

## Appendix A9.1: Impact Assessment for NMU Routes and Access to Outdoor Areas

### 1 Potential Impacts

#### NMU Routes

Table 1: Potential impacts on journey length (without mitigation) 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 1	Path 69	Local path	n/a	Decrease in journey length	Realignment of local path along base of earthworks	477	453	-24	low	negligible	Negligible
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>
JLA 3	Path 76a	Local path	n/a	Decrease in journey length	Realignment of local path along base of earthworks	684	659	-25	low	negligible	Negligible
JLA 4	Path 95	Local path	n/a	Decrease in journey length	Local path rerouted via new NMU access provision adjacent to Faskally Cottages connecting into Path 96 through Tay Forest Park (Craigower).	1,588	1,351	-237	low	low	Negligible/ Slight

**Table 2: Potential changes in amenity value (without mitigation) 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 7/77	National Cycle Route NCR 7/77	CP03	The difference in traffic levels along Path NCR 7/77 between do minimum 2026 and do something 2026 are not considered to be significant.	moderate* (slight/moderate**)	not significant	negligible	Slight/Moderate
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>
68	Local Path (non-designated)	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	slight/moderate* (slight**)	not significant	negligible	Negligible
69	Local Path (non-designated)	CP02	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	slight/moderate* (slight**)	not significant	negligible	Negligible
70	Local Path (non-designated)	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	slight* (negligible**)	not significant	negligible	Negligible
71	Core Path PLY/55	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	no change	not significant	negligible	No change
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>
73	Local Path (non-designated)	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	slight* (negligible**)	not significant	negligible	Negligible
74, NCR 7/77	Core Path PLY/110 National Cycle Route NCR 7/77	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	no change	not significant	negligible	No change

**A9 Dualling Programme: Pitlochry to Killiecrankie**  
**DMRB Stage 3 Environmental Statement**  
**Appendix A9.1: Impact Assessment for NMU Routes and Access to Outdoor Areas**



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	
75	Core Path PLRY/4 Right of Way TP40	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	slight* (negligible**)	not significant	negligible	Negligible
76	Core Path PLRY/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.	moderate/substantial* (moderate/substantial**)	not significant	negligible	<b>Moderate</b>
77	Core Path PLRY/56	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	slight* (negligible**)	not significant	negligible	Negligible
78	Core Path PLRY/109	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	no change	not significant	negligible	No change
79	Core Path PLRY/108	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	slight/moderate* (negligible**)	not significant	negligible	Slight
80	Core Path PLRY/65	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	slight/moderate* (slight**)	not significant	negligible	Slight
81	Local Path (non-designated)	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	no change	not significant	negligible	No change
82	Core Path PLRY/106	CP05	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	substantial	not significant	slight (beneficial)	<b>Moderate/ Substantial</b>
82a	Local Path (non-designated)	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	slight* (negligible**)	not significant	negligible	Negligible
83	Local Path (non-designated)	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	no change	not significant	negligible	No change

**A9 Dualling Programme: Pitlochry to Killiecrankie**  
**DMRB Stage 3 Environmental Statement**  
**Appendix A9.1: Impact Assessment for NMU Routes and Access to Outdoor Areas**



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	
84	Core Path PLRY/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>
84a	Local Path	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	slight	not significant	negligible	Negligible
85	Core Path PLRY/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	negligible	<b>Moderate</b>
86	Core Path PLRY/105	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	negligible	not significant	negligible	Negligible
87	Local Path (non-designate d)	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	negligible	not significant	negligible	Negligible
87a	Local Path (non-designate d)	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	negligible	not significant	negligible	Negligible
88	Local Path (non-designate d)	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	negligible	not significant	negligible	Negligible
89	Local Path (non-designate d)	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	negligible	not significant	negligible	Negligible
90	Local Path (non-designate d)	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	negligible	not significant	negligible	Negligible
91	Core Path PLRY/59	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	slight* (negligible**)	not significant	negligible	Negligible
92	Core Path PLRY/66	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	slight* (negligible**)	not significant	negligible	Negligible

**A9 Dualling Programme: Pitlochry to Killiecrankie**  
**DMRB Stage 3 Environmental Statement**  
**Appendix A9.1: Impact Assessment for NMU Routes and Access to Outdoor Areas**



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	
93	Core Path PLY/33	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	slight* (negligible**)	not significant	negligible	Negligible
94	Core Path PLY/100	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	slight* (negligible**)	not significant	negligible	Negligible
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>
97	Core Path PLY/59	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	slight* (negligible**)	not significant	negligible	Slight
98	Core Path KCKI/19	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	no change	not significant	negligible	No change
99	Core Path KCKI/50	n/a	Not considered in the traffic assessment for safety because does not directly intersect the main A9 carriageway.	no change	not significant	negligible	Negligible

\* 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)

**Table 3: Overall potential impacts on NMU paths (without mitigation) during operation**

Path ref.	Path type	Crossing point	Significance of potential impact		
			Journey length	Amenity value	Overall
NCR 7/77	National Cycle Route	CP03	No change	Slight/Moderate	Slight/Moderate
NCR 7	National Cycle Route	CP07	No change	<b>Moderate</b>	Slight/Moderate
Path 68	Local Path (non-designated)	n/a	No change	Negligible	Negligible
Path 69	Local Path (non-designated)	CP02	Negligible	Negligible	Negligible
Path 70	Local Path (non-designated)	n/a	No change	Negligible	Negligible
Path 71	Core Path PLRY/55	n/a	No change	No change	No change
Path 72	Core Path PLRY/6 Right of Way TP56	CP04	<b>Moderate</b>	<b>Moderate (beneficial)</b>	Slight/Moderate
Path 73	Local Path (non-designated)	n/a	Negligible	Negligible	Negligible
Path 74, NCR 7/77	Core Path PLRY/110 National Cycle Route	n/a	No change	No change	No change
Path 75	Core Path PLRY/4 Right of Way TP40	n/a	No change	Negligible	Negligible
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 77	Core Path PLRY/56	n/a	No change	Negligible	Negligible
Path 78	Core Path PLRY/109	n/a	No change	No change	No change
Path 79	Core Path PLRY/108	n/a	No change	Slight	Slight
Path 80	Core Path PLRY/65	n/a	No change	Slight	Slight
Path 81	Local Path (non-designated)	n/a	No change	No change	No change
Path 82	Core Path PLRY/106	CP05	No change	<b>Moderate/Substantial</b>	<b>Moderate</b>
Path 82a	Local Path (non-designated)	n/a	No change	Negligible	Negligible
Path 83	Local Path (non-designated)	n/a	No change	No change	No change
Path 84	Core Path PLRY/19	CP06	No change	<b>Moderate</b>	Slight/Moderate
Path 84a	Local Path	n/a	No change	Negligible	Negligible
Path 85	Core Path PLRY/111	n/a	No change	<b>Moderate</b>	Slight/Moderate
Path 86	Core Path PLRY/105	n/a	No change	Negligible	Negligible
Path 87	Local Path (non-designated)	n/a	No change	Negligible	Negligible
Path 87a	Local Path (non-designated)	n/a	No change	Negligible	Negligible
Path 88	Local Path (non-designated)	n/a	No change	Negligible	Negligible

**A9 Dualling Programme: Pitlochry to Killiecrankie**  
**DMRB Stage 3 Environmental Statement**  
**Appendix A9.1: Impact Assessment for NMU Routes and Access to Outdoor Areas**



Path ref.	Path type	Crossing point	Significance of potential impact		
			Journey length	Amenity value	Overall
Path 89	Local Path (non-designated)	n/a	No change	Negligible	Negligible
Path 90	Local Path (non-designated)	n/a	No change	Negligible	Negligible
Path 91	Core Path PLRY/59	n/a	No change	Negligible	Negligible
Path 92	Core Path PLRY/66	n/a	No change	Negligible	Negligible
Path 93	Core Path PLRY/33	n/a	No change	Negligible	Negligible
Path 94	Core Path PLRY/100	n/a	No change	Negligible	Negligible
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
Path 97	Core Path PLRY/59	n/a	No change	Slight	Slight
Path 98	Core Path KCKI/19	n/a	No change	No change	No change
Path 99	Core Path KCKI/50	n/a	No change	Negligible	Negligible

**Access to outdoor areas**

**Table 4: Potential impacts on access to outdoor areas (without mitigation) during operation**

Facility	Outdoor Access area	Potential impact (without mitigation)	Significance of potential impact
<b>Area facilities</b>			
Hill	Carra Beag Hill	Slight/Moderate potential impacts are expected for NMUs using Path 72 (CP04). Overall Slight/Moderate potential impacts are expected for NMUs accessing Carra Beag Hill.	Slight/Moderate
Hill	Dunmore Hill	Negligible potential impacts are expected for users of Paths 86 and 87. Slight/Moderate potential impacts are expected for users of Path 84 (CP06). Overall, Slight potential impacts are expected for NMUs accessing Dunmore Hill.	Slight
Woodland	Faskally Wood	Negligible potential impacts are expected for users of Paths 84a, 86 and 87. Slight/Moderate potential impacts are expected for users of NCR 7 and Paths 84 (CP06) and 85. Overall, Slight potential impacts are expected for NMUs accessing Faskally Wood.	Slight
Loch	Loch Dunmore	Negligible potential impacts are expected for users of Paths 87, 87a, 88, 89 and 91. Overall, Negligible potential impacts are expected for NMUs accessing Loch Dunmore	Negligible
Loch	Loch Faskally	Negligible potential impacts are expected for users of Paths 82a, 84a and 90. Slight potential impacts are expected for users of Paths 79 and 80. Slight/Moderate potential impacts are expected for users of Paths 76, 76a, 84 and 85. <b>Moderate</b> potential impacts are expected for users of Path 82. Overall, Slight potential impacts are expected for NMUs accessing Loch Faskally.	Slight
River	River Garry	No potential impacts are expected for users of Path 98. Negligible potential impacts are expected for users of Path 99 and Slight potential impacts are expected for users of Path 97. Overall, Negligible/Slight potential impacts are expected for NMUs accessing River Garry.	Negligible/Slight
River	River Tummel	No potential impacts are expected for users of Paths 71 and 74/NCR 77/7. Negligible potential impacts are expected for users of Paths 68, 69 (CP02), 70, 77 and 82a. Slight potential impacts are expected for users of Path 79 and Slight/Moderate potential impacts are expected for users of NCR 7/77 (CP03). Overall, Negligible/Slight potential impacts are expected for NMUs accessing River Tummel.	Negligible/Slight
sports field	sports field on north side of River Tummel	No potential impacts are expected for users of Path 71 and Negligible potential impacts are expected for users of Path 70. Overall, Negligible potential impacts are expected for NMUs accessing the sports field on the north side of River Tummel.	Negligible
Woodland	Tay Forest Park (Craigower)	Negligible potential impacts are expected for users of Paths 92, 93 and 94. Slight/Moderate potential impacts are expected for users of Paths 95 and 96. Overall, Slight potential impacts are expected for NMUs accessing Tay Forest Park (Craigower).	Slight
<b>Linear facilities</b>			
National Cycle Route	NCR 7/77	No potential impacts are expected for users of Path 74/NCR 77/7 and Slight/Moderate potential impacts are expected for users of NCR 7/77. Overall Slight potential impacts are expected for NMUs using NCR 7/77.	Slight
National Cycle Route	NCR 7	Overall Slight/Moderate potential impacts are expected for NMUs using NCR 7	Slight/Moderate



## 2 Residual Impacts

### NMU Routes

Table 5: Summary of potential and residual impacts on crossing points and paths during operation

NMU Path	Path type	Crossing point(s)	Potential impact significance	Mitigation measure	Residual impact significance
NCR 7/77	National Cycle Route	CP03	Slight/Moderate	Established embedded landscape mitigation	Negligible/Slight
NCR 7	National Cycle Route	CP07	Slight/Moderate	Established embedded landscape mitigation	Slight
Path 68	Local Path (non-designated)	n/a	Negligible	Established embedded landscape mitigation	Negligible
Path 69	Local Path (non-designated)	CP02	Negligible	Established embedded landscape mitigation	Negligible
Path 70	Local Path (non-designated)	n/a	Negligible	Established embedded landscape mitigation	Negligible
Path 71	Core Path PLYR/55	n/a	No change	n/a	No change
Path 72	Core Path PLYR/6 Right of Way TP56	CP04	Slight/Moderate	Established embedded landscape mitigation; P04-AT9	Slight/Moderate
Path 73	Local Path (non-designated)	n/a	Negligible	Established embedded landscape mitigation	Negligible
Path 74, NCR 7/77	Core Path PLYR/110 National Cycle Route	n/a	No change	n/a	No change
Path 75	Core Path PLYR/4 Right of Way TP40	n/a	Negligible	Established embedded landscape mitigation	Negligible
Path 76	Core Path PLYR/30	n/a	Slight/Moderate	Established embedded landscape mitigation	Slight/Moderate
Path 76a	Local Path (non-designated)	n/a	Slight/Moderate	Established embedded landscape mitigation	Slight/Moderate
Path 77	Core Path PLYR/56	n/a	Negligible	n/a	Negligible
Path 78	Core Path PLYR/109	n/a	No change	n/a	No change
Path 79	Core Path PLYR/108	n/a	Slight	Established embedded landscape mitigation	Negligible
Path 80	Core Path PLYR/65	n/a	Slight	Established embedded landscape mitigation	Negligible
Path 81	Local Path (non-designated)	n/a	No change	n/a	No change

**A9 Dualling Programme: Pitlochry to Killiecrankie**  
**DMRB Stage 3 Environmental Statement**  
**Appendix A9.1: Impact Assessment for NMU Routes and Access to Outdoor Areas**



NMU Path	Path type	Crossing point(s)	Potential impact significance	Mitigation measure	Residual impact significance
Path 82	Core Path PLYR/106	CP05	<b>Moderate</b>	Established embedded landscape mitigation	<b>Moderate</b>
Path 82a	Local Path (non-designated)	n/a	Negligible	Established embedded landscape mitigation	Negligible
Path 83	Local Path (non-designated)	n/a	No change	n/a	No change
Path 84	Core Path PLYR/19	CP06	Slight/Moderate	Established embedded landscape mitigation	Slight/Moderate
Path 84a	Local Path	n/a	Negligible	n/a	Negligible
Path 85	Core Path PLYR/111	n/a	Slight/Moderate	Established embedded landscape mitigation	Slight/Moderate
Path 86	Core Path PLYR/105	n/a	Negligible	n/a	Negligible
Path 87	Local Path (non-designated)	n/a	Negligible	n/a	Negligible
Path 87a	Local Path (non-designated)	n/a	Negligible	n/a	Negligible
Path 88	Local Path (non-designated)	n/a	Negligible	n/a	Negligible
Path 89	Local Path (non-designated)	n/a	Negligible	n/a	Negligible
Path 90	Local Path (non-designated)	n/a	Negligible	n/a	Negligible
Path 91	Core Path PLYR/59	n/a	Negligible	Established embedded landscape mitigation	Negligible
Path 92	Core Path PLYR/66	n/a	Negligible	Established embedded landscape mitigation	Negligible
Path 93	Core Path PLYR/33	n/a	Negligible	Established embedded landscape mitigation	Negligible
Path 94	Core Path PLYR/100	n/a	Negligible	Established embedded landscape mitigation	Negligible
Path 95	Local Path (non-designated)	n/a	Slight/Moderate	Established embedded landscape mitigation; P04-AT10; P04-AT11	Slight/Moderate
Path 96	Local Path (non-designated)	n/a	Slight/Moderate	Established embedded landscape mitigation; P04-AT10; P04-AT11	Slight/Moderate
Path 97	Core Path PLYR/59	n/a	Slight	Established embedded landscape mitigation	Negligible
Path 98	Core Path KCKI/19	n/a	No change	n/a	No change
Path 99	Core Path KCKI/50	n/a	Negligible	Established embedded landscape mitigation	Negligible

## Access to outdoor areas

**Table 6: Residual impacts on access to outdoor areas during operation**

Facility	Outdoor Access area	Residual impact	Significance of Residual impact
<b>Area facilities</b>			
Hill	Carra Beag Hill	Slight/Moderate impacts are expected for NMUs using Path 72 (CP04). Overall Slight/Moderate impacts are expected for NMUs accessing Carra Beag Hill.	Slight/Moderate
Hill	Dunmore Hill	Negligible impacts are expected for users of Paths 86 and 87. Slight/Moderate impacts are expected for users of Path 84 (CP06). Overall, Slight impacts are expected for NMUs accessing Dunmore Hill.	Slight
Woodland	Faskally Wood	Negligible impacts are expected for users of Paths 84a, 86 and 87. Slight impacts are expected for users of NCR 7. Slight/Moderate impacts are expected for users of Paths 84 (CP06) and 85. Overall, Slight impacts are expected for NMUs accessing Faskally Wood.	Slight
Loch	Loch Dunmore	Negligible impacts are expected for users of Paths 87, 87a, 88, 89 and 91. Overall, Negligible impacts are expected for NMUs accessing Loch Dunmore	Negligible
Loch	Loch Faskally	Negligible impacts are expected for users of Paths 79, 80, 82a, 84a and 90. Slight/Moderate impacts are expected for users of Paths 76, 76a, 84 and 85. <b>Moderate</b> impacts are expected for users of Path 82. Overall, Slight impacts are expected for NMUs accessing Loch Faskally.	Slight
River	River Garry	No impacts are expected for users of Path 98 and Negligible impacts are expected for users of Paths 97 and 99. Overall, Negligible impacts are expected for NMUs accessing River Garry.	Negligible
River	River Tummel	No impacts are expected for users of Paths 71 and 74/NCR 77/7. Negligible impacts are expected for users of Paths 68, 69 (CP02), 70, 77, 79 and 82a. Negligible/Slight impacts are expected for users of NCR 7/77 (CP03). Overall, Negligible impacts are expected for NMUs accessing River Tummel.	Negligible
sports field	sports field on north side of River Tummel	No impacts are expected for users of Path 71 and Negligible impacts are expected for users of Path 70. Overall, Negligible impacts are expected for NMUs accessing the sports field on the north side of River Tummel.	Negligible
Woodland	Tay Forest Park (Craigower)	Negligible impacts are expected for users of Paths 92, 93 and 94. Slight/Moderate impacts are expected for users of Paths 95 and 96. Overall, Slight impacts are expected for NMUs accessing Tay Forest Park (Craigower).	Slight
<b>Linear facilities</b>			
National Cycle Route	NCR 7/77	No impacts are expected for users of Path 74/NCR 77/7 and Negligible/Slight impacts are expected for users of NCR 7/77. Overall Negligible impacts are expected for NMUs using NCR 7/77.	Negligible
National Cycle Route	NCR 7	Overall Slight impacts are expected for NMUs using NCR 7	Slight