic management provisions as appropriate in discussion with Transport Scotland.	To reduce disruption to the road users.	None required
SMC-AT7	Throughout Proposed Scheme	Construction	Appropriate lighting will be provided during any necessary night-time working, taking into account the requirements of **Mitigation Items SMC-E10 and SMC-LV4.**	To mitigate potential impacts on driver stress such as fear of potential accidents due to inadequate lighting provision.	None required

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
SMC-AT8	NMU facilities	Construction	Access for NMUs will be maintained and improved in accordance with the following principles: • The requirements of the Equality Act 2010 and 'Roads for All: Good Practice Guides for Roads' (Transport Scotland, 2013) shall be incorporated into the Proposed Scheme wherever practicable; e.g. any bridges, ramps or footpaths will not present potential barriers to disabled people such as the gradient or surfacing. • NMU access shall be provided in accordance with the objectives set out in the A9 Dualling NMU Access Strategy (Transport Scotland, 2016). • Surfacing of any new paths including alongside roads will be considered on a case by case basis, taking into account factors such as safety, the type of user and should comply with current standards. • Safety of paths will be considered in accordance with the outcome of the Road Restraints Risk Assessment Process and may require provision of barriers. New cycleways/footpaths will use non-frost susceptible materials to reduce risk of degradation.	To maintain access for NMUs and provide appropriate facilities based on use and improve access for NMUs.	None required
n/a (note)	*n/a*	*n/a*	*Further to the above, the mitigation items detailed in Table 13-18 (Landscape), 14.12 (Visual), 16-12 (Air Quality) and 17-24 (Noise and Vibration) will reduce the adverse amenity impacts on NMU and vehicle travellers during construction.*	*To reduce the adverse amenity impacts on NMU and vehicle travellers during construction.*	*n/a*
Embedded Mitigation					
P09-AT1	ch. 41,275	Design and Construction	Estate and NMU underpass at Phoines access.	To improve NMU safety and maintain NMU access.	None required
P09-AT2	ch. 43,400	Design and Construction	Vehicle and NMU underpass with segregated footpath at Newtonmore Junction.	To improve NMU safety and maintain NMU access.	None required
P09-AT3	ch. 46,050	Design and Construction	Estate and NMU underpass.	To improve NMU safety and maintain NMU access.	None required
P09-AT4	ch. 48,800	Design and Construction	Estate and NMU underpass.	To improve NMU safety and maintain NMU access.	None required
P09-AT5	ch. 50,225	Design and Construction	Estate and maintenance underpass at the Spey Crossing.	To improve NMU safety and maintain NMU access.	None required
P09-AT6	ch. 52,950	Design and Construction	Replaced underpass at Lynchat; NMU, local access and estate use.	To improve NMU safety and maintain NMU access.	None required
P09-AT7	ch. 45,900 to ch. 48,800	Design and Construction	Estate and NMU access track adjacent to northbound carriageway between ch. 45,900 and 47,500.	To maintain NMU provision and access upon operation of the Proposed Scheme.	None required

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
P09-AT8	ch. 45,400 to ch. 46,800 and ch. 48,075 to ch. 48,825	Design and Construction	Estate and NMU access track adjacent to southbound carriageway between ch. 45,400 and ch. 46,800 and between ch. 48,075 and ch. 48,825.	To maintain NMU provision and access upon operation of the Proposed Scheme.	None required
P09-AT9	ch. 50,950 to ch. 51,250	Design and Construction	Private access track and NMU from Kerrow Cottage, adjacent to the northbound carriageway between ch. 50,950 and ch. 51,250 to Kerrow Farm (removing at-grade CP16).	To maintain NMU provision and access upon operation of the Proposed Scheme.	None required
P09-AT10	ch. 50,950 to ch. 54,400	Design and Construction	NMU link from Kingussie to Kincraig (on-road and off-road.)	To enhance NMU access and connectivity.	None required
P09-AT11	Throughout Proposed Scheme	Design and Construction	Sensitive slope design with input from a Landscape Architect to soften earthworks; refer to **Mitigation Item P09-LV1** in **Chapter 13** and **14**.	To lessen the visual impact of the scheme and blend earthworks into the surrounding landscape.	None required
P09-AT12	Throughout Proposed Scheme	Design and Construction	SuDS design to integrate with roadside slopes at all locations where SuDS are adjacent to these slopes. SuDS basins to look as natural as possible to blend into surrounding very open landscape. Refer to **Mitigation Item P09-LV4** in **Chapter 13** and **14**.	To lessen the visual impact and changes in views from the road/amenity value of NMU routes.	None required
Project Specific Mitigation					
P09-AT13	Crubenmore to Newtonmore	Construction	Pick up/ drop off 'NMU shuttle' service to operate during working hours for the duration of any closure of NMU1 (NCN7) as well as 'out of hours' access in the form of a temporary diversion suitable for walkers and cyclists.	Any closures will be agreed with Transport Scotland and CNPA.	Any closures will be agreed with Transport Scotland, and/or CNPA (local and Core Paths).
P09-AT14	ch.43,600 to ch. 45,800 northbound	Construction	The Contractor is required to maintain NMU access along NMU7 during minor works.	Maintain access along NMU7.	None required
P09-AT15	ch.49,300	Construction	The Contractor is required to provide an NMU diversion during closure of the B970 to construct the extended A9 underbridge.	Continuity of NMU network (NMU1 and NMU19) including long distance NMU routes accessing community land/facilities.	Any closures will be agreed with Transport Scotland, and/or CNPA (local and Core Paths).
P09-AT16	ch. 50,600 to ch. 50,900	Construction	The Contractor is required to operate an NMU diversion using local community footpaths, to be agreed prior to construction.	Maintain access along NMU23.	Any closures will be agreed with Transport Scotland, and/or CNPA (local and Core Paths).
P09-AT17	Throughout Proposed Scheme	Construction	The Contractor is required to maintain NMU access or provide a suitable diversion where the NMU corresponds with a track to a residential property. Refer to **Mitigation Item SMC-CP1** of **Chapter 8.**	Maintain access to NMU12, 13 and 14	None required

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
P09-AT18	Throughout Proposed Scheme	Design, Construction and Operation	Appropriate planting and seeding to either side of the road. To be as specified on the Environmental Mitigation Drawings **6.1-6.12**, contained within **Volume 3** of this report. Refer to Project Specific **Mitigation Item P09-LV10** of **Chapters 13 and 14.**	To reduce the impact on views from the road and visual amenity from the NMU network.	Not Applicable
P09-AT19	Throughout Proposed Scheme	Design, Construction and Operation	Minimisation of roadscape features such as signs and barriers at more open areas. These items are expected along a road scheme of this nature with signage helping to reduce driver stress for vehicle travellers, however minimising them to the necessary requirements will help with the enjoyment of the high-quality landscape surrounding. Refer to Project Specific **Mitigation Item P09-LV11** of **Chapters 13 and 14.**	Reduce impact on views from the road and visual amenity from the NMU network.	Not Applicable
P09-AT20	ch. 41,500 to ch.42,000	Design, Construction and Operation	Planting to the Ralia left-in left-out Junction to be as specified on the **Environmental Mitigation Drawings 6.1 to 6.12**, contained within **Volume 3** of this report. Planting will comprise trees, shrubs and low-level heath and grassland to suit landscape and mitigate the loss of tree planting at this location. Refer to Project Specific **Mitigation Item P09-LV13** of **Chapters 13 and 14.**	To reduce the impact on views from the road and NMU visual amenity.	Not Applicable
P09-AT21	ch. 43,000 to ch. 43,600	Design, Construction and Operation	Planting to the Newtonmore Junction to be as specified on the **Environmental Mitigation Drawings 6.1 to 6.12**, contained within **Volume 3** of this report. Planting will comprise trees, shrubs and low-level heath and grassland to suit landscape, to allow certain aspects of the engineered junction to be screened, and to mitigate the loss of tree planting at this location. Refer to Project Specific **Mitigation Item P09-LV14** of **Chapters 13 and 14.**	To reduce the impact on views from the road and NMU visual amenity.	Not Applicable
P09-AT22	ch. 50,200 to ch.51,600	Design, Construction and Operation	Planting to the Kingussie Junction is to be as specified on the **Environmental Mitigation Drawings 6.1 to 6.12**, contained within **Volume 3** of this report. Planting will comprise trees, shrubs and low-level heath and grassland to suit landscape and allow certain aspects of the engineered junction to be screened, and to replace planting lost to the Glebe Pond area. Refer to Project Specific **Mitigation Item P09-LV20** of **Chapters 13 and 14.**	To reduce the impact on views from the road and NMU visual amenity.	Not Applicable
P09-AT23	ch. 52,200 to ch. 53,100	Design, Construction and Operation	Planting and refinement of SuDS and slopes around the access tracks at Lynchat, planting to be as specified on the **Environmental Mitigation Drawings 6.1 to 6.12**, contained within **Volume 3** of this report. Refer to Project Specific **Mitigation Item P09-LV23** of **Chapters 13 and 14.**	To reduce the impact on views from the road	Not Applicable

Item Ref.	Approximate Chainage/ Location	Timing of Measure	Description	Mitigation Purpose/ Objective	Specific Consultation or Approval Required
P09-AT24	ch. 44,800 to ch.45,100 Approx. ch. 43,670 to ch. 43,900 (SB) – Variable height (max 10m, min 1.65m), 230m long. Approx. ch. 44,650 to ch. 45,050 (SB) – Variable height (max 14m, min 3.7m), 400m long.	Design, Construction and Operation	Within areas of soil nailing and rock cutting, pockets should be installed within the area of soil nailing to allow larger planting to take place, such as shrub and tree planting to soften the appearance of the soil nailing. Refer to Project Specific **Mitigation Item P09-LV8** and **P09-LV15** of **Chapters 13 and 14.**	To reduce the impact on views from the road and NMU visual amenity.	Not Applicable
P09-AT25	NB ch. 48,800 to ch. 49,150 SB ch. 49,300 to ch. 49,550 SB ch. 55750 to ch. 56,000	Design and Construction	Northbound and Southbound lay-bys at Ruthven and lay-by at Insh Marshes with viewing facilities 3 no. DMRB Type A Lay-bys within the Proposed Scheme with viewing facilities. Refer to **Chapter 13** for further information.	To offer increased enjoyment of the surrounding landscape for NMUs with more pleasant rest stops.	Transport Scotland and landowners
P09-AT26	ch. 48,389 to ch. 48,610 (SB) – 4m high ch. 51,100 to ch. 51,350 (SB) – 3m high ch. 52,460 to ch. 52,635 (NB) – 3m high ch. 52,635 to ch. 52,700 (SB) – 3m high ch. 52,495 to ch. 52,650 (SB) – 2.5m high ch. 53,490 to ch. 53,590 (NB) – 2.5m high	Design, Construction and Operation	Treatment to noise barriers to be as follows; • ch. 48,389 to 48,610 – 4m high green screen with surrounding vegetation • ch. 51,100 to ch. 51,350 – 3m high earthwork bund • ch. 52,460 to ch. 52,635 – 3m high green screen with surrounding vegetation • ch. 52,635 to ch. 52,700 – 3m high green screen with surrounding vegetation • ch. 52,495 to ch. 52,650 – 2.5m high earthwork bund • ch. 53,490 to ch. 53,590 – 2.5m high stone wall These items relate to the mitigation as detailed within **Chapter 17**, mitigation items **P09-NV1** to **P09-NV6**. Refer to Project Specific **Mitigation Item P09-LV26** of **Chapter 13 and 14.**	To reduce the impact on views from the road and NMU visual amenity.	Transport Scotland in consultation with HES and CNPA

9.6 Residual Impacts

9.6.1 This section presents the long-term residual impacts of the Proposed Scheme; taking into account the additional mitigation set out in **Section 9.5** to assess the likely impacts at operation years 15-25, once planting has become established. Impacts are adverse unless otherwise stated.

Non-Motorised Users (NMU)

Temporary - Construction Phase

9.6.2 Implementation of mitigation measures set out in **Table 9-27** will reduce impacts on NMU routes during construction; however, it is likely that there will still be some temporary adverse effects throughout the construction phase as a result of diverted routes, construction traffic and reduced amenity value. This is temporary, and these will not be significant in the long term.

9.6.3 As detailed in **Table 9-27** the Contractor will be required to provide a suitable shuttle facility for cyclists and pedestrians using NMU1 (NCN7) between Crubenmore and Newtonmore during construction operating hours. The Contractor will also be required to provide a temporary route 'out of hours' when the shuttle service would not be provided. In this situation, the worst-case scenario is assessed and there would be a loss of high value NMU1 during closure. As details of construction phasing are not available at this time, it is not clear how much of the route would be closed at any one time; however, it is assumed this would be at least 500m, resulting in a substantial adverse impact on journey length. Overall it is considered there would remain a significant impact during construction. However, this impact is temporary, and upon completion the residual impact would reduce.

Permanent – Operational Phase

9.6.4 **Section 9.4** identifies five significant potential impacts; NMU7, NMU13, NMU22, NMU23 and NMU24. **Table 9-27** has identified specific mitigation measures regarding replacement and enhancement planting which will reduce the impacts on these NMUs in the long term. There is not considered to be any significant residual impacts on the NMU network.

9.6.5 Generally, there is not considered to be any significant impact (either adverse or beneficial) to vulnerable users (defined in **sub-section 9.3.34).** Where routes are reinstated this will be to a similar surface as existing. Generally known equestrian routes will be reinstated where required with two underpass crossings in the vicinity of existing known crossing points around the Newtonmore Junction. It is anticipated that with specific regard to equestrian users there will be no significant adverse impacts as a result of the Proposed Scheme.

9.6.6 Removal of all existing at-grade crossings and introduction of an additional NMU link between Kingussie and Kincraig (on and off road) means in the long term there is considered to be a beneficial effect on connectivity and safety of the Proposed Scheme NMU network as a whole.

Vehicle Travellers - Views from the Road

Temporary - Construction Phase

9.6.7 There will be significant temporary effects on views from the road during construction. The Standard Mitigation Commitments listed within **Table 9-27** will help to limit the areas impacted by these temporary effects.

Permanent – Operational Phase

9.6.8 **Section 9.4** identifies three significant potential impacts on views from the road at year of operation. Taking into consideration the mitigation commitments in **Table 9-27** including the treatment of noise barriers as well as the establishment of vegetation over a 15-25 year period it is anticipated that there will be no significant residual impacts on views from the road arising from the Proposed Scheme. For further details of open, restricted or intermittent views from the road refer to **Drawing 9.3** and the **Environmental Mitigation Drawings 6.1-6.12 (Volume 3).**

Summary

9.6.9 **Table 9-28** below sets out the summary of residual impacts for NMUs and vehicle travellers.

Table 9-28: Summary of residual impacts table – Effects on All Travellers

Receptor	Description	Sensitivity	Significance of Impact – Operation (year of opening)	Mitigation Ref. (see Table 9-26)	Residual Significance – Operation (years 15-25)
NMUs					
NMU7	Informal route	Medium	Moderate/ Slight	P09-AT18, P09-AT21	Negligible
NMU13	Hill walking route	Medium/ High	**Moderate**	P09-AT18, P09-AT26	Slight
NMU22	CNPA Core Path	High	Moderate/ Slight	P09-AT18, P09-AT22, P09-AT23, P09-AT26	Slight
NMU23	Kingussie Community Path	Medium/ High	Moderate/ Slight	P09-AT18, P09-AT22, P09-AT23, P09-AT26	Slight
NMU24	CNPA Core Path and informal route	Medium/ High	Moderate/ Slight	P09-AT18, P09-AT22, P09-AT23, P09-AT26	Slight
Vehicle Travellers – views from the road					
Ralia and Glen Truim left-in left-out ch. 40,600 –42,000	Junction and adjacent access roads, loss of trees.	Medium	**Moderate**	P09-AT18, P09-AT19, P09-AT20	Slight/ Negligible
Nuide Farm ch. 44,600 - 47,300	Exposed rock and soil nailing to the east and left-in-left-out access from the northbound carriageway.	Medium	**Moderate**	P09-AT18, P09-AT19, P09-AT24	Slight
Knappach ch. 46,600 – 48,600	Adjacent access roads and noise barriers.	Medium	**Moderate**	P09-AT18, P09-AT19, P09-AT26	Slight
Kingussie Junction ch. 50,600 – ch. 51,400	SuDS basins to the east of the road and a proposed adjacent NMU track to the west, noise barriers.	Medium	**Moderate**	P09-AT18, P09-AT19, P09-AT22, P09-AT26	Slight/ Negligible
Balavil ch. 53,500 – ch. 54,400	Balavil access and adjacent access road, loss of trees and noise barriers.	Medium	**Moderate**	P09-AT18, P09-AT19, P09-AT23, P09-AT26	Slight

9.7 References

Department for Transport, Highways Agency: Design Manual for Roads and Bridges (DMRB) – Volume 11 Section 3 Part 8 Pedestrians, Cyclists, Equestrians and Community: June 1993

Department for Transport, Highways Agency: Design Manual for Roads and Bridges (DMRB) - Volume 11 Section 3 Part 9 – Vehicles Travellers: June 1993

Highways Agency: Interim Advice Note 125/09 - Supplementary guidance for users of DMRB - Volume 11 'Environmental Assessment': October 2009

Highways Agency: Interim Advice Note 125/15 - Supplementary guidance for users of DMRB - Volume 11 'Environmental Assessment': October 2015

Meeting Notes: A9 Dualling – Meeting with Parks of Hamilton: September 2016

Scottish Executive: Scotland's National Transport Strategy: December 2006

Scottish Natural Heritage: The Scottish Outdoor Access Code: 2005

Scottish Office: Trunk Road Cycling Initiative: November 1995

The Highlands and Islands Transport Partnership: Transport Strategy for the Highlands and Islands 2008-2021; April 2008

The Highland Council (2012): Highland-wide Local Development Plan, April 2012

The Scottish Government: Road Safety Framework to 2020: June 2009

The Scottish Government: Infrastructure Investment Plan 201: December 2011

The Scottish Government: Scotland's Third National Planning Framework - National Planning Framework 3: June 2014

The Scottish Government: Scottish Planning Policy: June 2014

The Scottish Government: Let's Get Scotland Walking: The National Walking Strategy: 2014

The Land Reform (Scotland) Act: 2003

Transport Scotland: Cycling Action Plan in Scotland 2013: June 2013

Transport Scotland: Fitting Landscapes – Securing More Sustainable Landscapes: 2014

Transport Scotland: A9 Dualling Programme Non-Motorised User (NMU) Access Strategy: May 2016

Transport Scotland: A9 Dualling – Glen Garry to Dalraddy, Project 8 – Dalwhinnie to Crubenmore Access Study: August 2016

Transport Scotland: A9 – Dalwhinnie to Crubenmore, Cycle and Accessibility Audit: October 2016