

## Appendix A16.6: Full Assessment Results for Public Rights of Way and other NMU Routes

The exact details of accessibility along certain NMU routes would be determined through discussions with the contractor, with the contractor having an obligation to provide some form of access for the public through the site during construction. (Please see Figure 16.2).

**Table 1: Impact Assessment of all Footpaths, Bridleways and Cycle Routes Available within the Study Area.**

Route (approximate chainage for guidance)	Baseline Sensitivity	Description of Impacts to Journey Length and/or Severance	Description of Impacts to Amenity	Potential Impact		
				Overall Magnitude of Change to Journey Length and/or severance	Overall magnitude of Change to Amenity	Overall Residual Significance of Effect
<b>Aspirational Path</b>						
A1 (ch0 to ch1120)	Low	<b>Construction:</b> There is likely to be temporary disruption to access, with a slight increase in journey length.	<b>Construction:</b> There would be a slight loss in visual amenity with clear views of construction activities.	<b>Low adverse (temporary)</b>		<b>Negligible (temporary)</b>
		<b>Operation:</b> The path would be stopped up approximately 300m from its eastern extent, however it would tie in with the newly aligned L1.	<b>Operation:</b> There would be no significant change in amenity value.	<b>Negligible (permanent)</b>		<b>Negligible (permanent)</b>
A3 (ch900 to ch1030)	Low	<b>Construction/operation:</b> There would be no change in journey length.	<b>Construction/operation:</b> There would be a slight loss in the noise and visual amenity associated with construction activities around the PS01 (Smithton Junction Underbridge) at ch1750.	<b>Low adverse (temporary during construction and permanent once operational)</b>		<b>Negligible (temporary during construction and permanent once operational)</b>
A4 (ch1380 to ch2300)	Low	<b>Construction/operation:</b> The path would be severed by approximately 630m from its eastern extent. Non-motorised users (NMUs) would have to make a detour of approximately 750m through the PS01 (Smithton Junction Underbridge) at ch1750 to reach the same point on the	<b>Construction:</b> There would be a slight loss of amenity associated with construction activities around the Smithton Junction, with construction directly severing the path.	<b>High adverse (temporary)</b>	<b>Low adverse (temporary)</b>	<b>Moderate adverse (temporary)</b>
			<b>Operation:</b> A moderate loss of amenity is expected in regard to noise and		<b>Medium adverse (permanent)</b>	<b>Moderate adverse (permanent)</b>

Route (approximate chainage for guidance)	Baseline Sensitivity	Description of Impacts to Journey Length and/or Severance	Description of Impacts to Amenity	Potential Impact		
				Overall Magnitude of Change to Journey Length and/or severance	Overall magnitude of Change to Amenity	Overall Residual Significance of Effect
		existing A96 where the path adjoins.	visual.			
A6 (ch2300)	Low	<b>Construction/operation:</b> Access would be severed by approximately 100m from its northern extent. NMUs would instead have to make a 1km diversion east or 1.5km west in order to reach the existing A96. The route is not anticipated to be a well utilised route and has then been assigned a slight adverse impact overall.	<b>Construction/operation:</b> A change in amenity is not likely to be significant.	<b>Medium adverse (temporary)</b>	<b>No impact (temporary during construction and permanent once operational)</b>	<b>Slight adverse (temporary)</b>
				<b>Medium adverse (permanent)</b>		<b>Slight adverse (permanent)</b>
<b>Local Path</b>						
L6 (ch8300)	Low	<b>Construction:</b> Access is likely to be temporarily severed during construction.	<b>Construction:</b> A slight loss of amenity is anticipated with construction along the path.	<b>Medium adverse (temporary)</b>	<b>Low adverse (temporary)</b>	<b>Slight adverse (temporary)</b>
		<b>Operation:</b> The path would be severed at its northern extent by approximately 175m, with a permanent diversion put in place of approximately 460m through the PS03 (A(& Kerrowaird Underbridge) at ch8500. The diversions would provide a safe crossing of the proposed Scheme.	<b>Operation:</b> A moderate adverse effect on the amenity value of the path is anticipated, with the proposed Scheme constructed on the path.	<b>Medium adverse (permanent)</b>		<b>Slight adverse (permanent)</b>
L7 (ch8980)	Low	<b>Construction:</b> Access would likely be disrupted with a temporary diversion put in place wherever possible.	<b>Construction:</b> A slight adverse effect on amenity is also anticipated, with views through the woodland.	<b>Medium adverse (temporary)</b>	<b>Low adverse (temporary)</b>	<b>Slight adverse (temporary)</b>
		<b>Operation:</b> The path	<b>Operation:</b> A	<b>High adverse</b>	<b>Moderate</b>	<b>Moderate</b>

Route (approximate chainage for guidance)	Baseline Sensitivity	Description of Impacts to Journey Length and/or Severance	Description of Impacts to Amenity	Potential Impact		
				Overall Magnitude of Change to Journey Length and/or severance	Overall magnitude of Change to Amenity	Overall Residual Significance of Effect
		would be diverted by approximately 1.3km along the south of the proposed Scheme, before crossing the PS04 (C1020 Dalcross Station Road Overbridge) at ch9595 and linking in with the existing path.	moderate adverse effect on amenity is anticipated with clear and glimpsed views of the proposed Scheme in parts, as well as increased noise.	<b>(permanent)</b>	<b>adverse (permanent)</b>	<b>adverse (permanent)</b>
L8 (ch9500)	Low	<b>Construction:</b> It is anticipated that the network of paths would be temporarily severed with diversions in place wherever possible, resulting in a slight increase in journey length.	<b>Construction:</b> A medium adverse effect is anticipated on the amenity value of the path, as the proposed Scheme would be constructed along the path.	<b>Medium adverse (temporary)</b>		<b>Slight adverse (temporary)</b>
		<b>Operation:</b> The path would be diverted by approximately 580m from north of the proposed Scheme to the south, whilst there would no connection to Dalcross Station Road from the path to the south of the proposed Scheme. Approximately 130m of the path would be lost towards the middle of the woodland with the proposed Scheme.	<b>Operation:</b> There would be an adverse effect on the amenity as the proposed Scheme would be constructed along the path.	<b>High adverse (permanent)</b>	<b>Low adverse (permanent)</b>	<b>Moderate adverse (permanent)</b>
L9 (ch9650), L10 (ch10120), L14/access road to Roadside Cottage South	Low	<b>Construction:</b> No significant impact is predicted.		<b>No impact (temporary)</b>		<b>Neutral (temporary)</b>
		<b>Operation:</b> There would be no change in journey length along the path, however traffic volumes would be significantly reduced to a low severance level along	<b>Operation:</b> A slight beneficial effect on noise amenity is anticipated.	<b>Low beneficial (permanent)</b>		<b>Slight beneficial (permanent)</b>

Route (approximate chainage for guidance)	Baseline Sensitivity	Description of Impacts to Journey Length and/or Severance	Description of Impacts to Amenity	Potential Impact		
				Overall Magnitude of Change to Journey Length and/or severance	Overall magnitude of Change to Amenity	Overall Residual Significance of Effect
		the existing A96.				
R1 (ch26370)	Low	<b>Construction:</b> The path is anticipated to be temporarily severed as a result of construction activity, with temporary diversions put in place wherever possible, resulting in a slight increase in journey length.	<b>Construction:</b> The path would see clear views of construction activities with a moderate adverse effect anticipated.	<b>Low adverse (temporary during construction and permanent once operational)</b>	<b>Medium adverse (temporary during construction and permanent once operational)</b>	<b>Slight adverse (temporary during construction and permanent once operational)</b>
		<b>Operation:</b> The route would be diverted east from its northern extent, by approximately 260m via the P28 (Auldearn NMU Underpass) at ch26700, before connecting back with the existing route to the south of the carriageway.	<b>Operation:</b> There would be a moderate adverse effect on the amenity of the route, as a result of clear views of the proposed Scheme north of Auldearn.			
L16 (ch28310 to ch28400)	Low	<b>Construction/operation:</b> There would be no change in journey length along the path, however traffic volumes would be significantly reduced to a low severance level along the existing A96.	<b>Construction/operation:</b> A moderate adverse effect on the visual and noise amenity of the path is anticipated.	<b>Low beneficial (temporary during construction and permanent once operational)</b>	<b>Medium adverse (temporary during construction and permanent once operational)</b>	<b>Slight adverse (temporary during construction and permanent once operational)</b>
L13 (ch14100) and L15 (ch228 to ch23500)	Low	<b>Construction/operation:</b> No impact is predicted during construction, on either the amenity value or journey length.		<b>No impact (temporary during construction and permanent once operational)</b>		<b>Neutral (temporary during construction and permanent once operational)</b>
<b>Local Road Network</b>						
Dalcross Station Road (C1020)	Low	<b>Construction:</b> There would no change in journey length.	<b>Construction:</b> Construction of PS04 (C1020 Dalcross Station Road Overbridge) at ch9595 would cause a slight	<b>No impact (temporary)</b>	<b>Low adverse (temporary)</b>	<b>Negligible (temporary)</b>

Route (approximate chainage for guidance)	Baseline Sensitivity	Description of Impacts to Journey Length and/or Severance	Description of Impacts to Amenity	Potential Impact		
				Overall Magnitude of Change to Journey Length and/or severance	Overall magnitude of Change to Amenity	Overall Residual Significance of Effect
			loss of noise and visual amenity.			
		<b>Operation:</b> L8 would be re-routed along PS04 (C1020 Dalcross Station Road Overbridge) at ch9595. There would be no significant change in journey length along the path. The new overbridge would provide NMUs with a pavement to utilise, removing them from the road.	<b>Operation:</b> A slight loss of noise and visual amenity would be expected with the removal of a small amount of Tornagrain Wood with the dual carriageway alignment.	<b>Low beneficial (permanent)</b>	<b>Low adverse (permanent)</b>	<b>Negligible (permanent)</b>
Kerrowgair – Croy Road (C1017) /L11/L12	Low	<b>Construction:</b> Journey length would be impacted due to construction activities. However, it is anticipated that access would be maintained in some capacity, either through temporary diversions or along the existing route wherever possible.	<b>Construction:</b> A slight loss of visual amenity is anticipated with the construction of the PS05 (Mid Coul Junction Overbridge) at ch10500.	<b>Low adverse (temporary)</b>		<b>Negligible (temporary)</b>
		<b>Operation:</b> No significant change in length for NMUs as shared use path would be provided through PS05 (Mid Coul Junction Overbridge) at ch10520.	<b>Operation:</b> No significant change in amenity as the current value is low with the Inverness Airport and Dalcross Industrial Estate so close nearby.	<b>No impact (permanent)</b>		<b>Neutral (permanent)</b>
Milton of Breachlich Road (U1025)	Low	<b>Construction:</b> Temporary diversions and disruptions expected with the dual carriageway alignment, with a slight increase in journey length anticipated.	<b>Construction:</b> A slight loss of visual amenity would be anticipated.	<b>High adverse (temporary during construction and permanent once operational)</b>	<b>Low adverse (temporary during construction and permanent once operational)</b>	<b>Moderate adverse (temporary during construction and permanent once operational)</b>
		<b>Operation:</b> The road would be stopped up	<b>Operation:</b> A slight loss of amenity is also			

Route (approximate chainage for guidance)	Baseline Sensitivity	Description of Impacts to Journey Length and/or Severance	Description of Impacts to Amenity	Potential Impact		
				Overall Magnitude of Change to Journey Length and/or severance	Overall magnitude of Change to Amenity	Overall Residual Significance of Effect
		by approximately 90m from where it adjoins the existing A96, preventing NMU access. NMUs would be expected to take a 2.5km diversion to reach the dual carriageway alignment.	anticipated with clear views of the proposed Scheme.			
B9006 Millburn Roundabout – Culcabock – Castle Hill – Culloden Moor – Croy – Gollanfield – Fort George Road	Low	<b>Construction:</b> Temporary diversions are anticipated with the construction of the PS06 (Brackley Junction Overbridge) at ch14100, with a slight increase in journey length.	<b>Construction:</b> A slight loss of visual amenity is anticipated as a result of construction activities.	<b>Low adverse (temporary)</b>		<b>Negligible (temporary)</b>
		<b>Operation:</b> A shared use path would be provided through PS06 (Brackley Junction Overbridge) at ch14100, creating a new NMU crossing of the existing A96. There would be no significant change in journey length.	<b>Operation:</b> A moderate loss of visual amenity is anticipated with the new PS06 (Brackley Junction Overbridge) at ch14100.	<b>High beneficial (permanent)</b>	<b>Medium adverse (permanent)</b>	<b>Slight beneficial (permanent)</b>
Loch Flemington Road (U1351) and Gollanfield Road (C1013)	Low	<b>Construction:</b> A slight increase in journey length is anticipated with the construction of PS21 (Gollanfield Road Overbridge) at ch15300.	<b>Construction/operation:</b> A slight loss of visual amenity is anticipated during construction.	<b>Low adverse (temporary)</b>	<b>Low adverse (temporary during construction and permanent once operational)</b>	<b>Negligible (temporary)</b>
		<b>Operation:</b> PS21 (Gollanfield Road Overbridge) at ch15300 would provide a safer crossing of the existing A96, with a shared use path located along the north on and off-slip		<b>Medium beneficial (permanent)</b>		<b>Slight beneficial (permanent)</b>

Route (approximate chainage for guidance)	Baseline Sensitivity	Description of Impacts to Journey Length and/or Severance	Description of Impacts to Amenity	Potential Impact		
				Overall Magnitude of Change to Journey Length and/or severance	Overall magnitude of Change to Amenity	Overall Residual Significance of Effect
		roads. There would be no significant change in journey length.				
Wester Glackton – Balcroy – Kilvarock – Cawdor Road (U1017)	Low	<b>Construction:</b> There would be no significant change in journey length.	<b>Construction:</b> A slight loss of visual amenity is anticipated as a result of construction activities associated with PS21 (Gollanfield Road Overbridge) at ch15300.	<b>No impact (temporary during construction and permanent once operational)</b>	<b>Low adverse (temporary during construction and permanent once operational)</b>	<b>Negligible (temporary during construction and permanent once operational)</b>
		<b>Operation:</b> No significant difference in journey length as the road would connect with Gollanfield similar to how it currently does.	<b>Operation:</b> A slight loss of visual amenity is anticipated.			
Tomhomie – Ballinreich – Balnagowan (U1029)	Low	<b>Construction/operation:</b> No significant change in journey length is anticipated.	<b>Construction/operation:</b> A slight loss of visual amenity is anticipated with the realignment of the road.	<b>Low adverse (temporary during construction and permanent once operational)</b>		<b>Negligible (temporary during construction and permanent once operational)</b>
Cockhill Access Road	Low	<b>Construction:</b> Journey length would be impacted due to construction activities. However, it is anticipated that access would be maintained in some capacity wherever possible, either through temporary diversions or along the existing A96.	<b>Construction:</b> There would be no significant change in amenity value.	<b>Low adverse (temporary)</b>	<b>Negligible (temporary during construction and permanent once operational)</b>	<b>Negligible (temporary)</b>
		<b>Operation:</b> A new shared use path would run alongside the slip road used to access Cockhill before continuing along the dual carriageway alignment.	<b>Operation:</b> There would be no significant change in amenity value.	<b>Low beneficial (permanent)</b>		

Route (approximate chainage for guidance)	Baseline Sensitivity	Description of Impacts to Journey Length and/or Severance	Description of Impacts to Amenity	Potential Impact		
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McDermotts Road (U2218), Ardersier	Low	<b>Construction:</b> There would be no significant change in journey length.	<b>Construction:</b> Temporary disruption to visual amenity is expected with the construction of the new PS10 (Nairn West Junction Overbridge) at ch17950 slip road onto the road.	<b>Low adverse (temporary)</b>		<b>Negligible (temporary)</b>
		<b>Operation:</b> The new shared path would be provided through PS10 (Nairn West Junction Overbridge) at ch17950 providing a designated NMU route along the southern tip of the road and onto the dual carriageway alignment.	<b>Operation:</b> A slight loss of visual amenity is anticipated with the new overbridge.	<b>Medium beneficial (permanent)</b>	<b>Low adverse (permanent)</b>	<b>Negligible (permanent)</b>
Delnies – Kildrummie – Howford Road (C1163)	Low	<b>Construction:</b> Temporary severance and a moderate change in journey length are anticipated with the dual carriageway alignment.	<b>Construction:</b> A slight loss of visual and noise amenity is anticipated.	<b>Medium adverse (temporary)</b>	<b>Low adverse (temporary)</b>	<b>Slight adverse (temporary)</b>
		<b>Operation:</b> The new shared use path would be routed along the newly aligned Delnies – Kildrummie – Howford Road (C1163). The proposed PS25 (Moss-side NMU Underpass) at ch19735 would provide access to the Delnies – Kildrummie – Howford Road (C1163) south of the proposed Scheme, with an increased journey length of 500m. The Delnies –	<b>Operation:</b> A moderate loss of visual and noise amenity is anticipated.	<b>High beneficial (permanent)</b>	<b>Moderate adverse (permanent)</b>	<b>Slight beneficial (permanent)</b>



Route (approximate chainage for guidance)	Baseline Sensitivity	Description of Impacts to Journey Length and/or Severance	Description of Impacts to Amenity	Potential Impact		
				Overall Magnitude of Change to Journey Length and/or severance	Overall magnitude of Change to Amenity	Overall Residual Significance of Effect
		Kildrummie – Howford Road (C1163) south of the proposed Scheme would be traffic free.				
Moss-side - Mosshall - Broadley Road (C1170)	Low	<b>Construction:</b> No noticeable change in journey length.	<b>Construction:</b> A slight loss of visual and noise amenity anticipated.	<b>Negligible (temporary)</b>	<b>Low adverse (temporary)</b>	<b>Negligible (temporary)</b>
		<b>Operation:</b> The newly aligned Delnies – Kildrummie – Howford Road (C1163) would create a new road to cross along Moss-side – Mosshall-Broadley Road (C1170), with no significant change in journey length. Further east, where the road connects the B9091 Croy – Clephanton – Kildrummie – Nairn Road and B9090 Loch Fleminton – Clephanton – Cawdor – Nairn Road, the shared use path would be located along the full length of the road.	<b>Operation:</b> A slight loss of visual and noise amenity is anticipated.	<b>Low beneficial (permanent)</b>	<b>Low adverse (permanent)</b>	<b>Negligible (permanent)</b>
Balnaspirach access road / R2	Low	<b>Construction:</b> It is anticipated that there would be no change in journey length.	<b>Construction:</b> A slight loss of visual and noise amenity is anticipated.	<b>No impact (temporary)</b>	<b>Low adverse (temporary)</b>	<b>Negligible (temporary)</b>
		<b>Operation:</b> The footpath would be severed by approximately 230m from its southern extent. The footpath would adjoin the shared use NMU facility along the new Balnaspirach slip roads, providing a greater connection to the surrounding area.	<b>Operation:</b> A moderate adverse effect on visual and noise amenity is anticipated.	<b>Medium beneficial (permanent)</b>	<b>Medium adverse (permanent)</b>	<b>Negligible (permanent)</b>

Route (approximate chainage for guidance)	Baseline Sensitivity	Description of Impacts to Journey Length and/or Severance	Description of Impacts to Amenity	Potential Impact		
				Overall Magnitude of Change to Journey Length and/or severance	Overall magnitude of Change to Amenity	Overall Residual Significance of Effect
		Although access to the footpath would be longer from the west, it would be shorter and safer from the east, which is where the majority of users are likely to come from. Therefore an overall beneficial effect is anticipated.				
B9091 Croy – Clephanton – Kildrummie – Nairn Road	Low	<b>Construction:</b> A large change in journey length is anticipated as a result of construction work along the existing A96.	<b>Construction:</b> A moderate adverse effect would be anticipated on the noise and visual amenity value for NMUs.	<b>High adverse (temporary)</b>	<b>Medium adverse (temporary)</b>	<b>Moderate adverse (temporary)</b>
		<b>Operation:</b> A new shared use path would be routed along the road to the north of the proposed Scheme near the River Nairn. To the south of the dual carriageway alignment, NMUs would be diverted by approximately 2.1km through the PS13 (B9090 Overbridge) at ch22100 to re-join the road.	<b>Operation:</b> A moderate adverse effect on the noise and visual amenity value for NMUs has been deemed.	<b>High adverse (permanent)</b>	<b>Medium adverse (temporary)</b>	<b>Moderate adverse (permanent)</b>
U3164 Penick Road	Low	<b>Construction:</b> A slight increase in journey length would be anticipated.	<b>Construction:</b> A moderate adverse effect on the visual amenity is anticipated with the construction of PS18 (C1172 Underbridge) at ch27350.	<b>Low adverse (temporary)</b>	<b>Low adverse (temporary)</b>	<b>Slight adverse (temporary)</b>
		<b>Operation:</b> No significant change in journey length for NMUs. Approximately 420m of new path will be provided through	<b>Operation:</b> A slight loss of visual amenity is anticipated with the new road layout through a previously rural landscape.	<b>Low beneficial (permanent)</b>		<b>Negligible (permanent)</b>

Route (approximate chainage for guidance)	Baseline Sensitivity	Description of Impacts to Journey Length and/or Severance	Description of Impacts to Amenity	Potential Impact		
				Overall Magnitude of Change to Journey Length and/or severance	Overall magnitude of Change to Amenity	Overall Residual Significance of Effect
		the PS18 (C1172 Underbridge) at ch27350. This path will be 2.5m in width.				
Road from Egilsay House to Penick Road (U3164)	Low	<b>Construction/operation:</b> There would be no change in journey length.	<b>Construction/operation:</b> A slight loss of noise and visual amenity is anticipated with the construction of PS18 (C1172 Underbridge) at ch27350.	<b>No impact (temporary during construction and permanent once operational)</b>	<b>Low adverse (temporary during construction and permanent once operational)</b>	<b>Negligible (temporary during construction and permanent once operational)</b>
Ellands – Hardmuir – Boghole Road (U3036)	Low	<b>Construction/operation:</b> No impact is predicted on journey length, with a slight adverse effect on amenity value.		<b>Negligible (temporary during construction and permanent once operational)</b>		<b>Negligible (temporary during construction and permanent once operational)</b>

**Table 2: Summary of Residual Impacts on NMUs using Paths (with mitigation) during Operation**

Route	Significance of Potential Impacts		
	Significance of Effect (with embedded mitigation)	Mitigation Measure	Overall
IN08.10 (ch1140), IN08.32 (ch5350 to ch5400), NA04.02 (ch22680 to ch22940), A4 (ch1380 to 2300), A10 (ch22400), L7 (ch8980), L8 (ch9500), Milton of Breachlich Road (U1025), B9091 Croy – Clephanton – Kildrummie – Nairn Road and Waterloo – Eastertown – Inshoch Road (U2997)	Moderate adverse	Vegetation planting/landscaping	Moderate adverse
A1 (ch0 to 1120), Dalcross Station Road (C1020), Penick Road (U3164), Balnaspirach access road / R2 (ch20600), Wester Glackton – Balcroy – Kilvarock – Cawdor Road (U1017), Tomhomie – Ballinreich – Balnagowan Road (U1029), Moss-Side - Mosshall - Broadley Road (C1170), Road from Egilsay House to Penick Road (U3164 ) and McDermotts Road (U2218 )	Negligible	Vegetation planting/landscaping	Negligible
NA04.03 (ch22470), NA04.04 (ch22100), BlackPark - Grigorhill - Newmill Road (U3010) and Allanfearn Farm access track/IN08.21 (ch3600)	Moderate/Substantial adverse	Vegetation planting/landscaping	Moderate adverse
Househill – Raitloan – Howford Road (C1175) /NCN1 and B9111 Auchnacloch – Auldearn Road/NA04.07	Moderate/Substantial adverse	Vegetation planting/landscaping	Slight adverse
IN08.15 (ch3450 to ch3580) and IN08.16 (ch3850)	Substantial adverse	Vegetation planting/landscaping	Substantial adverse
IN08.30 (ch950 to ch1100) and	Neutral	Vegetation planting/landscaping	Neutral

Route	Significance of Potential Impacts		
	Significance of Effect (with embedded mitigation)	Mitigation Measure	Overall
Kerrowgair – Croy Road (C1017) /L11/L12			
IN08.03 (ch2300 to ch2750), IN08.04 (ch2750), NA04.16 (ch22650 to ch22850), NA04.17 (ch22650), NA04.20 (ch21340 to ch21850), A6 (ch2300), A8 (ch14490 to ch15300), L6 (ch8300), L16 (ch28310 to 28400) and R1 (ch26370)	Slight adverse	Vegetation planting/landscaping	Slight adverse
B9090 Loch Flemington – Clephanton – Cawder – Nairn Road and B9006 Millburn Roundabout – Culcabock – Castle Hill – Culloden Moor – Croy – Gollanfield – Fort George Road, Delnies – Kildrummie – Howford Road (C1163), Cockhill Access Road, C1032 Barn Church Road/L2/A, L1 (ch800 to ch2750), Loch Flemington Road (U1351), Gollanfield Road (C1013), and A939 Tomintoul - Granton on Spey - Nairn Road	Slight beneficial	Vegetation planting/landscaping	Slight beneficial
Milton Road – Allanfearn (U1136)/IN08.05 (ch2750)	Moderate/Substantial beneficial	Vegetation planting/landscaping	Moderate beneficial
Local road linking B9091 Croy - Clephanton - Kildrummie - Nairn Road	Moderate beneficial	Vegetation planting/landscaping	Moderate beneficial
NA04.13 (ch19350 to ch20670), A9 (ch26740 to ch27410), L5 (ch3350), L9 (ch9650), L10 (ch10120) and L14 (ch14040) / access road to Roadside Cottage South	Slight beneficial	n/a	Slight beneficial

**A96 Dualling Inverness to Nairn (including Nairn Bypass)  
DMRB Stage 3: Environmental Statement  
Appendix A16.6: Full Assessment Results for Public  
Rights of Way and other NMU Routes**



Route	Significance of Potential Impacts		
	Significance of Effect (with embedded mitigation)	Mitigation Measure	Overall
Network of paths through Russell's Wood (ch24700 to ch25400)	Moderate adverse	n/a	Moderate adverse
Local cycle track between the University of the Highlands and Islands campus and the Inverness Retail and Business Park (ch640 to ch800), IN08.23 (ch180 to ch2300), IN08.24 (ch180 to ch400), NA04.15 (ch17630 to ch18350), A2 (ch180 to ch600), A5 (ch1700), A11 (ch5000), L3 (ch2040 to ch3240), L4 (ch2270), L13 (ch14100), L15 (ch228 to 23500) and B9101 Auldearn – Cawdor Road	Neutral	n/a	Neutral
A3 (ch900 to 1030) and Ellands – Hardmuir – Boghole Road (U3036)	Negligible	n/a	Negligible