Appendix A16.1: Impact Assessment for NMU Routes and Access to Outdoor Areas

1 Potential Impacts

1.1 The impacts in the below tables refer to different parts of the proposed scheme which is split into links as explained below and shown on Figure 4.1 (accompanies Chapter 4: The Proposed Scheme):

- Link 1: Culloden Road to Cradlehall Roundabout;
- Link 2: Cradlehall Roundabout to Eastfield Way Roundabout;
- Link 3: Eastfield Way Roundabout to Inverness Retail and Business Park;
- Link 4: Eastfield Way Roundabout to Smithton Junction;
- Link 5: Cradlehall Roundabout to Inverness Campus; and
- Link 6: Castlehill Road Tie-in.

1.2 In determining the overall significance of potential amenity impacts as described in Table 2, the visual impact is based on winter year of opening (2022) (as described in Chapter 10: Visual) and the noise impact is based on the short-term scenario (as described in Chapter 8: Noise and Vibration). The residual impact significance as described in Table 4 incorporates the visual impact at summer 15 years after opening (once landscape mitigation planting has established) and the noise impacts in the long-term scenario. Potential impacts on amenity value from a change in perceptible noise is based on magnitude of impact as opposed to significance in accordance with Chapter 8 (Noise and Vibration).

1.3 As outlined in Chapter 16, Section 16.2, amenity impacts and the overall significance of impacts have been determined using professional judgement.

Table 1: Potential Impacts on Journey Length (Without Non-Embedded Mitigation) During Operation

Journey Length Assessment (JLA) ref.	NMU route	Route type	Potential impacts	Key impact on NMUs	Baseline journey length (m)	Potential new journey length (m)	Potential change (m)	Sensitivity	Potential Impact	
									Magnitude	Significance
1	LP5	Local Path	Increase in journey length	LP5 will be severed by the proposed scheme at approximate ch175 of Link 1 and ch225 of Link 5. NMUs travelling between B9006 Culloden Road and the Inverness Retail and Business Park will be re-directed to the proposed shared-use facility towards the Cradlehall Roundabout and along Link 5 towards the Inverness Campus. They would then head north and east to re-join LP5 south of the Drumrosach overbridge.	540	1,230	+650	medium	high	Moderate/ Substantial
2	LP2	Local Path from U1058 Caulfield Road North to the Inverness Campus	Increase in journey length	LP2 will be severed by a new access road to Inverness Campus from Cradlehall Roundabout (Link 5). NMUs travelling between U1058 Caulfield Road North to Inverness Campus will be re-directed along the proposed shared-use facility towards Cradelhall Roundabout and along Link 5 to the Campus.	330	470	+140	medium	low	Slight
3	NCN 1/LP11	National Cycle Route	Increase in journey length	NCN 1/LP11 will be severed by the proposed scheme at approximate ch175 of Link 1 and by the Caulfield Road North Tie-in 1 and 2. From B9006 Culloden Road NMUs travelling along NCN 1/LP11 will be re-directed to cross the proposed scheme at its southern extent on the signalised crossing and follow the shared used facility adjacent to the southbound carriageway. NMUs will then follow Link 6 at the Caulfield Road North Tie-in to continue on the National Cycle Network/LP11.	470	537	+67	high	negligible	Slight

Journey Length Assessment (JLA) ref.	NMU route	Route type	Potential impacts	Key impact on NMUs	Baseline journey length (m)	Potential new journey length (m)	Potential change (m)	Sensitivity	Potential Impact	
									Magnitude	Significance
4	LP8	Local Path	Increase in journey length	LP8 will be severed along approximately 208m of its length between approximately ch950 and ch1108 at the north-eastern end of the proposed scheme. From the Smithton Roundabout, NMUs will be rerouted via the proposed shared use facility along the proposed scheme before re-joining LP8 at approximately ch975 via the Ashton Farm Access Road Tie-in.	945	985	+40	medium	negligible	Negligible/Slight
5	IN08.10	Core Path/Crossing Point	Increase in journey length	Core path IN08.10 will be realigned at the point where it meets the proposed scheme. The path will be redirected across the scheme on a proposed at-grade, signalised pedestrian crossing.	90	99	+9	high	negligible	Slight

Table 2: Potential Changes in Amenity Value During Operation

NMU route	Route type	Potential impacts on safety resulting from changes in traffic flows	Potential change			Significance (Amenity Value)
			Visual	Air Quality	Noise***	
IN08.10	Core Path	An at-grade crossing will be provided as part of the proposed scheme where the existing path will be severed. This will enable NMUs travelling along IN08.10 to safely cross the proposed scheme.	moderate/substantial* (moderate**)	not significant	minorST (minor^{LT})	Moderate
IN08.11	Core Path	Not considered in the traffic assessment for safety as it does not directly intersect the proposed scheme.	no change	not significant	negligibleST (negligible^{LT})	Negligible
IN08.23	Core Path	Not considered in the traffic assessment for safety as it does not directly intersect the proposed scheme.	no change	not significant	negligibleST (negligible^{LT})	Negligible
IN08.30	Core Path	Not considered in the traffic assessment for safety as it does not directly intersect the proposed scheme.	negligible/slight* (negligible**)	not significant	negligibleST (negligible^{LT})	Negligible
IN08.31	Core Path	Not considered in the traffic assessment for safety as it does not directly intersect the proposed scheme.	no change	not significant	negligibleST (negligible^{LT})	Negligible
IN19.15	Core Path	Not considered in the traffic assessment for safety as it does not directly intersect the proposed scheme.	no change	not significant	negligibleST (negligible^{LT})	Negligible

NMU route	Route type	Potential impacts on safety resulting from changes in traffic flows	Potential change			Significance (Amenity Value)
			Visual	Air Quality	Noise***	
IN19.16	Core Path	Not considered in the traffic assessment for safety as it does not directly intersect the proposed scheme.	no change	not significant	negligibleST (negligible^{LT})	Negligible
LP1	Local Path	LP1 is a segregated, shared-use facility along B9006 Culloden Road with signalised crossing points for NMUs at the junctions with Cauldfield Road and Culloden Road. The proposed scheme is not anticipated to adversely impact on NMU safety for this route.	slight/moderate* (slight**)	not significant	negligibleST (negligible^{LT})	Slight
LP2	Local Path	This path will be severed by the proposed scheme and NMUs will be directed to use the segregated, shared-use facility as part of the proposed scheme. No adverse impacts on NMU safety are anticipated as a result of the proposed scheme.	moderate/substantial* (moderate**)	not significant	minorST (negligible^{LT})	Moderate
LP3	Local Path	Traffic flows along Barn Church Road are anticipated to increase however average traffic speed is anticipated to reduce on Barn Church Road from current levels. As LP3 is a segregated, shared-use facility, no impacts on NMU safety are anticipated as a result of the proposed scheme.	slight* (negligible**)	not significant	negligibleST (negligible^{LT})	Negligible
LP4	Local Path	Not considered in the traffic assessment for safety as it does not directly intersect the proposed scheme.	moderate* (slight**)	not significant	negligibleST (negligible^{LT})	Slight
LP5	Local Path	This path will be severed by the proposed scheme and NMUs will be directed to use the segregated, shared-use facility as part of the proposed scheme. No adverse impacts on NMU safety are anticipated as a result of the proposed scheme.	moderate/substantial* (moderate**)	not significant	minorST (minor^{LT})	Moderate
LP6	Local Path	Not considered in the traffic assessment for safety as it does not directly intersect the proposed scheme.	no change	not significant	negligibleST (negligible^{LT})	Negligible
LP7	Local Path	Not considered in the traffic assessment for safety as it does not directly intersect the proposed scheme.	slight* (negligible**)	not significant	minorST (beneficial) (negligible^{LT})	Negligible
LP8	Local Path	NMUs will experience higher traffic volumes over approximately 120m of the shared-use facility at the northern extent of LP8 from traffic joining/exiting the proposed scheme at the Smithton Junction. However, as this is a shared-use segregated path, no adverse impacts are anticipated. The path is segregated as it travels west towards CP IN08.10.	moderate* (slight/moderate**)	not significant	negligibleST (negligible^{LT})	Slight/Moderate
LP9	Local Path	Not considered in the traffic assessment for safety as it does not directly intersect the proposed scheme.	no change	not significant	negligibleST (negligible^{LT})	Negligible
LP10	Local Path	Not considered in the traffic assessment for safety as it does not directly intersect the proposed scheme.	slight* (negligible**)	not significant	negligibleST (negligible^{LT})	Negligible
NCN 1/LP11	National Cycle Route	This path will be severed by the proposed scheme and NMUs will be directed to use the segregated, shared-use facility as part of the proposed scheme. No adverse impacts on NMU safety are anticipated as a result of the proposed scheme.	slight/moderate* (Slight**)	not significant	negligibleST (negligible^{LT})	Slight

NMU route	Route type	Potential impacts on safety resulting from changes in traffic flows	Potential change			Significance (Amenity Value)
			Visual	Air Quality	Noise***	
Paths within the Inverness Campus	Wider Network	Not considered in the traffic assessment for safety as it does not directly intersect the proposed scheme.	slight* (negligible**)	not significant	minorST (beneficial) (negligible^{LT})	Negligible

* The visual impact (Chapter 10: Visual) based on the worst-case scenario, i.e. winter year of opening (2022).

** The visual impact (Chapter 10) based on the potential impact summer 15yrs (2037) once landscape planting has established.

*** Potential impacts on amenity value from a change in perceptible noise is based on magnitude of impact as opposed to a significance in accordance with Chapter 8 (Noise and Vibration). The magnitude of the noise impact is based on the worst-case scenario, i.e. magnitude of change in the short-term (ST) (year of opening (2022)) and long term (LT) (future assessment year 2037).

Table 3: Overall Potential Impacts on NMU Routes (Without Non-Embedded Mitigation) During Operation

NMU route	Route type	Significance of potential impacts		
		Journey length	Amenity value	Overall
IN08.10	Core Path	Slight	Moderate	Moderate
IN08.11	Core Path	No change	Negligible	Negligible
IN08.23	Core Path	No change	Negligible	Negligible
IN08.30	Core Path	No change	Negligible	Negligible
IN08.31	Core Path	No change	Negligible	Negligible
IN19.15	Core Path	No change	Negligible	Negligible
IN19.16	Core Path	No change	Negligible	Negligible
LP1	Local Path	No change	Slight	Slight
LP2	Local Path	Slight	Moderate	Moderate
LP3	Local Path	No change	Negligible	Negligible
LP4	Local Path	No change	Slight	Slight
LP5	Local Path	Moderate/Substantial	Moderate	Moderate
LP6	Local Path	No change	Negligible	Negligible
LP7	Local Path	No change	Negligible	Negligible
LP8	Local Path	Negligible/Slight	Slight/Moderate	Slight/Moderate
LP9	Local Path	No change	Negligible	Negligible
LP10	Local Path	No change	Negligible	Negligible
NCN 1/LP11	National Cycle Route	Slight	Slight	Slight
Paths within the Inverness Campus	Wider Network	No change	Negligible	Negligible