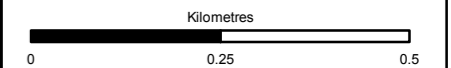
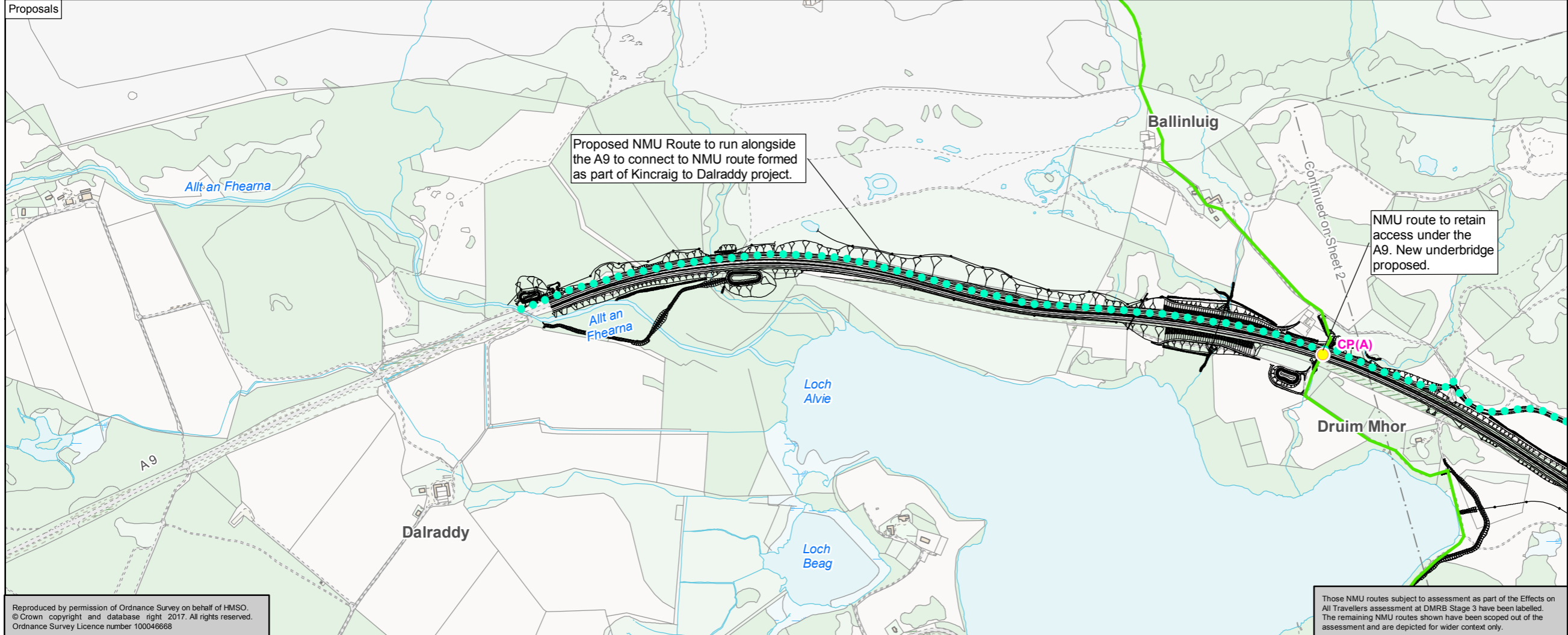


- Proposed Scheme
- CP(1) - Existing Crossing Location
- CP(A) - Proposed Crossing Location
- Existing National Cycle Network (NCN)
- Existing Right of Way
- Existing Core Path
- Existing Other NMU Route
- NMU Route Discontinued
- Existing Improved NMU Route
- Proposed New NMU Facilities



Status	FINAL	Subsidiary	B
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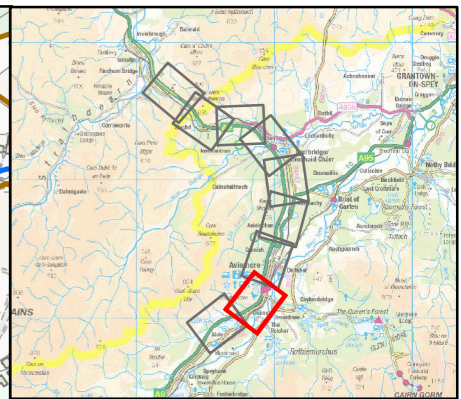
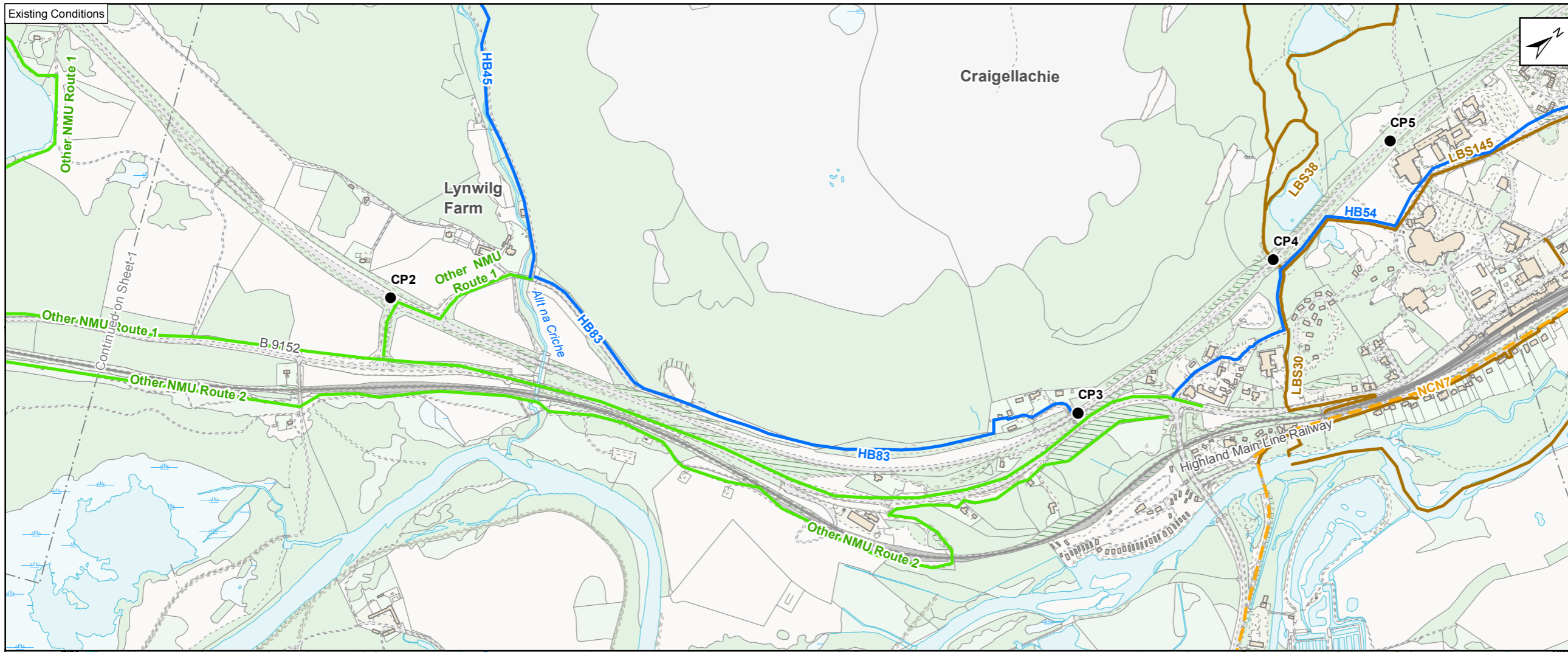


Figure 9.2
Impact on NMU Routes
and Proposed Mitigation
Sheet 1 of 9

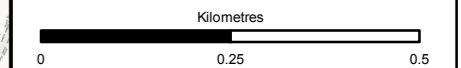
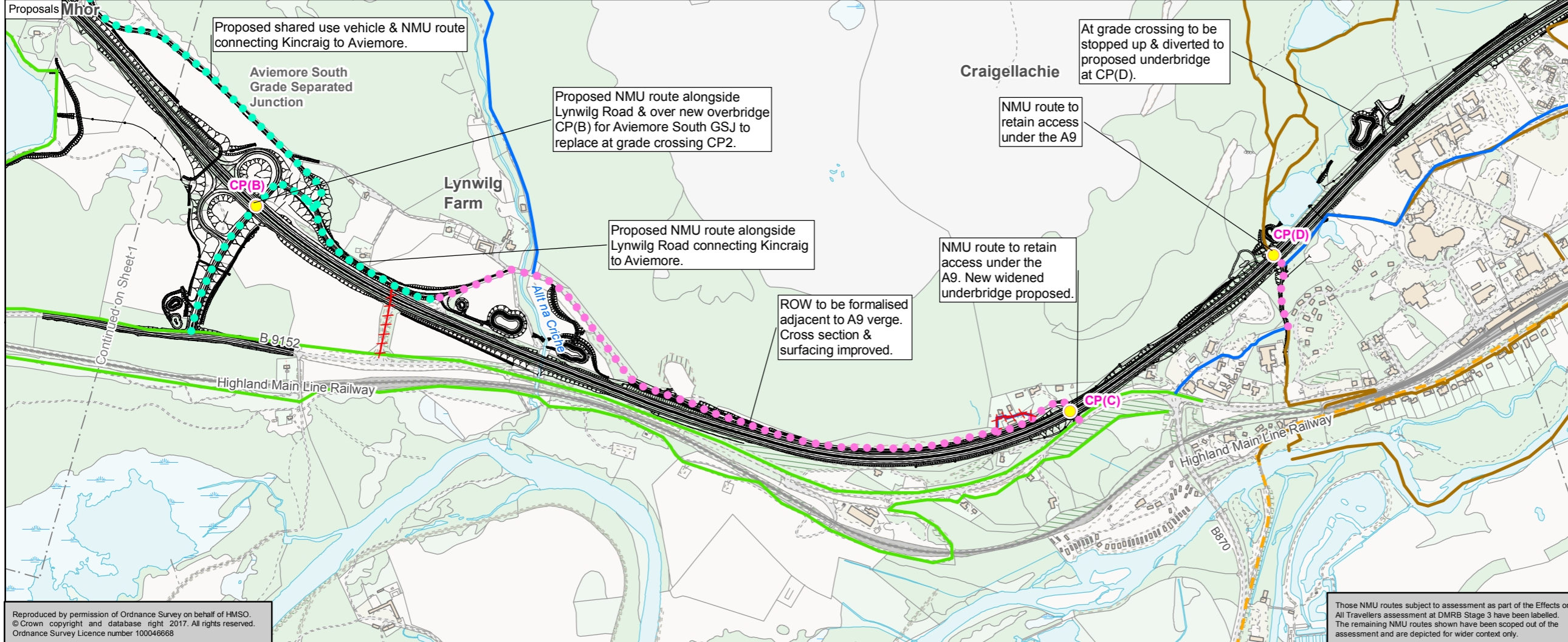
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Location	Type	Role	Number						

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- Proposed Scheme
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- Existing Right of Way
- Existing Core Path
- Existing Other NMU Route
- NMU Route Discontinued
- Existing Improved NMU Route
- Proposed New NMU Facilities



Status: FINAL Subtitle: B

Client: TRANSPORT SCOTLAND COMHDHAIL ALBA

A9
DUALLING
PERTH TO INVERNESS
Dalraddy to Stochd

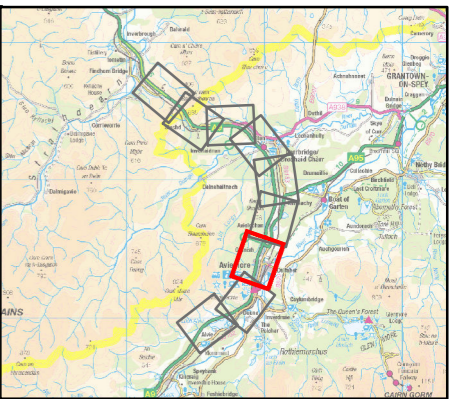
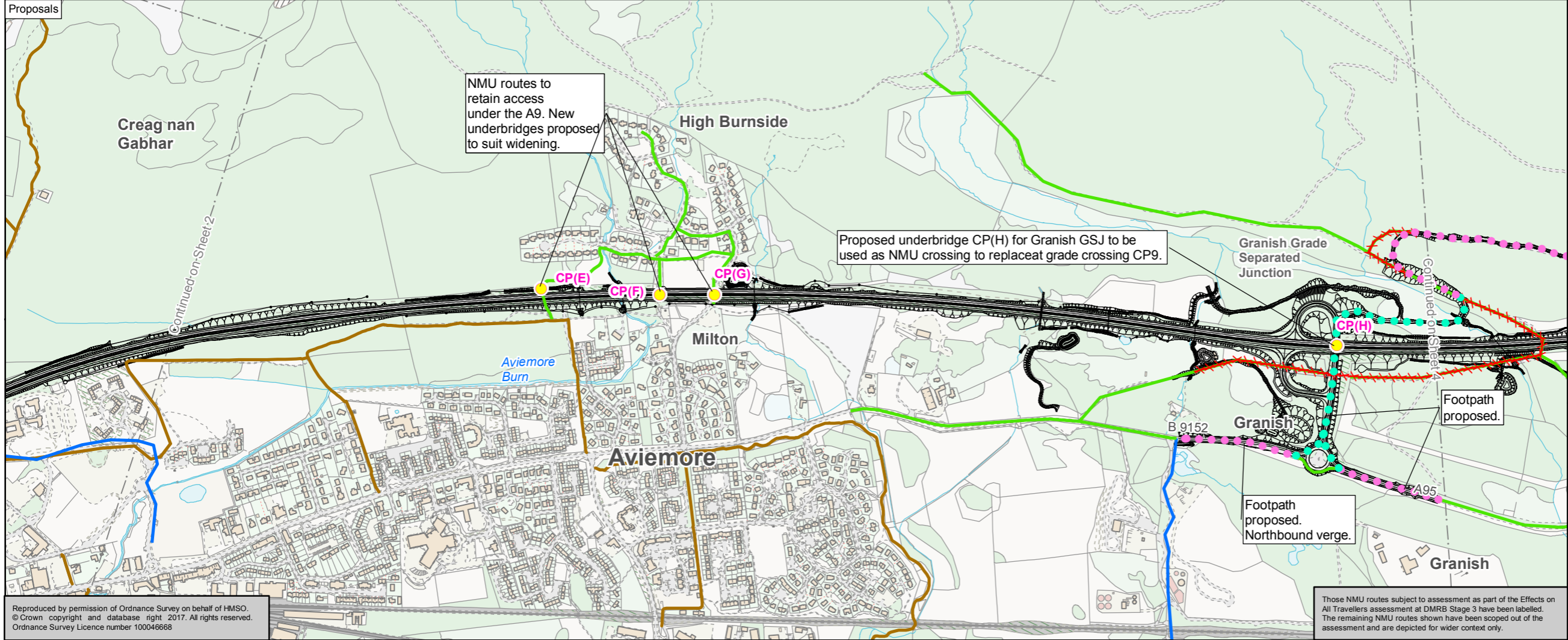
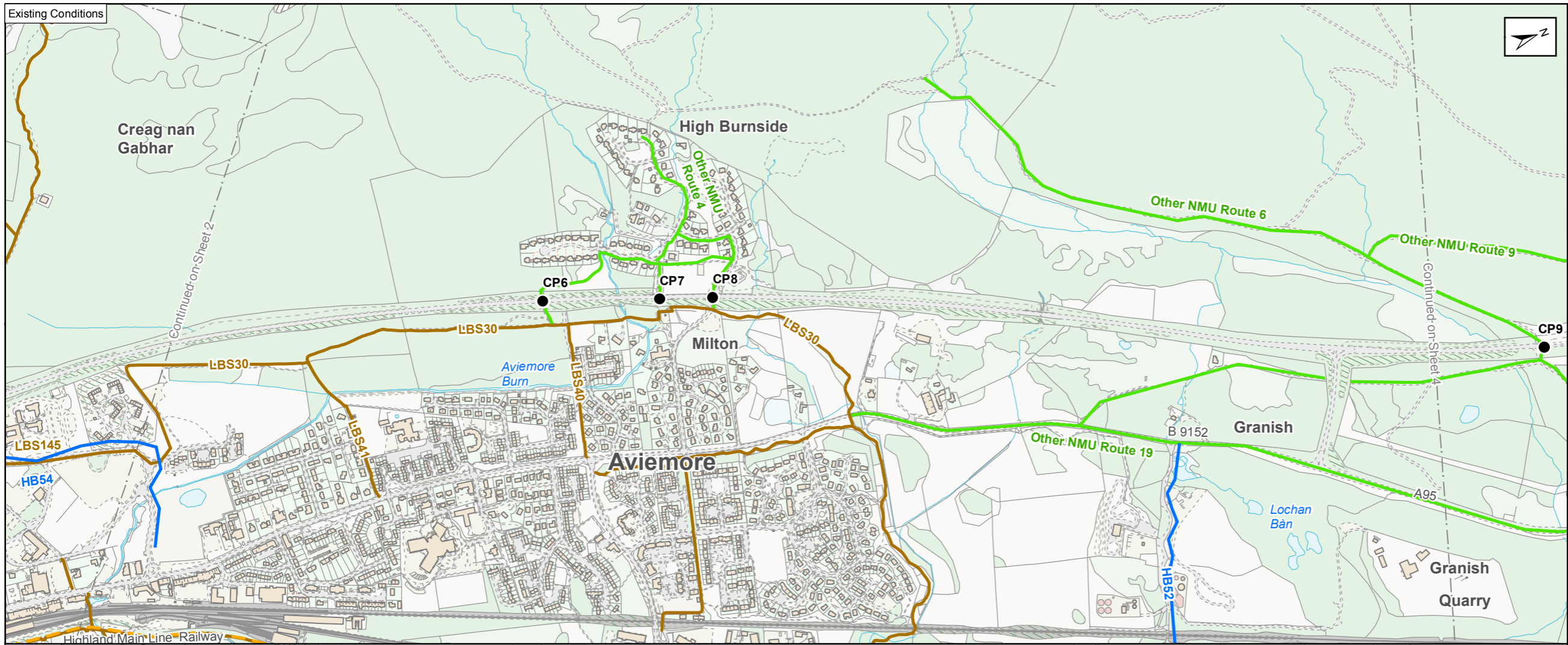
ATKINS mouchel

Figure 9.2
Impact on NMU Routes
and Proposed Mitigation
Sheet 2 of 9

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- Proposed Scheme
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- Existing Core Path
- Existing Other NMU Route
- NMU Route Discontinued
- Existing Improved NMU Route
- Proposed New NMU Facilities



Status	FINAL	Subsidiary	B
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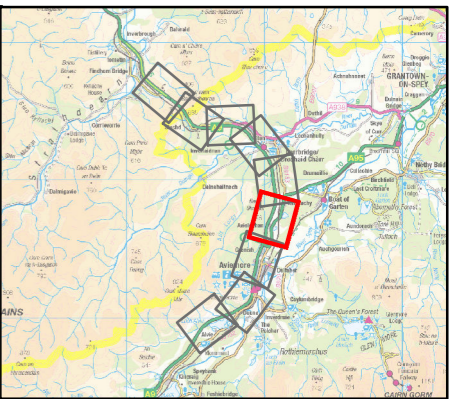
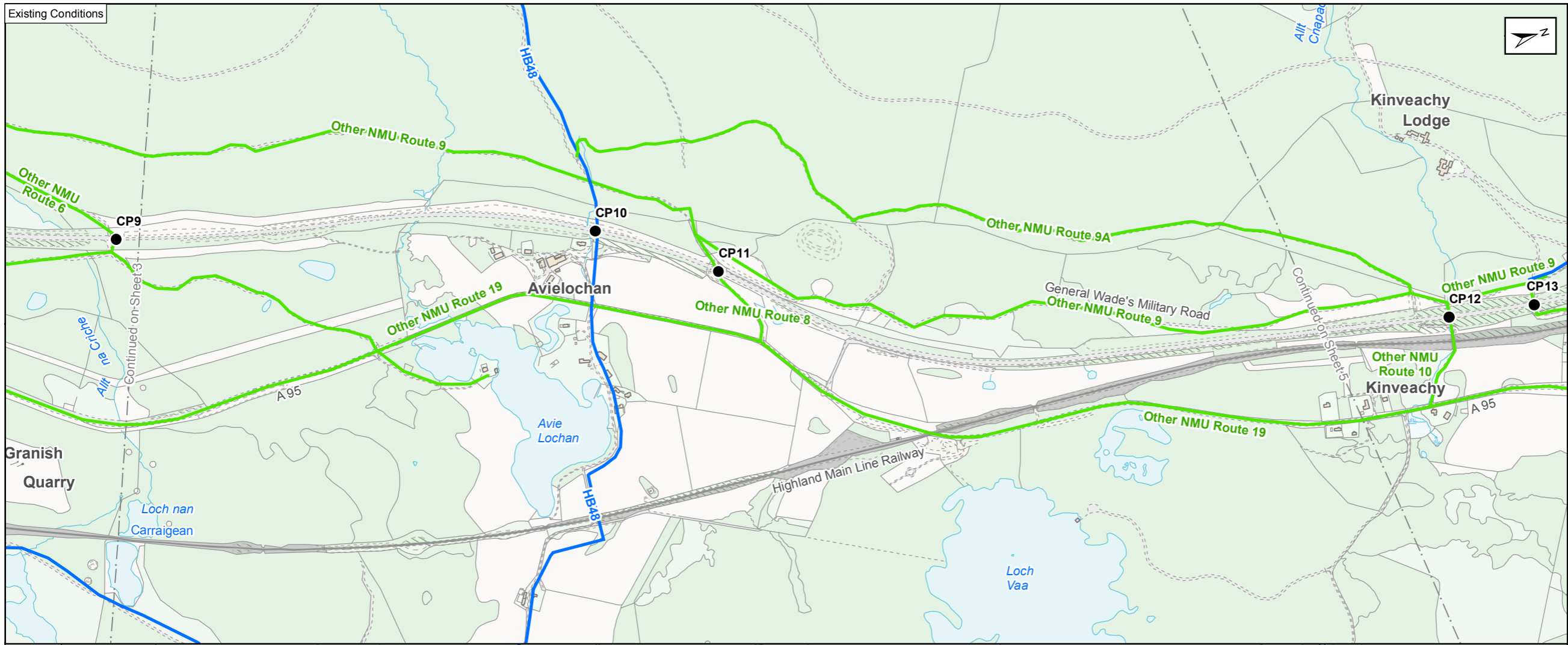


Figure 9.2
Impact on NMU Routes
and Proposed Mitigation
Sheet 3 of 9

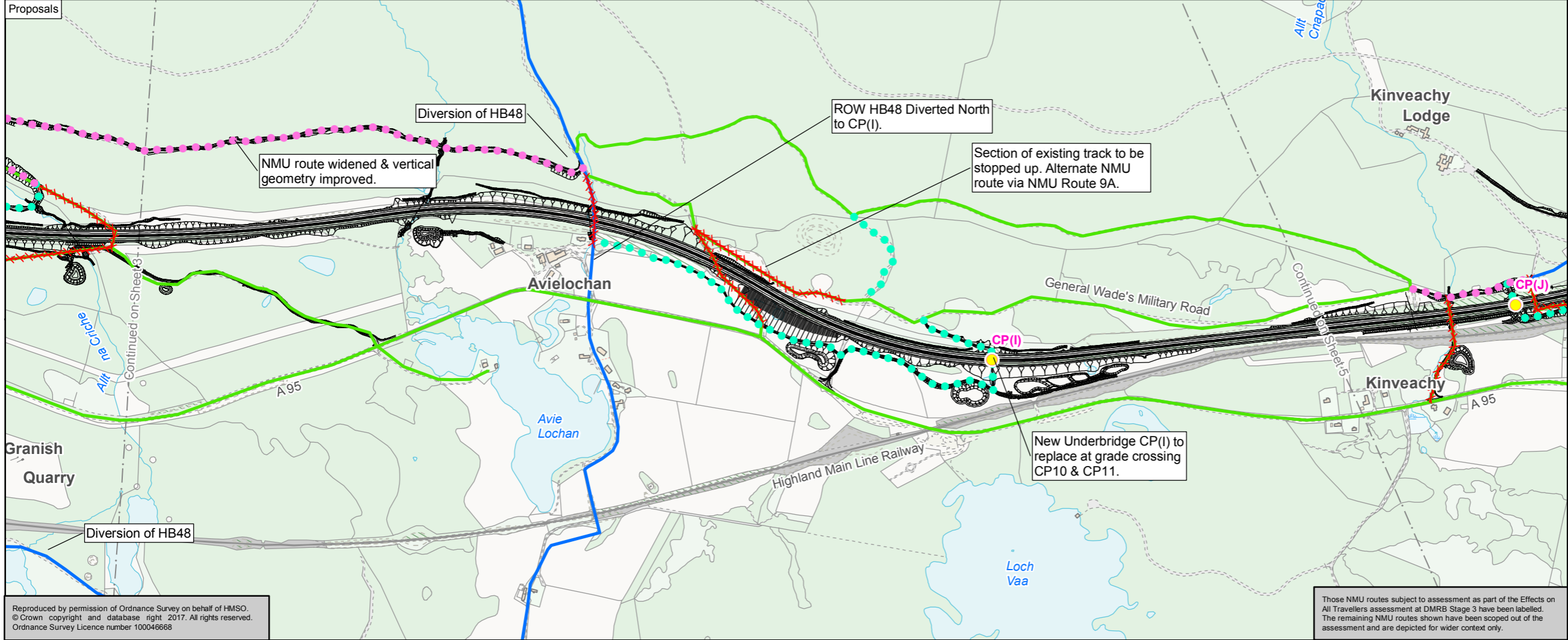
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Document Number	Project		Originator		Volume		Revision		
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Location	Type	Role	Number						

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- Existing Right of Way
- Existing Core Path
- Existing Other NMU Route
- NMU Route Discontinued
- Existing Improved NMU Route
- Proposed New NMU Facilities



Status: FINAL Subtitle: B

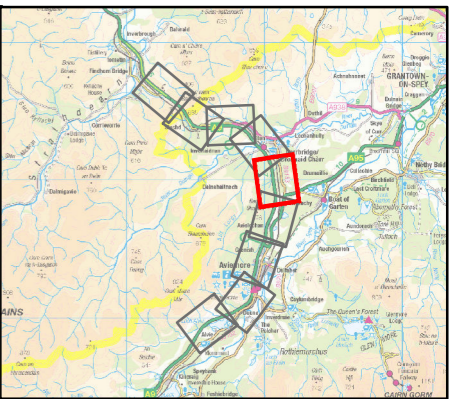


Figure 9.2
Impact on NMU Routes
and Proposed Mitigation
Sheet 4 of 9

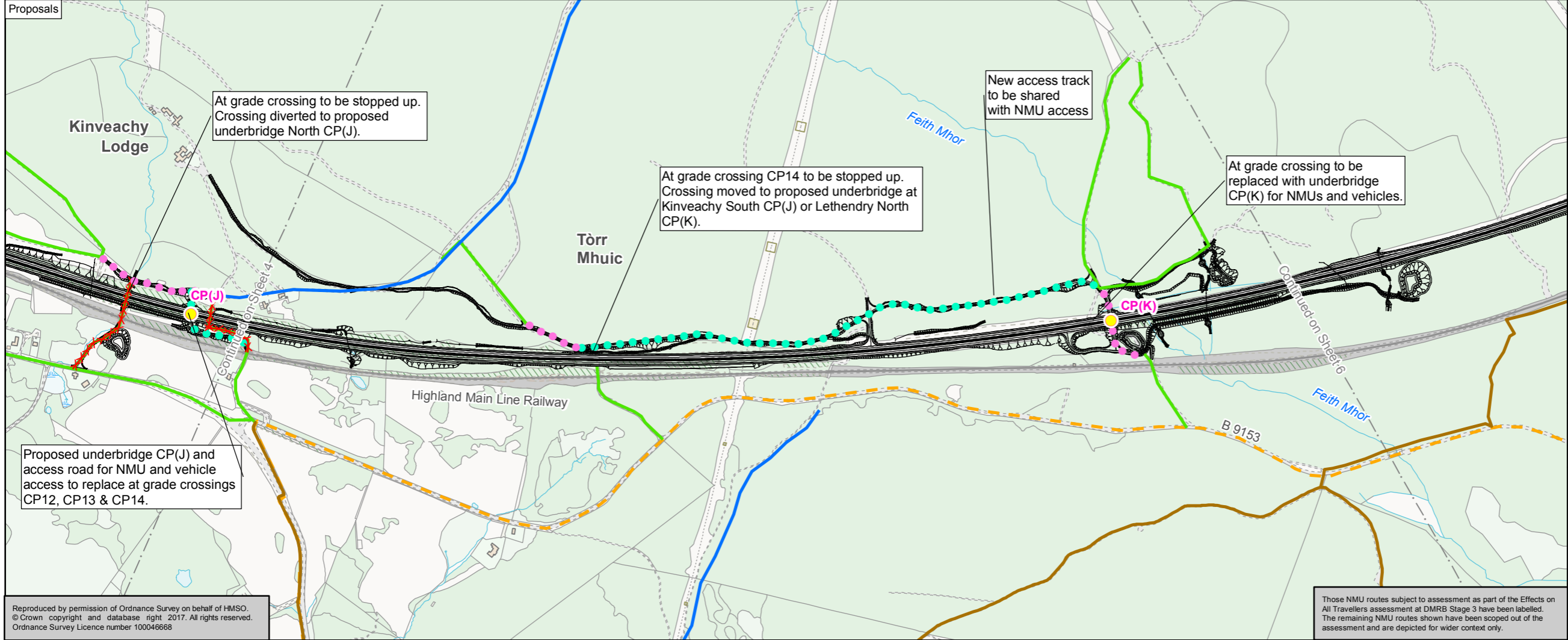
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- CP(1) - Existing Crossing Location
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- Existing Core Path
- Existing Other NMU Route
- NMU Route Discontinued
- Existing Improved NMU Route
- Proposed New NMU Facilities



Status: FINAL
Subsidiary: B

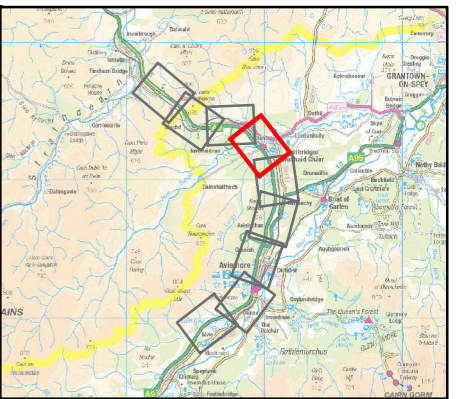
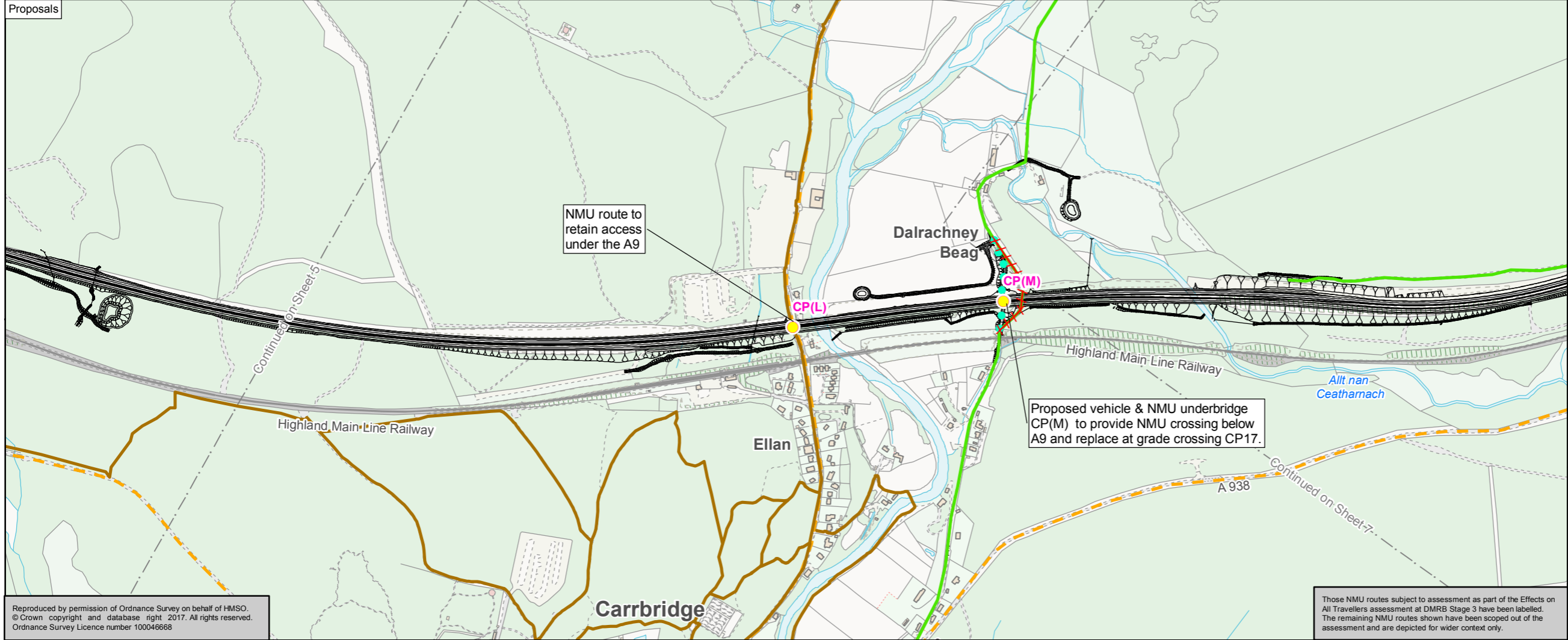
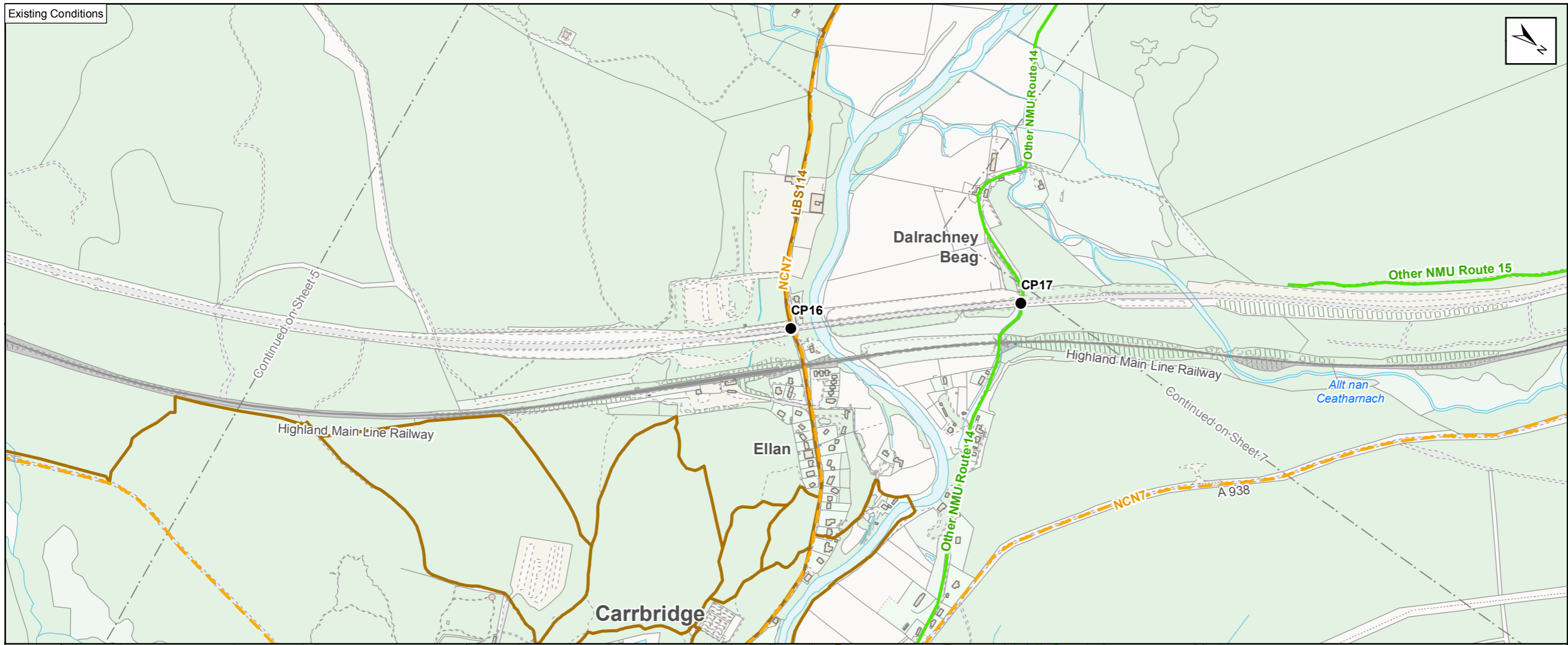


Figure 9.2
Impact on NMU Routes
and Proposed Mitigation
Sheet 5 of 9

Scale	1:10,000	Drawn	MM	Checked	GK	Approved	ROB	Authorised	SB
Document Number	Project		Originator		Volume		Revision		
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Location	Type	Role	Number						

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- Proposed Scheme
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- Existing Right of Way
- Existing Core Path
- Existing Other NMU Route
- NMU Route Discontinued
- Existing Improved NMU Route
- Proposed New NMU Facilities



Status	FINAL	Subsidiary	B
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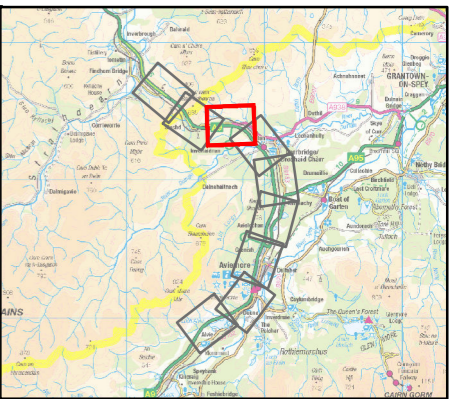
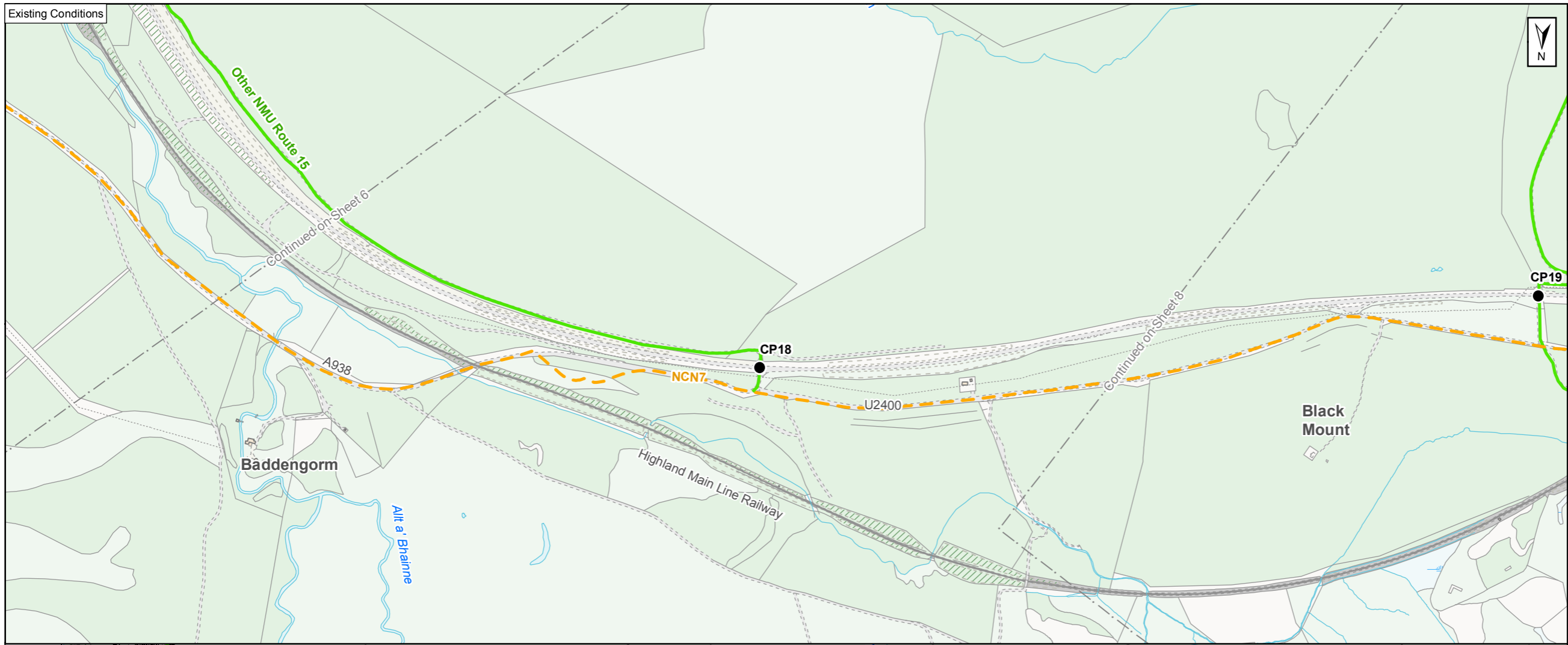


Figure 9.2
Impact on NMU Routes
and Proposed Mitigation
Sheet 6 of 9

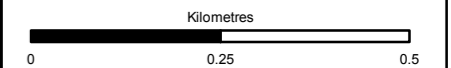
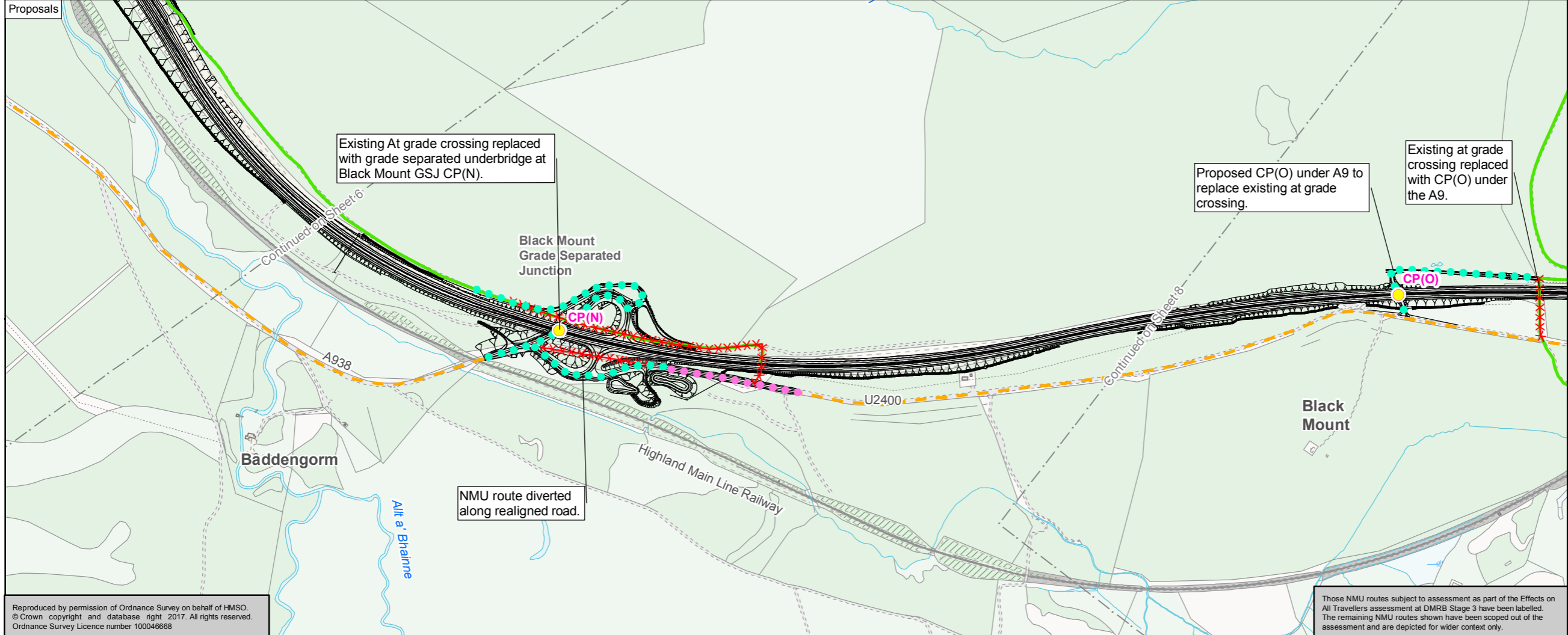
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Location	Type	Role	Number						

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- Existing Core Path
- Existing Other NMU Route
- NMU Route Discontinued
- Existing Improved NMU Route
- Proposed New NMU Facilities



Status	FINAL	Subsidiary	B
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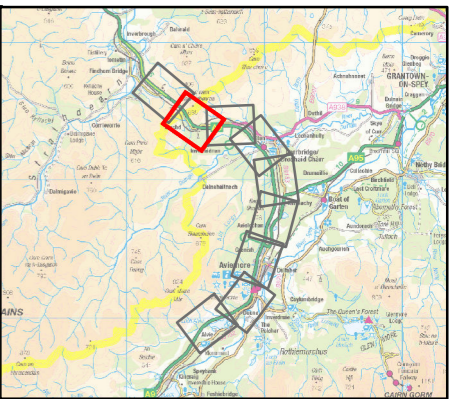
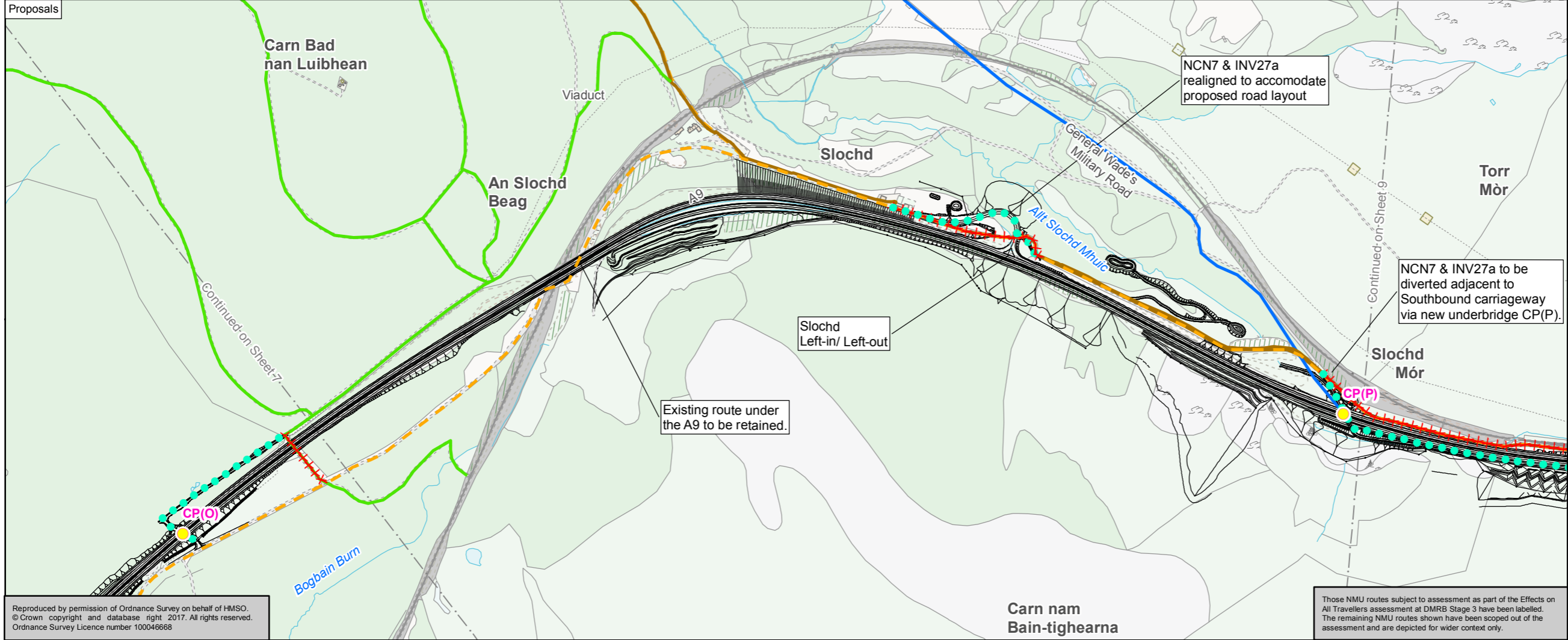
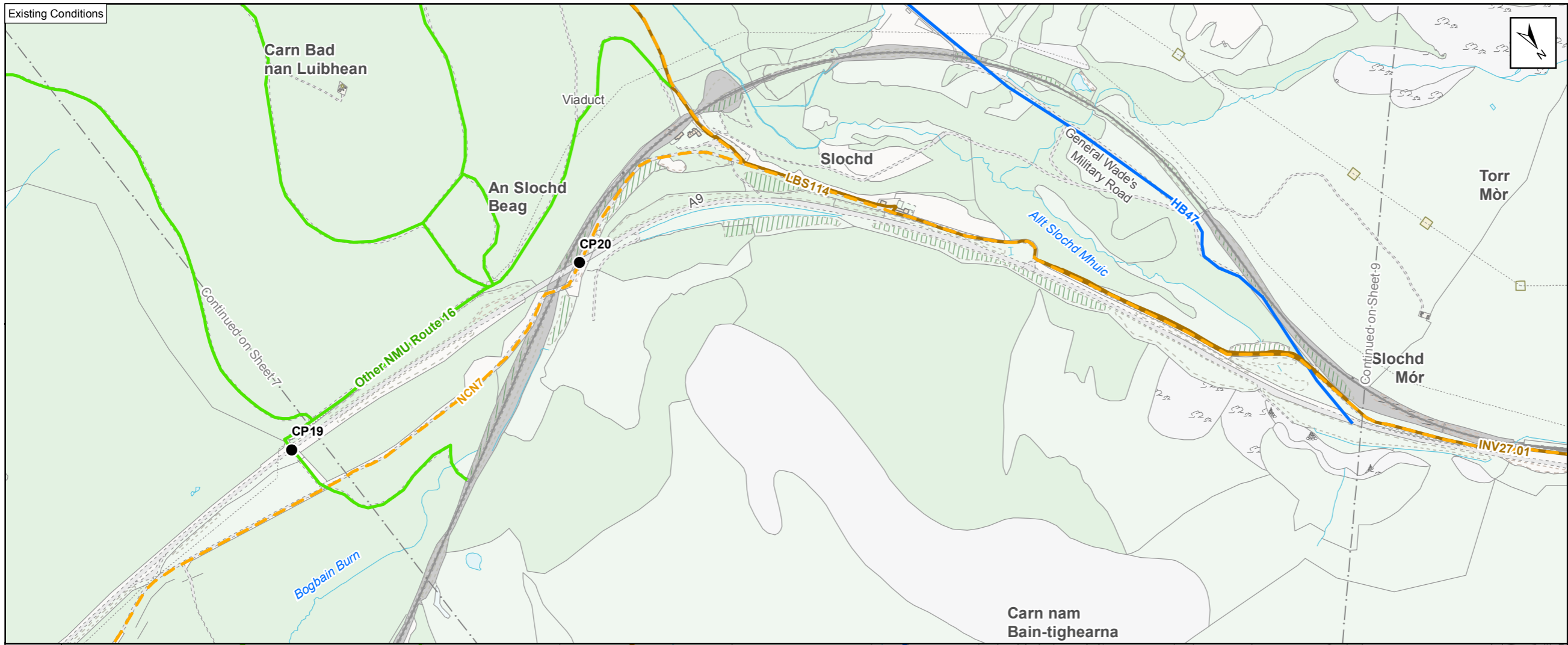


Figure 9.2
Impact on NMU Routes
and Proposed Mitigation
Sheet 7 of 9

Scale	1:10,000	Drawn	MM	Checked	GK	Approved	ROB	Authorised	SB
Document Number	Project		Originator		Volume		Revision		
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Location	Type	Role	Number						

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- NMU Route Discontinued
- Existing Improved NMU Route
- Proposed New NMU Facilities



Status	FINAL	Subsidiary	B
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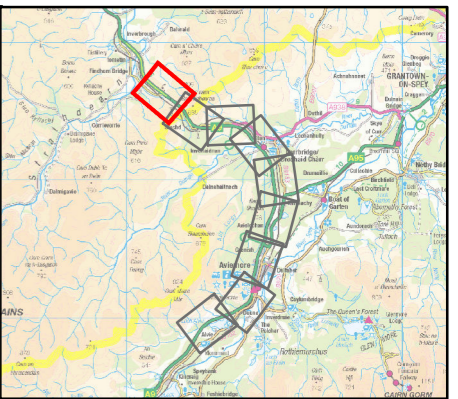
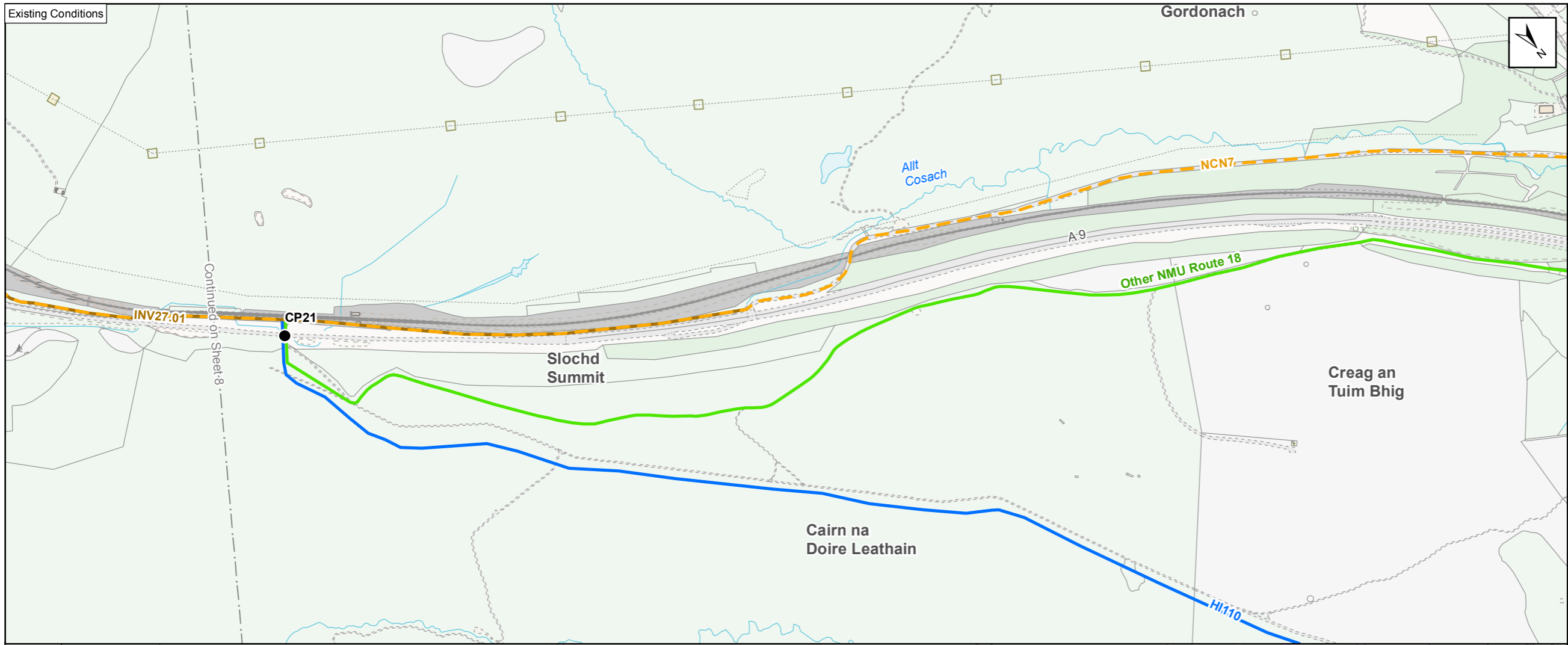
Figure 9.2
Impact on NMU Routes
and Proposed Mitigation
Sheet 8 of 9

Scale	1:10,000	Drawn	MM	Checked	GK	Approved	ROB	Authorised	SB
Document Number	Project		Originator		Volume		Revision		
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Location	Type	Role	Number						

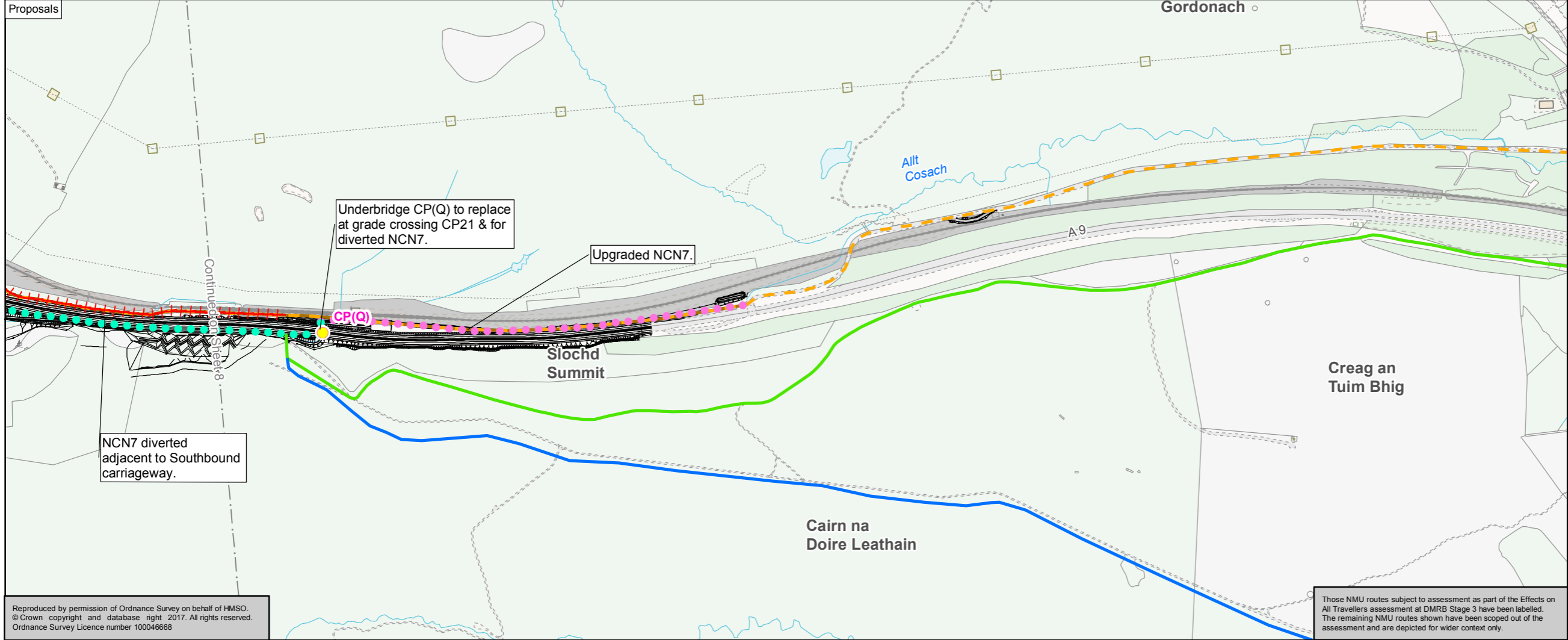
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Carn nam
Bain-tighearna



- Proposed Scheme
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Status	FINAL	Subsidiary	B
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Figure 9.2
Impact on NMU Routes
and Proposed Mitigation
Sheet 9 of 9

Scale	1:10,000	Drawn	MM	Checked	GK	Approved	ROB	Authorised	SB
Document Number	Project		Originator		Volume		Revision		
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Location	Type	Role	Number						

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