

## **9 People and Communities – All Travellers**

This chapter assesses the impact of the proposed scheme on pedestrians, cyclists, equestrians (referred to as Non-Motorised Users or NMUs), and also on vehicle travellers in terms of changes to views from the road, and driver stress.

The assessment identifies outdoor areas and paths including core paths, rights of way, National Cycle Routes, equestrian routes and local paths within 500m of the proposed scheme. A total of 38 paths were identified as well as seven NMU crossing points of the existing A9. Changes to NMU journey lengths and amenity value were assessed, and used to determine potential severance impacts on access to the outdoors. The assessment took into account mitigation embedded in the proposed scheme design, such as underpasses and new footways.

The proposed scheme design maintains existing use while providing safer access across the A9 for NMUs within the study area. With the proposed scheme in place, significant adverse impacts have been largely avoided in key areas as a result of the provision of underpasses and maintaining existing NMU routes. The proposed scheme also includes enhanced NMU access from the A9 and side roads to Tay Forest Park (Craigower Forest).

Moderate significance adverse impacts will remain for the NMU route between Foss Road (ch3700) and the Clunie Footbridge due to decreased amenity value as a result of the retaining wall associated with the proposed scheme and the limited opportunity for mitigation. Generally, journey lengths are not significantly affected with the proposed scheme in place. Whilst NMUs travelling along the Rob Roy Way will experience an increase in journey length due to the provision and location of a new underpass, the increased amenity value due to improved safety of the path results in overall impacts that are not considered to be significant.

During construction, there would be significant impacts (Moderate to Substantial) for NMUs using five paths as a result of a decrease in amenity value for those paths. In addition, for NMUs using four paths (including one crossing point) significant impacts (Moderate to Substantial) are also expected due to the resulting diversion lengths, as well as anticipated reductions of amenity value during construction. Consequently, for NMUs accessing one outdoor area (Carra Beag Hill), there are temporary but significant (Moderate to Substantial) residual impacts during construction.

With regards to impacts on vehicle travellers, views from the road were assessed for the existing A9 and for the proposed scheme during winter year of opening and during the summer 15 years after opening. The existing A9 runs through two different Local Landscape Character Areas (LLCAs) within the Lower Highland Glen Landscape Character Area (LCA). Impacts of Moderate/Substantial significance are predicted during the winter year of opening as a result of the proposed scheme where it passes through Pass of Killiecrankie LLCA, due largely to the introduction of the new junction and associated new large-scale cuttings and the resultant loss of existing mature woodland north of Pitlochry. By the summer 15 years after opening, establishment of mitigation planting is anticipated to help reduce the impacts such that they would no longer be significant.

Driver stress can be caused by frustration, fear of accidents and uncertainty of the route being followed. Current levels of driver stress for the A9 between Pitlochry and Killiecrankie during peak hours are assessed as moderate. Traffic levels are forecast to increase over time, and in the absence of the proposed scheme it is anticipated that higher levels of driver stress during peak hours would be experienced. However, with the proposed scheme in place driver stress is anticipated to decrease for both northbound and southbound travellers.

### **9.1 Introduction**

- 9.1.1 This chapter presents the DMRB Stage 3 assessment of the impacts of the proposed scheme on the journeys made by pedestrians, cyclists, equestrians and vehicular travellers.
- 9.1.2 The assessment is based on guidance presented in DMRB Volume 11. As explained in Chapter 8 (People and Communities – Community and Private Assets), DMRB Interim Advice Notes (IAN) 125/09 and 125/15 (Highways Agency et al., 2009; Highways England 2015), recommend that the Volume 11 three topic areas of 'Land Use', 'Pedestrians, Cyclists, Equestrians and Community Effects' and 'Vehicle Travellers' (Volume 11: Parts 6, 8 and 9 respectively) are considered under a single topic area: 'People and Communities', for which updated DMRB topic guidance has not yet been published. Due to the volume and complexity of data covered under 'People and Communities' in relation to the A9 dualling corridor, the findings are reported in two linked chapters; this chapter (Chapter 9) covering 'Effects on All Travellers', and the previous chapter (Chapter 8) covering 'Community and Private Assets'.

- 9.1.3 This chapter focuses on the potential impacts on NMUs due to changes to paths and access to outdoor areas in the study area as a result of the proposed scheme. Chapter 8 (People and Communities - Community and Private Assets) assesses more general community severance and impacts of the proposed scheme on access to residential and commercial land; community facilities; development land; agricultural land; and sporting and forestry interests for both NMUs and vehicle travellers. Chapter 14 (Visual) provides a detailed assessment of views of the proposed scheme from viewpoints along the existing A9 corridor. An assessment of the proposed scheme's compliance with national, regional and local planning policy, for example Scotland's National Planning Framework 3 (NPF3) 2014 (Scottish Government, 2014) is provided in Chapter 19 (Policies and Plans).
- 9.1.4 This chapter assesses and reports potential construction and operational impacts separately. Impacts due to construction are considered to be those resulting from the breaking up of sections of the existing A9 and the construction of the new carriageways, junctions and other associated works. Impacts due to operation are considered to be those resulting from the presence of the new carriageways and associated junctions following completion of construction.
- 9.1.5 This chapter is supported by the following appendices and figures:
- Appendix A9.1 (Impact Assessment for NMU Routes and Access to Outdoor Areas);
  - Figure 9.1 (Existing NMU Routes);
  - Figure 9.2 (Potential Impacts on NMU Routes and Proposed Mitigation);
  - Figure 9.3 (View from Existing A9); and
  - Figure 13.2 (Landscape Character Plan).

#### **Non-Motorised Users (NMUs)**

##### Land Reform (Scotland) Act 2003

- 9.1.6 The Land Reform (Scotland) Act 2003 Part 1 (the Act) came into effect in February 2005 and established statutory rights of responsible access on and over most land and inland water in Scotland. The legislation offers a general framework of responsible conduct for both those exercising rights of access and for landowners. The outdoor areas identified in paragraph 9.3.15 therefore include areas of privately owned land that may be used informally by the community.
- 9.1.7 Under the Act, local authorities were granted new powers and duties to uphold and facilitate responsible access rights. There is a duty on local authorities to prepare a plan for a path network and to keep a list of 'core paths'. Sections 13 and 19 of the Act state:
- 'It is the duty of the local authority to assert, protect and keep open and free from obstruction or encroachment any route, waterway or other means by which access rights may reasonably be exercised'; and*
- 'The local authority may do anything which they consider appropriate for the purposes of maintaining a core path and keeping a core path free from obstruction or encroachment'.*
- 9.1.8 Section 10 of the Act states that it is the duty of SNH to prepare and issue a Scottish Outdoor Access Code, setting out guidance in relation to access rights and responsibilities. Furthermore, it is the duty of SNH and local authorities to publicise the Code and for SNH to promote understanding of it. The Scottish Outdoor Access Code was approved by the Scottish Parliament in July 2004.
- 9.1.9 In accordance with DMRB Volume 11, Section 3, Part 8 (Highways Agency et al., 1993a), the assessment of impacts on NMUs focuses on three main aspects:
- changes in journey lengths and times;
  - changes in the amenity of journeys; and
  - changes in access for NMUs to the outdoors.

- 9.1.10 Paths used by NMUs are important because they can provide access to local countryside and more remote areas on foot, bike or horse; opportunities for long-distance travelling; safe, non-motorised access to shops, places of business and schools; and opportunities to integrate access and land management.
- 9.1.11 The use of paths can help to improve health, reduce social exclusion and, unlike other modes of transport, generally has few associated costs (e.g. fuel, travel tickets). A good path network can also inspire visitors to enjoy the outdoors and to visit places of landscape, historical and wildlife interest. This can encourage financial expenditure and support the local rural economy. Furthermore, well planned paths can potentially assist landowners and farmers to successfully integrate recreational use with land management operations.
- 9.1.12 In accordance with SNH guidance on EIA (SNH, 2013), an assessment specifically considering the impacts on access to outdoor areas has been undertaken and is included in this chapter with reference to Chapter 8 (People and Communities - Community and Private Assets) as required. This draws on the findings of the DMRB assessment of impacts on NMUs and community access.

### **Vehicle Travellers**

#### View from the Road and Lay-bys

- 9.1.13 For the purposes of this assessment, the view from the road is defined as the extent to which vehicle travellers are exposed to different types of scenery while travelling on the proposed scheme. In areas of high quality scenic landscape, the road may allow travellers to appreciate their location in relation to distinctive landscape features by creating appropriate views. Views from a road may potentially help to alleviate driver stress, although views are not considered in the driver stress assessment. Conversely, where views from a road are restricted by new construction, this may create monotonous conditions for the driver.

#### Driver Stress

- 9.1.14 For the purposes of assessment, driver stress is defined as the mental and physiological effects experienced by a driver using a road network. Factors influencing the level of driver stress include the road layout and geometry, surface riding characteristics, junction frequency and the speed and flow per lane. In general, drivers will choose the route that they believe to give the shortest reliable journey time, taking account of expected variability and coping with associated stress.
- 9.1.15 The three main components of driver stress are frustration, fear of a potential accident and uncertainty of the route which is being followed (Highways Agency et. al., 1993b). These components are discussed below:
- Frustration: caused by a driver being unable to drive at a desired speed based on the road conditions. Frustration levels increase as travelling speed falls relative to expectation.
  - Fear of Potential Accident: the main factors leading to this are the presence of other vehicles, inadequate sight distances and the likelihood of pedestrians stepping on to the road. Other factors include complex junctions and roundabouts, and poorly maintained road surfaces. Fear is highest when speeds, flows and the proportion of heavy vehicles are all high.
  - Route Uncertainty: caused primarily by signage that is inadequate for the individual's purposes. Poor lighting may also cause uncertainty as turnings and junctions may not be seen in advance.

## **9.2 Approach and Methods**

### **Non-Motorised Users (NMUs)**

#### Study area

- 9.2.1 The study area for the assessment of impacts on NMUs includes paths within 500m of the proposed scheme. However, the assessment was also informed by consideration of the wider area, which is particularly important in identifying potential limitations to accessing outdoor areas.

### Baseline Conditions

9.2.2 Baseline data were collected through desk-based studies, consultation and site survey:

#### *Desk-based Assessment*

In line with IAN 125/09 and DMRB (Highways Agency et al., 1993), the desk-based assessment consisted of a review of the following resources:

- A review of digital Ordnance Survey (OS) Maps.
- Review of aerial photography provided by Transport Scotland (BLOM Survey, 2013).
- A review of relevant local plans and strategies:
  - TAYplan: Strategic Development Plan (2016-2036) (TAYplan, 2017);
  - Perth & Kinross Council (PKC) Local Development Plan (PKC, 2014); and
  - PKC Core Paths Plan (PKC, 2012).
- A web based search to identify:
  - existing and proposed paths (recreational and functional), and rights of way used by pedestrians, cyclists and equestrians;
  - key views and areas of scenic quality from the existing A9;
  - outdoor access facilities as specified in Appendix 5, Table 1 of 'A Handbook on Environmental Impact Assessment' (SNH, 2013);
  - area based facilities (e.g. parks, Munro mountains, local open spaces, inland lochs and reservoirs, woodlands and linear facilities (e.g. paths, rights of way, cycleways); and
  - public transport links including bus and train routes.

#### *Site Walkover and Surveys*

9.2.3 To verify the baseline data collected through desk-based assessment and consultation, surveys of identified NMU routes were undertaken in June and November 2016 by environmental specialists.

#### *Consultation*

9.2.4 Consultation with the following organisations has been considered in the assessment:

- consultation with the Environmental Steering Group (including PKC and SNH);
- PKC (Stakeholder consultation meeting September 2016); and
- British Horse Society (August 2016).

9.2.5 Consultation with various stakeholders (including PKC, CNPA, Sustrans, British Horse Society, ScotWays and Cycle UK) also took place through the A9 Dualling NMU Forum in May 2016. Information gained from stakeholders during these discussions was used to inform the baseline in this assessment and is recorded in the NMU Forum Reports (Capital Value and Risk; 2016). Two dedicated NMU Workshops were held in April 2016 (attended by PKC, CNPA, Sustrans, British Horse Society, ScotWays, John Muir Trust and Cycle UK) and June 2017 (attended by PKC, CNPA, Sustrans, British Horse Society, ScotWays and Cycling UK) These consultations were valuable in developing the detailed baseline compiled for this assessment, which required identification of routes and area based facilities used by NMUs, and determining their amenity value.

9.2.6 In addition to the NMU Forums and NMU Workshop, a public exhibition took place in Pitlochry in November 2016 for the preferred option announcement and drop in sessions took place in Pitlochry in March 2017. These sessions provided an opportunity for the public to view and comment on the emerging proposed scheme design. Consultation with the Accessibility Forum (including People

Friendly Design and Mobility and Access Community for Scotland (MACS)) took place in March 2017 to ensure accessibility is fully considered within the design.

- 9.2.7 The consultation process informed the identification of potential conflict areas between NMUs and the proposed scheme. Further information on the consultation process is provided in Chapter 7 (Consultation and Scoping) and supporting Appendix A7.2 (Summary of Consultation Responses).

#### *Number and Type of User*

- 9.2.8 DMRB guidance recommends the use of origin/destination surveys where *'travel patterns [of pedestrian and other users] are complex and a scheme could have a major impact'*. These surveys could include the use of 'counts' to provide information including numbers and types of user.
- 9.2.9 As noted in paragraphs 9.1.6 to 9.1.8, the Land Reform (Scotland) Act 2003 imposes certain requirements on local authorities in terms of maintaining public access. In addition, Scottish Planning Policy (SPP) (Scottish Government, 2014) aims to maintain, enhance and promote access to open space, recreation opportunities and amenities and improve access for NMUs. It is therefore considered that regardless of levels of use and types of user, all routes should be maintained and/or improved where practicable. Origin/destination surveys were therefore not undertaken for the purposes of this assessment as based on the Land Reform (Scotland) Act 2003 and SPP, levels of usage should not influence path sensitivity.
- 9.2.10 For this assessment, the type of user (including use by vulnerable users) was determined from information provided during consultation with relevant bodies, the site survey undertaken in June 2016 and the NMU and Accessibility Audit undertaken as part of DMRB Stage 3 to verify the baseline.

#### Impact Assessment

- 9.2.11 The assessment of the potential impacts of the proposed scheme on NMUs was undertaken with reference to DMRB Volume 11, Section 3, Part 8 (Highways Agency et. al., 1993a) and SNH guidance on EIA (SNH, 2013), specifically Appendix 5: Outdoor Access Assessment.
- 9.2.12 The approach and method used includes assessment of impacts on those using:
- paths (journey length and amenity); and
  - area based facilities and community land (including ease of access and amenity).
- 9.2.13 The potential impact of the proposed scheme on NMUs was determined by considering changes in both journey length and amenity using the approach detailed below. Impacts on NMUs accessing the outdoors are also considered as described in paragraph 9.2.29.
- 9.2.14 The significance of potential impacts on NMUs was determined as a function of sensitivity and magnitude, as specified below. Unless otherwise stated, impacts are considered to be adverse. An assessment of residual impacts of the proposed scheme is also provided, taking into account the mitigation measures identified in Section 9.5 (Mitigation).

#### *Sensitivity*

- 9.2.15 In recognition of the duties placed on local authorities by the Land Reform (Scotland) Act 2003 (refer to paragraphs 9.1.6 to 9.1.8), sensitivity was determined primarily based on importance (the level of formal recognition of a pathway) rather than on numbers of users. However, the sensitivity criteria were refined to take account of the types of main user (e.g. some pedestrian footpaths are considered to be more sensitive than cyclist routes).
- 9.2.16 Table 9.1 outlines sensitivity criteria applied in this assessment. Where a path or community land could be attributed to more than one category (e.g. a core path may also be a claimed right of way) the highest sensitivity rating was applied.



**Table 9.1: Sensitivity criteria**

Sensitivity	Characteristics/types of NMU routes and Community Land
High	Vindicated rights of way* Asserted rights of way* Core paths/proposed core paths Nationally important community land (e.g. national parks, Munro mountains, national nature reserves)
Medium	Claimed rights of way* National Cycle Routes Regionally important community land (e.g. Country Parks, forests, smaller hills such as Corbetts and Grahams)
Low	Local routes/other paths outwith above categories Locally important community land (e.g. local parks and playing fields)

\*Note: a definition of vindicated, asserted and claimed rights of way is provided in paragraph 9.3.7.

9.2.17 Community facilities used by vulnerable groups, such as schools, care homes and doctors' surgeries, where applicable, have been identified in Chapter 8 (People and Communities - Community and Private Assets) and are shown on Figure 8.1. The sensitivity rating of paths known to be used by vulnerable groups, such as those which serve these types of community facilities were reviewed. Where applicable, the sensitivity was adjusted using professional judgement to take into consideration the vulnerability of the users. Table 9.11 lists and describes the paths in the study area, and also notes which paths are known routes for vulnerable users.

*Changes in Journey Length and Accessibility*

9.2.18 Changes in journey length can result from direct impacts (e.g. closure of paths/cycleways and/or diversion routes as a result of the proposed scheme) or indirect impacts (e.g. as a result of increases in traffic flows on roads crossed by or adjacent to paths, which may result in NMUs deciding to use an alternative route).

9.2.19 Desk-based assessment, consultation and on-site verification were used to identify where paths currently cross the existing A9 (marked as 'Crossing Points' or 'CP' on Figure 9.1). These crossing points helped to identify potential impacts on paths as a result of the proposed scheme (i.e. paths which could be severed or lose sections of their length). The existing journey lengths for paths were derived from the PKC Core Path Plan, Rights of Way data from ScotWays and local paths identified by Jacobs and through consultation. Where possible, alternative routes for the affected paths were defined in order to maintain a link between potential origin and destinations and a comparative journey length calculated using GIS. All paths where a change in journey length was anticipated as a result of the proposed scheme were marked as Journey Length Assessment (JLA) points, as shown on Figure 9.2.

9.2.20 NMUs may be deterred from making trips along or across existing roads which are likely to be more heavily used by traffic in the first full year of operation (2026) and therefore alternative routes may be taken. In accordance with DMRB, changes in traffic flows based on Average Annual Daily Traffic over 18 hours (AADT18) are reported for the first full year of operation (2026) with and without the proposed scheme.

9.2.21 Taking into account guidance provided in DMRB and SNH (SNH, 2013), criteria were developed to determine magnitude of impact resulting from changes to journey length as shown in Table 9.2.

**Table 9.2: Magnitude of impact criteria for changes to journey length**

Magnitude	Characteristics
High	500m or greater of closure or loss of NMU route. Alteration of a route to nationally important community land. Alteration to a route regularly used by vulnerable users.
Medium	250 to <500m of closure or loss of NMU route. Alteration of a route to regionally important community land
Low	100 to <250m of closure or loss of NMU route. Alteration of a route to locally important community land
Negligible	<100m of closure of NMU route.

9.2.22 The significance of impacts on journey length was then determined using the matrix in Table 9.3.

**Table 9.3: Significance of impact on journey length**

Magnitude \ Sensitivity	Magnitude			
	Negligible	Low	Medium	High
High	Slight	<b>Moderate</b>	<b>Moderate/Substantial</b>	<b>Substantial</b>
Medium	Negligible/Slight	Slight	<b>Moderate</b>	<b>Moderate/Substantial</b>
Low	Negligible	Negligible/Slight	Slight /Moderate	<b>Moderate</b>

9.2.23 For the purposes of this assessment, impacts were considered to be ‘significant’ in the context of the EIA Regulations where the assessment results indicated impacts of **Moderate** or higher significance. Significant impacts are shown in bold throughout the chapter.

*Changes in Amenity*

9.2.24 The amenity of a journey is defined in DMRB as ‘*the relative pleasantness of a journey*’. This relates in particular to the exposure of NMUs to traffic and associated noise, air quality and safety aspects. Visual impacts and path/cycleway widths are also considerations. It is acknowledged that any changes in amenity would be subjective. However, for the purposes of this assessment it has been assumed that where NMUs would experience a reduction in traffic or road-related noise, and/or reduction in visual impact and/or improvement in air quality, there would be a possible perceived improvement in amenity. Conversely, an increase in any such traffic or road-related impacts or a possible perceived reduction in safety has been assumed to constitute a reduction in amenity. Therefore, changes in amenity were considered where:

- existing paths would be crossed by the proposed scheme;
- traffic flows would potentially affect paths along a NMU route or at a crossing point;
- noise and air quality on existing paths would potentially significantly increase or decrease; or
- the proposed scheme would be visible from existing paths.

9.2.25 In line with DMRB guidance, the assessment of change to amenity on NMU routes does not make use of sensitivity or magnitude criteria, or an assessment matrix to determine significance of impacts. Impact significance is determined qualitatively, using professional judgement and taking into account the magnitude of change with respect to existing views, air quality, traffic flows and noise levels. Taking into account SNH guidance on outdoor access (SNH, 2013), this assessment also considers amenity impacts on community land and/or outdoor based facilities.

9.2.26 Full landscape, visual, air quality and noise assessments are reported in Chapters 13 (Landscape), 14 (Visual), 16 (Air Quality) and 17 (Noise and Vibration) respectively. Traffic data were obtained from the strategic traffic model for the proposed scheme and Average Annual Daily Traffic over 18 hours (AADT18) reported for the first full year of operation (2026) with and without the proposed scheme. It is important to note that traffic flows provided in this chapter only relate to sections of the selected road where paths intersect, and are therefore not necessarily representative of the full length of the road. Community severance resulting from increased traffic flows is assessed separately in Chapter 8 (People and Communities - Community and Private Assets).

9.2.27 The significance of impact criteria for change in amenity are described in Table 9.4.

**Table 9.4: Significance of impact on amenity**

Significance	Characteristics
Substantial	Where there is a substantial change in the existing view and/or air quality and/or a major change in noise levels and/or substantial change in traffic flows resulting in change in safety.
Moderate	Where there is moderate or noticeable change in the existing view and/or air quality and/or a moderate change in noise levels and/or moderate change in traffic flows resulting in change in safety.
Slight	Where there is slight or barely perceptible change in the existing view and/or air quality and/or a slight change in noise levels and/or slight change in traffic flows resulting in change in safety.
Negligible	Very little or no discernible change from baseline conditions equating to a no-change situation.

*Overall Impacts on NMUs (Journey Length and Amenity)*

9.2.28 To determine overall significance of impacts on NMUs, the significance for changes in journey length and amenity were considered together using professional judgement. Overall significance was determined based on these two factors having an equal weighting of importance. Where an impact is only identified for one factor, the degree of overall significance was reduced accordingly.

*Access to Outdoor Areas*

9.2.29 The objective of the outdoor access assessment is to determine any likely significant effects on access to the outdoors (SNH, 2013). This includes the ability to make use of an outdoor area or path and the ease with which access can be gained. The assessment was undertaken for linear and area based facilities identified in the DMRB assessment as outlined above.

**Vehicle Travellers (View from the Road and Lay-bys)**

9.2.30 The view from the road assessment was undertaken in accordance with the guidance provided in DMRB Volume 11, Section 3, Part 9: Vehicle Travellers (Highways Agency et. al., 1993b). The view from the road assessment takes into account the types of scenery or landscape character, the extent to which travellers using the proposed scheme would be able to view the scene, the quality of the landscape and features of particular interest or the prominence of the view and the sequence in which they are seen. Whilst DMRB Volume 11 does not specifically require an assessment of the sequence in which views are perceived by travellers, this has been included as the unfolding experience of the journey is considered to be an important factor in helping to determine whether and to what degree changes are beneficial or not.

9.2.31 DMRB Volume 11, Section 3, Part 9 requires consideration of ‘any especially good or bad potential views along the route’. To this end the assessment considers the scenic quality of views – i.e. the attractiveness of the landscape as determined through professional judgement by the combination of elements such as landform, water, ground cover/vegetation and built development. In order to systematically record this, the quality of the visual experience of the landscape through which the existing A9 and the proposed scheme pass was considered. Both the immediate landscape and wider surrounds were taken into account to determine value as being high, medium or low. This involved consideration of the landscape character, the presence of designated landscapes (such as National Scenic Areas) and the scenic quality of the landscape.

9.2.32 The extent to which travellers will be able to perceive the landscape will vary with the relative level of the road, surrounding topography and vegetation. The categories used in assessing this are:

- no view – road in very deep cutting or contained by earth bunds, environmental barriers or adjacent structures;
- restricted view – road in frequent cuttings, or with deep cuttings across slopes, with frequent environmental barriers or adjacent structures blocking the view;
- intermittent view – road generally at grade but with shallow cuttings, environmental barriers or structures at intervals; and
- open view – road generally at grade or on embankment with views extending over the wider landscape or only restricted by existing landscape features.



9.2.33 The assessment also considered the presence of features which might be of particular interest or prominence within the view. These may include natural landmarks such as hills, watercourses, distinctive stands of trees or manmade elements such as built heritage features which provide visual interest and/or a point of reference associated with the journey being undertaken.

Study Area

9.2.34 The study area for the assessment of changes to views from the road was defined as the route of the existing A9 and the proposed scheme. As the proposed scheme is a dualling of the existing road, a direct comparison between the existing A9 and the proposed scheme could be made.

Baseline Conditions

9.2.35 The identification of the character and scenic qualities of the landscape through which the existing A9 and the proposed scheme passes was established as part of the landscape assessment (Chapter 13: Landscape).

9.2.36 Additional baseline data were collected through desk-based studies including the following:

- review of aerial photography to identify existing planting, earthworks and landform;
- review of web-based panoramic photographs, road cameras and 3D imagery to understand the level of screening provided by existing vegetation, earthworks and landform; and
- a web-based search to identify keys views and areas of scenic quality from the existing A9.

9.2.37 The extent of the views was established as part of the field studies undertaken for the landscape and visual assessments (Chapters 13 and 14 respectively) and identification of where views of the surrounding scenery/landscape are possible and the duration of these views as part of the journey.

9.2.38 To verify the desk-based assessment results in relation to view from the road, a site survey was undertaken in June and July 2016. The site survey consisted of driving along the A9 in both directions to identify areas of likely changes due to revised earthworks and realigned local roads.

Impact Assessment

9.2.39 DMRB Volume 11, Section 3, Part 9, does not set out any criteria for the assessment of sensitivity, magnitude or significance of changes to the view from the road. Typical key criteria developed for use in this assessment are included in Tables 9.5 to 9.7. The assessment is not formulaic and the tables only indicate general criteria for assisting in determining impact significance. Significance is determined based on professional judgement applied to each scenario.

*Sensitivity Evaluation*

9.2.40 The criteria used for evaluation of sensitivity of existing views from the A9 take into account the character and quality of the existing scenery and the degree to which it would be visible, taking into account the categories of views experienced, as detailed in Table 9.5.

**Table 9.5: Sensitivity criteria for the existing views from the road**

Sensitivity	Criteria
High	The traveller experiences extensive views of a high quality landscape, area of unique landscape character, or prominent features of particular interest.
Medium	Traveller experiences partial/ intermittent views of a high quality landscape (or extensive views of a medium quality landscape), area of unique/distinctive landscape character, or features of interest.
Low	Traveller experiences views of low quality landscape/unremarkable or degraded landscape character, or has heavily restricted views/no view of surrounding landscape regardless of quality.

*Magnitude of Change*

9.2.41 The magnitude, of change to views from the road as result of the proposed scheme in comparison to the existing views from the A9 was evaluated in accordance with the criteria in Table 9.6. The nature of the change can be adverse or beneficial.

**Table 9.6: Magnitude criteria for view from the road**

Magnitude	Criteria
High	A major alteration in views from the road such that the driving experience is significantly affected.
Medium	An alteration in views from the road such that the driving experience would be diminished or enhanced – but to a minor degree.
Low	Minimal alteration in views from the road such that there would be a perceptible change but this would not significantly affect the driving experience either positively or negatively.
Negligible	Very little appreciable change in views from the road and not considered to have any noticeable effect on the driving experience.

*Impact Significance*

9.2.42 Significance of impacts on views from the road was determined through consideration of both the sensitivity of the receptors and the magnitude of change as a result of the proposed scheme. Significance is defined as being Negligible, Slight, Moderate or Substantial, as well as being either adverse or beneficial as shown in Table 9.7. Where an impact of **Moderate** significance or greater is identified, this is considered to be a significant impact in the context of the EIA Regulations.

**Table 9.7: Impact significance criteria for view from the road**

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

9.2.43 In terms of view from the road, mitigation is predominantly incorporated into the design (through refinement of the alignment and earthworks, and landscaping) and therefore potential changes to views from the road before mitigation are not considered in the assessment. However, because planting mitigation proposals are not considered to be fully effective during the winter of the opening year, as it takes time for the planting to become established, this period can be considered similar to a scenario without mitigation planting. Therefore, both views from the road at winter year of opening and summer 15 years later (when mitigation planting is fully effective) are reported.

## Vehicle Travellers (Driver Stress)

### Study Area

9.2.44 The study area for driver stress is the same as that for view from the road, as described above.

### Baseline Conditions and Impact Assessment

9.2.45 Driver stress was assessed in accordance with DMRB Volume 11, Section 3, Part 9 (Vehicle Travellers) (Highways Agency et al., 1993b), using a three-point descriptive scale of high, moderate and low rather than assigning significance. This assessment is based on estimating the average peak hourly flow per lane in ‘flow units’ and the average journey speed of each section of the road. Flow units are calculated whereby a car or light van is equal to one flow unit and a commercial vehicle is equal to three flow units. Traffic speed is based on average speed of traffic, excluding delays at downstream junctions.

9.2.46 Driver stress during construction was based on traffic volumes for first full year of operation of 2026 and assumed one lane in each direction will be in operation and vehicle speed will be restricted to 40mph. The assessment of driver stress during proposed scheme operation was undertaken based on the difference between traffic flows without the proposed scheme and those with the proposed scheme for a design year (2041).

9.2.47 Tables 9.8 and 9.9 present the guidance provided by DMRB on the appropriate category of stress levels for varying flow, speed and standard of road for single carriageway and dual carriageway roads respectively. The categories only apply to those sections of road where traffic flows and speeds are known for over 1km of the route.

**Table 9.8: Driver stress levels on single carriageways**

Average peak hourly flow per lane (flow units/hour)*	Average journey speed km/h		
	Under 50	50-70	Over 70
Under 600	high**	moderate	low
600-800	high	moderate	moderate
Over 800	high	high	high

**Table 9.9: Driver stress levels on dual carriageways**

Average peak hourly flow per lane (flow units/hour)*	Average journey speed km/h		
	Under 60	60-80	Over 80
Under 1200	high **	moderate	low
1200-1600	high	moderate	moderate
Over 1600	high	high	high

\* A car or light van equals one flow unit. A commercial vehicle (>1½ tonnes unladen weight) or public service vehicle equals 3 flow units.

\*\* ‘moderate’ in urban area.

9.2.48 Forecast traffic composition and speeds, used as the basis for the numerical assessment of driver stress, were derived from the A9 Dualling Traffic Model (A9DTM15). This utilises the forecast demands from the Transport Model for Scotland (TMfS14) as issued 9 December 2016, for the first year of the full programme operation (2026) and the design year (2041). This is the version of the traffic model being used for the DMRB Stage 3 appraisal of all projects in the A9 corridor. Driver stress was considered taking into account the relative change in traffic levels for the design year (2041), either with (Do-Something) or without (Do-Minimum) the proposed scheme. As noted in Chapter 5 (The Proposed Scheme), the traffic data used include an assumption of the wider A9 dualling being completed, to represent a worst-case scenario in terms of traffic numbers.

9.2.49 The three main components of driver stress are identified in paragraph 9.1.15. To support the A9 Dualling Programme Case for Investment (Transport Scotland, 2016b), Transport Scotland commissioned research which considered the impact of a lack of guaranteed overtaking opportunities

on the A9 between Perth and Inverness on levels of driver frustration. This work concluded that there were a number of factors that contribute to driver frustration on this route, in particular:

- not being able to drive at the desired speed;
- whether there is on-coming traffic; and
- the number of HGVs in the platoon ahead.

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

#### **Limitations to Assessment**

9.2.51 The journey length assessments in this chapter rely on the accuracy of the baseline data provided by consultees in relation to lengths of paths, for example PKC supplied the GIS shapefiles for the core paths in the study area.

9.2.52 Journey lengths are calculated using GIS on discrete sections of the NMU routes affected rather than the entire length, and are not intended to be representative of the entire NMU route.

9.2.53 The locations of temporary construction activities are not known at this stage and therefore the assessment of construction impacts of the proposed scheme was based on general assumptions about the location and intensity of construction activities.

### **9.3 Baseline Conditions**

#### **Non-Motorised Users (NMUs)**

9.3.1 The crossing points and paths used by NMUs within the study area are described in this section and have been assigned a project specific reference, e.g. Path 72. These are listed in Table 9.10 and Table 9.11 respectively and are also shown on Figure 9.1.

#### Core Paths

9.3.2 Core paths may include the following: public rights of way, footpaths, tracks, cycle tracks, paths which are, or may be, covered by path agreements or path orders under the Land Reform (Scotland) Act 2003 (Sections 20 and 21), waterways, or other means by which persons may cross land. The core path network is meant to cater for all types of users including walkers, cyclists, horse riders, canoeists and people with disabilities, and is a key part of outdoor access provision. The majority of the core paths are situated around communities and are valued by both locals and tourists.

9.3.3 As set out in paragraph 9.1.7, local authorities have a duty to prepare a Core Paths Plan under the Land Reform (Scotland) Act 2003. In establishing the Core Paths Plan consideration of likely usage and desirability of paths is balanced with landowner interests. The local authority responsible for access within the study area is PKC.

9.3.4 The PKC Core Paths Plan was adopted on 25 January 2012 and aims to satisfy the basic needs of local people and visitors for general access and recreation, and provide links to the wider path network (PKC, 2012). Path 72 for example forms part of the Rob Roy Way, one of Scotland's Great Trails (SNH, 2016).

9.3.5 There are 20 core paths in the study area, as shown on Figure 9.1 and described in Table 9.11. Photographs 9.1 and 9.2 show of the two core paths (Path 82 and Path 85) in the study area.



**Photograph 9.1: Killiecrankie path (Path 82) along Foss Road**



**Photograph 9.2: Clunie Footbridge over Loch Faskally linking NMUs to CP05 and CP06, Path 85**





### Public Rights of Way

- 9.3.6 A public right of way is a defined route which has been used by the general public for at least 20 years and which links two public places (usually public roads). Public rights of way vary from long hill routes (often historical drove or kirk roads) to local routes or as shortcuts to shops, schools and other local amenities.
- 9.3.7 ScotWays maintains the National Catalogue of Rights of Way (CROW), in partnership with SNH. In addition, many local authorities also have their own records. CROW classifies rights of way into three status categories:
- vindicated – routes declared to be rights of way by the courts or through another legal process;
  - asserted – routes which have been accepted as rights of way by the landowner or where local authorities have indicated that they would take legal action to protect them if necessary; and
  - claimed – other routes which appear to meet the common law conditions necessary to be regarded as rights of way, but which have not been formally vindicated or asserted.
- 9.3.8 Access along public rights of way is protected by the Countryside (Scotland) Act 1967, Section 46, requiring the local authority to 'assert, protect and keep open and free from obstruction or encroachment any public rights of way'. Diversions can be considered if the proposed diversion is deemed suitable by the planning authority.
- 9.3.9 There are two paths designated as public rights of way in the study area, as shown on Figure 9.1 and described in Table 9.11.

### Local Paths

- 9.3.10 Unlike core paths and public rights of way, local paths hold no statutory designation. Local paths can be pavements adjacent to roads or off-road paths. Photograph 9.3 shows one of the local paths in the study area.
- 9.3.11 There are 15 local paths within the study area, as shown on Figure 9.1 and described in Table 9.11.

**Photograph 9.3: Local path 76a alongside the existing A9 between Pitlochry Festival Theatre and Core Path 76**



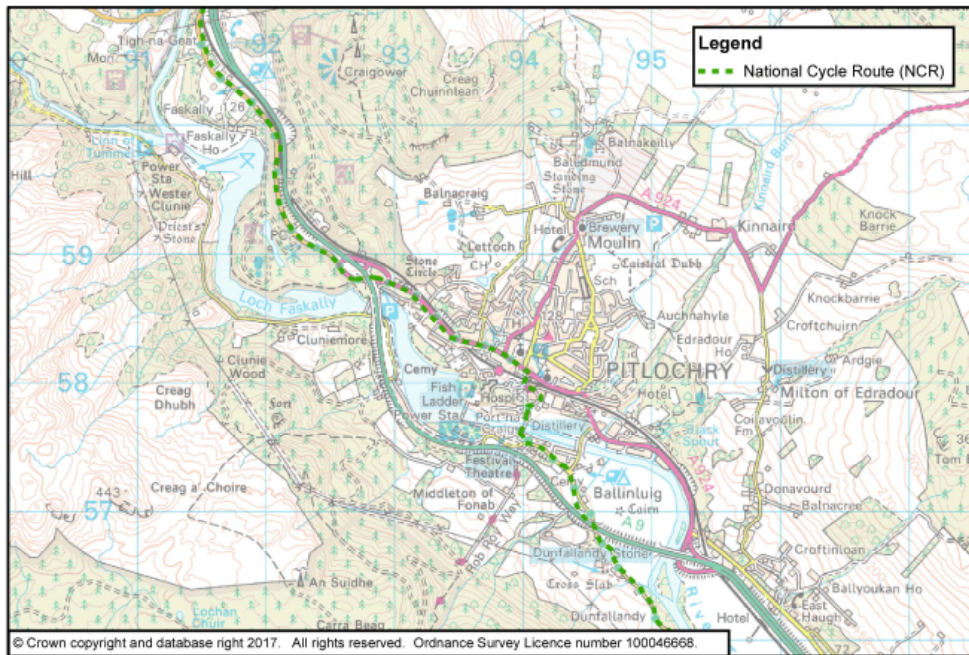
### National and Regional Cycle Routes

- 9.3.12 The National Cycle Network is a UK network of cycle routes (national and regional) and was created by Sustrans. The routes are a combination of pedestrian routes, disused railways, minor roads, canal towpaths and traffic calmed routes. National Cycle Routes (NCRs) and Regional Cycle Routes (RCRs) can also be designated as core paths or public rights of way. National Cycle Routes form part of the

National Long Distance Cycling and Walking Network, a National Development in the Scottish Government's Third National Planning Framework.

- 9.3.13 There are two National Cycle Routes (NCR 7 and NCR 77) within the study area, as shown on Figure 9.1, Image 9.1 and in Table 9.11. NCR 7 links Sunderland and Inverness and between Glasgow and Inverness, it forms part of the Lochs and Glens (North) route. NCR 77 forms the 'Salmon Run' National Cycle Route between Dundee and Pitlochry. Within the study area, NCR 77 shares the same route as NCR 7. No Regional Cycle Routes are located within the study area.

**Image 9.1: Route of NCR 7 and NCR 77 through study area**



Existing A9 NMU Crossing Points

- 9.3.14 The assessment identified seven existing crossing points (CP) of the A9 used by NMUs within the study area. These are detailed in Table 9.10 (refer to Table 9.11 for details of paths described and Figure 9.1 for locations of crossing points and paths; photographs and images are also provided below). Where a crossing point has been scoped out of the assessment, it is greyed out in Table 9.10 with an explanation in the description.

**Table 9.10: NMU crossing points within study area**

Reference	Main Users*	Crossing Type	Description	Baseline Amenity **
<b>CP01</b> (Figure 9.1 sheet a, ch0)	Pedestrians	Grade separated	A site visit confirmed that the level crossing of the Highland Main Line Railway at Dalshian has been stopped up thereby severing Path 68 at this location. CP01 has therefore been scoped out of the assessment as NMUs can no longer use Path 68 to travel between East Haugh House Hotel and the River Tummel.	'Sheep creep' under dualled section of the existing A9. NMUs experience noise from traffic using the A9.
<b>CP02</b> (Figure 9.1 sheet a and Photograph 9.4, ch930)	Pedestrians	Grade separated	NMUs cross underneath the existing A9 at the River Tummel using Path 69.	Dirt track underneath A9, views of large bridge structure and the tree-lined watercourse. NMUs experience noise from traffic using the A9.
<b>CP03</b> (Figure 9.1 sheets a-b and Photograph 9.5, ch1550)	Cyclists	Grade separated	Cyclists cross underneath the existing A9 using the Foss Road Underbridge to the north of Dunfallandy House Hotel and Home Farm. The crossing provides part of the route for NCR 7/77.	Single track road under A9 with no dedicated NMU provision. Whilst there is maintenance hardstanding between the road and the underbridge at this section, this is not specifically for NMUs and is limited to the immediate vicinity of the underbridge. NMUs experience noise from traffic using the A9.
<b>CP04</b> (Figure 9.1 sheet b and Photograph 9.6, ch2420)	Pedestrians Cyclists Equestrians	At-grade	NMUs cross the existing A9 via an at-grade crossing to the south of Pitlochry. The crossing provides part of the route for Path 72 and is also part of the 'Rob Roy Way' walking route.	No dedicated NMU provision, NMU route crosses the existing A9 at-grade. NMUs experience noise from traffic using the A9 and have to negotiate fast moving traffic to cross the road where traffic flows are approx. 9,650 AADT. Good visibility of approaching traffic at this crossing.
<b>CP05</b> (Figure 9.1 sheets b-c and Photograph 9.7, ch4210)	Pedestrians Equestrians	Grade separated	NMUs cross underneath the existing A9 via Path 82 underneath the Clunie Underbridge on the south side of Loch Faskally. The crossing provides part of the route for NMUs using Path 82 and Path 85.	Segregated NMU provision alongside Clunie-Foss Road. NMUs experience noise from traffic using the A9.
<b>CP06</b> (Figure 9.1 sheet c, and Photograph 9.8, ch4330)	Pedestrians Equestrians	Grade separated	NMUs cross underneath the existing A9 via Path 84 underneath the Clunie Underbridge on the north side of Loch Faskally. The crossing provides part of the route for NMUs using Path 84 and Path 85.	Dirt track underneath A9, views of large bridge structure and the tree-lined watercourse. NMUs experience noise from traffic using the A9.
<b>CP07</b> (Figure 9.1 sheet c, and Photograph 9.9, ch4510)	Cyclists	Grade separated	Cyclists cross underneath the existing A9 via the Craighulan Underbridge using the A924 on NCR 7.	NCR 7 is on road along the A924 which is national speed limit in places and crosses underneath the existing A9. There is a footpath running alongside the A924 for pedestrians. NMUs experience noise from traffic using the A924 and the A9.

\* Although predominant users of the paths are identified, it should be noted that access is not limited to a single user group.

\*\* Traffic Flows are AADT 18hr, 2026 without the proposed scheme.



**Photograph 9.4: Tummel Underbridge location of existing crossing point CP02, Path 69**



*Image from Google Street View captured October 2008 © 2017 Google*

**Photograph 9.5: Foss Road Underbridge location of existing crossing point CP03, NCR 7**



**Photograph 9.6: At grade crossing forming part of the Rob Roy Way, CP04, Path 72**



*Image from Google Street View captured April 2015 © 2017 Google*

**Photograph 9.7: Clunie Underbridge location of existing crossing point CP05, Path 82**



Photograph 9.8: Core path (Path 84) under Clunie Road Bridge on north side of Loch Faskally, location of crossing point CP06



Photograph 9.9: Craighulan Underbridge location of existing crossing point CP07, NCR7



*Image from Google Street View captured May 2015 © 2017 Google*



**Table 9.11: Path network within study area**

Reference	Designation	Main Users*	Description	Access to Outdoor Link**	Baseline Journey Length (m)	Baseline Amenity***
NCR 7/77 Figure 9.1 (sheets a-b)	National Cycle Routes NCR 7 and NCR 77	Cyclists	Within the study area, NCR 77 shares the same route as NCR 7 from the southern end of the study area along Foss Road crossing the existing A9 via the Foss Road Underbridge at CP01 before following Ferry Road then terminating on Perth Road in Pitlochry. NCR 77 is known as the 'Salmon Run', running between Dundee and Pitlochry and NCR 7 is a long distance cycle route linking Sunderland and Inverness.	Provides access to the River Tummel.	2,710	Within the study area NCR 77 passes through both rural and urban settings and is on road including along Foss Road on which vehicles may travel at speeds of up to 60mph on certain sections. Users experience traffic noise both from local road and also on approach to existing A9.
NCR 7 Figure 9.1 Photographs 9.5, 9.8	National Cycle Route NCR 7	Cyclists	From the end point of NCR 7/77, NCR 7 is on road along the A924, which goes through Pitlochry and crosses underneath the existing A9 at the Craighulan Underbridge (CP07) to the north of Loch Faskally. North of the A9/A924 junction, NCR 7 is on road along the B8019.	Provides access to Faskally Wood.	4,705	Within the study area NCR 7 passes through both rural and urban settings and is on road the along the A924 on which vehicles may travel at speeds of up to 60mph on certain sections. Along the A924 between Pitlochry and Pitlochry north junction, traffic flows are approx. 3,200 AADT and along the B8019 traffic flows are approx. 1,300 AADT. Users experience traffic noise both from A924 and also on approach to existing A9. A924 is used by HGVs travelling between Shierglas quarry and Pitlochry north junction.
68 Figure 9.1 (sheet a)	Local Path (non-designated)	Pedestrians	Path 68 is a non-paved track that provides NMU accesses along the River Tummel. Links into Path 69.  Following site visit, it has been confirmed that the level crossing of the Highland Main Line Railway at Dalshian has been stopped up thereby severing Path 68 at this location. CP01 has therefore been scoped out of the assessment as NMUs can no longer use Path 68 to travel between East Haugh House Hotel and the River Tummel.	Provides access to the River Tummel.	1,107	Dirt/grass track through fields providing access from Pitlochry South junction to River Tummel. Traffic noise from A9 is evident.

Reference	Designation	Main Users*	Description	Access to Outdoor Link**	Baseline Journey Length (m)	Baseline Amenity***
69 Figure 9.1 (sheet a) Photograph 9.14	Local Path (non-designated)	Pedestrians Equestrians	Path 69 is a non-paved track that provides NMU access underneath the existing A9 at CP02. Links into Path 68.	Provides access to the River Tummel.	1,200	Unsurfaced road segregated from existing A924/A9 slip road providing access from A924 to farmland on south side of existing A9. Traffic noise from A9 is evident.
70 Figure 9.1 (sheet b)	Local Path (non-designated)	Pedestrians	Path 70 is pavement alongside a local road in Pitlochry. Provides NMUs with access across the River Tummel via the Aldour Bridge and provides a link between NCR 7/77 and Path 71.	Provides access to the River Tummel and the sports field on the north side of the River Tummel.	318	Segregated pavement alongside Bridge Road in Pitlochry. Traffic noise from A9 and local road is evident.
71 Figure 9.1 (sheet b)	Core Path PLRY/55	Pedestrians (expected to be used by vulnerable users such as children to access the sports field and play area)	Path 71 is known as the Riverside path and connects Tummel Crescent to Bridge Road at the Aldour Bridge.	Provides access to the sports field on the north side of the River Tummel and also to children's play area adjacent to Tummel Crescent.	573	Tree-lined dirt path alongside River Tummel accessed via Tummel Crescent at western end and steps down from Bridge Road at eastern end.
72 Figure 9.1 (sheet b) Photograph 9.6	Core Path PLRY/6 Right of Way TP56	Pedestrians Cyclists Equestrians	Path 72 is known as the Clunie Path, forming part of the Rob Roy Way, and connects Foss Road, Pitlochry to Strathtay via Middleton of Fonab. The path crosses the A9 at-grade at CP02.	Provides access to the sports field on the north side of the River Tummel and also to children's play area adjacent to Tummel Crescent.	1,018	Within the study area the path is surfaced, passing through agricultural fields and woodland. Traffic noise from A9 is evident.
73 Figure 9.1 (sheets b-c)	Local Path (non-designated)	Pedestrians	Path 73 provides a connection from Path 70 at Middleton of Fonab northwards to join the local road that passes underneath the existing A9 at the Clunie Underbridge.	No direct access to the outdoor areas listed in Section 9.3.	2,923	Within the study area the path is a surfaced local access road, passing through agricultural fields and woodland. Traffic noise from A9 is evident.

Reference	Designation	Main Users*	Description	Access to Outdoor Link**	Baseline Journey Length (m)	Baseline Amenity***
74, NCR 7/77 Figure 9.1 (sheet b)	Core Path PLRY/110 National Cycle Route NCR 7 (NCR 77)	Pedestrians Cyclists (though must dismount across bridge)	Path 74, NCR 7/77 forms part of the Killiecrankie & Clunie Paths and connects Tummel Crescent to Port-na-Craig Road via Tummel footbridge. Also forms part of the Rob Roy Way.	Provides access to the River Tummel. The path also forms part of the Rob Roy Way (Perth and Kinross Council, 2012).	233	Scenic pedestrian footbridge across River Tummel.
75 Figure 9.1 (sheets b-c)	Core Path PLRY/4 Right of Way TP40	Pedestrians	Path 75 forms part of the A924 via Cuilic Brae to Lower Drumchorry.	No direct access to the outdoor areas listed in Section 9.3.	218	Within the study area the path leads from the A924 across an uncontrolled level crossing of the Highland Main Line Railway then along a quiet surfaced residential access road bordered by trees and residential properties.
76 Figure 9.1 (sheets b-c)	Core Path PLRY/30	Pedestrians	Path 76 is known as the Killiecrankie Path and connects Port-na-Craig to Foss Road.	Provides access to the River Tummel and Loch Faskally.	1,245	Surfaced route along Port-na-Craig Road to Port-na-Craig dam unsegregated in parts, before heading along Pitlochry fish ladder and through woodland next to Loch Faskally to join Foss Road. Traffic noise evident on approaching A9.
76a Figure 9.1 (sheet b) Photograph 9.3	Local Path (non-designated)	Pedestrians	Path 76a connects Pitlochry Festival Theatre to Path 76	Provides access to Loch Faskally	806	Paved, segregated route along Foss Road then adjacent to A9. Low amenity value due to proximity of fast moving traffic along existing A9 carriageway. No vehicle restraint system between path and existing A9 in place along approx. 350m of route but kerb and verge of approx. 5m in place. Towards northern end of route approaching Foss Road, vehicle restraint system in place between existing A9 and NMU path.
77 Figure 9.1 (sheet b)	Core Path PLRY/56	Pedestrians	Path 77 is a riverside path and connects Pitlochry Dam east to Moulin Burn.	Provides access to the River Tummel.	577	Tree lined path alongside River Tummel.
78 Figure 9.1 (sheet b)	Core Path PLRY/109	Pedestrians	Path 78 forms part of the Killiecrankie & Clunie paths and connects Tummel Crescent to A924 via Burnside Road.	No direct access to the outdoor areas listed in Section 9.3.	348	Tree lined path alongside River Tummel. Traffic noise evident on approaching A9.
79 Figure 9.1 (sheet b)	Core Path PLRY/108	Pedestrians	Path 79 is known as the Pitlochry Dam linking path.	Provides access to the River Tummel and Loch Faskally.	202	Paved path across Pitlochry Dam. Views of tree-lined Loch Faskally and River Tummel
80 Figure 9.1 (sheets b-c)	Core Path PLRY/65	Pedestrians	Path 80 is known as the Lochside path and connects Port-na-Craig dam to Lagreach Brae. Links into Paths 75 77, 79 and 84 and NCR 7	Provides access to Loch Faskally.	1,062	Quiet rural recreational pathway alongside tree-lined Loch Faskally from Pitlochry Dam leading to segregated pavement through new residential development at Lagreach Brae.

Reference	Designation	Main Users*	Description	Access to Outdoor Link**	Baseline Journey Length (m)	Baseline Amenity***
81 Figure 9.1 (sheets b-c)	Local Path (non-designated)	Pedestrians	Path 81 is a short woodland track that links into Path 73 and Path 83.	No direct access to the outdoor areas listed in Section 9.3.	948	Woodland path along unsurfaced estate tracks. Traffic noise evident on approaching A9.
82 Figure 9.1 (sheets b-c) Photographs 9.1, 9.7	Core Path PLRY/106	Pedestrians Equestrians	Path 82 forms part of the Killiecrankie Path and connects Balmore to Clunie Footbridge. The path provides a crossing point of the existing A9 via the road underneath the Clunie Underbridge at CP05.	Provides access to Loch Faskally.	570	Paved, segregated route along Foss Road, tree-lined except for southern end adjacent to existing A9. Users experience traffic noise from A9.
82a Figure 9.1 (sheets c-d)	Local Path (non-designated)	Pedestrians Equestrians	Path 82a forms part of the Killiecrankie Path and connects Clunie Footbridge to the Clunie Underbridge via a local road. Links to Path 82 and 98	Provides access to Loch Faskally and the River Tummel.	1,339	Unsegregated route along the road between Clunie Underbridge. The road travels through woodland with occasional views of the River Tummel through the trees. Traffic noise from vehicles travelling along the road and when approaching existing A9.
83 Figure 9.1 (sheets b-c)	Local Path (non-designated)	Pedestrians	Path 83 is a short woodland track that links into Path 73 and Path 81.	No direct access to the outdoor areas listed in Section 9.3.	1,369	Woodland path along unsurfaced estate tracks. Traffic noise evident on approaching A9.
84 Figure 9.1 (sheets b-c)	Core Path PLRY/19	Pedestrians	Path 84 is known as the Bealach Path along Loch Faskally (north). It connects Clunie Bridge Road to Loch Dunmore. The path provides a crossing point of the existing A9 via the Clunie Underbridge at CP05. Provides links to Paths 80, 85, 86, 87, 87a and 91.	Provides access to Loch Faskally, Dunmore Hill and Faskally Wood.	2,234	Unsegregated route along Clunie Bridge Road before becoming quiet rural recreational pathway through Faskally Wood. Traffic noise from vehicles when approaching existing A9.
84a Figure 9.1 (sheets b-c)	Local Path	Pedestrians	Path 84a is a short woodland track that provides and alternative route for part of Path 84 along Loch Faskally.	Provides access to Loch Faskally and Faskally Wood.	915	Quiet rural recreational pathway through Faskally Wood. Minimal traffic noise from existing A9.
85 Figure 9.1 (sheet c) Photograph 9.2	Core Path PLRY/111	Pedestrians Cyclists (though must dismount across bridge)	Path 85 is the Clunie Footbridge over Loch Faskally. The path links NMUs to CP05 and CP06 via Path 82 and Path 84.	Provides access to Loch Faskally and Faskally Wood.	148	Scenic footbridge across Loch Faskally. Traffic noise from existing A9.
86 Figure 9.1 (sheet c)	Core Path PLRY/105	Pedestrians	Path 86 is a circular path south of Loch Dunmore picnic site. Provides links to Paths 84, 88 and 89.	Provides access to Dunmore Hill and Faskally Wood (including picnic site).	887	Quiet rural recreational pathway through Faskally Wood. Traffic noise is evident on approaching A9.

Reference	Designation	Main Users*	Description	Access to Outdoor Link**	Baseline Journey Length (m)	Baseline Amenity***
87 Figure 9.1 (sheet c)	Local Path (non-designated)	Pedestrians	Path 87 provides a link to Loch Dunmore and Dunmore Hill. Provides links to Path 84 and 87a.	Provides access to Loch Dunmore, Faskally Wood and Dunmore Hill.	445	Quiet rural recreational pathway through Faskally Wood. Minimal traffic noise from existing A9.
87a Figure 9.1 (sheet c)	Local Path (non-designated)	Pedestrians	Path 87a provides a circular walk around Loch Dunmore. Provides links to Paths 84 and 87.	Provides access to Loch Dunmore	754	Quiet rural recreational pathway through Faskally Wood providing circular route around Loch Dunmore. Minimal traffic noise from existing A9.
88 Figure 9.1 (sheet c)	Local Path (non-designated)	Pedestrians	Path 88 is a short woodland track to the east of Loch Dunmore. Links Paths 86 and 89.	Provides access to Loch Dunmore.	234	Quiet rural recreational pathway through Faskally Wood. Minimal traffic noise from existing A9.
89 Figure 9.1 (sheet c)	Local Path (non-designated)	Pedestrians	Path 89 is a short woodland track that runs parallel to Path 91 and connects into Paths 86, 88 and 90.	Provides access to Loch Dunmore.	769	Quiet rural recreational pathway through Faskally Wood. Traffic noise from existing A9.
90 Figure 9.1 (sheet c)	Local Path (non-designated)	Pedestrians	Path 90 is a short woodland track that leads from Loch Faskally in the west and connects into Paths 89 and 91	Provides access to Loch Faskally.	472	Quiet rural recreational pathway through Faskally Wood providing access to Loch Faskally. Minimal traffic noise from existing A9.
91 Figure 9.1 (sheets c - d)	Core Path PLRY/59	Pedestrians	Path 91 is a riverside path is known as the Bealach Path and runs from Loch Dunmore to Garry Bridge. Provides links to Paths 84, 90 and 97.	Provides access to Loch Dunmore and the River Garry.	678	Quiet paved road between Loch Dunmore in Faskally Wood and the Fisheries Laboratory next to the River Garry. Traffic noise from existing A9.
92 Figure 9.1 (sheet c)	Core Path PLRY/66	Pedestrians Equestrians	Path 92 is part of the Killiecrankie & Craigower Paths. Links into Paths 75, 93 and 94.	Provides access to the Tay Forest Park (Craigower).	141	Within the study area Path 92 is a dirt path alongside Pitlochry Golf Course then through forestry and scrub before joining Path 94, a forestry access track. This path is used by equestrians to access Tay Forest Park (Craigower) (pers. comms, BHS, 2016). Traffic noise is evident on approaching A9.
93 Figure 9.1 (sheet c)	Core Path PLRY/33	Pedestrians Cyclists Equestrians	Path 93 is known as the Craigower Path and is a summit circuit. Links into Paths 92 and 94	Provides access to the Tay Forest Park (Craigower).	260	Within the study area Path 93 is a forestry access track. This path is used by equestrians to access Tay Forest Park (Craigower) (pers. comms, BHS, 2016). Traffic noise is evident on approaching A9.
94 Figure 9.1 (sheets c - d)	Core Path PLRY/100	Pedestrians Cyclists Equestrians	Path 94 is part of the Killiecrankie & Craigower Paths. Links into Paths 92, 93 and 96.	Provides access to the Tay Forest Park (Craigower).	2,136	Within the study area Path 93 is a forestry access track. This path is used by equestrians to access Tay Forest Park (Craigower) (pers. comms, BHS, 2016). Traffic noise from A9 is evident.



Reference	Designation	Main Users*	Description	Access to Outdoor Link**	Baseline Journey Length (m)	Baseline Amenity***
95 Figure 9.1 (sheet c)	Local Path (non-designated)	Pedestrians	Path 95 is a local access track through the Tay Forest Park (Craigower) that provides NMU access for the Balnacraig School Outdoor Centre to the slip road for the A924 from the existing A9. Connects into Path 96.	Provides access to the Tay Forest Park (Craigower).	1,259	Quiet rural forestry access track through Tay Forest Park (Craigower). Traffic noise from A9 is evident.
96 Figure 9.1 (sheets c - d)	Local Path (non-designated)	Pedestrians	Path 96 is a local access track through the Tay Forest Park (Craigower) that provides NMU access to the slip road for the A924 from the existing A9 via the Faskally Cottages. Connects into Paths 94 and 95.	Provides access to the Tay Forest Park (Craigower).	1,586	Quiet rural forestry access track through Tay Forest Park (Craigower). Traffic noise from A9 is evident.
97 Figure 9.1 (sheets c - d)	Core Path PLRY/59	Pedestrians	Path 97 is also known as the Bealach Path. Provides access from Loch Dunmore to Garry Bridge. Links to Paths 91 and 99.	Provides access to the River Garry.	1,943	Quiet, tree lined recreational pathway alongside River Garry. Traffic noise from A9 is evident.
98 Figure 9.1 (sheet d)	Core Path KCKI/19	Pedestrians	Path 98 is also known as the Killiecrankie Path. Provides access from the Clunie Underbridge via Linn of Tummel to Garry Bridge. Links to Path 82a	Provides access to the River Garry.	959	Quiet, tree lined recreational pathway alongside River Garry. Traffic noise from A9 is evident.
99 Figure 9.1 (sheet d)	Core Path KCKI/50	Pedestrians	Path 99 is also known as the Bealach Path. Provides access from the Garry Bridge to Killiecrankie Visitor Centre in the Cairngorms National Park. Links to Path 97.	Provides access to the River Garry.	422	Quiet, tree lined recreational pathway alongside River Garry. Traffic noise from A9 is evident.

\* Although predominant users of the paths are identified, it should be noted that access is not limited to a single user group.

\*\* Refer to Chapter 8 (People and Communities: Community and Private Assets) and Figure 8.1 for further details on community facilities.

\*\*\* Traffic Flows are AADT 18hr, 2026 without the proposed scheme.

Access to Outdoors Areas

9.3.15 Outdoor areas comprise local open space and green space that are used by the public for recreational purposes. For further details of community land reference should be made to Chapter 8 (People and Communities: Community and Private Assets). The key outdoor areas considered within this assessment are listed below:

- Area based facilities:
  - All public parks;
  - Carra Beag Hill (Figure 9.1b);
  - Dunmore Hill (Figure 9.1c);
  - Faskally Wood (including picnic site) (Figure 9.1c);
  - Loch Dunmore (Figure 9.1c);
  - Loch Faskally (Figure 9.1b-c);
  - the River Garry (Figure 9.1d);
  - the River Tummel (Figure 9.1d);
  - sports field on north side of the River Tummel (Figure 9.1b); and
  - Tay Forest Park (Craigower) (Figure 9.1c);
- Linear access facilities:
  - All rights of way, core paths and local paths as identified in Table 9.11;
  - NCR 7/77 as identified in Table 9.11; and
  - NCR 7 as identified in Table 9.11.

9.3.16 The NMU paths that provide access to these outdoor areas are listed in Table 9.11 and shown on Figure 9.1.

Public Transport

9.3.17 Local bus services that operate in the study area are operated by Elizabeth Yule (Monday to Saturday) and Stagecoach Perth. Long distance bus services are operated by Citylink, National Express and Fisher Tours. Table 9.12 provides detail in relation to the itinerary of these services, correct as of December 2016.

**Table 9.12: Key bus services within the study area**

Service No.	Operator	Origin	Destination	Routes	Frequency (times a day)
82	Elizabeth Yule	Pitlochry	Kinloch Rannoch	B8019/A924	3 services in each direction (Mon – Sat)
87	Elizabeth Yule	Pitlochry Festival Theatre	Old Struan Road	B8079/B8019/A924	5 services in each direction (Mon – Sat)
887	Elizabeth Yule	Pitlochry	Blair Atholl and Kinloch Rannoch	B8079/B8019/A924	1 service round trip (Mon-Fri)
83	Stagecoach Perth	Pitlochry Festival Theatre	Calvine	Festival Theatre, Fishers Hotel	3 services in each direction. (Sun)
24	Stagecoach Perth	Perth	Pitlochry	C503/A924	1 hourly Monday-Saturday, less frequent on Sundays.
27	Stagecoach Perth	Perth	Pitlochry	C503/A924	1 hourly Monday-Saturday, less frequent on Sundays.

Service No.	Operator	Origin	Destination	Routes	Frequency (times a day)
M90	Citylink	Edinburgh	Inverness	A9	Approximately once every 2 hours in each direction. (Direct service)
M91	Citylink	Edinburgh	Inverness	A924/A9	Approximately once every 2 hours in each direction. (Stopping service)
G10	Citylink Gold	Glasgow	Inverness	A9	5 daily services in each direction.
NX 588	National Express	London	Inverness	A924/A9	2 daily services in each direction.
223	Fishers Tours	Arbroath	Pitlochry	A924	1 return journey every second week.
226	Fishers Tours	Arbroath	Fort William	A924/A9	1 return journey every second week.
228	Fishers Tours	Arbroath	Inverness	A924/A9	1 return journey every second week.
242	Fishers Tours	Forfar	Fort William	A924/A9	1 return journey every second week.
244	Fishers Tours	Forfar	Inverness	A924/A9	1 return journey every second week.
259	Fishers Tours	Glenrothes	Pitlochry	A924	1 return journey every second week.
267	Fishers Tours	Cupar	Inverness	A924/A9	1 return journey every second week.

9.3.18 There are a number of bus stops located within the existing A9 Pitlochry to Killiecrankie project extents as shown on Figure 9.1. A total of 21 bus stops were observed from mapping at the following locations:

- two on General Wade's Military Road in Dalshian;
- 17 within the town of Pitlochry; and
- two on the B8019 adjacent to Faskally Caravan Park.

9.3.19 No formal bus stops were identified along the existing A9 within the study area.

9.3.20 Formal bus stop infrastructure is present at all bus stops within the town of Pitlochry. This generally consists of a bus stop flag. In addition, Pitlochry Railway Station is the terminus for several bus services.

9.3.21 Consultation with stakeholders, including bus/coach operators, during the A9 Dualling Programme: Public Transport Strategy (Transport Scotland, 2015b) did not identify any pedestrian access issues or requirement for additional lay-bys or bus stops along the route.

9.3.22 The Highland Main Line railway runs between Perth and Inverness through the study area with a railway station in Pitlochry as shown on Figure 8.1b.

### **Vehicle Travellers**

#### Views from the Existing A9 and Lay-bys

9.3.23 The existing A9 runs through the Lower Highland Glen Landscape Character Area (LCA) as defined in the A9 Dualling SEA. This LCA is subdivided into the following Local Landscape Character Areas: (LLCAs) Strath Tummel LLCA, Strath Tummel: Pitlochry LLCA (Settlement) and Pass of Killiecrankie LLCA, which are shown on Figure 13.2. Further description of the landscape baseline of the area is contained in Chapter 13 (Landscape). Views from the existing A9 are shown on Figure 9.3.

#### *Strath Tummel LLCA (ch0 to ch3050)*

9.3.24 The sensitivity of this LLCA is considered to be high, with no significant detractors to its scenic quality.

9.3.25 The road is dualled at the start of this stretch of the A9 with the railway line running parallel to the A9 on the northbound side. The railway line crosses under the A9 heading towards Pitlochry prior to the A9 crossing the River Tummel. Views to the northbound side are open overlooking large areas of grass fields towards woodland on hills. Views to the southbound side are also primarily open and overlook medium sized grass fields towards settlements and shelterbelts. Beyond Ballyoukan (ch0)

there is an attractive view west of the shingle banks and the curving River Tummel, with wooded slopes beyond. Northwards the view ahead is closed by the Drumcherry fields above Pitlochry and by Craigower. As the road crosses the Tummel near Dunfallandy (ch1000) there is an open primary view (as identified in the A9 Dualling Strategic Environmental Assessment (SEA)) looking north towards Pitlochry and the Atholl Palace Hotel (within the Strath Tummel: Pitlochry LLCA (Settlement)) surrounded by woodland with the bare slopes of Ben Vrackie beyond (Photograph 9.10). This view continues intermittently until it is blocked by woodland (ch2200) around Pitlochry Festival Theatre.

**Photograph 9.10: View of the road crossing the River Tummel near Dunfallandy**



*Image from Google Street View captured September 2016 © 2017 Google*

- 9.3.26 Views continue to remain open on both sides before becoming restricted along the northbound side from a roadside cutting and vegetation and along the southbound side from roadside trees at Milton of Fonab. Travelling past Milton of Fonab (ch1800), views to the northbound side are restricted by woodland closing in on shallow cutting. To the southbound side views open up over medium sized grass fields (ch1800 to ch2250) and distant wooded hills where the existing A9 passes the southern edge of Strath Tummel: Pitlochry LLCA (Settlement). On the approach to the Foss Road junction (ch2700) there is a section of close-boarded timber fence close to the road along the southbound side (ch2400 to ch2700). These views are dominated by mature trees close to the roadside and the wooded peaks ahead. As the route passes Pitlochry views are restricted by roadside woodland to the northbound side and also restricted along the southbound side by roadside planting, hedgerow and trees, screening Fonab Castle Hotel (ch2900) (Photograph 9.11).

**Photograph 9.11: Views of roadside planting screening Fonab Castle Hotel**



*Image from Google Street View captured September 2016 © 2017 Google*

9.3.27 Travelling southbound on approach to the Foss Road junction (ch2700), there is a glimpsed view of Ben Vrackie in the distance before views become restricted by close boarded timber fence close to the roadside and by woodland screening Port-na-Craig (ch2600) on the southern edge of Strath Tummel: Pitlochry LLCA (Settlement). Views to the northbound side are restricted by roadside cutting and vegetation. Views on the southbound side then open up looking north and east across the wider landscape on the southbound approach to Milton of Fonab. Views on the northbound side remain restricted by roadside cutting and vegetation. Properties at Milton of Fonab/Ballinluig and surrounding trees are visible on the southbound side before the view then becomes restricted by roadside trees. Continuing southbound from Milton of Fonab (ch1800), the view remains restricted on both sides by roadside vegetation and by cutting on the northbound side. The view ahead is of Meall Mor and neighbouring hills. Where the road passes Dunfallandy (ch1500) views become open on the southbound side looking north across fields towards Atholl Palace Hotel and Ben Vrackie beyond and north-east towards Tom Beithe and other neighbouring hills. Views on the northbound side also become open towards Mains of Dunfallandy and the forest clad slopes of Dunfallandy Hill beyond. Where the road crosses the River Tummel (ch1000) there are attractive views north and south along the river, taking in shingle banks and wooded valley slopes. The view ahead is along the strath. After crossing the River Tummel (where the existing dualled section of the A9 begins) the view remains open on the northbound side across fields on the strath floor towards Dunfallandy Hill. The view on the southbound side is towards Westhaugh of Dalshian and the surrounding woodland before becoming intermittent due to the roadside woodland screening.

*Views from Existing A9 Lay-bys: Strath Tummel LLCA (ch0 to ch3050)*

9.3.28 The locations of the two existing A9 lay-bys in the Strath Tummel LLCA are indicated on Figure 9.3b and the existing views from each lay-by are described in Table 9.13.

**Table 9.13: Existing lay-bys within Strath Tummel LLCA**

Lay-by No.	Chainage	Existing views
1	ch1950	Attractive open views across Pitlochry to distant woodland and hills on the southbound side (Photograph 9.12). Views on the northbound side are restricted by shallow cutting and scrub vegetation.
2	ch2200	Attractive open view towards hills beyond Pitlochry on the southbound side. Pitlochry screened from view by shelterbelt woodland along the edge of Fonab Cemetery. View on the northbound side restricted by shallow cutting and scrub vegetation.

**Photograph 9.12: Lay-by Ref no 1**



*Image from Google Street View captured September 2016 © 2017 Google*

*Pass of Killiecrankie LLCA (ch3050 to end of proposed scheme)*

9.3.29 The sensitivity of this LLCA is considered to be high, with no significant detractors to its scenic quality.



- 9.3.30 Any potential views from the road of the Pitlochry Dam and Loch Faskally travelling northbound are restricted by roadside woodland, however, as the road curves to the north, framed views of the wooded slopes and rocky outcrops of Craigower are experienced ahead. This view ahead continues intermittently until it opens up as the road crosses Loch Faskally at Clunie Road Bridge (Photograph 9.13) briefly allowing open panoramic views of a predominantly strong woodland character towards Tay Forest Park and hills beyond. To the southbound side, the Green Park Hotel fronts the waterside. To the northbound side, mature mixed woodland comes down to the water's edge; the woodland curves round to the north and the wooded slopes of Creag Dhubh close the spectacular view.

**Photograph 9.13: Views overlooking Loch Faskally towards Tay Forest**



*Image from Google Street View captured September 2016 © 2017 Google*

- 9.3.31 North of the bridge, the road enters a wooded section where views from the road become restricted on either side (ch4350 to ch6000). Views reopen in the region of Faskally Caravan Park allowing attractive, scenic views of the wooded slopes of Torr an Eas and the hills beyond to the northbound side. Views to the southbound side here look across the open fields at the foot of Craigower. The view ahead is towards Craig Fonvuick (Photograph 9.14).

**Photograph 9.14: View towards Craig Fonvuick**



*Image from Google Street View captured September 2016 © 2017 Google*

- 9.3.32 This location is the confluence of the Rivers Tummel and Garry (ch6400) but this is not visible from the road. There are brief views on the northbound side along the wooded valley of the Tummel and to the railway.
- 9.3.33 Travelling southbound from where the dualled section of road ends, travellers gain short range views across the fields at the foot of Craigower on the southbound side and looking across the railway line and Faskally Caravan Park towards the wooded slopes of Torr an Eas and the hills beyond on the

northbound side. Views then become restricted on both sides by woodland. The forest clad slopes of Carra Beag are visible ahead. Views remain restricted on both sides by coniferous woodland on the approach to where the road crosses Loch Faskally at Clunie Underbridge (ch4300). From the bridge, there is an open view of the loch, surrounding woodland and the Green Park Hotel at the water's edge (Photograph 9.15). To the northbound side travellers gain a view of the loch and the mature mixed woodland that extends to the water's edge.

**Photograph 9.15: Southbound view overlooking Loch Faskally towards the Green Park Hotel**



*Image from Google Street View captured September 2016 © 2017 Google*

9.3.34 South of the bridge, the view becomes restricted on both sides by roadside woodland. The view ahead is towards Carra Beag. Tall roadside conifers continue to block views on both sides before the view opens slightly on the southbound side due to the wide grass verge where the road passes Balmore (ch3800 to ch3300). Views on the northbound side remain restricted by woodland. As the road passes the southern end of Loch Faskally, any potential views on the southbound side of the road of Pitlochry Dam are restricted by roadside woodland as the road curves south-east. There is a glimpsed view of Fonab Castle Hotel (ch3100) before the view becomes restricted by a dense hedge. Views on the northbound side remain restricted by mixed species roadside woodland throughout this section of road.

*Views from existing A9 lay-bys: Pass of Killiecrankie LLCA (ch3050 to end of proposed scheme)*

9.3.35 The locations of the two existing lay-bys in the Pass of Killiecrankie LLCA are indicated on Figure 9.3d and the existing views from each lay-by are described in Table 9.14.

**Table 9.14: Existing lay-bys within Pass of Killiecrankie LLCA**

Lay-by No.	Chainage	Existing views
3	ch6300	Attractive open views across Faskally towards the wooded slopes of Torr an Eas and the hills beyond on the northbound side. Attractive short range open views across open fields towards the wooded rising Craigower hillside.
4	ch6600	Open view on the northbound side looking north-west towards the wooded slopes of Craig Fonvuick. View on the southbound side restricted by roadside trees.

**Driver Stress**

9.3.36 Current levels of driver stress for the section of the A9 corridor between Pitlochry and Killiecrankie have been identified as moderate to low in accordance with the methodology set out in DMRB Volume 11, Section 3, Part 9 (Highways Agency et al., 1993b). Average peak hourly flows and driver stress levels for the existing road corridor in 2015 are shown in Table 9.15.

**Table 9.15: Driver stress levels on existing road network (2015)**

Link description	Direction	Road class	Average peak hourly flow per lane (flow units/hour)	Average vehicle speed (km/h)*	Driver stress
<b>A9 corridor</b>					
Pitlochry to Killiecrankie	northbound	Single Carriageway	564	81	low
	southbound		779	83	moderate

\*The average speed will be influenced by the presence of Average Speed Cameras along the single carriageway sections of the existing A9

- 9.3.37 The A9 Dualling Programme Case for Investment states that conditions along the single carriageway sections of the A9 between Perth and Inverness, including “*slow moving vehicles, the build-up of platoons and the restriction of travel speed to well below desired levels*” (Transport Scotland, 2016b), are contributing to driver frustration.
- 9.3.38 Therefore, for the purpose of this DMRB Stage 3 assessment and taking into Transport Scotland guidance on driver frustration identified in the A9 Dualling Programme Case for Investment, driver stress levels on the existing road network have been assessed as moderate for both northbound and southbound travellers between Pitlochry and Killiecrankie.

## 9.4 Potential Impacts

- 9.4.1 Potential impacts of the proposed scheme on NMUs and vehicle travellers are described in this section. These are impacts that could occur in the absence of mitigation as set out in Section 9.5 (Mitigation). However, it should be noted that the proposed scheme assessed within this chapter is the result of an iterative design process which incorporated provision for maintaining and enhancing NMU journeys and takes into account the objectives for access provision set out in the A9 Dualling NMU Access Strategy (Transport Scotland, 2016a). As such, the proposed scheme already includes embedded mitigation including underpasses (identified in Table 9.16), footpaths (shown on Figure 9.2) and landscape planting (shown on Figure 13.5). Further details of embedded mitigation are provided in Section 9.5 (Mitigation) and Chapter 4 (Iterative Design Development).
- 9.4.2 The potential impacts identified in this section are therefore those that remain following the incorporation of embedded mitigation and for which specific mitigation measures to further reduce impacts (such as signage) are identified in Section 9.5 (Mitigation). Potential impacts on amenity value are based on the worst case scenario, i.e. winter year of opening. Following establishment of mitigation planting, amenity impacts for some NMU routes are expected to reduce as set out in Table 9.17.

### Non-Motorised Users (NMUs)

- 9.4.3 This section describes the potential impacts on NMUs identified as being significant according to the criteria set out in Section 9.2 (Approach and Methods). Full details of potential impacts on NMUs are described in Appendix A9.1 (Impact Assessment for NMU Routes and Access to Outdoor Areas).

#### Footpaths/Cycleways and Other Routes

##### *Construction*

- 9.4.4 During construction of the proposed scheme, disruption of NMUs using paths within the immediate vicinity is anticipated due to temporary severance and diversions. Most of the paths identified as being affected by construction activities are those that intercept the proposed scheme or the roads connecting to the proposed scheme (refer to Table 9.10).
- 9.4.5 During the construction period, pedestrians and other NMUs have the potential to be disrupted by:
- temporary diversions of paths and cycleways which may increase journey time;
  - removal of existing at-grade crossing;
  - creation of new paths and cycleways;

- construction traffic on local roads which may create busier crossing points;
- location of site compounds on recreation areas which would reduce accessibility;
- impacts on the amenity value of the path and cycleway network due to noise, dust, and also visual intrusion of the works which could lead to temporary severance where construction works disrupt or deter NMUs from using paths and residents from accessing local facilities; and
- disruption of local bus services, for example, changes in journey times.

9.4.6 The above potential impacts are described in general terms as they will depend on the detail and timing of activities undertaken by the Contractor which are not available at this time. The temporary disturbance impacts on NMUs during construction are considered to be of **Moderate to Substantial** significance.

*Operation*

9.4.7 The needs of NMUs have been considered throughout the development of the proposed scheme with various access features incorporated into the design to maintain and improve NMU routes.

9.4.8 The proposed scheme includes access provision for NMUs, and as explained in paragraph 9.4.1 this is considered to be 'embedded mitigation' that forms part of the assessed design. The following impact assessment therefore identifies potential impacts that remain during operation despite the embedded mitigation, with specific measures to avoid or reduce these potential impacts identified in Section 9.5 (Mitigation), where appropriate.

9.4.9 In terms of beneficial impacts, the existing A9 within the study area is currently crossed at-grade by NMUs at one location (Path 72, CP04) which, given the high speeds of the traffic (speed limit of 60mph), creates a potentially unsafe environment for both NMUs and vehicle travellers. The underpass provided as part of the proposed scheme will improve general safety for NMUs at this location.

9.4.10 Potential significant impacts on journey length and amenity value are detailed in Table 9.16 and Table 9.17 respectively and summarised in Table 9.18. It should be noted that baseline journey lengths used in this assessment may differ from those shown in Table 9.11 when considering multiple paths used by NMUs to cross the A9.

9.4.11 Full assessment results for NMUs in terms of journey length and amenity value are provided in Appendix A9.1.



**Table 9.16: Potential significant impacts on journey length during operation**

Journey Length Assessment (JLA) ref.	Path ref.	Path type	Crossing point ref.	Potential impacts	Key impact on NMUs	Baseline journey length (m)	Potential new journey length (m)	Potential change (m)	Sensitivity	Potential impact	
										Magnitude	Significance
JLA 2	Path 72	Core path and Right of Way	CP04	Increase in journey length	At-grade crossing stopped up and NMUs redirected under the A9 via newly constructed underpass and realigned path and along new footpath on Foss Road	351	494	+143	high	low	<b>Moderate</b>

**Table 9.17: Potential significant changes in amenity value during operation**

Path ref.	Path type	Crossing point ref.	Potential impact on safety resulting from changes in traffic flows	Potential change			Significance (amenity value)
				Visual	Air Quality	Noise	
NCR 7	National Cycle Route NCR 7	n/a	The difference in traffic levels along Path NCR 7 between do minimum 2026 and do something 2026 are not considered to be significant.	moderate/substantial* (slight/moderate**)	not significant	negligible	<b>Moderate</b>
72	Core Path PLY/6 Right of Way TP56	CP04	The at-grade crossing at CP04 would be stopped up and replaced with an underpass. Increase in NMU safety as NMUs would no longer have to cross the A9 at-grade	moderate (change from at-grade crossing to underpass)	not significant	negligible	<b>Moderate (beneficial)</b>
76	Core Path PLY/30	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	substantial* (moderate**)	not significant	negligible	<b>Moderate</b>
76a	Local Path (non-designated)	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	substantial* (moderate**)	not significant	negligible	<b>Moderate</b>
82	Core Path PLY/106	CP05	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	substantial	not significant	negligible	<b>Moderate/Substantial</b>
84	Core Path PLY/19	CP06	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	substantial* (slight/moderate**)	not significant	negligible	<b>Moderate</b>
85	Core Path PLY/111	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	substantial* (slight/moderate**)	not significant	moderate	<b>Moderate</b>
95	Local Path (non-designated)	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	substantial* (moderate**)	not significant	slight	<b>Moderate</b>
96	Local Path (non-designated)	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	substantial* (moderate**)	not significant	slight	<b>Moderate</b>

\* The visual impact is based on the worst case scenario, i.e. winter year of opening. Following embedded mitigation such as planting, these impacts are expected to decrease by summer 15yrs.

\*\* Potential impact summer 15yrs (Chapter 14: Visual)



9.4.12 Table 9.18 provides a summary of the overall potential impacts on paths where potential significant impacts on either journey length or amenity value were identified in Table 9.16 or 9.17 respectively. As set out in paragraph 9.2.28, potential impacts on journey length and amenity value were then considered together using professional judgement to determine overall potential impacts on NMU paths and where an impact is only identified for one factor, the degree of overall significance was reduced accordingly. Table 9.18 therefore contains NMU paths that may overall, have an impact that is not significant but for which significant impacts were identified in Table 9.16 or 9.17. Path 82 is considered to have significant overall potential impacts due to decreased amenity value as a result of the retaining wall associated with the proposed scheme and the limited opportunity for mitigation.

**Table 9.18: Summary of potential significant impacts on NMU paths (without mitigation) during operation**

NMU Path	Path type	Crossing point	Significance of potential impact		
			Journey length	Amenity value	Overall
NCR 7	National Cycle Route NCR 7	n/a	No change	<b>Moderate</b>	Slight/Moderate
Path 72	Core Path PLRY/6 Right of Way TP56	CP04	<b>Moderate</b>	<b>Moderate (beneficial)</b>	Slight/Moderate
Path 76	Core Path PLRY/30	n/a	No change	<b>Moderate</b>	Slight/Moderate
Path 76a	Local Path (non-designated)	n/a	Negligible	<b>Moderate</b>	Slight/Moderate
Path 82	Core Path PLRY/106	CP05	No change	<b>Moderate/ Substantial</b>	<b>Moderate</b>
Path 84	Core Path PLRY/19	CP06	No change	<b>Moderate</b>	Slight/Moderate
Path 85	Core Path PLRY/111	n/a	No change	<b>Moderate</b>	Slight/Moderate
Path 95	Local Path (non-designated)	n/a	Negligible/Slight	<b>Moderate</b>	Slight/Moderate
Path 96	Local Path (non-designated)	n/a	No change	<b>Moderate</b>	Slight/Moderate

Access to Outdoor Areas

9.4.13 Potential significant construction impacts identified for paths are described in paragraphs 9.4.4 to 9.4.6. The assessment of operational impacts on access to the outdoors is based on the findings of the impact assessment on paths as outlined in Tables 9.16, 9.17 and 9.18.

*Construction*

9.4.14 In the absence of mitigation during construction, potential significant impacts (Moderate or above) would be present for the following outdoor areas during the construction period, however, as set out in paragraph 9.4.6, these potential impacts are described in general terms as they will depend on the detail and timing of activities undertaken by the Contractor which are not available at this time:

- Carra Beag Hill: Users of crossing point CP04 (Path 72) are expected to experience disruption through temporary severance of the crossing points.
- Tay Forest Park: Users of Path 95 are expected to experience disruption through temporary severance and realignment of the path. Tay Forest Park will however still be accessible to NMUs from Pitlochry via Path 75 during construction.

*Operation*

9.4.15 Table 4 in Appendix A9.1 details potential impacts on outdoor access during operation. No potential significant adverse impacts (Moderate or above) are predicted for outdoor access during operation.

### Public Transport

#### *Construction*

- 9.4.16 As identified in Table 9.12, there are a number of bus services that operate within the study area. These services may be disrupted during construction due to temporary traffic management measures and increased traffic on the A9 and surrounding roads.
- 9.4.17 Train services may be disrupted during construction due to activities associated with construction of the bridge structures across the Highland Main Line railway at Dalshian, Pitlochry North Rail Underbridge and Tigh-na-Beithe, however this is not anticipated to be significant. In addition, blasting is anticipated to be required during the construction of the offline section of the proposed scheme at the Pitlochry North Junction and may result in disruption to the Highland Main Line railway.

#### *Operation*

- 9.4.18 There are unlikely to be adverse impacts to bus services during operation. Consultation findings from the A9 Dualling Programme: Public Transport Strategy identified that during operation, “Operators considered that the A9 Dualling would bring major operational benefits, particularly relating to improved safety (as a result of improved overtaking opportunities) and reduced journey times along the route”. The dualling provides an opportunity to improve the overall service offer for passengers living along the route (Transport Scotland, 2015b). Details of both the national and local context for dualling, including safety considerations and improved journey time reliability, are provided in Chapter 2 (Need for the Scheme).
- 9.4.19 It is therefore predicted that there will be a Slight (beneficial) impact on public transport due to a decrease in traffic congestion thereby leading to fewer delays and improved journey times on the A9.
- 9.4.20 No potential impacts on train services during operation are anticipated as a result of the proposed scheme.

### **Vehicle Travellers**

#### View from the Road and Lay-bys

#### *Construction*

- 9.4.21 Potential adverse impacts on drivers' views from the road are predicted due to the visual impact of construction works, including the works themselves and the associated traffic management and temporary signage. The following aspects of the construction phase will have a short-term, non-significant impact on the views from the road:
- removal of vegetation along the A9 corridor, thereby opening views to the wider landscape;
  - vehicles moving machinery and materials to and from the site;
  - machinery, potentially including heavy excavators and earth moving plant;
  - exposed bare earth over the extent of the proposed works;
  - structures, earthworks, road surfacing and ancillary works during construction;
  - temporary soil storage heaps and stockpiles of construction materials;
  - lighting associated with night-time working and site accommodation;
  - temporary works associated with bridge construction operations; and
  - traffic management measures.
- 9.4.22 Traffic that is diverted during this period would experience a temporary alternative view from that of the proposed scheme in the year of opening.

*Operation*

- 9.4.23 Potential impacts on drivers' views from the proposed scheme during operation are described below. All impacts are considered adverse unless otherwise stated. The significance of potential impacts is as reported for winter in the year of opening in Section 9.6 (Residual Impacts). The majority of impacts would be caused as a result of one or more of the following:
- loss of existing vegetation along the A9 corridor;
  - changed appearance of the landform along the road corridor as a result of large scale earthworks and/or rock cuttings and the potential requirement for reinforced slopes and/or retaining structures within the rural landscape;
  - increased extents of road infrastructure including the widened mainline and proposed local access tracks;
  - introduction of SuDS ponds, basins and swales along the route; and
  - introduction of grade separated junctions south and north of Pitlochry, the latter including a new underbridge.
- 9.4.24 The potential impacts on views from the road in the absence of mitigation measures aside from those 'embedded' within the proposed scheme proposals are essentially similar to residual impacts for the winter year of opening before mitigation planting has become established. These impacts are reported in Section 9.6 (Residual Impacts).

Driver Stress

*Construction*

- 9.4.25 Taking cognisance of IAN 125/15, driver stress during construction is assessed. The following traffic flows are based on first full year of operation of 2026, during construction of the works. For the purposes of assessment, it is assumed that lane widths will be reduced to a minimum of typically 3.375m and vehicle speed will be reduced to 40mph (64km/h). Whilst there will be a 40mph (64km/h) speed limit in place, it is assumed that the average vehicle speed will be 58km/h.

**Table 9.19: Driver stress during construction (design year – 2026)**

Link description	Direction	Road class	Average peak hourly flow per lane (flow units/hour)	Average vehicle speed (km/h)	Driver stress
<b>A9 corridor</b>					
Pitlochry to Killiecrankie	northbound	Single Carriageway	822	58	high
	southbound		1,090	58	high

- 9.4.26 Table 9.19 indicates that driver stress during construction will temporarily increase from moderate to high for vehicle travellers on both the northbound and southbound carriageways of the road corridor. This potential increase in driver stress is temporary and would be restricted to particular limited periods within the construction phase.

*Operation*

- 9.4.27 In the absence of the proposed scheme, driver stress is predicted to increase between present day levels and 2041, due to traffic growth. As the road standard does not change, the increased traffic volume can exceed the traffic volume thresholds which apply in the present day assessment, and can result in re-classification of the levels of driver stress.
- 9.4.28 The traffic flows in Table 9.20 are based on the scenario that the existing A9 will remain on its current alignment as a single carriageway i.e. the Do-Minimum scenario.

**Table 9.20: Driver stress in Do-Minimum (design year – 2041), predicted future baseline without proposed scheme**

Link description	Direction	Road class	Average peak hourly flow per lane (flow units/hour)	Average vehicle speed (km/h)	Driver stress
<b>A9 corridor</b>					
Pitlochry to Killiecrankie	northbound	Single Carriageway	768	79	moderate
	southbound		974	82	high

9.4.29 As indicated in Table 9.20, in the absence of the proposed scheme, the level of driver stress experienced by vehicle travellers is predicted to remain moderate for northbound travellers and increase from moderate to high for southbound travellers when compared to driver stress levels on the existing road corridor in 2015 as described in paragraphs 9.3.37 and 9.3.38.

9.4.30 The proposed scheme will be designed to current road design standards and it is considered that aspects of the design may contribute to reducing driver stress during operation, such as:

- improved operational reliability and resilience in respect of maintenance requirements to reduce driver frustration during periods of maintenance; and
- reduction in the frequency and impact of incidents on traffic flow to reduce driver frustration arising from delays due to unplanned events.

9.4.31 The traffic flows in Table 9.21 take into account the upgrade of the A9 to dual carriageway over its entire length between Inverness and Perth. It is anticipated that the A9 Dualling Programme will result in increased traffic flows due to additional traffic being attracted to using the route once the entire Perth to Inverness section is dualled. Table 9.21 indicates that the level of driver stress will decrease for travellers in both the northbound and southbound directions (both from moderate to low) with the proposed scheme in place.

**Table 9.21: Driver stress in Do-Something (design year – 2041), predicted future baseline with proposed scheme**

Link description	Direction	Lane	Road Class	Average Peak Hourly Flow per Lane *	Average Vehicle Speed (km/h)	Driver Stress
<b>A9 corridor</b>						
Pitlochry to Killiecrankie	A9 northbound	Lane 1	Dual Carriageway	700	99	low
		Lane 2		197		
	A9 southbound	Lane 1		896	95	low
		Lane 2		253		

\* Flow per lane is estimated based on 78% for Lane 1 and 22% for Lane 2 using the nearest dual carriageway traffic counter (Pitlochry)

## 9.5 Mitigation

9.5.1 This chapter makes reference to overarching standard measures applicable across A9 dualling projects ('SMC' mitigation item references), and also to project-specific measures ('P04' mitigation item references). Those that specifically relate to Chapter 9 (People and Communities – All Travellers) are assigned an 'AT' reference.

9.5.2 The development of mitigation is based on the approach as described in Planning Advice Note (PAN) 1/2013 (revision 1.0): Environmental Impact Assessment (Scottish Government, 2017), and to meet the legislation requirements of the Equality Act 2010 and the Land Reform (Scotland) Act 2003. Under the Equality Act 2010, it is unlawful for service providers to treat disabled people less favourably than they would treat other people for a reason related to their disability, when offering public services and facilities (including paths and trails). Therefore, where any new path, underpass or access point forms part of the proposed scheme, the requirements of the Equality Act 2010 were taken into account and potential barriers to disabled people such as gradient, verge width, radius of bends and surfacing were considered.

- 9.5.3 The NMU and Accessibility Audit (prepared under the guidance and standards contained in Transport Scotland’s “Cycling by Design 2010) and Roads for All: Good Practice Guide for Roads (2013) publications, was used to help verify, and improve where required, the DMRB Stage 3 design in accordance with the needs of users and best practice standards. Consultation with the Accessibility Forum in March 2017 was also undertaken during the development of the proposed scheme to ensure accessibility was fully considered in the design. However, cognisance was also taken of the existing conditions and current access provision beyond the tie-in of the proposed scheme and due to the rural and the existing topographical constraints, a number of the NMU diversions may not be suitable for disabled users. Furthermore, a number of the existing NMU routes comprise compacted soil or grass surfaces, which in all cases are proposed to be improved, however in most locations it is still not compliant with the standards contained in Roads for All: Good Practice Guide for Roads (Transport Scotland, 2013b). Where the surfaces are not compliant, a Departure from Standard will be necessary and which the proposed scheme will be required to comply with.
- 9.5.4 In addition to the mitigation specific to NMUs, mitigation for other environmental impacts in some cases will have the additional benefit of ameliorating impacts on NMUs, such as proposed landscape planting to provide screening (Chapter 13: Landscape), measures employed to reduce potential noise and improve air quality (Chapter 17: Noise and Vibration and Chapter 16: Air Quality). As reported in Chapter 13 (Landscape), planting would be monitored for a minimum of five years after construction with annual replacement of any failed planting with stock of a suitable age so as to achieve full establishment and the required level of mitigation/impact reduction by summer 15 years after opening.

**Embedded Mitigation**

- 9.5.5 As noted in Section 9.4 (Potential Impacts) and Chapter 4 (Iterative Design Development), the proposed scheme design incorporates embedded mitigation such as underpasses, provision of footpaths/cycleways, and landscape planting to provide screening. Embedded mitigation for road travellers comprises careful consideration of the route alignment, the form and extents of earthworks along the length of the scheme including those associated with junctions and the location of SuDS features. Embedded mitigation forming part of the proposed scheme (as shown on Figure 9.1) specifically related to provision for NMUs comprises:
- New underpass providing a safe crossing point of the A9 for users of the Rob Roy Way (Path 72, CP04) (identified in Table 9.16).
  - NMU route realignments (shown on Figure 9.2 and described in Table 9.22).
  - Enhanced NMU connections to Tay Forest Park (Craigower) (shown on Figure 9.2f).

**Table 9.22: NMU route realignments**

Location (Path ref.)	Main Users*	Description of Realignment Proposed
Path 69	Pedestrians Equestrians	Local path realigned along new access track with a type 1 compacted surface.
Path 72	Pedestrians Cyclists Equestrians	NMUs rerouted via new underpass with appropriate signage provided and a paved surface
Path 76	Pedestrians	Path realigned along new footway with a paved surface.
Path 76a	Pedestrians	Path realigned along new footway in road verge with a paved surface.
Path 95	Pedestrians	NMUs accessing Tay Forest Park (Craigower) to be rerouted from A924 across new bridge, via stairs, with a paved surface, connecting into Path 96 which is unsurfaced.

\* Although predominant users of the paths are identified, it should be noted that access is not limited to a single user group.

**Standard Mitigation**

- 9.5.6 Standard mitigation commitments to mitigate potential impacts on NMUs and Vehicle Travellers during construction are set out in Table 9.23 and Chapter 21 (Schedule of Environmental Commitments). Mitigation measures regarding provision of temporary fences during construction for the health and safety of the public and animals are set out in **Mitigation Item SMC-CP6** (Chapter 21: Schedule of Environmental Commitments).



**Table 9.23: Standard Mitigation Commitments – All Travellers**

Mitigation Item	Description
<b>Standard Construction Mitigation</b>	
<b>SMC-AT1</b>	The construction programme will minimise the length of closures or restrictions of access for NMUs as far as reasonably practicable
<b>SMC-AT2</b>	Where practicable, temporary diversion routes and/or assisted crossings will be provided to maintain safe access for NMUs throughout the construction works. Any closure or re-routing of routes used by NMUs will take cognisance of the 'Roads for All: Good Practice Guides for Roads' (Transport Scotland, 2013). These will be agreed in advance with the relevant local authorities and will be clearly indicated with signage as appropriate.
<b>SMC-AT3</b>	In consultation with the relevant Roads Authority and public transport provider, bus stops affected by the works will be relocated safely with a safe access route provided for NMUs.
<b>SMC-AT4</b>	The Contractor will produce a traffic management plan that will include measures to avoid or reduce disruption to the road traffic, and in accordance with the Traffic Signs Manual (Department of Transport, 2009). The plan will include consideration of the timing of works, the location of haul roads to reduce site traffic on the public roads and a well maintained traffic management system with sweeping of roads to reduce construction debris on the carriageway.
<b>SMC-AT5</b>	Reasonable precautions will be taken by the Contractor to avoid or reduce road closures. One lane in each direction will be provided for A9 traffic during peak hours (Mon to Fri) except in exceptional circumstances and for closures which are pre-approved by Transport Scotland e.g. those required during blasting.
<b>SMC-AT6</b>	Road diversions will be clearly indicated with road markings and signage as appropriate. Any road closures will be notified in advance through road signage and appropriate signage will be provided for the duration of the closure. The Contractor will also be responsible for identifying any notable changes in patterns of road network use during construction, where such changes may cause significant disruption elsewhere (such as drivers re-routing away from the A9), and will review and update traffic management provisions as appropriate in discussion with Transport Scotland.
<b>SMC-AT7</b>	Appropriate lighting will be provided during any necessary night-time working, taking into account the requirements of <b>Mitigation Items SMC-E10 and SMC-LV4</b> .
<b>SMC-AT8</b>	Access for NMUs will be maintained and improved in accordance with the following principles: <ul style="list-style-type: none"> <li>• The requirements of the Equality Act 2010 and 'Roads for All: Good Practice Guides for Roads' (Transport Scotland, 2013) shall be incorporated into the proposed scheme wherever practicable; e.g. any bridges, ramps or footpaths will not present potential barriers to disabled people such as the gradient or surfacing.</li> <li>• NMU access shall be provided in accordance with the objectives set out in the A9 Dualling NMU Access Strategy (Transport Scotland, 2016a).</li> <li>• Surfacing of any new paths including alongside roads will be considered on a case by case basis taking into account factors such as safety, the type of user and should comply with current standards.</li> <li>• Safety of paths will be considered in accordance with the outcome of the Road Restraints Risk Assessment Process and may require provision of barriers.</li> <li>• New cycleways/footpaths will use non-frost susceptible materials to reduce risk of degradation.</li> </ul>

### Specific Mitigation

#### Non-Motorised Users (NMUs)

- 9.5.7 Development of the proposed scheme design has taken into account the need to maintain access for NMUs along and across roads and paths directly affected by the new road infrastructure. The proposed scheme design includes the provision of underpasses and new footways and cycleways which maintain and improve access along NMU routes. This section identifies mitigation measures to avoid or reduce remaining potential impacts.
- 9.5.8 Mitigation proposals (**Mitigation Items P04-AT9 to P04-AT11**) for NMUs are outlined in Table 9.24 and Chapter 21 (Schedule of Environmental Commitments) and illustrated on Figure 9.2.

**Table 9.24: Project specific mitigation for All Travellers.**

Item No.	Location (Path ref.)	Crossing Point	Users	Proposed Mitigation Description
P04-AT9	Path 72	CP04	Pedestrians, Cyclists, Equestrians	New signage to direct NMUs to underpass.
P04-AT10	Path 95 and Path 96	n/a	Pedestrians, Cyclists	New signage to direct NMUs from A924 to Tay Forest Park (Craigower).

Item No.	Location (Path ref.)	Crossing Point	Users	Proposed Mitigation Description
P04-AT11	Path 95 and Path 96	n/a	Pedestrians, Cyclists	Provision of cycle gutter alongside new steps.

### Vehicle Travellers

#### *View from the Road and Lay-bys*

- 9.5.9 Impacts on views from the road can be reduced by the implementation of mitigation measures employed to reduce visual impacts. These are detailed and itemised in Section 13.5 of Chapter 13 (Landscape) and shown on Figure 13.5, and are taken into account in Section 9.6 (Residual Impacts), where applicable.
- 9.5.10 A number of the proposed measures to mitigate landscape, visual and other impacts, would also have an influence on the nature and extent of views from the road. These include the planting of trees and other vegetation to screen views of the road and associated traffic from visually sensitive receptors such as nearby residents or to provide landscape or ecological mitigation.
- 9.5.11 In addition to addressing landscape, ecological and visual impacts, landscape mitigation measures have been developed giving consideration to the views which would be experienced by travellers on the proposed scheme. The planting design has been developed in order to ‘control’ views from the proposed scheme providing travellers with a varied sequence of views of the surrounding countryside and landmark features while also providing attractive short range views within the route corridor.

#### *Driver Stress*

- 9.5.12 Measures to mitigate potential impacts on driver stress during construction are set out in the Standard Mitigation Commitments (**Mitigation Items SMC-AT4 to SMC-AT7**) in Table 9.23 and Chapter 21 (Schedule of Environmental Commitments).
- 9.5.13 As the proposed scheme is predicted to result in driver stress classifications which will either remain the same or decrease compared to the Do-Minimum scenario (without the proposed scheme), no specific mitigation measures are proposed.

## **9.6 Residual Impacts**

- 9.6.1 The residual impacts are those impacts remaining following the implementation of the proposed mitigation measures and are described in this section. As set out in Section 9.4 (Potential Impacts), potential impacts on amenity for some NMU routes are expected to reduce following the establishment of planting. This section (Section 9.6: Residual Impacts) therefore takes into account the mitigating effects of planting and presents residual impacts based on summer 15 years after opening.

### **Non-Motorised Users (NMUs)**

#### Footpaths/Cycleways and Other Routes

##### *Construction*

- 9.6.2 During construction, the proposed mitigation measures will help reduce impacts on NMUs. However, disruption to journeys is still likely to be experienced as a result of temporary diversions to NMU routes during construction and during installation/demolition of structures or blasting operations. In addition, there are expected to be temporary amenity impacts in the vicinity of construction activities as a result of temporary views of construction activities, decreased air quality and/or increased noise (also refer to Chapter 14: Visual, Chapter 16: Air Quality and Chapter 17: Noise and Vibration respectively).
- 9.6.3 Following implementation of proposed construction mitigation, it is expected that residual impacts on NMUs during the construction of the proposed scheme will be temporary but significant (**Moderate to Substantial**) for NMUs using:

- Paths 69, 76, 82, 85 and 96 due to impacts on amenity value; and
- Paths 72 (CP04), 76a, 84 and 95 due to impacts on amenity value and potential diversion lengths during construction.

*Operation*

9.6.4 Residual significant impacts resulting from the proposed scheme during operation on all crossing points and NMU routes are provided in Table 9.25. Details of all residual impacts are provided in Table 5 in Appendix A9.1. Moderate significant residual impacts are expected for NMUs using Path 82 due to decreased amenity value as a result of the retaining wall associated with the proposed scheme and the limited opportunity for mitigation measures.

**Table 9.25: Summary of potential and residual significant impacts on paths during operation**

NMU path	Path type	Crossing point/path ref.	Potential impact significance	Mitigation measure	Residual impact significance
Path 82	Core Path PLY/106	CP05	<b>Moderate</b>	Established landscape mitigation	<b>Moderate</b>

Access to Outdoor Areas

*Construction*

9.6.5 Residual impacts have been determined for NMUs using professional judgement taking into account mitigation measures set out in Section 9.5. During construction, the proposed mitigation measures would reduce impacts on NMU access to outdoor facilities. However, disruption to journeys would still likely to be experienced as a result of temporary diversions, therefore it is expected that residual impacts on NMU access to Carra Beag Hill via Path 72 (CP04) during construction will be significant (**Moderate to Substantial**).

*Operation*

9.6.6 No significant residual impacts on outdoor access are anticipated during operation.

Public Transport

*Construction*

9.6.7 No significant residual impacts on public transport are anticipated during construction.

*Operation*

9.6.8 No significant residual impacts on public transport are anticipated during operation. Slight (beneficial) residual impacts on bus services are anticipated due to a decrease in traffic congestion thereby leading to fewer delays and improved journey times on the A9.

**Vehicle Travellers**

View from the Road and Lay-bys

9.6.9 Table 9.25 summarises residual impacts on the view from the road at winter year of opening, following the implementation of the proposed mitigation measures but before planting has become established. This table also summarises the significance of these impacts in the summer after 15 years to provide an indication of how the establishment of mitigation planting would reduce the impacts. A more detailed description of the landscape mitigation items referred to in Table 9.26 is provided in Chapter 13 (Landscape) Table 13.9 and shown on Figure 13.5.

**Table 9.26: Summary of residual impacts on view from the road during operation**

Description of Impacts	Winter, Year of Opening		Summary of Mitigation Proposals	Summer, 15 Years after Opening	
	Magnitude of Change	Significance of Impact		Magnitude of Change	Significance of Impact
<b>Strath Tummel LLCA (ch0 to ch3050)</b>					
<p><i>Northbound views</i></p> <p>The introduction of new road signs would change the travellers experience on approach to the proposed scheme. Views would remain open on approach to the Tummel crossing (ch0 to ch900). The northbound A924 slip road and the proposed new access track would be visible in the foreground of the view at Pitlochry South Junction. The new bow string arch bridge would change the travellers experience of crossing the River Tummel (ch1000), becoming a new landmark. The proposed SuDS (ch1300 to ch1475) would be visible on the northbound side of the widened mainline. Where the proposed scheme travels past Milton of Fonab (ch1800), the view on the northbound side would remain restricted by cuttings and would open up on the southbound side due to the removal of roadside trees. Continuing northbound past Milton of Fonab, the view on the northbound side would remain restricted by cutting. The view to the southbound side would remain open across fields (ch1800 to ch2250) and distant hills, including Ben Vrackie. Continuing northbound on approach to the Foss Road junction (ch2700) a proposed new access track and associated cutting would be visible on the northbound side of the widened mainline (ch2550). Views to the southbound side would remain dominated by mature trees close to the roadside and would feature proposed lighting along the adjacent proposed side road (ch2400 to ch2650). Stretches of mammal fencing would be visible along both sides of the proposed scheme between Dunfallandy (ch1350) and Fonab Castle Hotel (ch3050).</p> <p><i>Southbound views</i></p> <p>Travellers would continue to experience a glimpsed view of Ben Vrackie on passing the Foss Road junction (ch2700). Continuing southbound past Port-na-Craig (ch2600) the proposed new access track (ch2650 to ch2400) and associated proposed lighting would be visible. On approach to Milton of Fonab (ch1800), the view on the northbound side would remain restricted and the view to the southbound side would remain open to the north and east across the wider landscape. Passing Milton of Fonab, views on the southbound side would open up due to removal of roadside trees. Passing Dunfallandy (ch1500) views would remain open on the southbound side looking north across fields towards Atholl Palace Hotel and Ben Vrackie and north-east towards Tom Beithe and other neighbouring hills. Travellers would potentially see the proposed SuDS in the foreground of views to the northbound side (ch1475 to ch1300) prior to crossing the River Tummel. The new bow string arch bridge structure would change the travellers experience of crossing the River Tummel (ch1000), becoming a new landmark. Between the new Tummel crossing and the beginning of the proposed scheme (ch0), the views experienced by southbound travellers would remain similar to those experienced from the existing A9. The introduction of new road signs would change the travellers experience south of the proposed scheme. Stretches of mammal fencing would be visible along both sides of the proposed scheme between Fonab Castle Hotel (ch3050) and Dunfallandy (ch1350).</p> <p><i>Lay-bys</i></p> <p>Notable changes to views that would result from alterations to the locations of lay-bys include:</p> <ul style="list-style-type: none"> <li>Relocation of northbound Lay-by 1 south-east of its existing location to a new location (ch1300) adjacent to Dunfallandy Home Farm would result in travellers still gaining an attractive open view across Pitlochry to distant woodland and hills on the southbound side. This new location would also provide an open view</li> </ul>	low/medium	Slight/ Moderate	<ul style="list-style-type: none"> <li>Bottom of embankment associated with A924 slip road to be rounded to integrate with surrounding landform (<b>Mitigation item P04-LV8</b>)</li> <li>Mixed woodland planting at Pitlochry South Junction to soften visual impact (<b>Mitigation item P04-LV15</b>)</li> <li>Attention to aesthetics of Tummel crossing bow string arch bridge structure (<b>Mitigation item P04-LV11</b>)</li> <li>Grade out earthworks around proposed SuDS; riparian woodland to frame SuDS (<b>Mitigation items P04-LV9 and P04-LV20</b>)</li> <li>Mixed woodland planting on both sides of proposed scheme at Milton of Fonab to mitigate loss of existing roadside woodland (<b>Mitigation item P04-LV13</b>)</li> </ul>	low	Slight

Description of Impacts	Winter, Year of Opening		Summary of Mitigation Proposals	Summer, 15 Years after Opening	
	Magnitude of Change	Significance of Impact		Magnitude of Change	Significance of Impact
<p>towards Dunfallandy Hill on the northbound side. The proposed SuDS would be visible to the northbound side and proposed mammal fencing would be visible on both sides of the widened mainline at this location. The proposed Tummel crossing bow string arch bridge structure would be visible to the immediate south-east.</p> <ul style="list-style-type: none"> <li>Removal of Lay-by 2 due to mainline widening would remove the opportunity for travellers to experience the attractive open views towards the hills beyond Pitlochry on the southbound side at this location (ch2200).</li> </ul>			<ul style="list-style-type: none"> <li>Mixed woodland planting on proposed cuttings associated with proposed access track on northbound side (ch2550) (<b>Mitigation items P04-LV13 and P04-LV20</b>)</li> <li>Hedgerow to screen views of proposed access track at Port-na-Craig (ch2650 to ch2400) (<b>Mitigation item P04-LV16</b>)</li> </ul>		
<b>Pass of Killiecrankie LLCA (ch3050 to end of proposed scheme)</b>					
<p><i>Northbound views</i></p> <p>As the proposed scheme passes Pitlochry and curves to the north, travellers would see the revised junction at Balmore Cottages (ch3500) on the southbound side, and would experience filtered glimpses in winter of Loch Faskally due to the loss of existing roadside conifers between the mainline and Clunie-Foss Road (ch3850 to ch4200). On crossing Loch Faskally at the revised Clunie Underbridge (ch4300), the existing panoramic views would remain largely unchanged on both sides. North of the bridge, the removal roadside coniferous trees on the southbound side (ch4350 to ch4500) would open up the view. The proposed new SuDS pond and associated earthworks (ch4700) would be visible to the northbound side of the widened, realigned mainline. After crossing the A924 (ch4700), the view would become more open than the (restricted) view from the existing road due to the higher vertical alignment of the realigned mainline and the removal of woodland. Travellers would benefit from longer distance views across the wooded valley landscape to the hills in the west, with the existing A9 which would become a side road, visible in the foreground (between ch4800 and ch5400). Between Faskally Cottages (ch4700) and Faskally Caravan Park (ch6200) the view would feature a proposed new junction (ch5400), including slip roads, underpass, associated earthworks and a proposed SuDS basin (ch5100 to ch5300), resulting in the loss of an area of existing dense woodland. Proposed road lighting (ch5220 to ch5580) would also be visible. The view east would remain restricted by an extensive proposed cutting (including exposed rock) and by the existing wooded hillside of Craigower. However, the view west would become more open from the elevated carriageway, with travellers benefitting from greater visibility of the attractive wooded hills and valleys to the west and north. In the region of Faskally Caravan Park (ch6200) the view would reopen on both sides. A proposed new access track would be visible on the southbound side of the widened mainline across the open fields at the foot of Craigower (ch6000 to ch6800). The introduction of new southbound roadside signs would change the travellers experience continuing north of the proposed scheme. Proposed mammal fencing would be visible along both sides of the proposed scheme between Fonab Castle Hotel (ch3050) and ch3300.</p>	medium/high	<b>Moderate/ Substantial</b>	<ul style="list-style-type: none"> <li>Mixed woodland planting to offset loss of woodland at revised junction at Balmore (<b>Mitigation item P04-LV13</b>)</li> <li>Mixed woodland planting to replace loss of block of existing roadside woodland north of Loch Faskally crossing (<b>Mitigation item P04-LV13</b>)</li> <li>Riparian and scrub woodland planting to frame and integrate proposed SuDS ponds at ch4700 and ch6400 and proposed SuDS basin between ch5100 and ch5300 (<b>Mitigation items P04-LV9 and P04-</b></li> </ul>	low	Slight/ Moderate



Description of Impacts	Winter, Year of Opening		Summary of Mitigation Proposals	Summer, 15 Years after Opening	
	Magnitude of Change	Significance of Impact		Magnitude of Change	Significance of Impact
<p><i>Southbound views</i></p> <p>The introduction of new southbound roadside signs would change the travellers experience on southbound approach to the proposed scheme. Travelling southbound from the north end of the proposed scheme (ch6800), views looking east across the fields at the foot of Craigower on the southbound side would now feature a proposed new access track (ch6800 to ch6000). Views west towards the wooded slopes of Torr an Eas and the hills beyond on the northbound side would remain similar to those experienced from the existing A9. Continuing southbound, the view from the proposed scheme would include a proposed southbound diverge slip road and associated large-scale cutting (including exposed rock) into the adjacent forested rising hillside of Craigower (ch6000 to ch5300). The introduction of a proposed embankment along the northbound side would result in the loss of existing roadside woodland, and the raised elevation of the A9 carriageway through the proposed new junction (ch5400) would afford travellers more open views across the attractive wooded hill and valley landscape to the south. The proposed new junction, slip roads, underpass, associated earthworks, and SuDS basin (ch5300 to ch5100) would together result in the loss of an area of existing dense woodland, generally opening up the views from the carriageway. Proposed road lighting (ch5580 to ch5220) would also be visible. The forest clad slopes of Carra Beag would remain visible looking ahead. On the approach to the bridge across Loch Faskally, the loss of a block of existing roadside coniferous trees due to the introduction of a proposed new embankment on the southbound side (ch4500 to ch4350) would alter the view. From the proposed new bridge across Loch Faskally (ch4300), the open view of the loch, surrounding woodland and the Green Park Hotel at the water's edge would be similar to that experienced from the existing A9. However, the view towards the northbound side would now feature the top of new bridge structure carrying the northbound carriageway in the foreground. Continuing south of the bridge, the view would become slightly less restricted along the southbound side than the existing view and travellers would now experience filtered glimpses of Loch Faskally in winter due to the loss of existing roadside conifers between the mainline and Clunie-Foss Road (ch4200 to ch3850). The revised junction at Balmore Cottages (ch3500) would also be visible. Passing the southern end of Loch Faskally (ch3500 to ch3050) views would remain unchanged. Proposed mammal fencing would be visible along both sides of the proposed scheme between ch3300 and Fonab Castle Hotel (ch3050).</p> <p><i>Lay-bys</i></p> <p>Notable changes to views that would result from alterations to the locations of lay-bys include:</p> <ul style="list-style-type: none"> <li>• Removal of Lay-by 3 (ch6300) due to mainline widening would remove the opportunity for travellers to experience open views across Faskally towards the wooded slopes of Torr an Eas and the hills beyond on the northbound side and towards Craigower on the southbound side.</li> <li>• Removal of Lay-by 4 due to the introduction of proposed new access track and associated left in/left out junction (ch6750) would remove the opportunity for southbound travellers to experience the open view to the northbound side looking north-west towards the wooded slopes of Craig Fonvuick.</li> </ul>			<p><b>LV20)</b></p> <ul style="list-style-type: none"> <li>• Feathered tree planting to mark junction (<b>Mitigation item P04-LV15</b>)</li> <li>• Mixed woodland planting to offset loss of existing woodland resulting from extensive proposed cuttings at the foot of Craigower (<b>Mitigation item P04-LV13</b>)</li> <li>• Rounding of tops of proposed rock cuttings to improve landform fit (<b>Mitigation item P04-LV8</b>)</li> <li>• Design of areas of rock cuttings to integrate with landscape and to have naturalistic appearance (<b>Mitigation item P04-LV8</b>)</li> </ul>		

Driver Stress

- 9.6.10 The residual impacts of the proposed scheme on driver stress have been assessed taking into account the proposed scheme design and identified mitigation measures. With the proposed scheme in place it is predicted that driver stress will decrease from current levels for travellers in both the northbound and southbound directions (from moderate to low).
- 9.6.11 In contrast, for the Do-Minimum scenario (i.e. without the proposed scheme), driver stress is predicted to remain moderate for northbound travellers and increase from moderate to high for southbound travellers due to predicted increased traffic flows exceeding the traffic volume thresholds of the existing road corridor.

**Compliance with A9 Dualling Programme SEA Strategic Aims**

- 9.6.12 The A9 Dualling Programme SEA (Transport Scotland, 2013a) set out Strategic Environmental Design Principles in relation to Population and Human Health, shown in Table 9.27.

**Table 9.27: Strategic Environmental Design Principles – Population and Human Health**

Population and Human Health	
P1	Continue to facilitate opportunities to access visitor attractions and recreational opportunities throughout the corridor.
P2	Retain, and where possible enhance, overall connectivity between non-motorised user (NMU) routes along and across the corridor.
P3	Incorporate effective rationalisation between NMU routes, safe crossing points and provisions for access to public transport.
P4	Ensure rationalisation of NMU routes and safe crossing points minimises the distance between crossings.
P5	Design any permanent diversions in NMU routes to provide the same, or improved, standard of pathway.
P6	Employ a preference for underpass crossings, where feasible, to minimise landscape and visual impacts.
P7	Consider the safety and quality of experience for non-motorised users of local roads when vehicle access to the A9 is being rationalised (e.g. the potential for traffic increases on the cycle route network).

- 9.6.13 As noted in this assessment, the proposed scheme provides a safer crossing point (underpass) for NMUs travelling along the Rob Roy Way (Path 72), which also reduces the risk of vehicles having to make emergency stops for NMUs on the road, therefore potentially reducing the risk of accidents and injury to drivers as well as NMUs (Strategic Design Principles P1, P2, P4, P5, and P6).
- 9.6.14 The proposed scheme also maintains existing routes with predominantly negligible change or improved journey times in line with the recommendations of the SEA and the proposed scheme objectives, set out in Chapter 2 (Need for the Scheme) and Strategic Design Principles P1 and P2.
- 9.6.15 The assessment of impacts on amenity value (Appendix A9.1, Table 2) has considered the potential impact on safety resulting from changes in traffic flows on NMU routes such as the NCR7/77 and NCR7 (Strategic Design Principles P7), including through Pitlochry, and concluded that the changes in traffic levels between do minimum 2026 and do something 2026 are not considered to be significant.

**9.7 Statement of Significance**

**Non-Motorised Users (NMUs)**

- 9.7.1 With the proposed scheme in place, and taking into account mitigation measures as described in Section 9.5 (Mitigation), **Moderate to Substantial** significance residual impacts are anticipated during construction due to reductions of amenity value and the diversion lengths for NMUs using Paths 72 (CP04), 76a, 84 and 95. In addition, **Moderate to Substantial** significance residual impacts on NMUs using Paths 69, 76, 82, 85 and 96 due to anticipated reductions in amenity value. For NMUs accessing Carra Beag Hill via Path 72 (CP04) there are temporary but significant (Moderate to Substantial) residual impacts identified during construction due to the temporary disruption of the crossing point.

- 9.7.2 **Moderate** significance residual impacts during operation are assessed for NMUs using Path 82 (CP05) due to decreased amenity value arising from the introduction of the retaining wall associated with the proposed scheme.

### **Vehicle Travellers**

#### View from the Road and Lay-bys

- 9.7.3 Following the implementation of the mitigation measures described in Section 9.5 (Mitigation), the proposed scheme would result in **Moderate/Substantial** residual impacts during winter year of opening at the Pass of Killiecrankie LLCA (ch3050 to end of proposed scheme). By the summer 15 years after opening, following the establishment of mitigation planting, this impact would reduce to non-significant.

#### Driver Stress

- 9.7.4 As set out in paragraph 9.2.45, Driver Stress is assessed using a three-point descriptive scale of high, moderate and low rather than assigning significance. With the proposed scheme in place, it is predicted that driver stress will decrease from current levels for travellers in both northbound and southbound directions (from moderate to low).

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