

Appendix A16.2: Non-motorised User Baseline Conditions

Table 1: Baseline Description of all NMU Routes within the Study Area (Please see Figure 16.1)

Type of NMU Route or Road	Baseline Summary	Sensitivity as NMU Route
Core Path		
IN08.03	Route along Caulfield Road, to the west of Culloden. The path links into core paths, aspirational paths and local paths around Culloden, allowing people to move around the area easily. Given its connectivity around Culloden, the route has been deemed highly sensitive to change.	High
IN08.04	Route from Culloden playing field to Milton Road, where it connects with core path IN08.03. The route is used to access Culloden School and Culloden playing fields, as well as residents moving north – south within Culloden. For these reasons the route has been classified as having a medium sensitivity.	Medium
IN08.05	The route provides an at-grade crossing of the existing A96 for the residents of Milton of Culloden, in order to access the centre of Culloden. The route links to L4 which continues onto the Moray Firth beach. The route provides indirect access to Culloden playing field. The path has extensive long distance views out over the Moray Firth to the north of the existing A96, with views to the south dominated by the residential areas of Cradlehall and Smithton in the immediate, with Culloden Wood viewed in the distance. As the route is a core path linking the residential areas of Culloden with Milton of Culloden and the subsequent Moray Firth, the route has been determined to be highly sensitive to change.	High
IN08.10	Non-motorised users (NMUs) route along an access track to Ashton Farm, approximately 330m east of the Inverness Retail and Business Park roundabout, connecting the existing A96 to Caulfield Road. On the southern side of the existing A96, the path is a continuation of the route taken by the IN08.30 travelling south from the IN08.23, until it reaches Smithton. The route links to core path IN08.30 and L1 which provides access to the Moray Firth beach. The route is a key route linking the residential areas of Smithton and Cradlehall with the Inverness Retail and Business Park and the Moray Firth. Therefore it is deemed to be highly sensitive.	High
IN08.15	Path linking Culloden with Allanfearn. The route provides direct access into the centre of Culloden and to core paths IN08.21 and IN08.16. The route experiences immediate views of agricultural land, with longer distance views of Culloden Wood to the east, and the Black Isle to the west. As the path links in with other core paths used to access the Moray Firth, and has a high amenity value, the route has been deemed to be highly sensitive to change.	High
IN08.16	Path from Allanfearn to Cherry Park, providing a link to National Cycle Network (NCN)1, as well as core paths IN08.15 and IN08.21. The NMU route provides a link from Allanfearn to Balloch and is a popular route with equestrians. The path is enclosed by a corridor of trees and shrubs for part of the route, with glimpsed views of agricultural land to the east and west, as well as the Black Isle to the north and High Wood to the south. Given its use as a route to access key services in Balloch, including Balloch Primary School and the Co-operative Supermarket, as well as the high amenity value experienced, the route has been deemed to be highly sensitive to modification.	High
IN08.21	Path from Alturlie Road Junction to Allanfearn, providing a link to core paths IN08.15 and IN08.16, as well as L5. A high amenity value is experienced along the road, with long distance views of the Black Isle and Culloden Wood coupled with immediate views of agricultural land. The path is a popular route for equestrians. The core path is a route used by NMUs from Culloden, travelling to the Moray Firth along L5, and is therefore deemed to be highly sensitive to change.	High
IN08.23	Core path along a local road running parallel to the Moray Firth, stretching from Milton of Culloden, before tying in with core path IN08.24. The route provides a link to core path IN08.30, A5 and L4, as well as direct access along and to the beach. Given its role as a core path for people walking along the Moray Firth, this route is deemed to be highly sensitive to change.	High

Type of NMU Route or Road	Baseline Summary	Sensitivity as NMU Route
IN08.24	Path approximately 400m west of the Inverness Retail and Business Park roundabout, providing a direct link to core path IN08.23. The route adjoins the existing A96, where an uncontrolled at-grade crossing exists, providing access to the Inverness Retail and Business Park. Given the nature of the uncontrolled existing A96 at-grade crossing, it is anticipated that NMUs utilise alternative routes to access the Moray Firth. The route has therefore been classified as being of medium sensitivity.	Medium
IN08.30	Core path to the north of the existing A96, approximately 300m east of the Inverness Retail and Business Park roundabout. The path runs through the farm at Seafield, before crossing under the Aberdeen to Inverness Railway Line, linking in with core path IN08.23 which traverses the road running parallel with the Moray Firth. On the basis the route is a core path used to access the Longman and Castle Stuart Bays Site of Special Scientific Interest (SSSI), the overall sensitivity of the route is deemed to be high.	High
IN08.32	NMU route connecting the existing A96 with High Wood, via Balmachree. The route directly links to A7. The path has long distance views over High Wood to the south and the Black Isle to the north. The more immediate views are limited to agricultural land. The route is judged to be of a high sensitivity, given its direct access to Cullernie Wood and High Wood.	High
NA04.02	The NA04.02 forms part of the River Nairn riverside path, and runs from the harbour to Firhall Bridge along the eastern bank of the River Nairn. It links to a number of other core paths, including NA04.03 which provides a continuation of the riverside path. The path is a popular route for NMUs, with flow data provided from The Highland Council showing count ranges of 2,883 – 4,656 during 2014 and 2015. On the basis that the route provides direct access to the River Nairn, and also to Nairn Town Centre for recreational purposes, a high sensitivity value has been assigned.	High
NA04.03	NA04.03 runs from Firhall Bridge to Howford Bridge as part of the riverside path on the east bank of the River Nairn. The route links to core paths NA04.02, providing access into Nairn Town Centre, and to NA04.04 as a continuation of the riverside path. The route has a high amenity value, with views of the River Nairn as well as the woodland surrounding the watercourse. On the basis the route provides access to recreational opportunities along the River Nairn and has a high amenity value, a high sensitivity value has been determined.	High
NA04.04	This section of the River Nairn riverside path continues from Howford Bridge to the intersection with the B9090 Loch Flemington – Clephanton – Cawder – Nairn Road near Cawder. It links to the NA04.03 to provide access to Nairn Town Centre, and provides direct access to the River Nairn. On the basis the route provides access to recreational opportunities along the River Nairn and in Nairn Town Centre, a high sensitivity value has been determined.	High
NA04.07	Core path running alongside the B9111 Auchnacloch – Auldearn Road, to the junction with the existing A96, before continuing to the Balmakeith Industrial Estate roundabout. The core path has largely long distance agricultural views to the north and south towards its eastern extent, with the existing A96 visible on the horizon and the B9111 Auchnacloch – Auldearn Road immediately adjacent to the path. Given the route could be used by commuters wishing to access the Balmakeith Industrial Estate, and for more general access into Nairn Town Centre, a high sensitivity value has been deemed for the route.	High
NA04.13	Core path forming part of the Delnies Circular Walk. Linking in with core path NA04.11 and L18, the route provides direct access to Delnies Wood and further on into Tradespark. Due to the recreational value of the route, and the high amenity value, a medium sensitivity value has been assigned.	Medium
NA04.15	Also known as the Delnies Community Wood Circuit, core path NA04.15 is a small circuit to the west of the Delnies Circular Walk (NA04.13). The path provides direct access to Delnies Community Wood. Due to the recreational value of the route, and the high amenity value, a medium sensitivity value has been assigned.	Medium

Type of NMU Route or Road	Baseline Summary	Sensitivity as NMU Route
NA04.16	NA04.16 forms part of the River Nairn riverside path, along the west bank of the river, and this section runs from Jubilee Bridge to Firhall Bridge. The path links to core paths NA04.02 and NA04.17. On the basis the route provides direct access to the River Nairn for recreational opportunities, a high sensitivity value has been deemed.	High
NA04.17	This core path is a 400m track that links Firhall Bridge and Winnieknowe Lane, providing direct access to the River Nairn. On the basis the route provides direct access to the River Nairn for a number of residential areas, a high sensitivity value has been deemed.	High
NA04.20	A 1 km road that runs from Tradespark to the B9091 Croy - Clephanton - Kildrummie - Nairn Road, across the Aberdeen to Inverness Railway Line. On the basis the route provides no direct access to any outdoor areas, but may however be used as a link on route to the River Nairn or to Tradespark, a medium sensitivity value has been deemed.	Medium
Public Right of Way		
R1	Right of way from north Auldearn to Milhill, through agricultural land, via a specially sign posted dirt track. The track provides access to, from and across the existing A96 leading to the centre of Auldearn. The current view experienced is a long distance over agricultural land. Given no controlled crossing exists where the track crosses the existing A96, it is not anticipated that many users would utilise the route and therefore a low sensitivity value has been deemed.	Low
R2	Right of way along Balhaspirach Road providing access to the Kildrummie Kames SSSI. Given the rural nature of the area and the lack of residential properties nearby, it is not anticipated that many NMUs would utilise the route. Therefore a low sensitivity value has been deemed.	Low
Aspirational Path		
A1	Path stretching from the Raigmore Interchange to Seafield, along the eastbound existing A96 carriageway. The path runs parallel to the single carriageway and provides a link to core paths IN08.24 and IN08.30, as well as L1. On the basis that L1, a pavement along the trunk road, provides the same route along the westbound existing A96 carriageway, a low sensitivity value has been deemed.	Low
A2	Aspirational path from Stoneyfield to the Inverness Retail and Business Park, approximately 240m south-west of the Inverness Retail and Business Park roundabout at its closest point. The path ties in with L1. A medium sensitivity value has been deemed, as the path can be used to access the Inverness Retail and Business Park from hotels and other businesses located at Stoneyfield.	Medium
A3	Path from Scretan Bridge to the Inverness Retail and Business Park, along Scretan Burn. The path links into a number of other paths to the south, which continue into the residential areas of Cradlehall and Inshes Wood. On the basis that the route would predominantly be used to access the Inverness Retail and Business Park, and that more attractive tarmacked routes exist, the route has been deemed to be of low sensitivity to disruption.	Low
A4	Aspirational path from the Ashton Farm access track to Stratton and Cairnlaw. The path provides access to and from the existing A96, as well as linking to A6, L1 and L4, the latter of which provides access to the Moray Firth. On the basis that more direct links exist to the existing A96 and Moray Firth beach, a low sensitivity has been assigned.	Low
A5	Track linking the existing A96 at Smithton Roundabout, with the existing A96 carriageway which runs parallel to the Moray Firth. The path provides access to core path IN08.23, as well as L1 and L2. Given that the path provides direct access to the Moray Firth, as well as links to a variety of other paths, the route has been valued as having a medium sensitivity to modification.	Medium
A6	Track connecting the existing A96 with Caulfield Road and the residential area of Culloden. The NMU route provides access to A4 and L1, as well as L4 which provides direct access to the beach. On the basis that more attractive routes exist nearby, with core path IN08.05 and L3, the aspirational path is valued as having low sensitivity.	Low

Type of NMU Route or Road	Baseline Summary	Sensitivity as NMU Route
A7	Path along Barn Church Road from Balloch to the existing A96. The route links to core path IN08.32 on the existing A96, which provides a NMU route to Cullernie Wood and High Wood. As more direct routes, and routes which avoid the existing A96, exist through Balloch to join core path IN08.32, a low sensitivity value has been deemed.	Low
A8	A path which provides a circuit of Loch Flemington within the Kildrummie Kames SSSI. Given the recreational and amenity value of the path around Loch Flemington, and the paths proximity to the hamlet of Lochside, a medium sensitivity value has been determined.	Medium
A9	Path running along the B9111 Auchnacloch – Auldearn Road, before orientating north along Church Road and across the existing A96 to Boath House Hotel. The route provides links to R1 and L16. There is no controlled crossing where the path crosses the existing A96. Given the route is used to access Auldearn Primary School and other amenities within Auldearn, as well as for visitors to Boath House, a medium sensitivity has been designated.	Medium
A10	Aspirational path alongside the River Nairn riverside path, linking to core paths NA04.17 and NA04.16. The route experiences pleasant views of the River Nairn. On the basis that the path is used for recreational uses along the River Nairn, a medium sensitivity has been given.	Medium
A11	Path linking Upper Cullernie Court with core path IN08.32, along the eastern boundary of Balloch. On the basis the route may be used by residents of Balloch wishing to access Culloden Forest, a medium sensitivity value has been judged.	Medium
Local Path		
L1	Pavement running from the Raigmore Interchange to the south of the existing A96, before crossing the existing A96 and heading along the single northbound carriageway to Milton of Culloden. The path links with the following NMU routes nearby: A2, A4, A5, A6, IN08.05 IN08.10, IN08.30, L2 and L4. On the basis that the route provides links into a number of surrounding NMU routes, including routes to the beach to the Inverness Retail and Business Park, a medium sensitivity has been designated.	Medium
L2	Path from Barn Church Road which crosses the existing A96 at the Smithton Roundabout and links into A5 and L1. To the south of the Smithton Roundabout along Barn Church Road the path adjoins L3. The path has long distance views over the Moray Firth heading towards the Smithton roundabout. As the route provides connections to users travelling to the Moray Firth, Smithton and the Inverness Retail and Business Park, a medium sensitivity has been assigned.	Medium
L3	Path along Caulfield Road, from Barn Church Road, providing a connection to core paths IN08.03 and IN08.15. The path links to a number of core, local and aspirational paths. The path provides a route for residents of Smithton wishing to access the Moray Firth, as well as those wishing to access the Inverness Retail and Business Park along L1. On this basis, a medium sensitivity to disruption has been determined.	Medium
L4	Path along the local road at Milton of Culloden Smallholdings, which connects to the existing A96. The path provides links to core path IN08.23, A4, A6 and L1. Given the route provides a link for NMUs wishing to access the Moray Firth, a medium sensitivity value has been deemed.	Medium
L5	A local path along Alturlie Road Junction, from the existing A96. The route links to core path IN08.21 at Allanfearn. On the basis the route provides access to the Moray Firth beach, a medium sensitivity value has been deemed.	Medium
L6	Route from existing A96 to High Wood. The path has long distance views north towards the Moray Firth and to the south towards High Wood. Given the rural nature of route and the lack of NMU provision along the existing A96, it is not anticipated that many NMUs would utilise the route and would instead continue along core path IN08.20 to access Balloch to the west and Tornagrain to the east. Therefore, the route is valued as having a low sensitivity to disruption.	Low

Type of NMU Route or Road	Baseline Summary	Sensitivity as NMU Route
L7	Path through Kerrowaird Wood, connecting the existing A96 with Dalcross Station Road. The route provides direct access to the curling pond. The route has a high amenity value through the woodland. It is anticipated that the route would be used by a small number of NMUs from Tornagrain and therefore a low sensitivity has been deemed.	Low
L8	A trail loop through Tornagrain Wood to the north of the existing A96. The trail links to the existing A96 to the east and Dalcross Station Road to the west. The path provides access to and from the existing A96. The route has pleasant views through the woodland for NMUs, however the woodland is also used for commercial forestry activities, reducing its appeal. It is anticipated that the route would be used by a small number of NMUs from Tornagrain and surrounding farmsteads and therefore a low sensitivity has been determined.	Low
L9	Route through Tornagrain Wood to the south of the existing A96, stretching from opposite the Petty Church to Hillhead. The route crosses L10. Although this route has a high amenity value, the lack of nearby residents to utilise the route, has resulted in a low sensitivity being deemed.	Low
L10	Route through Tornagrain Wood to the south of the existing A96, stretching from the disused quarry to the trunk road. As with L9, a low sensitivity value has been deemed, due to the lack of nearby population available to utilise the route.	Low
L11	A track through agricultural fields to the west of the road, from Mid Coul roundabout to Inverness Airport. The route provides access to and from the existing A96 and links to L12, whilst also providing direct access to a small section of Tornagrain Wood. On the basis that a more direct footway and cycleway exists from Mid Coul roundabout for approximately 700m, providing a link to L12, it is anticipated the route is rarely used and therefore a low sensitivity has been deemed.	Low
L12	A local path from Mid Coul Cottages to Inverness Airport, to the east of the current airport access road. The route provides a link for NMUs wishing to utilise L11. The path has long distant views to the south towards High Wood and to the north over the airport access road, Inverness Airport and Dalcross Industrial Estate. The route traverses the airport perimeter fence. On the basis that the route could be popular for plane-spotters, as well utilised by workers from the airport and industrial estate however a low sensitivity value to disruption has been assigned.	Low
L13	A local track running along a dismantled railway line to the north of Brackley Junction. Given the rural nature of the area, it is not anticipated that many NMUs would utilise the route. Therefore a low sensitivity value has been deemed.	Low
L14	Local track to Roadside Cottage from the existing A96. On the basis that users would be expected to use the B9092 Ardersier - Nairn Road rather than the existing A96 to access Delnies Wood and core path NA04.13, a low sensitivity value has been deemed.	Low
L15	Local track through Crook Plantation, providing a link to NCN1. A low sensitivity value has been deemed, due to lack of nearby residents and the fact that the route is not suitable for cyclists wishing to access NCN1.	Low
L16	Local track around Gallows Hill, directly off the existing A96 to the north. Given the lack of NMU provision in the area surrounding the route, a low sensitivity value has been granted.	Low
Network of paths through Russell's Wood	A network of paths exists through Russell's Wood, to the north of Granny Barbour's Road. The paths have a high amenity value through the woodland, with open agricultural views towards the edges of the wood. A medium sensitivity value has been deemed as the paths are popular with dog walkers.	Medium
Cycle Route		
National Cycle Network Route 1	NCN1 orientates south along the River Nairn and Cawdor Castle as it leaves Nairn, before heading north along Culloden Road and then west along Barn Church Road towards Inverness. The amenity value of the route is high throughout, ranging from close distance views of agricultural land to long distance views of woodland on the Black Isle. On the basis the route is a key national long distance cycle route, a high sensitivity value has been deemed.	High

Type of NMU Route or Road	Baseline Summary	Sensitivity as NMU Route
Local cycle route connecting the University of the Highlands and Islands campus and the Inverness Retail and Business Park	Local cycle route to the north-west of Smithton, approximately 700m in length. The route utilises an old railway bridge crossing north of the University of the Highlands and Islands campus, before continuing through agricultural fields and connecting with road through the Inverness Retail and Business Park, to the south. Given the route connects the university with a substantial retail facility, a high sensitivity value has been deemed.	High
Local Road Network		
Barn Church Road (C1032)	Local road running through the residential areas of Smithton, Culloden and Balloch, adjoining the existing A96 at the Scretan Bridge junction and approximately 300m west of where core path IN08.32 crosses the existing A96. The road has a number of local paths running alongside, including L2 which orientates alongside the road on its approach to Scretan Bridge junction. An aspirational path traverses the road from Upper Cullernie cottages to where it adjoins the existing A96. The road has been deemed to be a key route for residents travelling to Culloden House and Culloden Academy, as well as between settlements and is therefore classified as having a medium sensitivity to disruption.	Medium
Milton Road (U1136)	Local road connecting Caulfield Road with the existing A96. The road provides a route for core path IN08.05. Given that core path IN08.05 links to L4, providing direct access to the beach and indirect access to Culloden playing field, the road is deemed highly sensitive to change for NMUs.	High
Dalcross Station Road (C1020)	Local road linking the existing A96 with the B9039 Newton – Castle Stuart – Ardersier Road. The road has no designated NMU routes running along it, however it may be used by NMUs wishing to access L8 found in Tornagrain Wood. However, given the lack of residential areas nearby and the lack of NMU provision along the road, the road is deemed to be of low sensitivity to modification.	Low
Kerrowgair – Croy Road (C1017)	Local road providing a link from the Mid Coul Junction, to Dalcross Industrial Estate and Inverness Airport. A cycleway and footway runs along the east of the road for the first 750m from Mid Coul Junction. L11 and L12 run parallel to the road, with the local path crossing the route at three separate points. Given the rural nature of the road and the fact the cycleway and footway end some 1.2km from the Dalcross Industrial Estate and Inverness Airport, it is not anticipated that the road will be heavily used by NMUs and is therefore deemed to have a low sensitivity.	Low
Milton of Breachlich Road (U1025)	Local road connecting the existing A96 with Milton of Gollanfield and the B9006 Millburn Roundabout – Culcabock – Castle Hill – Culloden Moor – Croy – Gollanfield – Fort George Road to the west. The road is deemed to have a low sensitivity to disruption, given the rural nature of the route and the absence of designated NMU routes along the road.	Low
B9006 Millburn Roundabout – Culcabock – Castle Hill – Culloden Moor – Croy – Gollanfield – Fort George Road	B Road which crosses the existing A96 at Brackley Junction, connecting Ardersier to the north with the B9090 Loch Flemington – Clephanton – Cawdor – Nairn Road to the south. The road has been deemed to have a low sensitivity to modification, due to the lack of current NMU provision along the road and the lack of controlled crossings across the existing A96.	Low
Loch Flemington Road (U1351)	Road through Lochside, linking the hamlet with the existing A96. The route is deemed to be of a low sensitivity as there is currently no NMU provision along the route.	Low
Gollanfield Road (C1013)	Local road through Gollanfield, linking the hamlet with the existing A96. The route is deemed to be of a low sensitivity as there is currently no NMU provision along the route and it is located a sufficient distance from any residential properties.	Low
Wester Glackton – Balcroy – Kilvarock – Cawdor Road (U1017)	Local road connecting Loch Flemington Road with the B9091 Croy – Clephanton – Kildrummie – Nairn Road, to the east of Loch Flemington. The route is deemed to be of a low sensitivity as there is currently no NMU provision along the route and it is located a sufficient distance from any residential properties.	Low

Type of NMU Route or Road	Baseline Summary	Sensitivity as NMU Route
Tomhomie - Ballinreich - Balnagowan Road (U1029)	Local road approximately 250m west of Blackcastle farm, connecting the existing A96 with Tomhommie and Windyridge. The road has a low sensitivity to change, given the lack of NMU provision currently along the road, the lack of a safe, controlled crossing on the existing A96 and the lack of residential areas and farm houses nearby.	Low
Cockhill access road	Access road linking the existing A96 with a small number of properties south of the trunk road, to the west of Delnies Community Woodland. Given the road is only an access road, a low sensitivity has been deemed.	Low
McDermotts Road (U2218)	Local road linking the B9092 Ardersier - Nairn Road with existing A96. There road has no designated NMU routes orientated along it. The route may be used by NMUs wishing to access core path NA04.15, which provides a trail loop around Delnies Community Woodland. Given the lack of NMU provision along the road, a low sensitivity for NMU has been deemed.	Low
Access road to Roadside Cottage South	Local access road directly opposite Delnies – Kildrummie – Howford Road (C1163), connecting the existing A96 with the B9092 Ardersier - Nairn Road, to the east of Roadside Cottage South. L17 is orientated along the road. On the basis the route is located a sufficient distance away from any residential areas, a low sensitivity value has been deemed.	Low
Delnies – Kildrummie – Howford Road (C1163)	Local road linking the existing A96 with the B9091 Croy – Clephanton – Kildrummie – Nairn Road. A pavement exists along the road from the existing A96 for approximately 100m, whilst an aspirational path can be found near the junction with the B9091 Croy – Clephanton – Kildrummie – Nairn Road. A low sensitivity has been assigned to the road given its distance from a significant number of properties or residential areas.	Low
Moss-Side – Mosshall - Broadley Road (C1170)	Local road off Delnies – Kildrummie – Howford Road (C1163) into Tradespark. There are no designated NMU routes along the road, however the route may be used to access playing fields in Tradespark and facilities further east in Nairn. It is not anticipated that many users will utilise this route however, given the lack of properties near the road at any point. Therefore, a low sensitivity value has been assigned.	Low
Balnaspirach Road	Local access road to Balnaspirach off the B9091 Croy – Clephanton – Kildrummie – Nairn Road. As the route is an access road, with no designated Highland Council paths connecting to it, the route has been deemed to be of a low sensitivity.	Low
B9091 Croy – Clephanton – Kildrummie – Nairn Road	B road linking Kildrummie to the B9090 Loch Flemington – Clephanton – Cawdor – Nairn Road, before tying in with the existing A96 in Nairn. The road has no NMU provision, but does connect to core path NA04.20 on Moss-side Broadley Road, which may be used for recreational purposes or for people wishing to access the residential area of Tradespark. Although the road experiences pleasant immediate views of agricultural land, as well as panoramic, long distance views of the countryside, it is not anticipated to be regularly used by NMUs. On this basis the road has a lack of NMU provision, an overall low sensitivity value has been deemed.	Low
B9090 Loch Flemington – Clephanton – Cawdor – Nairn Road	B road connecting the B9101 Auldearn - Cawdor Road to the existing A96 in Nairn Town Centre. Core path NA04.04 crosses the road at-grade at Howford bridge, whilst a network of core paths providing access routes to the River Nairn exist just off Mill Road, which adjoins the B9090 Loch Flemington – Clephanton – Cawdor – Nairn Road to the south of the Nairn Town and Country Hospital and Primary Care Centre. The road is connected to NCN1 via a minor road at Howford Bridge. The road experiences long distance views over the countryside, with immediate views dominated by surrounding agricultural land. Given the road is located nearby a number of core paths and NCN1, which provide recreational opportunities for nearby residents, and has a medium amenity value, an overall medium sensitivity value to modification or change has been assigned to the road.	Medium

Type of NMU Route or Road	Baseline Summary	Sensitivity as NMU Route
Proposed B9090 to B9091 Link Road	Minor road connecting the B9091 Croy – Clephanton – Kildrummie – Nairn Road and B9090 Loch Flemington – Clephanton – Cawdor – Nairn Road at Broadley. The road has no NMU provision along it, however it may be used to access the B9090 Loch Flemington – Clephanton – Cawdor – Nairn Road and the subsequent core paths which link to the road from core path NA04.20, as well as members of the public wishing to access Tradespark and the facilities around there. An overall medium sensitivity value has been deemed, as the road provides a route used to access the River Nairn for recreational use.	Medium
Househill – Raitloan – Howford Road (C1175)	Local road to the east of the River Nairn, linking the A939 Tomintoul - Granton on Spey - Nairn Road with B9101 Auldearn - Cawdor Road. NCN1 orientates along the full length of the road. The amenity value of the route is high, with pleasant views experienced of woodland on one side and agricultural land on the other. On the basis the road carries a NCN, a high sensitivity rating has been deemed.	High
A939 Tomintoul - Granton on Spey - Nairn Road	A road connecting Knockoudie Wood with the existing A96, 450m east of Nairn Bridge. From Househill to Granny Barbour's Road the NCN1 is routed along the road, with a pavement continuing all the way up to the junction with the existing A96. A medium sensitivity has been deemed for the road, as it links Househill to Nairn, and is a popular cycle route given its nature as the main access between Nairn and NCN1.	Medium
BlackPark - Grigorhill - Newmill Road (U3010)	Local road connecting the A939 Tomintoul - Granton on Spey - Nairn Road and the B9101 Auldearn - Cawdor Road near Bognafuaran Wood. The road provides access to Balmakeith Park housing estate towards the far west of the road, as well as Grigorhill Industrial Estate, Russell's Wood and Bognafuaran Wood to the east. The only NMU provision is a pavement stretching from the junction with the A939 Tomintoul - Granton on Spey - Nairn Road and the entrance to Balmakeith Park housing estate, approximately 170m in length. On the basis that this road provides the only access to Grigorhill Industrial Estate, a medium sensitivity to modification has been deemed for the road.	Medium
Auchnacloch – Auldearn Road (B9111)	A B road connecting the existing A96 to the west of Auldearn with the B9101 Auldearn - Cawdor Road, also known as Auldearn High Street. Core path NA04.07 runs along the road from the extreme west of Auldearn, to the junction with the existing A96, before continuing to the Balmakeith Industrial Estate roundabout. A medium sensitivity has been deemed, given the use of core path NA04.07 to access Dunbar recreation ground, as well as for workers commuting to Balmakeith Industrial Estate.	Medium
Auldearn - Cawdor Road (B9101)	The B9101 Auldearn - Cawdor Road, also known as Auldearn High Street, orientates through the middle of Auldearn before adjoining the existing A96 to the east. The road connects with the B9111 Auchnacloch – Auldearn Road, before heading south past Garlic Hill. A pavement runs alongside the road as it passes through Auldearn, whilst core path NA01.02 links into the road to the north of Moyness Road. A9 runs along the road through the village, before orientating north along Church Road and across the existing A96 to Boath House Hotel. A medium sensitivity has been deemed, given the use of the road to move around Auldearn, as well as access to core path NA04.07, which provides a route into Nairn.	Medium
Waterloo – Eastertown – Inshoch Road (U2997)	A local road connecting the existing A96 to the west of Auldearn with the Penick Road (U3164), to the north of Boath House. The road forms part of a popular loop from Auldearn, together with the B9111 Auchnacloch – Auldearn Road and Penick Road (U3164). As the road provides a popular route for residents of Auldearn, a medium sensitivity value has been deemed.	Medium
Penick Road (U3164)	Local road connecting the existing A96 near Boath House, with the existing A96 near Wester Hardmuir. A9 orientates along the road towards Boath House. Given the road is located away from any residential areas, a low sensitivity value has been deemed.	Low
Road from Egilsay House to Penick Road (U3164), Nairn	The route has no designated NMU routes along, or connecting to the road, however long distance views extend over the surrounding countryside. On the basis that the route does not link to any of The Highland Council designated NMU routes and is set away from any major population areas, a low sensitivity has been assigned.	Low

Type of NMU Route or Road	Baseline Summary	Sensitivity as NMU Route
Ellands – Hardmuir – Boghole (U3036), Nairn	Local road which travels north-east from the existing A96 at Hardmuir. The route is deemed to be of a low sensitivity as there is no current NMU provision along the route and it provides no means of access to any major areas of population.	Low