

## APPENDIX B –GIS-BASED ASSESSMENT INTERPRETATION RESULTS

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### B.1 INITIAL INTERPRETATION

In this section the results of the initial interpretation of the GIS-based assessment is presented. This details sections of the trunk road network that were defined as candidates for Main Study, Opportunistic and Other (None) as described in Section 5.

‘Comments on Hazards’ were made as *aide memoire* to the authors for use during the process and were not intended to provide any kind of definitive statement regarding the hazards.

**Table B.1 – Initial interpretation results.**

Route Code	OC Unit	Start-NGR	End-NGR	Comments on Hazards	Section Length (m)		
					Other (None)	Oppor-tunistic	Main Study
A1-01	SE	NT 34092 70664	NT 36312 71134	Associated with flat, wet ground	2,290	-	-
A1-02	SE	NT 36582 71194	NT 40152 73634	Flat ground on top of hill to south of road	-	-	4,440
A1-03	SE	NT 51222 74684	NT 52102 74734	Associated with higher ground to north	-	-	-
A1-04	SE	NT 57352 76494	NT 59302 76664	Associated with higher ground to south and river valley to north	-	-	-
A1-05	SE	NT 68091 77354	NT 75751 73294	Lots of hazard areas associated with relatively well-incised stream beds up to 50m (over 2.5-3km) above road level	8,990	-	-
A1-06	SE	NT 79571 67434	NT 85681 62704	Hazards on high ground to south and, especially, to north	-	-	8,630
A1-07	SE	NT 87461 62554	NT 88870 62304	Associated with relatively flat ground to far side of river valley	1,460	-	-
A1-08	SE	NT 94330 61174	NT 97410 57054	Hazards above and below road	-	-	5,560
A6091-01	SE	NT 56812 34153	NT 54162 33943	Associated with distant far side of valley to north and minor issues with Eildon Hills to south	2,690	-	-
A68-01	SE	NT 37772 66853	NT 39162 64513	Hazards associated with hills/streams to west	-	-	-
A68-02	SE	NT 44662 60043	NT 45252 59473	Hazards associated with Fala Moor	-	-	821
A68-03	SE	NT 45762 59403	NT 46882 58863	Steep hillside/valley below road	-	-	-
A68-04	SE	NT 46982 58703	NT 47622 57493	Associated with flat, wet ground	1,370	-	-
A68-05	SE	NT 47722 57303	NT 48202 55263	Steep hillside/valley below road	-	-	-
A68-06	SE	NT 51102 52293	NT 53652 47083	Hazards associated with streams in hills to east more likely to affect local road A697 and Lauder	6,050	-	-
A68-07	SE	NT 55452 43913	NT 57172 37943	Hazards either side of road must either rise to reach road or take very convoluted route(s)	6,680	-	-
A68-08	SE	NT 57172 37943	NT 57802 33753	Hazards either other side of valley (road 35m above river) or associated with flat ground	4,330	-	-
A68-09	SE	NT 59182 30703	NT 63472 24533	Hazards associated with relatively flat, wet ground	1,920	-	-
A68-10	SE	NT 62432 26413	NT 63472 24533	Hazards associated with low-lying rivers	2,360	-	-
A68-11	SE	NT 65672 21333	NT 66302 15483	Associated with river bed road	6,800	-	-
A68-12	SE	NT 67581 14083	NT 68261 12323	Associated with hazards on steep-sided river valleys either side of road	-	-	1,960
A68-13	SE	NT 68531 10723	NT 68691 09563	Associated with hazard on hill to west of road	-	-	1,190
A7-01	SE	NT 48882 32523	NT 48142 31013	Associated with hill to east of road	-	-	1,840
A7-02	SE	NT 47852 27103	NT 47512 23403	Associated with low hills to either side and closer to road	-	-	-
A7-03	SE	NT 47292 21753	NT 50732 15783	Strongly identified hazards associated relatively flat ground, mainly to west of road	-	-	-
A7-04	SE	NT 47402 12702	NT 46642 11812	Associated with hill to far side of river	1,190	-	-
A7-05	SE	NT 46492 11652	NT 44922 10092	Associated with hills to west of road	-	-	2,350
A7-06	SE	NT 40762 02692	NY 38842 96252	Associated with hills either side of road and also closer to the road	-	-	7,160
A7-07	SE	NY 38842 96252	NY 36812 90032	Associated with hills either side of road	-	-	6,690
A7-08	SE	NY 37152 80982	NY 38332 78042	Associated with flat area above hill to west of road	-	-	3,280

Table B.1 (Continued) – Initial interpretation results.

Route Code	OC Unit	Start-NGR	End-NGR	Comments on Hazards	Section Length (m)		
					Other (None)	Oppor-tunistic	Main Study
A701-01	SW	NX 99222 79586	NX 99402 80916	Hazard associated with river below road and	1,340	-	-
A701-02	SW	NY 00702 86347	NY 02282 88317	Hazards associated with flat ground and behind	2,570	-	-
A701-03	SW	NY 03302 89297	NY 05742 91657	Hazards on hill above road to north (hazards to	-	-	3,440
A701-04	SW	NY 07282 95907	NY 08432 99387	Associated with flat, wet ground (see also M74-13)	3,690	-	-
A701-05	SW	NT 08402 01287	NT 08262 01987	Two roads and railway between hazard (low on hill) and trunk road	714	-	-
A702-01	SE	NT 24572 65238	NT 24402 64808	Small but significant area above Bogside	-	-	-
A702-02	SE	NT 21482 61128	NT 19312 59218	Hazards to west of road (associated with flat wet ground distant on far side of valley to east)	-	-	-
A702-03	SE	NT 19312 59218	NT 16362 56348	Associated with flat wet ground distant on far side	4,160	-	-
A702-04	SE	NT 16362 56348	NT 15942 55128	Associated with high stream valleys to north-west	-	-	-
A702-05	SE	NT 14752 51758	NT 13582 49938	Hazard above road to west - some associated	-	-	-
A702-06	SE	NT 13582 49938	NT 11342 47888	To east mainly associated with flat, wet ground	3,040	-	-
A702-07	SE	NT 09802 45888	NT 08902 44588	Hazards on hill to west of road	-	-	-
A702-08	SE	NT 04342 37898	NT 03732 37448	Associated with Biggar and river valley	777	-	-
A702-09	SE	NT 02522 35028	NT 01832 33537	Hazards associated with stream to south	-	-	-
A702-10	SE	NS 95492 28817	NS 94382 26887	Hazards associated with stream to south	-	-	-
A720-01	SE	NT 17507 72623	NT 18127 70973	Associated with flat, wet ground	1,800	-	-
A720-02	SE	NT 20297 68933	NT 24457 67833	Hazards associated with high ground to south (to north associated with development)	-	-	-
A720-03	SE	NT 25137 67463	NT 27257 66953	Associated with flat, wet ground	2,190	-	-
A720-04	SE	NT 27437 66933	NT 31797 68013	Associated with river valleys distant to north and	4,580	-	-
A725-01	SW	NS 69132 56584	NS 73342 62764	Associated with development	8,370	-	-
A726-01	SW	NS 52331 54029	NS 53401 54409	Associated with flat, wet ground	1,160	-	-
A726-02	SW	NS 53401 54409	NS 55931 53559	Hazards on low rolling hills to south of road	-	-	-
A737-01	SW	NS 46761 65360	NS 44121 64000	Associated with flat, wet ground	3,050	-	-
A737-02	SW	NS 42771 63780	NS 41021 62160	Associated with development in Johnstone	2,430	-	-
A737-03	SW	NS 40741 61580	NS 40121 60890	Small hazard area on hill above road, but with two road and the railway to cross before reaching trunk road	928	-	-
A737-04	SW	NS 38931 59990	NS 37371 58990	Hazard area on hill above road	-	-	-
A737-05	SW	NS 35971 56431	NS 35481 55171	Hazard area on hill above road	-	-	-
A737-06	SW	NS 34151 52731	NS 31881 50961	Associated with flat ground	2,990	-	-
A737-07	SW	NS 29371 47071	NS 29831 44361	Hazard on hill above road	-	-	-
A75-01	SW	NX 08743 60958	NX 09904 60428	Associated with flat, wet ground	1,280	-	-
A75-02	SW	NX 10904 59768	NX 14844 57557	Associated with flat, wet ground	4,620	-	-
A75-03	SW	NX 21104 57507	NX 31565 62335	Hazards on hills and on long, flat run-out zones closer to road	-	-	-
A75-04	SW	NX 32570 62890	NX 40260 64739	Associated with flat ground near to and further from road	8,370	-	-
A75-05	SW	NX 43180 65089	NX 45560 63139	Hazards low on slope above road	-	-	-
A75-06	SW	NX 47170 58239	NX 57161 54518	Hazards low and higher on hills above road	-	-	-
A75-07	SW	NX 60681 54428	NX 68191 55937	Hazards associated with rolling, but broadly flat	8,640	-	-
A75-08	SW	NX 68271 56027	NX 68881 57487	Hazards on hill above road	-	-	-
A75-09	SW	NX 69381 57917	NX 77261 64267	Hazards associated with rolling, but broadly flat ground and river	10,600	-	-
A75-10	SW	NX 77261 64267	NX 79531 68257	Hazards associated with rolling, but broadly flat ground	4,890	-	-
A75-11	SW	NX 83191 72797	NX 84181 73307	Associated with flat, wet ground	1,130	-	-
A75-12	SW	NX 89092 74667	NX 92542 75147	Associated with flat, wet ground and river	3,540	-	-
A75-13	SW	NX 98292 77986	NY 05782 74846	Associated with flat, wet ground and river	8,450	-	-
A75-14	SW	NY 07587 73106	NY 08587 72291	Source of hazard unlikely to direct towards trunk	1,290	-	-
A75-15	SW	NY 13742 69536	NY 15572 68626	Associated with flat, wet ground	2,050	-	-
A75-16	SW	NY 23902 66896	NY 27742 67026	Associated with flat, wet ground	3,860	-	-
A751-01	SW	NX 09034 62578	NX 09304 61438	Associated with flat, wet ground	1,230	-	-
A76-01	SW	NX 93222 82877	NX 92372 84077	Hazard on hill above road	-	-	-
A76-02	SW	NX 91432 85457	NX 91192 86797	Hazard on hill above road	-	-	-
A76-03	SW	NS 86172 00127	NS 85832 04117	Hazards below/close to road and low on hills above	-	-	-
A76-04	SW	NS 85832 04117	NS 81022 07857	Hazards above and below the road	-	-	6,570
A76-05	SW	NS 78932 09117	NS 77122 11008	Hazards above and below the road	-	-	2,650
A76-06	SW	NS 75922 11348	NS 75072 11558	Hazards above the road	-	-	-
A76-07	SW	NS 74482 11748	NS 73982 12058	Associated with flat, wet ground	588	-	-
A76-08	SW	NS 72052 12288	NS 67591 12988	Hazards on high ground to south of road, those to	-	-	-
A76-09	SW	NS 67591 12988	NS 62931 13078	Hazards on high ground to south of road	-	-	4,770
A76-10	SW	NS 61311 14598	NS 59921 15528	Associated with flat, wet ground	1,710	-	-

Table B.1 (Continued) – Initial interpretation results.

Route Code	OC Unit	Start-NGR	End-NGR	Comments on Hazards	Section Length (m)		
					Other (None)	Oppor-tunistic	Main Study
A76-11	SW	NS 58981 17198	NS 56981 18669	Hazards high on hill and beyond minor roads and	-	-	-
A76-12	SW	NS 54361 22419	NS 50251 26529	Associated with flat, wet ground	5,950	-	-
A76-13	SW	NS 50251 26529	NS 48921 29579	Associated with river meanders below road	3,400	-	-
A76-14	SW	NS 48841 29809	NS 48471 31399	Associated with river below road	1,630	-	-
A76-15	SW	NS 45971 35200	NS 44131 36500	Associated with flat, wet ground (see A77-02)	2,290	-	-
A77-01	SW	NS 45381 41850	NS 44831 39850	Associated with flat, wet ground	2,270	-	-
A77-02	SW	NS 44291 37160	NS 43561 34960	Associated with flat, wet ground (see A76-15)	2,330	-	-
A77-03	SW	NS 39991 32800	NS 39621 32260	Associated with flat, wet ground	655	-	-
A77-04	SW	NS 36851 28390	NS 37521 27620	Associated with river	1,030	-	-
A77-05	SW	NS 36631 23300	NS 35490 19280	Associated with ground in river valleys and behind	4,310	-	-
A77-06	SW	NS 32600 13320	NS 32240 12461	Hazard on hill above, may wish to extend to cover	-	-	-
A77-07	SW	NS 27355 08396	NS 24365 07576	Hazards close to road and higher on hills mainly	-	-	-
A77-08	SW	NS 22475 06587	NS 22115 06417	Associated with stream	420	-	-
A77-09	SW	NX 18475 96447	NX 09114 84888	Hazards close to road, below road and on hills	-	-	-
A77-10	SW	NX 09284 77378	NX 05214 72439	Hazards on hills above road	-	-	6,640
A77-11	SW	NX 05214 72439	NX 08694 63338	Hazards on hills above road	-	-	9,990
A78-01	SW	NS 23681 74832	NS 22951 74262	Associated with stream high on hill above road (and railway)	-	-	-
A78-02	SW	NS 19660 70562	NS 20120 60292	Hazards on hills high above road and occasionally closer to road	-	-	-
A78-03	SW	NS 20130 60142	NS 20810 58622	Hazards on steep hills to the other side of Largs	1,850	-	-
A78-04	SW	NS 20100 56092	NS 20710 53872	Hazards on hills above road	-	-	-
A78-05	SW	NS 20120 50532	NS 19790 48672	Area of flat ground below road	1,920	-	-
A78-06	SW	NS 25610 43671	NS 28170 42611	Hazards on hill above road - peat slide?	-	-	2,880
A78-07	SW	NS 32451 41461	NS 33241 39811	Associated with development in Irvine	1,850	-	-
A78-08	SW	NS 33071 36481	NS 33851 33621	Associated with flat ground	2,970	-	-
A78-09	SW	NS 33851 33621	NS 34991 31230	Slopes above reservoir (others mainly sloping away from the road)	-	-	-
A78-10	SW	NS 35591 28740	NS 36621 28710	Associated with flat ground	1,030	-	-
A8-01	SE	NS 75982 62159	NS 75322 62289	Associated with Eurocentral development	673	-	-
A8-02	SW	NS 40111 73020	NS 32621 74491	Associated with relatively flat ground and development in Port Glasgow	7,870	-	-
A80-01	SE	NS 78807 78539	NS 78597 77879	Associated with flat land	739	-	-
A80-02	SE	NS 73367 73409	NS 69317 69949	Associated with loch, rivers and flat ground below road	5,380	-	-
A82-01	NW	NH 63426 42643	NH 62456 41753	Hazards on hillside distant to north of road	1,320	-	-
A82-02	NW	NH 60696 39243	NH 57346 34993	Hazards above and (potentially) below the road	-	-	5,520
A82-03	NW	NH 56836 34253	NH 54586 31063	Hazards above and (potentially) below the road	-	-	3,970
A82-04	NW	NH 52391 30037	NH 50831 30172	Hazard high above road	-	-	1,590
A82-05	NW	NH 52566 28987	NH 49631 23632	Hazards above and (potentially) below the road	-	-	6,770
A82-06	NW	NH 49631 23632	NH 47481 21007	Hazards mainly at or about road level	-	-	-
A82-07	NW	NH 47461 21012	NH 46411 19822	Hazards above road and close to road	-	-	1,620
A82-08	NW	NH 45761 19182	NH 43486 16747	Hazards above road and close to road	-	-	3,410
A82-09	NW	NH 42981 16557	NH 42451 16667	Hazard high above road	-	-	581
A82-10	NW	NH 42411 16052	NH 40211 12102	Hazards above road and close to road	-	-	4,870
A82-11	NW	NH 40211 12102	NH 38591 10422	Some hazards high above road	-	-	-
A82-12	NW	NH 38381 10322	NH 37896 09252	Hazard high on hill to west of road	-	-	1,420
A82-13	NW	NH 37106 07022	NH 35476 05222	Hazards low on hill/flat ground	2,440	-	-
A82-14	NW	NH 34476 03812	NH 33836 03542	Hazards on hill to east - possibility of large scale	-	-	828
A82-15	NW	NH 33261 02912	NH 32901 02442	Hazard high on hill to west of road	-	-	600
A82-16	NW	NN 29996 98177	NN 28981 96572	Hazards high on hill to east and west of road,	-	-	1,960
A82-17	NW	NN 28766 96227	NN 21391 85632	Hazards high on hillside to east of road	-	-	13,400
A82-18	NW	NN 20921 85012	NN 22236 81747	Hazards on hill above road (to east/north),	-	-	-
A82-19	NW	NN 21021 81257	NN 19566 80562	Hazards high on hillside to east of road	-	-	-
A82-20	NW	NN 19536 80567	NN 15885 78337	Wet, relatively flat ground below road	4,310	-	-
A82-21	NW	NN 14330 77217	NN 10420 74202	Largely associated with flat ground	5,560	-	-
A82-22	NW	NN 06765 69682	NN 05115 67322	Relatively distant hazards with convoluted pathways or relatively low level hazards	-	-	-
A82-23	NW	NN 04505 66337	NN 03765 65377	Hazards high on hillside to east of road	-	-	1,260
A82-24	NW	NN 02295 63258	NN 02645 62728	Hazards high on hillside to east/north of road	-	-	688
A82-25	NW	NN 02720 61448	NN 05245 60872	Hazards on hillside to east/north of road	-	-	-
A82-26	NW	NN 05220 59568	NN 07550 58357	Hazards high on hillside to west/south of road	-	-	2,720
A82-27	NW	NN 10700 58212	NN 27671 52992	Hazards high on hills either side of road in	-	-	19,900
A82-28	NW	NN 30321 51011	NN 30821 46431	Picking flat/wet ground/water	5,130	-	-
A82-29	NW	NN 31141 43721	NN 29741 38561	Hazards on hillside to east of road	-	-	5,550
A82-30	NW	NN 30001 37751	NN 32261 34091	Hazards on hillside to south/west	-	-	-

Table B.1 (Continued) – Initial interpretation results.

Route Code	OC Unit	Start-NGR	End-NGR	Comments on Hazards	Section Length (m)		
					Other (None)	Oppor-tunistic	Main Study
A82-31	NW	NN 32251 34076	NN 32991 31481	Hazards on hillside to east	-	-	2,940
A82-32	NW	NN 34926 28821	NN 37246 26351	Hazards high on hills either side of the road	-	-	-
A82-33	NW	NN 37206 24191	NN 34126 21306	Hazards high on hills either side of the road	-	-	-
A82-34	NW	NN 33296 20776	NN 31776 09196	Hazards high on hills to west of the road	-	-	13,500
A82-35	NW	NN 32126 08806	NN 32966 05936	Relatively minor hazards on hills to west of road and close to road level	-	-	-
A82-36	NW	NN 31916 04456	NN 34026 00456	Hazards high on hills to west of the road	-	-	4,610
A82-37	NW	NN 34026 00456	NS 34556 97686	Hazards high on hills to west of the road	-	-	3,300
A82-38	NW	NS 34556 97686	NS 35196 87156	Hazards high on hills to west of the road	-	-	11,100
A82-39	SW	NS 38646 79206	NS 38621 78451	Elevated flat ground, considered relatively benign	755	-	-
A82-40	SW	NS 41586 74955	NS 46976 73045	Potential hazards on hillsides to east/north of road	-	-	-
A823M-	NE	NT 12517 84284	NT 11077 84719	Flat ground	1,510	-	-
A828-01	NW	NN 05175 59653	NM 99145 54983	Hazards high above the road	-	-	8,540
A828-02	NW	NM 97015 53528	NM 95755 52323	Hazards above road	-	-	-
A828-03	NW	NM 92495 47429	NM 96370 44903	Hazards above road	-	-	-
A828-04	NW	NM 96370 44903	NM 97685 44688	Hazard zone above road associated with minor, but steeply incised, stream	-	-	1,480
A828-05	NW	NM 96570 42418	NM 94985 41384	Hazards associated with the distant hills above the B845	2,080	-	-
A828-06	NW	NM 91560 40034	NM 90810 36694	Hazards on hills above road	-	-	-
A828-07	NW	NM 90930 36354	NM 91080 34664	Associated with flat land	1,710	-	-
A83-01	NW	NN 29616 05036	NN 28391 03881	Hazards high on hills including Beinn Narnain	-	-	1,760
A83-02	NW	NN 26901 03861	NN 23021 07837	Hazards high on hills to east (in Cobbler, Beinn	-	-	6,310
A83-03	NW	NN 23676 09287	NN 23421 09592	Hazards oblique to road	-	-	-
A83-04	NW	NN 23421 09592	NN 19096 09927	Hazards on hill above road	-	-	4,360
A83-05	NW	NN 18406 11247	NN 19406 12512	Hazards on hill above road	-	-	1,620
A83-06	NW	NN 19221 12717	NN 11260 08848	Hazards on hill above road	-	-	9,170
A83-07	NW	NN 11260 08848	NN 11395 10083	Known landslide area - generally translational and deeper-seated than debris flow	-	-	1,260
A83-08	NW	NN 11115 10288	NN 10540 09813	Hazards on hill close to road	-	-	-
A83-09	NW	NN 08690 07363	NN 05200 04603	Hazards on hill above road	-	-	-
A83-10	NW	NN 04495 04203	NN 02915 03179	Hazards on hill above road	-	-	1,910
A83-11	NW	NN 02405 01899	NN 02370 01329	Associated with flat, wet ground	578	-	-
A83-12	NW	NS 01725 99834	NR 98995 97649	Hazards on hill above road	-	-	3,550
A83-13	NW	NR 97710 96109	NR 94400 92425	Hazards on hill above road	-	-	-
A83-14	NW	NR 92385 91145	NR 91675 89355	Hazards on hill above road	-	-	-
A83-15	NW	NR 89920 85520	NR 86709 85931	Hazards on hill above road	-	-	-
A83-16	NW	NR 85339 86581	NR 85059 85051	Associated with development and Crinnan Canal	1,670	-	-
A83-17	NW	NR 85059 85051	NR 85099 81941	Hazards on hill above road	-	-	-
A83-18	NW	NR 84819 80506	NR 86284 74006	Hazards on hill above road	-	-	7,040
A83-19	NW	NR 86204 72311	NR 86079 71241	Hazards on hill above road	-	-	-
A83-20	NW	NR 86794 69696	NR 86529 69066	Hazards on hill above road	-	-	687
A83-21	NW	NR 86034 68451	NR 85284 68076	Hazards on hill above road	-	-	839
A83-22	NW	NR 84859 67791	NR 84319 66552	Hazards on hill above road	-	-	-
A830-01	NW	NN 11305 76787	NN 07775 77177	Would be opportunistic but for the development	3,740	-	-
A830-02	NW	NN 03215 78427	NM 96535 79328	Hazards to north of road	-	-	-
A830-03	NW	NM 96520 79313	NM 90855 80478	Hazards mainly to north, but occasionally to south	-	-	6,550
A830-04	NW	NM 90855 80478	NM 90205 80848	Hazards from valley to north of Glenfinnan	-	-	867
A830-05	NW	NM 90195 80853	NM 76679 82314	Hazards mainly to north, but occasionally to south	-	-	15,500
A830-06	NW	NM 76679 82314	NM 71574 84404	Hazards mainly to north, but occasionally to south	-	-	6,080
A830-07	NW	NM 71594 85114	NM 68999 84984	Hazards to north of road, particularly from Borrodale Burn	-	-	2,830
A830-08	NW	NM 68309 85069	NM 67364 86204	Hazard(s) to south of road/possibly away from	-	-	-
A830-09	NW	NM 65924 87309	NM 67014 90359	Hazards on very flat peat bog and hills above peat	-	-	-
A830-10	NW	NM 67519 93549	NM 67529 95558	Hazards close to road	-	-	-
A835-01	NW	NH 58485 52248	NH 55345 54918	Potential peat area to north	-	-	-
A835-02	NW	NH 50385 54878	NH 48615 54908	Steep slopes to north of road	-	-	1,780
A835-03	NW	NH 45870 55868	NH 45445 56608	Steep slope/river to loch	-	-	889
A835-04	NW	NH 43565 58802	NH 40650 59367	Steep slopes/river to lochs and hazards on hill	-	-	3,110
A835-05	NW	NH 40635 59407	NH 38875 62497	Hazards highlighted high on slopes to south of road and close to road	-	-	3,700
A835-06	NW	NH 40325 63937	NH 40344 69227	Hazards highlighted, mainly associated with	-	-	6,110
A835-07	NW	NH 38284 70387	NH 28554 73906	Hazards high on slopes mainly to south, but also	-	-	11,400
A835-08	NW	NH 27084 74686	NH 20223 78236	Hazards high on slopes to south and north of road	-	-	8,000
A835-09	NW	NH 19553 80586	NH 18168 85540	Hazards high on slopes to south/west and	-	-	5,320
A835-10	NW	NH 18163 85575	NH 13298 94065	Hazards high on slopes to north/east of road	-	-	10,400

Table B.1 (Continued) – Initial interpretation results.

Route Code	OC Unit	Start-NGR	End-NGR	Comments on Hazards	Section Length (m)		
					Other (None)	Oppor-tunistic	Main Study
A84-01	NW	NN 57967 21610	NN 57642 21200	Close to road and associated with almost flat	523	-	-
A84-02	NW	NN 56102 15910	NN 56387 15220	Very close to the road	-	-	-
A84-03	NW	NN 57047 14530	NN 58487 13465	Hazards on hill to east of road	-	-	1,900
A84-04	NW	NN 58487 13465	NN 58637 10880	Hazards on hill to east of road	-	-	2,700
A84-05	NW	NN 58637 10880	NN 60537 08540	Hazards on hill to east of road	-	-	4,050
A84-06	NW	NN 60727 08425	NN 62777 07975	Hazards on hill above the road - largely urbanised close to road	2,190	-	-
A84-07	NW	NN 65037 06655	NN 72377 01745	Shallow slope up to hazard zones (see also A9-54)	-	-	-
A84-08	NW	NS 71872 98990	NS 77372 95409	Associated with flat, wet land	6,640	-	-
A85-01	NW	NO 02072 25790	NN 99552 24980	Below road, associated with relatively flat, wet road	2,670	-	-
A85-02	NW	NN 96792 24280	NN 94412 23740	Below road, associated with relatively flat, wet	2,450	-	-
A85-03	NW	NN 82522 22890	NN 81132 22590	Hazards above road	-	-	-
A85-04	NW	NN 80042 22810	NN 77762 22310	Hazards above road	-	-	-
A85-05	NW	NN 76017 22030	NN 73997 23080	Hazards on Ben Halton, route to road is highly	2,570	-	-
A85-06	NW	NN 72247 23400	NN 69957 24180	Hazards on hills to either side of road	-	-	-
A85-07	NW	NN 69657 24050	NN 59937 23870	Hazards on hills - extended on 'precautionary principle' lines to some degree	-	-	-
A85-08	NW	NN 58437 24970	NN 55677 29396	Hazards on hill to east of the road - Glen Ogle	-	-	5,480
A85-09	NW	NN 50672 28326	NN 38766 25266	Hazards on hills mainly to south of road, but some to north should be checked (very distant from road)	-	-	12,900
A85-10	NW	NN 32426 30696	NN 31541 31196	Hazards on hill to south (less so to the north)	-	-	-
A85-11	NW	NN 31551 31216	NN 30461 31731	Lochan intervenes to south, apparently minor	1,210	-	-
A85-12	NW	NN 30461 31731	NN 22586 27147	Hazards on hills to north and south	-	-	9,590
A85-13	NW	NN 19646 27552	NN 17336 27352	Hazards on hills to north	-	-	2,360
A85-14	NW	NN 14216 27772	NN 13586 28342	Associated with flat, wet ground	850	-	-
A85-15	NW	NN 13191 28352	NN 03135 29863	Hazards on hills, mainly to north but possibly to	-	-	12,400
A85-16	NW	NM 97280 32389	NM 93710 34709	Minor hazards, mainly at road level and/or on relatively flat ground	4,580	-	-
A85-17	NW	NM 92050 34189	NM 91120 34369	Associated with flat, wet ground	975	-	-
A85-18	NW	NM 89565 33854	NM 87325 32585	Hazards at road level	2,860	-	-
A86-01	NW	NH 74802 00442	NN 70462 98457	Hazards remote and with convoluted routes to	4,980	-	-
A86-02	NW	NN 69702 97757	NN 67497 95832	Lower grade hazards on hill side to north of road	-	-	-
A86-03	NW	NN 67317 95722	NN 67162 95417	Hazard in stream bed to north of road	-	-	357
A86-04	NW	NN 65241 94627	NN 61511 94377	Hazards on hills to north of road	-	-	-
A86-05	NW	NN 61351 93662	NN 60561 93617	Hazard zone close to the road on hill to south	-	-	-
A86-06	NW	NN 58916 91842	NN 58341 90957	Minor hazards distant from road on other side of the valley	1,150	-	-
A86-07	NW	NN 55996 90417	NN 55356 89707	Hazards high on slopes to north of road	-	-	987
A86-08	NW	NN 54331 89767	NN 52936 89547	Hazards high on slopes to north of road	-	-	1,520
A86-09	NW	NN 48856 87552	NN 47661 86407	Hazards converging on Aberardour from north-east, north-west west. Survey effort likely to be greater than road length implies	-	-	1,730
A86-10	NW	NN 47516 86247	NN 37536 81267	Multiple hazards high on hills to north of road. At	-	-	11,600
A86-11	NW	NN 33266 80957	NN 27646 81067	Hazards on slopes above road	-	-	6,180
A86-12	NW	NN 25591 81307	NN 22966 81947	Known debris flow area, relatively little picked up by GIS. Possibly due to model being unable to resolve multiple small streams on the hillside	-	-	2,770
A87-01	NW	NH 27390 02537	NH 26630 02737	Hazard on hill to north of road	-	-	-
A87-02	NW	NH 22910 02827	NH 21820 02857	Hazard on hill to north of road	-	-	-
A87-03	NW	NH 20770 03107	NH 19850 03587	Hazards highlighted close to road	1,180	-	-
A87-04	NW	NH 19080 05367	NH 20600 07847	Hazard on hill to east/north of road	-	-	-
A87-05	NW	NH 20810 08272	NH 21480 09512	Relatively flat ground	1,500	-	-
A87-06	NW	NH 20680 09972	NH 19000 10072	Relatively flat ground	1,750	-	-
A87-07	NW	NH 18930 10072	NH 14330 09991	Hazards on hills to north of road	-	-	5,070
A87-08	NW	NH 14330 09991	NH 11495 10731	Hazards on hills to north of road	-	-	3,100
A87-09	NW	NH 11495 10731	NH 09725 11731	Hazards on hills to north of road	-	-	2,080
A87-10	NW	NH 09725 11731	NH 06790 11496	Hazards on hills to north of road	-	-	3,270
A87-11	NW	NH 06790 11496	NH 03370 12016	Hazards on hills to north and south of road	-	-	3,670
A87-12	NW	NH 03370 12016	NG 96289 14946	Hazards on hills to north and south of road	-	-	8,620
A87-13	NW	NG 96259 14951	NG 94614 17946	Hazards on hills to south of road	-	-	3,790
A87-14	NW	NG 93894 18781	NG 94539 20406	Hazards on hills to north/east of road	-	-	2,490
A87-15	NW	NG 94469 21121	NG 88269 26106	Hazards on hills to north/east of road	-	-	8,650

Table B.1 (Continued) – Initial interpretation results.

Route Code	OC Unit	Start-NGR	End-NGR	Comments on Hazards	Section Length (m)		
					Other (None)	Oppor-tunistic	Main Study
A87-16	NW	NG 87279 27306	NG 81529 27146	Hazards on hills to north/east of road	-	-	-
A87-17	NW	NG 78464 27176	NG 76869 27196	Hazards on hills to north/east of road	-	-	-
A87-18	NW	NG 70229 24681	NG 64079 23582	Hazards on hills to south of road	-	-	-
A87-19	NW	NG 64039 23632	NG 48718 29902	Hazards on hills to west of road	-	-	26,100
A87-20	NW	NG 47808 31921	NG 47428 41300	Hazards on hills to east and west of road	-	-	10,000
A87-21	NW	NG 47238 44210	NG 46858 45750	Relatively flat ground	1,590	-	-
A87-22	NW	NG 46818 45880	NG 42318 50959	Hazards on hills to north/east of road	-	-	7,050
A87-23	NW	NG 41928 52009	NG 39948 56709	Hazards on hills to north/east of road	-	-	-
A87-24	NW	NG 39057 59388	NG 39367 64097	Hazards on hills to east of road	-	-	5,460
A876-01	SE	NS 92137 86939	NS 90502 85829	Flat ground	1,999	-	-
A887-01	NW	NH 42031 16827	NH 35170 15427	Hazards on hills mainly to north of road	-	-	8,150
A887-02	NW	NH 32540 14347	NH 32030 14177	Hazard on hill to north of road	-	-	540
A887-03	NW	NH 29500 12297	NH 22830 10597	Hazards on hills to south of road	-	-	7,170
A889-01	NW	NN 63672 85732	NN 63592 87222	Hazards high on hill to west of road, albeit with a	-	-	-
A889-02	NW	NN 63612 87272	NN 63501 91802	Potential peat slides, with additional triggers from higher hills in some cases	-	-	-
A889-03	NW	NN 62721 93022	NN 61501 93712	Hazards high on hill to west of road	-	-	-
A9-01	NW	ND 12099 66142	ND 12979 64672	Presumed area of peat, very flat	-	-	-
A9-02	NW	ND 13454 63922	ND 13954 63182	Distant and shallow slope between source and road, possible peat	-	-	-
A9-03	NW	ND 14074 63082	ND 14464 62502	Distant and shallow slope between source and	-	-	-
A9-04	NW	ND 15618 60147	ND 15611 59323	Northerly fork, more or less follows local	-	-	-
A9-05	NW	ND 16875 54022	ND 16930 51167	Source distant from and sliding away from trunk road	2,860	-	-
A9-06	NW	ND 16930 51167	ND 17630 47546	Source potentially sliding away from trunk road	3,990	-	-
A9-07	NW	ND 17630 47546	ND 18435 38856	Potential sliding above and below road	-	-	8,880
A9-08	NW	ND 19930 33576	ND 19860 33511	Not considered significant	-	-	-
A9-09	NW	ND 15325 29325	ND 13145 25995	Possible sliding above road, flat areas (possible peat) above steep slopes.	-	-	4,350
A9-10	NW	ND 12010 23055	ND 11670 22435	Is the road sufficiently high relative to the burn(s)	-	-	1,110
A9-11	NW	ND 08775 20794	ND 02860 15349	Steep slopes, streams and high hazards above	-	-	11,200
A9-12	NW	ND 02175 14804	NC 93895 09663	Steep slopes, streams and high hazards above road	-	-	10,200
A9-13	NW	NC 91505 06703	NC 90525 04472	Hazards either on flat ground with hill partially	2,690	-	-
A9-14	NW	NC 86535 01442	NC 83355 00092	Road and burn (which could lead debris to road) both well-protected by current forestry	-	-	-
A9-15	NW	NH 79255 98716	NH 77810 98351	Possible hazard below power lines, other hazards related to rock slopes or flat ground on hill with no realistic route to trunk road	-	-	-
A9-16	NW	NH 77680 94421	NH 78050 93731	Hazard likely in forestry and road protected by further current forestry	794	-	-
A9-17	NW	NH 75480 89756	NH 74925 89191	Hazard at edge of/in forestry - likely to affect local road if anything	819	-	-
A9-18	NW	NH 76505 83865	NH 77100 82615	Hazard in forestry (possibly forestry between hazard and road), road well-protected by current forestry	1,410	-	-
A9-19	NW	NH 79590 78520	NH 77985 76140	Shallow slopes, with potentially protecting forestry	-	-	-
A9-20	NW	NH 72170 71805	NH 66475 68999	Shallow slopes, road well-protected. Hazards	6,470	-	-
A9-21	NW	NH 60445 54178	NH 60245 52498	Relatively shallow slopes, where slope is towards the trunk road a preferential (steeper) path approximately towards the roundabout exists	-	-	-
A9-22	NW	NH 72401 39864	NH 71901 38349	Below road at north end and possible cutting/natural slope problem to south	-	-	1,660
A9-23	NW	NH 71831 38009	NH 71926 36963	Possible incursion at north end, southerly hazard appears to run away from road	-	-	-
A9-24	NW	NH 72341 35783	NH 75841 34579	Potential hazard either side of road	-	-	4,040
A9-25	NW	NH 77636 33479	NH 78406 32544	Flat ground in valley bottom picked up	1,230	-	-
A9-26	NW	NH 79446 31549	NH 79896 29814	At north, distant, long runoff and will impact	-	-	-
A9-27	NW	NH 82171 26569	NH 87652 24074	Potential hazard either side of road, including from	-	-	6,660
A9-28	NW	NH 90932 19984	NH 91077 18858	Potential hazard lower than road and railway	1,140	-	-
A9-29	NW	NH 90942 18043	NH 90432 16903	Potential hazard to west of road, parallel forest	-	-	1,290
A9-30	NW	NH 89357 13978	NH 84707 07948	Potential hazard to west of road, also to be	-	-	8,550

Table B.1 (Continued) – Initial interpretation results.

Route Code	OC Unit	Start-NGR	End-NGR	Comments on Hazards	Section Length (m)		
					Other (None)	Oppor-tunistic	Main Study
A9-31	NW	NH 84077 07068	NH 83582 06708	Flat ground in valley bottom picked up	613	-	-
A9-32	NW	NH 82847 05923	NH 76697 01277	Various hazards to west of road, mainly on	-	-	-
A9-33	NW	NN 75712 99377	NN 69222 95207	Various hazards to east of road, mainly on	-	-	-
A9-34	NW	NN 68007 91922	NN 67812 90722	Potential hazards either side of the road, broadly focussed on stream channels	-	-	1,260
A9-35a	NW	NN 63982 83957	NN 64987 73046	Potential hazards to east of road	-	-	11,900
A9-35b	NW	NN 66562 72101	NN 69762 71546	Potential hazards to east of road	-	-	3,310
A9-36	NW	NN 71347 70751	NN 73477 70261	Potential hazards to east of road	-	-	-
A9-37	NW	NN 76882 68936	NN 77237 68286	Potential hazards to east of road, especially at	-	-	761
A9-38	NW	NN 78702 66861	NN 82462 65831	Minor potential hazards in north, road well-protected from Falls of Bruar	4,080	-	-
A9-39	NW	NN 87887 64441	NN 88877 64291	Picking up Shierglas Quarry	1,010	-	-
A9-40	NW	NN 91592 60991	NN 91612 60786	Possibly picking up flat ground below road,	-	-	-
A9-41	NW	NN 93307 57561	NN 93802 57496	Flat ground in valley bottom picked up (possibly	504	-	-
A9-42	NW	NN 95622 56541	NN 97602 53981	Potential hazards separated from road by long	3,240	-	-
A9-43	NW	NN 99127 50551	NN 99522 49631	Potential hazards to east of road, some possibly	-	-	-
A9-44	NW	NO 00212 47141	NO 00472 43871	Potential hazards to east of road, as is the old A9	-	-	3,320
A9-45	NW	NO 03452 41486	NO 04062 40886	Potential hazards to west of road	-	-	877
A9-46	NW	NO 06917 36595	NO 07127 35615	Wet, flat/sloping away from road ground	-	-	1,010
A9-47	NW	NO 09247 27975	NO 09707 26245	Picking up flat ground both adjacent to road and other side of River Almond	1,810	-	-
A9-48	NW	NO 03237 19070	NO 02157 18030	Below road, considered relatively benign	1,510	-	-
A9-49	NW	NO 00547 17590	NN 99737 16930	On crest of gentle, undulating slope 2km+ form	1,050	-	-
A9-50	NW	NN 98367 15840	NN 94822 12320	Multiple potential hazards to south of road, mainly distal and with other roads/railway between hazards and A9	-	-	-
A9-51	NW	NN 92652 10440	NN 92332 09820	Picking up flat, wet areas on golf course	724	-	-
A9-52	NW	NN 89722 08660	NN 88732 08510	Steep -sided gully, but descent is relatively gentle	-	-	-
A9-53	NW	NN 88252 08560	NN 85552 08150	Picking up flat, wet areas above railway but below road	2,790	-	-
A9-54	NW	NN 78422 02709	NN 76902 01729	Shallow slope up to hazard zones (see also A84-07)	-	-	-
A90-01	NW	NO 13597 22455	NO 14982 22355	Potential hazards from Kinnoull Hill, flat ground to	-	-	1,410
A90-02	NE	NO 15007 22340	NO 21547 23330	Flat ground	7,810	-	-
A90-03	NE	NO 23562 25200	NO 33057 30525	Flat ground	11,300	-	-
A90-04	NE	NO 42022 37811	NO 41917 38426	Flat ground/residential	625	-	-
A90-05	NE	NO 42077 39351	NO 42367 40011	Flat ground/residential and river running away from road	721	-	-
A90-06	NE	NO 71881 70787	NO 74611 75017	Potential hazards form hills to east of road (flat ground to west)	-	-	-
A90-07	NE	NO 78061 79477	NO 80980 81247	Relatively flat ground, picking up river beds	3,520	-	-
A90-08	NE	NO 81690 81677	NO 81950 81807	Relatively benign to trunk road	291	-	-
A90-09	NE	NO 83680 82677	NO 86080 84467	Picking up river parallel to road, relatively flat ground	3,080	-	-
A90-10	NE	NO 85710 85507	NO 86760 87262	Picking up rivers below road and flat ground	2,580	-	-
A90-11	NE	NO 86910 87252	NO 90260 93212	Extensive local road network and other	-	-	-
A90-12	NE	NO 90760 94052	NO 93050 99972	Relatively flat ground. Cliffs and flat spots picked up below road	6,750	-	-
A90-13	NE	NJ 93190 01052	NJ 93030 01562	Relatively flat ground	535	-	-
A90-14	NE	NJ 92990 03502	NJ 91300 09143	Various effects caused by residential and other development	6,860	-	-
A90-15	NE	NJ 94659 12323	NJ 97219 22503	Relatively flat ground	10,700	-	-
A90-16	NE	NJ 97259 23803	NJ 96899 28883	Relatively flat ground	5,450	-	-
A90-17	NE	NJ 97079 29623	NJ 98184 31313	Possible hazards associated with valley sides,	-	-	-
A90-18	NE	NJ 98794 31943	NJ 99164 32278	Stream below road	499	-	-
A90-19	NE	NK 02634 35093	NK 10483 39402	Relatively flat ground	9,220	-	-
A90-20	NE	NK 10493 39412	NK 12753 42282	Narrow corridor, relatively step ground above and	-	-	-
A90-21	NE	NK 10978 48202	NK 10518 48732	Area associated with river to west and below road	722	-	-
A90-22	NE	NK 10498 50972	NK 00409 59423	Relatively flat ground	13,700	-	-
A90-23	NE	NK 00219 59588	NJ 99879 60598	Potential source on lower part of hill which is	-	-	-
A90-24	NE	NJ 99934 62074	NJ 99894 63204	Flat ground	1,230	-	-
A92-01	NE	NT 14162 89194	NT 18002 91884	Flat ground	4,740	-	-
A92-02	NE	NT 22412 93844	NT 27262 95194	Flat ground	5,060	-	-
A92-03	NE	NO 28542 03324	NO 28462 05175	Flat ground	870	-	-
A92-04	NE	NO 29322 08575	NO 29642 09625	Flat ground	1,100	-	-
A92-05	NE	NO 30612 13085	NO 31272 14405	Flat ground	1,480	-	-

Table B.1 (Continued) – Initial interpretation results.

Route Code	OC Unit	Start-NGR	End-NGR	Comments on Hazards	Section Length (m)		
					Other (None)	Oppor-tunistic	Main Study
A92-06	NE	NO 31412 14605	NO 32362 17485	Potential hazards, mainly to east of road	-	-	-
A92-07	NE	NO 33032 17890	NO 34932 20015	Relatively flat ground	3,050	-	-
A92-08	NE	NO 36512 21005	NO 37062 21355	Potential hazard from north side of Darklaw Hill	-	-	-
A92-09	NE	NO 39292 22355	NO 39952 22785	Potential hazard from hill to north of road	-	-	-
A92-10	NE	NO 41142 24205	NO 41892 24765	Flat ground	943	-	-
A92-11	NE	NO 42552 26635	NO 42522 27125	Flat ground	486	-	-
A92-12	NE	NO 42587 27990	NO 42452 28740	Bridge approach cutting and sloping ground below bridge	842	-	-
A92-13	NE	NO 41747 30771	NO 40737 30326	Flat ground/developed	1,150	-	-
A95-01	NE	NJ 41836 51081	NJ 41516 50936	Flat ground	353	-	-
A95-02	NE	NJ 40071 50151	NJ 35271 50661	Potential hazards on steep slopes to south of road	-	-	-
A95-03	NE	NJ 34666 50181	NJ 33431 47576	Potential hazards on steep slopes to south of road	-	-	-
A95-04	NE	NJ 33336 47211	NJ 31727 45906	Potential hazards on steep slopes to south of road	-	-	2,210
A95-05	NE	NJ 30452 44976	NJ 29417 44886	Not highlighted by GIS, but sufficient external	-	-	1,230
A95-06	NE	NJ 28567 44776	NJ 28117 43931	Potential hazard(s) apparently within/close to top	-	-	1,020
A95-07	NE	NJ 24857 41160	NJ 24532 40610	Flat ground with only shallow slope to road	639	-	-
A95-08	NE	NJ 14757 34755	NJ 10537 32135	Significant hazards on steep slopes to south of road	-	-	5,880
A95-09	NE	NJ 08337 29844	NJ 06512 27039	Significant hazards on steep slopes to south of road	-	-	3,480
A95-10	NE	NJ 04257 26229	NJ 03597 26304	Flat ground	741	-	-
A95-11	NE	NJ 00017 24534	NH 99882 24094	Flat ground	460	-	-
A95-12	NE	NH 98102 22534	NH 97182 22489	Flat ground, hazard possibly caused by presence	934	-	-
A96-01	NE	NJ 87955 10718	NJ 87575 10978	Flat ground	461	-	-
A96-02	NE	NJ 86585 11248	NJ 83085 12268	Steep ground to north of road	-	-	-
A96-03	NE	NJ 83070 12273	NJ 81600 12603	Flat, wet ground	1,510	-	-
A96-04	NE	NJ 80205 13263	NJ 78345 15698	Relatively flat ground	3,170	-	-
A96-05	NE	NJ 74341 23334	NJ 74136 23604	Flat ground	339	-	-
A96-06	NE	NJ 74116 23634	NJ 73901 24254	Potential sources high on hill above burn	-	-	-
A96-07	NE	NJ 73666 25194	NJ 69301 25699	Steep ground south of road and potential sources	-	-	-
A96-08	NE	NJ 68256 27139	NJ 65351 29854	Potential sources on hills to south of road, also on less steep hills to north of road (albeit with river nearer to road)	-	-	-
A96-09	NE	NJ 64886 30595	NJ 64251 32035	Relatively flat ground	1,600	-	-
A96-10	NE	NJ 64336 33985	NJ 64196 34300	Potential hazard other side of river valley to road and at or below road level	345	-	-
A96-11	NE	NJ 61926 34570	NJ 59281 34705	Potential sources high on hill top south of road	-	-	-
A96-12	NE	NJ 55366 38130	NJ 54251 39135	Relatively flat ground, sloping slightly away from road	1,580	-	-
A96-13	NE	NJ 50746 41300	NJ 49186 43240	Potential sources high on hill to north	-	-	-
A96-14	NE	NJ 48346 44611	NJ 47906 45106	Potential sources for slippage into river	-	-	-
A96-15	NE	NJ 44101 49041	NJ 43376 49706	Steep hill side to south of road	-	-	-
A96-16	NE	NJ 40966 51606	NJ 37971 55461	Some indications that there may be potential for	-	-	-
A96-17	NE	NJ 37971 55461	NJ 35196 57876	Potential in one of the burns, hillside to north currently forested	-	-	-
A96-18	NE	NJ 29111 61106	NJ 26451 61336	Flat, wet ground at either end (possible picked up loch at east end)	2,740	-	-
A96-19	NE	NJ 22991 62646	NJ 22771 62686	Flat ground	224	-	-
A96-20	NE	NJ 17191 62996	NJ 09841 60986	Flat ground/sloping away from road	7,860	-	-
A96-21	NE	NJ 08831 60516	NJ 08311 60396	Minor hill/sloping approximately sub-parallel to	534	-	-
A96-22	NE	NH 95601 56395	NH 94261 55915	Flat ground/sloping away from road	1,440	-	-
A96-23	NE	NH 85291 55675	NH 74251 48754	Relatively flat ground and/or sloping away from	13,100	-	-
A977-01	NE	NS 93247 87564	NS 93102 89514	Flat ground/residential	2,060	-	-
A985-01	NE	NT 12297 83529	NT 11807 83484	Flat ground/residential	515	-	-
A985-02	NE	NT 11082 83544	NT 09262 83469	Picking up river below road	1,840	-	-
A985-03	NE	NT 08387 84259	NT 08212 84559	Flat ground	347	-	-
A985-04	NE	NT 06397 84599	NT 05947 84719	Picking up river in valley bottom north and south	466	-	-
A985-05	NE	NT 01507 86849	NT 00822 86919	Potential hazards from river in gorge	-	-	-
A985-06	NE	NS 94217 86994	NS 92897 87309	Flat ground	1,460	-	-
A99-01	NW	ND 32670 43472	ND 32685 42887	Possibly caused by railway above road	-	-	-
A99-02	NW	ND 30415 38956	ND 30450 39051	Point Hazard - Restricted by plantation above road	-	-	-
A99-03	NW	ND 30025 38056	ND 29570 37486	Burn at either end, above and below road	-	-	-
A99-04	NW	ND 24660 36236	ND 24090 35791	If anything mainly north end, southern river	747	-	-
A99-05	NW	ND 22915 35276	ND 22685 35091	Probably swamp source above road	-	-	-

Table B.1 (Continued) – Initial interpretation results.

Route Code	OC Unit	Start-NGR	End-NGR	Comments on Hazards	Section Length (m)		
					Other (None)	Oppor-tunistic	Main Study
M73-01	SW	NS 70797 69709	NS 69897 65739	Associated with relatively flat ground often below	4,270	-	-
M74-01	SW	NS 64827 62304	NS 71317 58574	Associated with flat ground and development in	8,360	-	-
M74-02	SW	NS 73357 55944	NS 77607 50753	Associated with flat, wet ground	6,900	-	-
M74-03	SW	NS 77267 49493	NS 78557 44703	Associated with flat, wet ground	5,060	-	-
M74-04	SW	NS 82907 38693	NS 84447 35423	Associated with higher ground to east of road	-	-	-
M74-05	SW	NS 84577 35003	NS 84827 34193	Associated with flat, wet ground	849	-	-
M74-06	M74 DBFO	NS 86017 32083	NS 87187 28733	Associated with valley bottom	3,610	-	-
M74-07	M74	NS 88477 27343	NS 92277 25652	Associated with flat, wet ground	4,290	-	-
M74-08	M74 DBFO	NS 92997 24432	NS 95657 17582	Largely oblique to road and also in valley bottom	-	-	-
M74-09	M74	NS 95997 16852	NS 96337 16502	Small area above road but below ancient fort	-	-	492
M74-10	M74	NS 99647 15192	NT 00347 14192	Small area to west of road, railway and minor road	1,230	-	-
M74-11	M74	NT 01567 13372	NT 03047 12552	Small areas associated with Tinny Bank	-	-	-
M74-12	M74	NT 03047 12552	NT 07597 03312	Variously associated with high ground above road	-	-	-
M74-13	M74	NY 09627 99202	NY 10217 93342	Main hazard well above road across river valley to	-	-	-
M74-14	M74 DBFO	NY 10337 90212	NY 11777 86111	Associated with flat, wet ground distant from, but slightly above road	4,440	-	-
M74-15	M74 DBFO	NY 13687 80271	NY 14837 79081	Associated with flat, wet ground adjacent to/below the road	1,710	-	-
M74-16	M74 DBFO	NY 22167 73751	NY 31587 68511	Associated with flat, wet ground	11,100	-	-
M77-01	SW	NS 56351 64209	NS 53631 58479	Associated with development in Glasgow and areas of open, flat, wet land	7,180	-	-
M77-02	SW	NS 52131 53549	NS 49121 46849	Rolling ground, possibly drumlinised	-	-	-
M8-01	SE	NT 17772 70688	NT 17272 70398	Associated with relatively flat ground often below	578	-	-
M8-02	SE	NT 13612 71458	NT 12482 71218	Associated with quarry	1,170	-	-
M8-03	SE	NT 11072 71148	NT 10472 71318	Associated with river Almond	627	-	-
M8-04	SE	NT 03342 70328	NS 96712 65818	Associated with flat ground	8,160	-	-
M8-05	SE	NS 94652 65448	NS 79132 61908	High rolling, boggy ground broadly level with the road. Possible peat slides?	-	-	-
M8-06	SW	NS 68962 64449	NS 47391 65740	Associated with flat ground and development in Glasgow	25,500	-	-
M8-07	SW	NS 47391 65740	NS 44361 71230	Associated with flat, wet ground	6,980	-	-
M80-01	SW	NS 80287 88509	NS 80617 84909	Relatively flat land and picking up quarry at	3,660	-	-
M80-02	SW	NS 80207 83339	NS 78947 79559	Associated with relatively flat land and river	4,790	-	-
M80-03	SW	NS 66347 69679	NS 63617 68199	Associated with loch, rivers and flat ground below	3,160	-	-
M876-01	SE	NS 90502 85829	NS 89052 84844	Flat ground	1,810	-	-
M876-02	SE	NS 86827 84834	NS 85232 83914	Flat ground	1,870	-	-
M898-01	SW	NS 44801 70290	NS 45541 71320	Associated with flat, wet ground	1,330	-	-
M9-01	SE	NS 77912 98129	NS 77792 93059	Flat ground	5,170	-	-
M9-02	SE	NS 84992 86349	NS 93002 79569	Flat ground	11,400	-	-
M9-03	SE	NT 11517 74483	NT 12517 75509	Flat ground	1,570	-	-
M90-01	NE	NT 12302 83279	NT 13207 84819	Flat ground	1,890	-	-
M90-02	NE	NT 13592 87604	NT 13107 88564	Flat ground	1,080	-	-
M90-03	NE	NT 13402 92164	NT 13497 92794	Picked up opencast workings	639	-	-
M90-04	NE	NT 13377 93854	NT 13127 96904	Mainly heavily forested and shallow slopes	3,250	-	-
M90-05	NE	NT 13057 97104	NT 12932 98029	Flat ground	934	-	-
M90-06	NE	NO 12167 05264	NO 14347 09365	Shallow streams and quarry	5,640	-	-
M90-07	NE	NO 13587 10345	NO 13857 11450	Shallow streams and quarry	1,150	-	-
M90-08	NE	NO 13857 11450	NO 14367 12225	Potential hazards to either side of road on steep	-	-	933
M90-09	NE	NO 14377 13430	NO 13887 15335	Potential hazards to either side of road on steep	-	-	3,200
M90-10	NE	NO 13647 15770	NO 13292 19330	Flat ground	3,700	-	-
M90-11	NE	NO 13062 19515	NO 12312 20095	Potential hazards to east of road, possibly	-	-	953
M90-12	NE	NO 13147 21865	NO 13597 22455	Imported embankment fill possibly imposing unsustainable topography on recorded lithology	-	-	-
M90-13	NE	NO 11742 20535	NO 10817 21240	Potential hazards either side of road, relatively	-	-	-
M90-14	NE	NT 13552 87774	NT 14012 89094	Flat ground	1,490	-	-

## B.2 SECONDARY INTERPRETATION

In this section the results of the second stage interpretation of the GIS-based assessment is presented. This divides the sections of the trunk road network that were defined as candidates for Main Study into Priorities 1 to 4 and identifies two sections for Separate Assessment as described in Section 5.

‘Comments on Prioritisation’ were made as *aide memoire* to the authors for use during the process and were not intended to provide any kind of definitive statement regarding the hazards.

**Table B.2 – Secondary interpretation results: Priority 1.**

Route Code	OC Unit	Start-NGR	End-NGR	Section Length (m) Priority 1	Comments on Prioritisation	Initial Hazard Score
A82-02	NW	NH 60696 39243	NH 57346 34993	5,520	Consistent high hazards on slope and ground above. May be sufficiently steep that source and entrainment potential are limited	80
A82-04	NW	NH 52391 30037	NH 50831 30172	1,590	Hazards relatively distant and indirect	80
A82-08	NW	NH 45761 19182	NH 43486 16747	3,410	Variable but high hazards on slopes above road	80
A82-09	NW	NH 42981 16557	NH 42451 16667	581	Substantial hazard above road which rests at bottom of slope	80
A82-17	NW	NN 28766 96227	NN 21391 85632	13,400	Includes area at Letterfinlay with recent debris flow history, also close proximity of loch	80
A82-34	NW	NN 33296 20776	NN 31776 09196	13,500	Significant hazards associated with potentially high exposure (road immediately above loch)	80
A82-37	NW	NN 34026 00456	NS 34556 97686	3,300	Significant hazards in Glen Douglas junction area	80
A83-02	NW	NN 26901 03861	NN 23021 07837	6,310	Historically active area, supported by GIS-based assessment	80
A83-04	NW	NN 23421 09592	NN 19096 09927	4,360	Historically active area, supported by GIS-based assessment	80
A83-05	NW	NN 18406 11247	NN 19406 12512	1,620	Historically active area, partially supported by GIS-based assessment	80
A835-07	NW	NH 38284 70387	NH 28554 73906	11,400	Numerous complex and significant hazards, many of which are potentially cumulative from multiple stream tributaries	80
A85-08	NW	NN 58437 24970	NN 55677 29396	5,480	Recent history of debris flow activity	80
A85-15	NW	NN 13191 28352	NN 03135 29863	12,400	Severe hazards - for much of this section the road and hazards are above Loch Awe	80
A86-03	NW	NN 67317 95722	NN 67162 95417	357	Hazards appear intense, close to road, and above very steep section	80
A86-09	NW	NN 48856 87552	NN 47661 86407	1,730	Major hazards associated with very steep hillside and ground behind 'top' nearer to road. Direction of latter hazard is sidelong to road.	80
A86-12	NW	NN 25591 81307	NN 22966 81947	2,770	Known area of hazard (albeit believed to be relatively small scale) that model does not identify too strongly. A very useful area for model validation.	80
A87-09	NW	NH 11495 10731	NH 09725 11731	2,080	Focussed around one particularly severe stream-	80
A87-12	NW	NH 03370 12016	NG 96289 14946	8,620	Substantial hazards from hills either side of road	80
A87-15	NW	NG 94469 21121	NG 88269 26106	8,650	Repeated stream-based hazards from hillside above road which sits immediately above loch	80
A9-11	NW	ND 08775 20794	ND 02860 15349	11,200	Extreme intensity of hazards to north of Helmsdale. Possible activity in October 2006.	80
A9-12	NW	ND 02175 14804	NC 93895 09663	10,200	Less extreme hazards to south of Helmsdale than to north, but events of October 2006 indicate that this area should be examined	80
A9-35b	NW	NN 66562 72101	NN 69762 71546	3,310	Intense, high stream-based hazard section - high up and extensive	80
A9-44	NW	NO 00212 47141	NO 00472 43871	3,320	Limited hazard potential highlighted by GIS, but events of August 2004 indicate that further assessment would be prudent. Hazards are more closely associated with localised geotechnical issues (cut slope stability management) than longer distance debris flow events	80

**Table B.3 (Continued) – Secondary interpretation results: Priority 2.**

Route Code	OC Unit	Start-NGR	End-NGR	Section Length (m) Priority 2	Comments on Prioritisation	Initial Hazard Score
A7-06	SE	NT 40762 02692	NY 38842 96252	<b>7,160</b>	Route not critically susceptible	60
A77-11	SW	NX 05214 72439	NX 08694 63338	<b>9,990</b>	Hazards primarily on flat ground behind head of slope, although some in head of gulley(s) - higher priorities elsewhere	60
A82-05	NW	NH 52566 28987	NH 49631 23632	<b>6,770</b>	More significant, although looks worse than probably is as some 'hazards' are related to relatively flat ground at lochside below road	60
A82-26	NW	NN 05220 59568	NN 07550 58357	<b>2,720</b>	Hazard (perception) perhaps amplified by recent debris flows above Ballachulish	60
A82-36	NW	NN 31916 04456	NN 34026 00456	<b>4,610</b>	Variable stream-based hazards	60
A828-01	NW	NN 05175 59653	NM 99145 54983	<b>8,540</b>	Hazard (perception) perhaps amplified by recent debris flows above Ballachulish near adjacent section of A82	60
A828-04	NW	NM 96370 44903	NM 97685 44688	<b>1,480</b>	One intense gulley-focussed zone	60
A83-06	NW	NN 19221 12717	NN 11260 08848	<b>9,170</b>	Severe stream-based hazards, but less history of events	60
A830-05	NW	NM 90195 80853	NM 76679 82314	<b>15,500</b>	Sporadic , intense hazard zones, mainly associated with streams	60
A835-09	NW	NH 19553 80586	NH 18168 85540	<b>5,320</b>	Very steep ground on NE side with stream-related hazards	60
A85-09	NW	NN 50672 28326	NN 38766 25266	<b>12,900</b>	Some stream-based hazards especially on N flank of Ben More	60
A86-10	NW	NN 47516 86247	NN 37536 81267	<b>11,600</b>	Substantial hazards present, but of variable direction and with benches affording at least some protection the road - there are areas with greater perceived hazards	60
A86-11	NW	NN 33266 80957	NN 27646 81067	<b>6,180</b>	Some localised hazard close to road but on steep slope (above) and in stream channel on high ground	60
A87-07	NW	NH 18930 10072	NH 14330 09991	<b>5,070</b>	Significant hazards, both stream and open hillside based	60
A87-13	NW	NG 96259 14951	NG 94614 17946	<b>3,790</b>	Still high hazards but mainly from the opposite side of valley from road	60
A87-20	NW	NG 47808 31921	NG 47428 41300	<b>10,000</b>	Relatively boggy with many stream-based hazards, albeit oblique to the road	60
A887-01	NW	NH 42031 16827	NH 35170 15427	<b>8,150</b>	Reduced compared to adjacent A82 Priority 1 section(s) on the basis of lower strategic importance	60
A9-34	NW	NN 68007 91922	NN 67812 90722	<b>1,260</b>	Hazard towards crest of hill above steepening	60
A9-35a	NW	NN 63982 83957	NN 64987 73046	<b>11,900</b>	General severe stream-based hazards to east of road	60
A9-45	NW	NO 03452 41486	NO 04062 40886	<b>877</b>	Hazards on hill, probably on open ground in forestry	60
A95-05	NE	NJ 30452 44976	NJ 29417 44886	<b>1,230</b>	Some problems reported in the past, but may be small scale as nothing highlighted by assessment	60
A95-08	NE	NJ 14757 34755	NJ 10537 32135	<b>5,880</b>	Hazards on steep slope to south of road	60
A95-09	NE	NJ 08337 29844	NJ 06512 27039	<b>3,480</b>	Hazards on steep slope to south of road	60

Table B.4 – Secondary interpretation results: Priority 3.

Route Code	OC Unit	Start-NGR	End-NGR	Section Length (m) Priority 3	Comments on Prioritisation	Initial Hazard Score
A1-06	SE	NT 79571 67434	NT 85681 62704	8,630	Localities not known to be generally susceptible	40
A68-12	SE	NT 67581 14083	NT 68261 12323	1,960	River provides potential debris trap	40
A7-01	SE	NT 48882 32523	NT 48142 31013	1,840	Potential likely to be limited	40
A7-05	SE	NT 46492 11652	NT 44922 10092	2,350	Potential significantly less than further south	40
A7-07	SE	NY 38842 96252	NY 36812 90032	6,690	Route not critically susceptible	40
A76-04	SW	NS 85832 04117	NS 81022 07857	6,570	Relatively indirect, but less so than A76-05 and variable hazards	40
A77-10	SW	NX 09284 77378	NX 05214 72439	6,640	Hazards primarily on flat ground behind head of slope - also rebuild scheme in progress	40
A82-03	NW	NH 56836 34253	NH 54586 31063	3,970	Comparably low level hazards, albeit road adjacent to loch	40
A82-07	NW	NH 47461 21012	NH 46411 19822	1,620	Comparably low level hazards, albeit road adjacent to loch	40
A82-10	NW	NH 42411 16052	NH 40211 12102	4,870	Comparably low level hazards, albeit road adjacent to loch	40
A82-14	NW	NH 34476 03812	NH 33836 03542	828	Hazard potential, but runout relatively indirectly 'aimed' at road	40
A82-15	NW	NH 33261 02912	NH 32901 02442	600	Initiation within and long(ish) travel entirely through a large area of forest, albeit road close to	40
A82-16	NW	NN 29996 98177	NN 28981 96572	1,960	Relatively long runout with intervening canal	40
A82-23	NW	NN 04505 66337	NN 03765 65377	1,260	Most runout opportunities parallel to road and forestation above	40
A82-24	NW	NN 02295 63258	NN 02645 62728	688	Hazards high on hillside but with relatively long runout through Inchree and forestation	40
A82-38	NW	NS 34556 97686	NS 35196 87156	11,100	Some areas of concern, but higher priorities both	40
A83-01	NW	NN 29616 05036	NN 28391 03881	1,760	Hazards, but largely within a forested area and no known history	40
A83-07	NW	NN 11260 08848	NN 11395 10083	1,260	Historic area of translational slides, rather than	40
A83-10	NW	NN 04495 04203	NN 02915 03179	1,910	Possible limited source material, marginal 2 or 3	40
A83-12	NW	NS 01725 99834	NR 98995 97649	3,550	Main hazard element probably associated with quarry	40
A83-18	NW	NR 84819 80506	NR 86284 74006	7,040	Lower grade hazards. Mainly close to road over a long stretch - rockfall and deep-seated slides	40
A83-20	NW	NR 86794 69696	NR 86529 69066	687	Lower grade hazards. Mainly relatively distant, with longish runout or separated by	40
A83-21	NW	NR 86034 68451	NR 85284 68076	839	Lower grade hazards. Mainly relatively distant, with longish runout or separated by	40
A830-04	NW	NM 90855 80478	NM 90205 80848	867	Railway, etc between hazards and road	40
A830-06	NW	NM 76679 82314	NM 71574 84404	6,080	Recently realigned on high ground relative to	40
A835-04	NW	NH 43565 58802	NH 40650 59367	3,110	Hazards largely associated with lochans on hilltop	40
A835-06	NW	NH 40325 63937	NH 40344 69227	6,110	Hazards largely sourced within/beyond extensive forested areas adjacent to road	40
A835-10	NW	NH 18163 85575	NH 13298 94065	10,400	Generally lower level hazards, with possible exception of Creag Mhor which may be a function	40
A84-03	NW	NN 57047 14530	NN 58487 13465	1,900	Main potential form steep valley at south end of stretch	40
A85-12	NW	NN 30461 31731	NN 22586 27147	9,590	Much of the hazards appear to be associated with elevated rock outcrops, with exceptions	40
A86-07	NW	NN 55996 90417	NN 55356 89707	987	Largely one stream-based hazard grouping on constantly steep ground	40
A86-08	NW	NN 54331 89767	NN 52936 89547	1,520	Two main hazard groups - possibly mainly associated with flat/shallow slope ground	40
A87-14	NW	NG 93894 18781	NG 94539 20406	2,490	Lower less direct hazards	40
A87-22	NW	NG 46818 45880	NG 42318 50959	7,050	Much on relatively flat ground below road, some above road	40
A887-02	NW	NH 32540 14347	NH 32030 14177	540	High hazard distant and high on hill	40

**Table B.4 (Continued) – Secondary interpretation results: Priority 3.**

Route Code	OC Unit	Start-NGR	End-NGR	Section Length (m) Priority 3	Comments on Prioritisation	Initial Hazard Score
A9-09	NW	ND 15325 29325	ND 13145 25995	4,350	Some hazards directed towards the trunk road	40
A9-10	NW	ND 12010 23055	ND 11670 22435	1,110	Landslide activity at viewed by Helen Reeves (BGS) from ND 11021 22050 (see note and photographs) on far valley side. This is very indirect to road even if following river path. Possible activity in October 2006.	40
A9-24	NW	NH 72341 35783	NH 75841 34579	4,040	Hazard area associated with water course - extensive forestry below and road sited on opposite wall of valley	40
A9-27	NW	NH 82171 26569	NH 87652 24074	6,660	Hazards close to the road - possibly reduced due to localised embankment. Hazards further south on high ground well defended by rail, forestry and local road.	40
A9-30	NW	NH 89357 13978	NH 84707 07948	8,550	Generally, where hazards are highest the runout between the base of the hills and the road is longer	40
A95-04	NE	NJ 33336 47211	NJ 31727 45906	2,210	Hazards associated with higher ground to either side of road	40
M74-09	M74 DBFO	NS 95997 16852	NS 96337 16502	492	Close to road on engineered slope	40
M90-09	NE	NO 14377 13430	NO 13887 15335	3,200	Hazards in close proximity to road on flatter ground rather than high on hillside	40

**Table B.5 – Secondary interpretation results: Priority 4.**

Route Code	OC Unit	Start-NGR	End-NGR	Section Length (m) Priority 4	Comments on Prioritisation	Initial Hazard Score
A1-02	SE	NT 36582 71194	NT 40152 73634	4,440	A very marginal 'red' assessment in any case	20
A1-08	SE	NT 94330 61174	NT 97410 57054	5,560	Hazard from cliffs below road and rail are routinely	20
A68-02	SE	NT 44662 60043	NT 45252 59473	821	Shallow slope from Fala Moor to road	20
A68-13	SE	NT 68531 10723	NT 68691 09563	1,190	Current forestation and sources distal and indirect	20
A7-08	SE	NY 37152 80982	NY 38332 78042	3,280	Less direct hazard	20
A701-03	SW	NY 03302 89297	NY 05742 91657	3,440	Relatively distant hazard contained within area of forestry	20
A76-05	SW	NS 78932 09117	NS 77122 11008	2,650	Relatively indirect	20
A76-09	SW	NS 67591 12988	NS 62931 13078	4,770	Hazards in likely area of peat with long, well-drained runoff to road	20
A78-06	SW	NS 25610 43671	NS 28170 42611	2,880	Hazards apparently less severe from brief air photo inspection that GIS might suggest	20
A82-12	NW	NH 38381 10322	NH 37896 09252	1,420	Long track through forest and then long runoff through Fort Augustus	20
A82-29	NW	NN 31141 43721	NN 29741 38561	5,550	Hazards high on hills and with railway and long(ish) runoff to road	20
A82-31	NW	NN 32251 34076	NN 32991 31481	2,940	Relatively low level hazards associated with lochan on Beinn Odhar	20
A830-03	NW	NM 96520 79313	NM 90855 80478	6,550	Sporadic and relatively distant hazards	20
A830-07	NW	NM 71594 85114	NM 68999 84984	2,830	Road subject to route amendments and road relatively well-protected from potential hazards	20
A835-02	NW	NH 50385 54878	NH 48615 54908	1,780	Relatively limited hazards	20
A835-03	NW	NH 45870 55868	NH 45445 56608	889	Relatively limited hazards	20
A835-05	NW	NH 40635 59407	NH 38875 62497	3,700	Relatively limited hazards	20
A835-08	NW	NH 27084 74686	NH 20223 78236	8,000	Relatively limited hazards	20
A84-04	NW	NN 58487 13465	NN 58637 10880	2,700	Relatively limited hazards	20
A84-05	NW	NN 58637 10880	NN 60537 08540	4,050	Relatively limited hazards	20
A85-13	NW	NN 19646 27552	NN 17336 27352	2,360	Hazards mainly on far side of river, some of which are low on hillside	20
A87-08	NW	NH 14330 09991	NH 11495 10731	3,100	Substantially lower hazard levels compared to surrounds	20
A87-10	NW	NH 09725 11731	NH 06790 11496	3,270	Lower ground and less direct hazards with at least some runoff	20
A87-11	NW	NH 06790 11496	NH 03370 12016	3,670	Substantially lower hazard levels compared to surrounds	20
A87-24	NW	NG 39057 59388	NG 39367 64097	5,460	Some above road, some on long runoff	20
A887-03	NW	NH 29500 12297	NH 22830 10597	7,170	Relatively low level hazards	20
A9-07	NW	ND 17630 47546	ND 18435 38856	8,880	Generally relatively flat ground, but with real and observable hazards	20
A9-22	NW	NH 72401 39864	NH 71901 38349	1,660	Largely low and close to the road, with one possible exception	20
A9-29	NW	NH 90942 18043	NH 90432 16903	1,290	Relatively minor, near-field hazards	20
A9-37	NW	NN 76882 68936	NN 77237 68286	761	Relatively localised hazards with some higher associated with stream	20
A9-46	NW	NO 06917 36595	NO 07127 35615	1,010	Very limited hazard potential, possibly could have had a lower original ranking	20
A90-01	NW	NO 13597 22455	NO 14982 22355	1,410	Main hazards are to west where local road is much closer than M90	20
A95-06	NE	NJ 28567 44776	NJ 28117 43931	1,020	Hazards associated with river cliffs on far side of valley	20
M90-08	NE	NO 13857 11450	NO 14367 12225	933	Hazards in very close proximity to road on flatter ground rather than high on hillside	20
M90-11	NE	NO 13062 19515	NO 12312 20095	953	Debris flow hazards are highly indirect - rock fall a more direct hazard	20

**Table B.6 – Secondary interpretation results: Separate Assessments.**

Route Code	OC Unit	Start-NGR	End-NGR	Section Length (m) Separate Assessment	Comments on Prioritisation	Initial Hazard Score
A82-27	NW	NN 10700 58212	NN 27671 52992	19,900	Multiple hazards and hazard types - much previous work carried out on Glencoe in the past on various areas and hazard types. Recommend a Desk Study reconciliation to account for this	-
A87-19	NW	NG 64039 23632	NG 48718 29902	26,100	Model shows intense/extreme large hazard areas	-

### B.3 AERIAL PHOTOGRAPHY AVAILABILITY AND INSPECTIONS INSTRUCTED IN 2007

**Table B.7 – Aerial photography availability and inspections instructed for Priority 1 sites in 2007.**

Route	OC Unit	Start-NGR	End-NGR	Length (m)	Priority	Aerial Photography Available	Inspection Instructed
A82-02	NW	NH 60696 39243	NH 57346 34993	5,520	1	Yes	Yes
A82-04	NW	NH 52391 30037	NH 50831 30172	1,590	1	Partial	No
A82-08	NW	NH 45761 19182	NH 43486 16747	3,410	1	Yes	Yes
A82-09	NW	NH 42981 16557	NH 42451 16667	581	1	Yes	Yes
A82-17	NW	NN 28766 96227	NN 21391 85632	13,400	1	Yes	Yes
A82-34	NW	NN 33296 20776	NN 31776 09196	13,500	1	Partial	No
A82-37	NW	NN 34026 00456	NS 34556 97686	3,300	1	Partial	No
A83-02	NW	NN 26901 03861	NN 23021 07837	6,310	1	No	No
A83-04	NW	NN 23421 09592	NN 19096 09927	4,360	1	No	No
A83-05	NW	NN 18406 11247	NN 19406 12512	1,620	1	Partial	No
A835-07	NW	NH 38284 70387	NH 28554 73906	11,400	1	Partial	No
A85-08	NW	NN 58437 24970	NN 55677 29396	5,480	1	Partial	Yes
A85-15	NW	NN 13191 28352	NN 03135 29863	12,400	1	Yes	Yes
A86-03	NW	NN 67317 95722	NN 67162 95417	357	1	Yes	Yes
A86-09	NW	NN 48856 87552	NN 47661 86407	1,730	1	Yes	Yes
A86-12	NW	NN 25591 81307	NN 22966 81947	2,770	1	Yes	Yes
A87-09	NW	NH 11495 10731	NH 09725 11731	2,080	1	Yes	Yes
A87-12	NW	NH 03370 12016	NG 96289 14946	8,620	1	Yes	Yes
A87-15	NW	NG 94469 21121	NG 88269 26106	8,650	1	Partial	No
A9-11	NW	ND 08775 20794	ND 02860 15349	11,200	1	Partial	No
A9-12	NW	ND 02175 14804	NC 93895 09663	10,200	1	No	No
A9-35b	NW	NN 66562 72101	NN 69762 71546	3,310	1	Yes	Yes
A9-44	NW	NO 00212 47141	NO 00472 43871	3,320	1	No	No

**Table B.8 – Aerial photography availability and inspections instructed for Priority 2 sites in 2007.**

Route	OC Unit	Start-NGR	End-NGR	Length (m)	Priority	Aerial Photography Available	Inspection Instructed
A7-06	SE	NT 40762 02692	NY 38842 96252	7,160	2	No	No
A77-11	SW	NX 05214 72439	NX 08694 63338	9,990	2	Yes	Yes
A82-05	NW	NH 52566 28987	NH 49631 23632	6,770	2	Yes	Yes
A82-26	NW	NN 05220 59568	NN 07550 58357	2,720	2	Yes	Yes
A82-36	NW	NN 31916 04456	NN 34026 00456	4,610	2	No	No
A828-01	NW	NN 05175 59653	NM 99145 54983	8,540	2	Partial	No
A828-04	NW	NM 96370 44903	NM 97685 44688	1,480	2	No	No
A83-06	NW	NN 19221 12717	NN 11260 08848	9,170	2	Partial	No
A830-05	NW	NM 90195 80853	NM 76679 82314	15,500	2	Partial	No
A835-09	NW	NH 19553 80586	NH 18168 85540	5,320	2	No	No
A85-09	NW	NN 50672 28326	NN 38766 25266	12,900	2	Yes	Yes
A86-10	NW	NN 47516 86247	NN 37536 81267	11,600	2	Yes	Yes
A86-11	NW	NN 33266 80957	NN 27646 81067	6,180	2	Yes	Yes
A87-07	NW	NH 18930 10072	NH 14330 09991	5,070	2	Yes	Yes
A87-13	NW	NG 96259 14951	NG 94614 17946	3,790	2	Yes	Yes
A87-20	NW	NG 47808 31921	NG 47428 41300	10,000	2	Yes	Yes
A887-01	NW	NH 42031 16827	NH 35170 15427	8,150	2	Yes	Yes
A9-34	NW	NN 68007 91922	NN 67812 90722	1,260	2	Yes	Yes
A9-35a	NW	NN 63982 83957	NN 64987 73046	11,900	2	Yes	Yes
A9-45	NW	NO 03452 41486	NO 04062 40886	877	2	No	No
A95-05	NE	NJ 30452 44976	NJ 29417 44886	1,230	2	Yes	Yes
A95-08	NE	NJ 14757 34755	NJ 10537 32135	5,880	2	Yes	Yes
A95-09	NE	NJ 08337 29844	NJ 06512 27039	3,480	2	Yes	Yes

**Table B.9 – Aerial photography availability and inspections instructed for Priority 3 sites in 2007.**

Route	OC Unit	Start-NGR	End-NGR	Length (m)	Priority	Aerial Photography Available	Inspection Instructed
A1-06	SE	NT 79571 67434	NT 85681 62704	8,630	3	No	No
A68-12	SE	NT 67581 14083	NT 68261 12323	1,960	3	No	No
A7-01	SE	NT 48882 32523	NT 48142 31013	1,840	3	No	No
A7-05	SE	NT 46492 11652	NT 44922 10092	2,350	3	No	No
A7-07	SE	NY 38842 96252	NY 36812 90032	6,690	3	No	No
A76-04	SW	NS 85832 04117	NS 81022 07857	6,570	3	No	No
A77-10	SW	NX 09284 77378	NX 05214 72439	6,640	3	Partial	No
A82-03	NW	NH 56836 34253	NH 54586 31063	3,970	3	Yes	No
A82-07	NW	NH 47461 21012	NH 46411 19822	1,620	3	Yes	No
A82-10	NW	NH 42411 16052	NH 40211 12102	4,870	3	Yes	No
A82-14	NW	NH 34476 03812	NH 33836 03542	828	3	Yes	No
A82-15	NW	NH 33261 02912	NH 32901 02442	600	3	Yes	No
A82-16	NW	NN 29996 98177	NN 28981 96572	1,960	3	Yes	No
A82-23	NW	NN 04505 66337	NN 03765 65377	1,260	3	Partial	No
A82-24	NW	NN 02295 63258	NN 02645 62728	688	3	Partial	No
A82-38	NW	NS 34556 97686	NS 35196 87156	11,100	3	Partial	No
A83-01	NW	NN 29616 05036	NN 28391 03881	1,760	3	No	No
A83-07	NW	NN 11260 08848	NN 11395 10083	1,260	3	partial	No
A83-10	NW	NN 04495 04203	NN 02915 03179	1,910	3	Yes	No
A83-12	NW	NS 01725 99834	NR 98995 97649	3,550	3	Yes	No
A83-18	NW	NR 84819 80506	NR 86284 74006	7,040	3	No	No
A83-20	NW	NR 86794 69696	NR 86529 69066	687	3	Partial	No
A83-21	NW	NR 86034 68451	NR 85284 68076	839	3	Partial	No
A830-04	NW	NM 90855 80478	NM 90205 80848	867	3	Partial	No
A830-06	NW	NM 76679 82314	NM 71574 84404	6,080	3	Partial	No
A835-04	NW	NH 43565 58802	NH 40650 59367	3,110	3	Partial	No
A835-06	NW	NH 40325 63937	NH 40344 69227	6,110	3	Partial	No
A835-10	NW	NH 18163 85575	NH 13298 94065	10,400	3	Partial	No
A84-03	NW	NN 57047 14530	NN 58487 13465	1,900	3	Yes	No
A85-12	NW	NN 30461 31731	NN 22586 27147	9,590	3	Yes	No
A86-07	NW	NN 55996 90417	NN 55356 89707	987	3	Yes	No
A86-08	NW	NN 54331 89767	NN 52936 89547	1,520	3	Yes	No
A87-14	NW	NG 93894 18781	NG 94539 20406	2,490	3	Yes	No
A87-22	NW	NG 46818 45880	NG 42318 50959	7,050	3	Yes	No
A887-02	NW	NH 32540 14347	NH 32030 14177	540	3	Yes	No
A9-09	NW	ND 15325 29325	ND 13145 25995	4,350	3	Partial	No
A9-10	NW	ND 12010 23055	ND 11670 22435	1,110	3	Partial	No
A9-24	NW	NH 72341 35783	NH 75841 34579	4,040	3	Yes	No
A9-27	NW	NH 82171 26569	NH 87652 24074	6,660	3	Yes	No
A9-30	NW	NH 89357 13978	NH 84707 07948	8,550	3	Yes	No
A95-04	NE	NJ 33336 47211	NJ 31727 45906	2,210	3	Yes	No
M74-09	M74	NS 95997 16852	NS 96337 16502	492	3	No	No
M90-09	NE	NO 14377 13430	NO 13887 15335	3,200	3	Yes/1999-2000	No

**Table B.10 – Aerial photography availability and inspections instructed for Priority 4 sites in 2007.**

Route	OC Unit	Start-NGR	End-NGR	Length (m)	Priority	Aerial Photography Available	Inspection Instructed
A1-02	SE	NT 36582 71194	NT 40152 73634	4,440	4	Partial/1999-2000	No
A1-08	SE	NT 94330 61174	NT 97410 57054	5,560	4	Partial/1999-2000	No
A68-02	SE	NT 44662 60043	NT 45252 59473	821	4	Partial/1999-2000	No
A68-13	SE	NT 68531 10723	NT 68691 09563	1,190	4	No	No
A7-08	SE	NY 37152 80982	NY 38332 78042	3,280	4	Partial/1999-2000	No
A701-03	SW	NY 03302 89297	NY 05742 91657	3,440	4	No	No
A76-05	SW	NS 78932 09117	NS 77122 11008	2,650	4	No	No
A76-09	SW	NS 67591 12988	NS 62931 13078	4,770	4	No	No
A78-06	SW	NS 25610 43671	NS 28170 42611	2,880	4	Yes	No
A82-12	NW	NH 38381 10322	NH 37896 09252	1,420	4	Yes	No
A82-29	NW	NN 31141 43721	NN 29741 38561	5,550	4	Yes	No
A82-31	NW	NN 32251 34076	NN 32991 31481	2,940	4	Yes	No
A830-03	NW	NM 96520 79313	NM 90855 80478	6,550	4	Partial	No
A830-07	NW	NM 71594 85114	NM 68999 84984	2,830	4	Yes	No
A835-02	NW	NH 50385 54878	NH 48615 54908	1,780	4	Partial/1999-2000	No
A835-03	NW	NH 45870 55868	NH 45445 56608	889	4	No	No
A835-05	NW	NH 40635 59407	NH 38875 62497	3,700	4	Partial	No
A835-08	NW	NH 27084 74686	NH 20223 78236	8,000	4	No	No
A84-04	NW	NN 58487 13465	NN 58637 10880	2,700	4	Yes	No
A84-05	NW	NN 58637 10880	NN 60537 08540	4,050	4	Yes	No
A85-13	NW	NN 19646 27552	NN 17336 27352	2,360	4	Yes	No
A87-08	NW	NH 14330 09991	NH 11495 10731	3,100	4	Yes	No
A87-10	NW	NH 09725 11731	NH 06790 11496	3,270	4	Yes	No
A87-11	NW	NH 06790 11496	NH 03370 12016	3,670	4	Yes	No
A87-24	NW	NG 39057 59388	NG 39367 64097	5,460	4	Partial	No
A887-03	NW	NH 29500 12297	NH 22830 10597	7,170	4	Yes	No
A9-07	NW	ND 17630 47546	ND 18435 38856	8,880	4	Yes	No
A9-22	NW	NH 72401 39864	NH 71901 38349	1,660	4	Partial/1999-2000 & 2004-06	No
A9-29	NW	NH 90942 18043	NH 90432 16903	1,290	4	Yes	No
A9-37	NW	NN 76882 68936	NN 77237 68286	761	4	Yes	No
A9-46	NW	NO 06917 36595	NO 07127 35615	1,010	4	Partial/1999-2000	No
A90-01	NW	NO 13597 22455	NO 14982 22355	1,410	4	Yes/1999-2000	No
A95-06	NE	NJ 28567 44776	NJ 28117 43931	1,020	4	Yes	No
M90-08	NE	NO 13857 11450	NO 14367 12225	933	4	Yes/1999-2000	No
M90-11	NE	NO 13062 19515	NO 12312 20095	953	4	Yes/1999-2000	No

**Table B.11 – Aerial photography availability and inspections instructed for Separate Assessment sites in 2007.**

Route	OC Unit	Start-NGR	End-NGR	Length (m)	Priority	Aerial Photography Available	Inspection Instructed
A82-27	NW	NN 10700 58212	NN 27671 52992	19,900	Separate Assessment	Yes	No
A87-19	NW	NG 64039 23632	NG 48718 29902	26,100	Separate Assessment	Yes	No