

9. People and Communities – Effects on All Travellers

9.1 Introduction

- 9.1.1 This chapter presents the assessment of potential impacts on the journeys made by pedestrians, cyclists, equestrians and vehicular travellers, including public transport, and an assessment of the view from the road. In 2009 Interim Advice Note (IAN) 125/09ⁱ advised the combination of DMRB Volume 11 topics ‘pedestrians, cyclists and equestrians’ⁱⁱⁱ and ‘vehicle travellers’ⁱⁱⁱ. As noted in Chapter 8 (People and Communities: Community and Private Assets) IAN 125/15^{iv} recommends that DMRB Volume 11 Part 6 Land Use (providing guidance on assessing the impacts of demolition of property and loss of agricultural, development and community land) and all of DMRB Volume 11 Part 8 Pedestrians, Cyclists, Equestrians and Community Effects (providing guidance on assessing impacts on journeys made by pedestrians, cyclists and equestrians) are combined into an assessment on ‘People and Communities’. The assessments for Effects on All Travellers and Community and Private Assets are retained in separate chapters but reported under the same heading of ‘People and Communities’. For ease of reference the term ‘Non-Motorised Users’ (NMUs) is used to describe pedestrians, cyclists, equestrians and other recreational users.
- 9.1.2 This chapter includes an assessment of the potential impacts on NMUs due to changes to paths and access to the outdoors in the study area. It also identifies potential impacts on vehicular travellers including driver stress and views from the road. Chapter 8 assesses 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.

Non-Motorised Users (NMUs)

Land Reform (Scotland) Act 2003

- 9.1.3 The Land Reform (Scotland) Act 2003^v Part 1 came into effect in February 2005 and provides an overall framework for responsible conduct of landowners and those exercising rights of access. The Act covers most land and inland water in Scotland and therefore includes private land that may be used informally by the community.
- 9.1.4 Local authorities have a duty to keep a list of ‘core paths’. Core paths are key paths that provide the public with reasonable access throughout an area. Local authorities must ‘assert, protect, keep open, and free from obstruction or encroachment any route, waterway or other means by which access rights may reasonably be exercised’. Furthermore, 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’.
- 9.1.5 The Act states that it is the duty of Scottish Natural Heritage (SNH) to provide guidance for access rights and responsibilities set out in a Scottish Outdoor Access Code^{vi}. It is also the duty of SNH to publicise and promote the code, which was approved by Scottish Parliament in 2004.

SNH Handbook on Environmental Impact Assessment

- 9.1.6 This assessment specifically considers the impacts to access to the outdoors as a result of the Proposed Scheme in accordance with SNH guidance on Environmental Impact Assessment^{vii}.

DMRB Volume 11, Section 3, Part 8

- 9.1.7 In accordance with DMRB guidance (Volume 11, Section 3, Part 8), the assessment of impacts on NMUs considers journeys made by pedestrians (including ramblers), cyclists and equestrians. The term 'pedestrians and others' is referred to in the guidance, however this also includes impacts to local vehicle traffic and is assessed using the same principles. The assessment focuses on gaining an understanding of existing journey lengths and local travel patterns and then predicting potential changes in journey lengths as a result of the Proposed Scheme.
- 9.1.8 For the assessment of changes in amenity, a descriptive approach is used which incorporates a range of factors such as footpath width, distance from traffic, changes in quality of landscape and clear signage of alternative routes where relevant.

Vehicle Travellers

View from the Road

- 9.1.9 The view from the road assessment is carried out in accordance with guidance provided in DMRB (Volume 11, Section 3, Part 9), with reference also to Guidelines for Landscape and Visual Impact Assessment (GLVIA) 3rd Edition^{viii}. View from the road is defined as the extent to which vehicle travellers are exposed to different types of scenery while driving along the A9 within the study area. Views from the road can be beneficial in terms of maximising the value of a high quality scenic landscape and can relieve boredom. Conversely, where views from a road are restricted by the Proposed Scheme, this may create monotonous conditions for the driver.
- 9.1.10 The assessment considers:
- the type of scenery or landscape through which the route passes and may have wider views of
 - the extent to which travellers may be able to view the scene and the duration of the view
 - the quality of the landscape
 - the presence of features of particular interest or prominence in the view and duration of visibility
- 9.1.11 The Proposed Scheme will modify existing views afforded from the A9 and therefore the assessment first establishes the baseline i.e. the existing View from the Road. This describes the type and sequence of view likely to be experienced by the traveller and the quality of the view in respect to the wider landscape character. The assessment goes on to describe how, as a result of the Proposed Scheme, the existing views would likely be modified, including opportunities for enhanced or prominent views of particular landmarks or points of interest. These have informed the development of the detailed landscape and ecological mitigation strategy, outlined in Chapter 13 (Landscape) and shown on Figure 13.8a-t.

Driver Stress

- 9.1.12 Driver stress is assessed in accordance with DMRB Volume 11, Section 3, Part 9 (Vehicle Travellers). Driver stress is defined as the adverse mental and physiological effects experienced by a driver traversing a road network. There are a range of possible factors that affect the level of stress experienced by a driver and this includes the road surface characteristics, number of junctions encountered, speed and flow of lanes and the road layout and geometry.
- 9.1.13 As described in the DMRB guidance, driver stress has three main components which are described as follows:
- frustration: caused by a driver being unable to drive at a speed consistent with his or her own wishes
 - fear of potential accident: caused by the presence of other vehicles, inadequate sight distances and the likelihood of pedestrians stepping on to the road
 - route uncertainty: caused primarily by signage that is inadequate for the individual's purposes
- 9.1.14 The guidance states that the available evidence does not permit the use of a finely graded assessment for driver stress, rather a three point descriptive scale of Low, Moderate and High are used.

Study Area

- 9.1.15 The study area for the assessment of impacts on NMUs includes paths within 500m of the Proposed Scheme. However, consideration of the wider area has also informed the assessment, which is particularly important in identifying potential limitations to accessing outdoor areas.
- 9.1.16 The study area for the assessment of impacts upon NMU journeys to community land / area based facilities includes those that are directly impacted upon by the Proposed Scheme, those facilities that are impacted indirectly as a result of increased journey lengths due to diversions on the NMU network, and a reduction in amenity which affects the experience of the NMU when utilising the facilities.
- 9.1.17 The study area for the assessment of changes to views from the road is limited to the route of the existing A9, the Proposed Scheme and adjacent local roads that will be realigned as part of the Proposed Scheme. As the Proposed Scheme is a dualling of the existing road, a direct comparison between the views experienced along the existing A9 and the Proposed Scheme can be made.

9.2 Approach and Methods

Baseline Data Collection

- 9.2.1 Baseline data was collected through a range of sources including desk-based studies, consultation and site survey and are described as follows:

Desk-Based Assessment

- 9.2.2 The desk-based assessment included the following:
- review of digital Ordnance Survey Maps

- interrogation of a GIS Database which holds data sets used for calculations and map production. The data stored ranges from information received from statutory bodies such as SEPA and Ordnance Survey in addition to data that has been collected, such as ecological surveys
- a review of relevant Local Development Plans and strategies:
 - Highland Wide Local Development Plan (HwLDP)^{ix} particularly Policy 77 Public Access and Policy 78 Long Distance Routes
 - Inner Moray Firth Local Development Plan (IMFLDP)^x
 - The Highland Council Core Path Plan^{xi}
- a web based search to identify:
 - existing and proposed paths (recreational and functional), and rights of way used by pedestrians, cyclists and equestrians
 - community land / outdoor access facilities as specified in Appendix 5 Outdoor Access Impact of SNH guidance 'A Handbook on Environmental Impact Assessment' – e.g. parks, Munros, local open spaces, inland lochs and reservoirs, woodlands and linear facilities e.g. paths, rights of way, cycleways
 - public transport links including bus and train routes

9.2.3 The View from the Road assessment has been informed by the identification of the character and scenic qualities of the landscape through which the existing A9 and the Proposed Scheme passes and has been established as part of the baseline studies for the landscape assessment (Section 13.3, Chapter 13).

9.2.4 Additional baseline data for View from the Road was collected through desk-based studies including the following:

- review of existing vegetation, earthworks and landform
- reference to the A9 Dualling Programme Strategic Environmental Assessment, Strategic Landscape Review Report^{xii}, identifying key views identified in consultation with SNH and the CNPA
- review of panoramic photographs and 3D imagery to understand the level of screening provided by existing vegetation, earthworks and landform
- a desk-based search to identify key views and areas of scenic quality from the existing A9

Consultation

9.2.5 Consultation responses from the following organisations (via public exhibitions and separate meetings/correspondence) have also been considered in the assessment (refer to Chapter 7 (Consultation and Scoping), and supporting Appendix A7.1 (Summary of Consultation Responses) for further details):

- ScotWays (November, December 2015, May-August and December 2016, January 2017)
- Sustrans (November 2015, May, December 2016, January 2017)
- HITRANS (May and December 2016, January 2017)
- The Highland Council (December 2015, June, August 2016, January 2017)
- British Horse Society (January 2017)
- land owners at Dalmagarry Farm (June 2015, December 2016)

- representatives of Dalmagarry Estate (between June and September 2015, December 2016)

NMU Forum and NMU Update Meetings

- 9.2.6 NMU Forums were held in May 2015 and 2016 and attended by statutory and non-statutory bodies with walking, cycling and equestrian interests including HITRANS, Sustrans, Scotways, The Highland Council, British Horse Society (BHS) and ByCycle.
- 9.2.7 Specific NMU consultation meetings have been undertaken to provide stakeholder organisations with an update of the Proposed Scheme and for discussion of the NMU routes, potential realignments, proposed lay-by locations, and access to bus services. Meetings have taken place in December 2015, August 2016 and January 2017 and have been attended by representatives from Sustrans, HITRANS, The Highland Council and Scotways.
- 9.2.8 An Accessibility Forum Workshop was held on 30 March 2017 and attended by the Mobility and Access Committee for Scotland (MACS) and People Friendly Design (PFD).

Site Survey

- 9.2.9 To verify the baseline data collected through desk-based assessment and consultation, site surveys were undertaken of NMU routes, community land / area based facilities was undertaken in March, April and June 2016.
- 9.2.10 The extent of the view from the road was established as part of the site surveys, which identified where views of the existing forward corridor and surrounding scenery/landscape are possible and the duration of these views as part of the journey.
- 9.2.11 These surveys were undertaken in the summer 2015 and spring 2016. The site surveys consisted of driving along the existing A9 in both directions to identify areas of likely change, in addition to survey work undertaken as part of the assessment of potential impacts on landscape character (refer to Chapter 13) and visual amenity (refer to Chapter 14).

Number and Type of User

- 9.2.12 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.
- 9.2.13 The Land Reform (Scotland) Act 2003 imposes certain requirements on local authorities in terms of maintaining public access. In addition, Scottish Planning Policy^{xiii} (SPP) aims to maintain, enhance and promote access to open space, outdoor access areas, recreation opportunities and amenities and improve access for NMUs. It is therefore considered that regardless of the number and types of user, all routes should be maintained and/or improved where practicable. Origin/destination surveys were therefore not considered necessary for the purposes of this assessment.
- 9.2.14 For this assessment, the type of user (including use by vulnerable users) was determined from information provided during consultation with relevant bodies and the 2016 site surveys.

Assessment of Impacts

Non-Motorised Users – Journey Length

- 9.2.15 The assessment of the potential impacts of the Proposed Scheme on pedestrians, cyclists, and equestrians was undertaken with reference to DMRB (Volume 11, Section 3, Part 8) and SNH guidance on environmental impact assessment (EIA), (specifically Appendix 5: Outdoor Access Assessment).
- 9.2.16 The approach and method used includes assessment of impacts on:
- users of paths (journey length and amenity)
 - access to community land / area based facilities (including ease of access and amenity)
- 9.2.17 The significance of potential impacts on pedestrians, cyclists, equestrians and other recreational users has been determined as a function of sensitivity and magnitude. Unless otherwise stated, impacts are considered to be adverse. An assessment of the residual effects of the Proposed Scheme is also provided, taking into account the identified mitigation measures.

Sensitivity Criteria

- 9.2.18 In recognition of the duties placed on local authorities by the Land Reform (Scotland) Act 2003, 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. pedestrians or vulnerable users).
- 9.2.19 Table 9.1 outlines the sensitivity criteria applied in this assessment. Where a path, area of community land / area based facility 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 applied.

Table 9.1: Sensitivity Criteria for NMU Assessment

Sensitivity	Characteristics/Area Based Facility
High	Vindicated rights of way Asserted rights of way Core paths/proposed core paths Access to and the amenity of nationally important community land / area based facilities (e.g. National Parks, Munros (mountains in Scotland over 3,000ft (914m) in height), National Nature Reserves)
Medium	Claimed rights of way National Cycle Network (NCN) Routes Access to and the amenity of regionally important community land / area based facilities land (e.g. Country Parks, forests) Corbetts (mountains in Scotland between 2500 and 3000ft) and Grahams (mountains in Scotland between 2000 and 2500ft)
Low	Local routes/other paths outwith the above categories Access to and the amenity of locally important community land / area based facilities (e.g. local parks and playing fields)

Note: a definition of vindicated, asserted and claimed rights of way is provided in paragraph 9.3.8.

9.2.20 Community facilities used by vulnerable groups, such as schools and doctors' surgeries, have been identified in Chapter 8 and are shown on Figure 8.1a-f, Volume 3. The sensitivity rating of paths which are known to be used by vulnerable groups were reviewed. Where applicable, the sensitivity was adjusted using professional judgement to take into consideration the vulnerability of the users. Section 9.3, which lists and describes the paths in the study area, also notes which paths are known routes for vulnerable users.

Magnitude of Change

9.2.21 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, which may result in NMUs deciding to use an alternative route).

9.2.22 Desk-based research, consultation and on-site verification were used to identify where paths currently cross the existing A9 (marked as 'Crossing Points' or 'CP' on Figure 9.2b-e). 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 reduced in length). The existing journey lengths for paths were derived from The Highland Council Core Path Plan^{xi}, consultation with relevant authorities and access groups and site surveys. 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.

9.2.23 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 of the dualling (2026) and therefore alternative routes may be taken. In accordance with DMRB this relates to roads that are predicted to experience an increase of 30% or more in traffic flow in the first full year of operation of the dualling (2026) with the Proposed Scheme compared with 2026 without the Proposed Scheme. On review of the traffic data, all of the increases in traffic are lower than 30% (the range is from 13.3% to 27%) with the exception of the B9154 southbound which has an increase of 122.5% (from 119 to 265 Annual Average Daily Traffic (AADT), however existing traffic is considered to be low.

9.2.24 Taking into account guidance provided in DMRB, criteria were developed to determine magnitude of change resulting from changes to journey length as shown in Table 9.2.

Table 9.2: Magnitude of Change Criteria for Changes to Journey Length

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

Impact Significance

9.2.25 The significance of changes in journey length was then determined using the matrix in Table 9.3. To determine overall significance of impacts on paths, 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.

Table 9.3: Significance of Impact on Journey Length

Sensitivity Magnitude	Low	Medium	High
High	Moderate	Moderate/Substantial	Substantial
Medium	Slight/Moderate	Moderate	Moderate/Substantial
Low	Negligible/Slight	Slight	Moderate
Negligible	Negligible	Negligible/Slight	Slight

9.2.26 For the purposes of this assessment, impacts were considered to be ‘significant’ where the assessment results indicated impacts of Moderate or higher significance.

Non-Motorised Users - Changes in Amenity

9.2.27 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 paths/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/improvement in view 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 route or at a crossing point
- noise and air quality on existing paths would potentially significantly increase or decrease
- the Proposed Scheme would be visible from existing paths

9.2.28 In line with DMRB guidance, the assessment of change to amenity on NMU routes does not make use of sensitivity criteria and 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, this assessment also considers amenity impacts on community land / area based facilities.

9.2.29 Full visual, air quality and noise assessments are reported in Chapter 14 (Visual), Chapter 16 (Air Quality) and Chapter 17 (Noise and Vibration). Traffic data was 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 of the

dualling (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 that road, and are therefore not necessarily representative of the full length of the road. Any community severance resulting from increased traffic flows is assessed in Chapter 8.

- 9.2.30 The significance of impact characteristics for change in amenity are summarised in Table 9.4. A significant impact is considered to be that with a significance rating of Moderate or greater.

Table 9.4: Significance of Impact on Amenity

Significance	Characteristics
Substantial	Where there is a major 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 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 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.

View from the Road

- 9.2.31 The view from the road assessment was undertaken in accordance with the guidance provided in DMRB (Volume 11, Section 3, Part 9). Whilst the guidance does not specifically require an assessment of the sequence in which views are perceived by travellers, this has been described as the unfolding experience of the journey and is considered to be an important factor in helping to determine whether and to what degree changes are beneficial or not.
- 9.2.32 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. This builds on key views identified within the A9 Dualling Programme Strategic Environmental Assessment^{xiv}, Strategic Landscape Review Report. Both the immediate landscape and wider surrounds were taken into account to determine value as being high, medium or low. This involved a consideration of the landscape character, the presence of designated landscapes (such as National Scenic Areas) and the scenic quality of the landscape.
- 9.2.33 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 cuttings crossing 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
- open view – road generally at grade or on embankment with views extending over the wider landscape or only restricted by existing landscape features

9.2.34 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 which provide visual interest and/or a point of reference associated with the journey being undertaken.

Sensitivity Criteria

9.2.35 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 Table 9.5, Table 9.6 and Table 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 judgements applied to each scenario.

9.2.36 The criteria used for evaluation of sensitivity of views from existing roads considers 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

9.2.37 The magnitude of change to views from the road as a result of the Proposed Scheme in comparison to views from the existing A9 and other roads 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 of Change	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 an evident 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

9.2.38 The 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. It is defined as being **Neutral, Slight, Moderate** or **Substantial**, in addition to 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 this assessment. Potential impacts identified as Slight/Moderate and below are not considered to be significant in the context of this assessment.

Table 9.7: Significance of Impact Criteria for View from the Road

Significance of Impact	Typical Significance Criteria
Substantial	<p>A major deterioration or improvement in views from the road.</p> <p>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.</p> <p>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.</p>
Moderate	<p>A notable deterioration or improvement in views from the road.</p> <p>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.</p> <p>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.</p>
Slight	<p>Minor deterioration or improvement in views from the road.</p> <p>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.</p> <p>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.</p>
Neutral	No deterioration or improvement in views from the road.

9.2.39 In terms of views from the road, the assessment considers the potential impacts in the absence of mitigation, in winter during year 1 (the First Full Year of Operation of the Dualling) as the worst case scenario and in summer during year 15 (Design Year). The assessment then goes on to consider the predicted impacts with mitigation included, in winter during year 1 and again in summer during year 15. This last assessment considers the impacts that the proposed mitigation strategy will have and represents the best case scenario, identifying the residual effects. Views during construction have not been included in the assessment, the views being similar to those experienced by the existing A9, until such time as the new sections of road are operational and represented in the assessment for the First Full Year of Operation of the Dualling.

Driver Stress

- 9.2.40 Driver stress has been assessed in accordance with DMRB Volume 11, Section 3, Part 9 (Vehicle Travellers), using a three point scale of High, Moderate or Low. The 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. As per DMRB guidance, the assessment is made for the worst year in the first fifteen after opening.
- 9.2.41 Table 9.8 and Table 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/hr		
	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/hr		
	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.

- 9.2.42 To support the A9 Dualling Programme Case for Investment, 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
 - the number of HGVs in the platoon ahead
- 9.2.43 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 upon the scale and prevalence of these factors along the route, the research recommended that the A9 should be considered 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 of the Assessment

- 9.2.44 A detailed programme of construction works including key elements, phases and durations of each was not known at the time of the assessment. An indicative timescale for works duration and activity is, however, provided in Chapter 5 (The Proposed Scheme). The extent of the assessment is therefore limited by the available information.

9.3 Baseline Conditions

Non-Motorised Users

National Cycle Routes

- 9.3.1 The National Cycle Network is a network of cycle routes in the UK, created by the charity Sustrans. The cycle routes comprise a range of pedestrian routes, disused railways, minor roads, canal towpaths and traffic calmed routes and therefore can also be designated as rights of way, core paths and other NMU routes.
- 9.3.2 National Cycle Network Route 7 (NCN7), shown on Figure 9.1a-e, is a major NMU facility running from Sunderland to Inverness and comprises both on and off-road sections. NCN7 connects communities in the study area that are near to the A9 such as Tomatin and Moy and features a number of at-grade crossings of the A9. NCN7 is used by cyclists undertaking circular/round trips within one day as well as tourers undertaking the Land's End to John o' Groats route and Glen Kyllachy circuit via Strathdearn.
- 9.3.3 From the southern end of the study area, NCN7 is also a core path (IN27.01) at Slochd Summit (Figure 9.1a) and runs adjacent to the A9 and passes the Tomatin South Junction towards Tomatin Village. NCN7 crosses the Findhorn Bridge and runs through Tomatin village running parallel to the existing A9 along the route of the old A9 / cycle path to just south of Dalmagarry Farm (see Plates 1 – 5, Appendix A9.1) where it crosses the existing A9 via a poorly marked at-grade crossing, before joining the B9154 (see Figure 9.1d). NCN7 connects to the existing A9 northbound lay-by (lay-by 162) at Dalmagarry providing NMU access to hills (including Grahams such as Tom na h-Ulaidh) via tracks to the west via an underpass of the Highland Main Line railway (see Figure 9.1d).
- 9.3.4 NCN 7 is poorly segregated from vehicles Tomatin South Junction to Tomatin Distillery, with the route following the main road through Tomatin Village. This road is also in parts a national speed limit carriageway, only dropping to 30mph when passing through Tomatin village. After Tomatin Distillery when travelling north, the route is shared with traffic along the C1121 for approximately 1.1km after which it becomes segregated, running parallel to the A9 until the at-grade crossing at Dalmagarry Farm. The route in general is well maintained, with concrete road surfacing suitable for hikers and cyclists, however this can become slippery for equestrians. It is narrow in some sections mainly due to overgrowth of vegetation on the path. This may be problematic for passing cyclists going in opposite directions.
- 9.3.5 Within the study area NCN7 is generally poorly signposted, particularly throughout the village of Tomatin, however signage does become more frequent along the C1121 north of the village towards the at-grade crossing of the A9 at Dalmagarry. There is also a signpost just beyond the at-grade junction of the A9 and the B9154 directing cyclists towards Moy or Inverness.

9.3.6 Within the Proposed Scheme extents, NCN7 is considered to be of Medium sensitivity with the exception of the section at Slochd Summit which is also core path IN27.01 and considered to be High sensitivity.

Public Rights of Way (RoW)

9.3.7 A RoW 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). RoW have been recognised in Scots Law for centuries (i.e. in common law). RoW vary from long hill routes (often historical drove or kirk roads) to local routes used for dog walking or as links to shops, schools and other local amenities.

9.3.8 ScotWays maintains the National Catalogue of Rights of Way (CROW), in partnership with SNH. Local authorities hold copies of their local CROW records. CROW classifies RoW into three status categories:

- vindicated – routes declared to be RoW by the courts or through another legal process
- asserted – routes which have been accepted as RoW by the landowner or where local authorities have indicated that they would take legal action to protect them if necessary
- claimed – other routes which appear to meet the common law conditions necessary to be regarded as RoW, but which have not been formally vindicated or asserted

9.3.9 Access along RoW are protected by the Countryside (Scotland) Act 1967^{xv} requiring the local authority to *'assert, protect and keep open and free from obstruction or encroachment any public rights of way'*, although diversions can be considered if the proposed diversion is deemed suitable by the planning authority.

9.3.10 There are two claimed RoW (HI110 and HI43) within the study area (see Figure 9.1b and d-f) and one claimed RoW (HI95) following a single track road from the A9 and beyond to Ruthven (outside of the immediate study area) (see Figure 9.1c).

9.3.11 RoW HI43 begins at Moy village (to the east of the A9) at the B9154/NCN7, connecting to Lynebeg (to the west of the A9) via an at-grade crossing of the A9 (refer to Plates 6 and 7, Appendix A9.1) and then follows the line of General Wade's Military Road / Forestry Commission / Farr Wind Farm access track (see Figure 9.1e-f) to the B851 at Daviot. From here it then routes further north towards Inverness.

9.3.12 RoW HI95 begins at the junction with the A9 carriageway and U2786 / Shennachie Road and continues along Ruthven Road away from the A9 for 3.2km to just beyond Shenachie where it changes to claimed RoW HN3 which follows the River Findhorn to a public road in the vicinity of Drynachan Lodge a further 6.5km away. As RoW HI95 begins near Ruthven and follows Ruthven Road, it is near to and links with Other NMU Route P7 with wider connections to Other NMU Routes P4, P5 and P6 (Figure 9.1c).

9.3.13 A consultation response received from The Highland Council in June 2016 stated that General Wade's Military Road is in a poor condition but is still used by walkers and cyclists. Furthermore, The Highland Council has noted that consent has also been given to reinstate the horse-accessible gate at the boundary with the National Forest Estate approximately 1.3km north-west of Lynemore at the instigation of horse riders. The Highland Council hopes to encourage greater use of General Wade's Military Road between Inverness and Moy by walkers, cyclists and horse riders. Feedback from the BHS has confirmed that equestrians frequently use the A9 at grade crossing between Moy and Lynebeg to access General Wade's Military Road.

- 9.3.14 The HI43 RoW section from Lynebeg to the forestry / wind farm access (refer to Figure 9.1e) comprises approximately 1.5km of rough and barely discernible track, traversing moorland east to west. From here the RoW follows the surfaced wind farm access track and then deviates east to a longer distance route, as shown in Figure 9.1f, to the B851 at Inverarnie, Glen Kyllachy and Inverness.
- 9.3.15 During site visits it was noted that footprints, cycle tracks and quad bike tyre tracks were apparent on parts of the route between Lynebeg and the forestry / wind farm access track. Consultation regarding access to HI43 with the Dalmagarry Estate Manager, indicated that the route is infrequently used for stalking activities and The Highland Council indicated that the route is used by walkers, cyclists and equestrians.
- 9.3.16 Considering the links to communities at Ruthven and Moy and onward connections to the B9154 and NCN7, both RoW HI43 and HI95 are considered to have a High sensitivity.

Planned Paths

- 9.3.17 The Highland Council approved planning application 15/00892/FUL in October 2015 for 14 sections of path linking the existing A9 North (Tomatin) bus stop to the wider path network including the wood associated with Tomatin Distillery (refer to Figure 9.1b-c). Only sections 1, 3 and 8 require planning permission due to potential impacts on trees and section 7 has since been withdrawn due to technical issues.
- 9.3.18 A site visit and walkover of Planned Paths sections within the study area (sections 1-8) was undertaken on 7 March 2017 (refer to Plates 9A-11D of Appendix A9.1). The other Planned Path sections (9-14) are not within the study area and therefore not included within the assessment. The walkover confirmed the following details for sections 1, 3, 4 and 6 and no footpaths were seen to be in place for sections 2, 5 and 8 - these sections appear to currently follow existing roads:
- Section 1 is a completed 50m section of new off-road multi-use path from the A9 North (Tomatin) bus stop to the old A9 (Plate 9A, Appendix A9.1).
 - Section 3 is a completed 307m section of new off-road multi-use path from the Tomatin sign above the junction with the existing A9 to the Tomatin Distillery entrance (Plate 10, Appendix A9.1).
 - Section 4 is in a poor state of repair and follows the existing road for 119m from the Tomatin Distillery entrance to the existing footbridge over the Allt na Frithe to the start of Station Road (Plate 11A, Appendix A9.1).
 - Section 6 utilises the existing pavement from the Tomatin Viaduct to Old Mill Road.
- 9.3.19 As sections 1, 3 and 4 have been constructed and section 6 follows an existing footpath, these are included in the baseline conditions of the assessment and are considered to be of Low sensitivity. These sections are described in more detail under 'Other NMU Routes' in paragraph 9.3.26.
- 9.3.20 Sections 2, 5 and 8 are considered to be within the study area for this assessment, however as these are not yet constructed they are considered as committed development within Chapter 20 (Cumulative Effects).
- 9.3.21 Potential impacts on the Planned Paths are considered further in Chapter 8 (in terms of impacts on development land).

Core Paths

- 9.3.22 Whilst there is no strict definition of a core path, they may include rights of way, footpaths and 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. Core paths are intended to provide reasonable access for the public throughout the local authority area.
- 9.3.23 Under the Land Reform (Scotland) Act (2003) it is the duty of the local authority to draw up a plan for a system of paths (“core paths”) sufficient for the purpose of giving the public reasonable access throughout their area.
- 9.3.24 The Highland Council Core Path Plan (Map 17 – Dava Slochd and Tomatin) shows that there are three core paths (IN27.01, IN27.02 and IN27.03) close to the Proposed Scheme, located along NCN7 running parallel to the A9 at Slochd Summit (Figure 9.1a) and within woodland to the north of Tomatin distillery (Figure 9.1b-c), but outwith the affected area. It is not considered that the construction and operation of the Proposed Scheme will adversely affect access to these core paths.

Other NMU Routes

- 9.3.25 There are several other local or informal paths either on or off the road network throughout the Proposed Scheme study area. These can be of recreational value for walkers or cyclists and can provide access to community facilities such as schools and village halls. There is no formal usage data for these routes and assumptions have been made and informed by site visits and consultation.
- 9.3.26 ‘Other NMU Routes’ (indicated on Figures 9.1b to 9.1f have been identified by applying the study area criteria to the wider path network and these comprise the following:
- Other NMU Route P1 - The Porter’s Lodge via an unnamed road connecting to Tomatin House to the C1121 (Figure 9.1b and see Plate 8, Appendix A9.1): approximately 2.7km long running from the Porter’s Lodge to Tomatin House under the existing A9 via an underpass. During the site visit there was no evidence of regular use, other than those accessing the private residence of Tomatin House. The Highland Council indicated that part of this route is also considered to be a Claimed RoW potentially used by local walkers. Overall the path is considered to have a Medium sensitivity to change.
 - Other NMU Route P2 – the old A9 from Tomatin to the Invereen railway bridge (Figure 9.1c and Plates 1 and 12, Appendix A9.1): approximately 554m long route that appears to run along the old A9 from Tomatin until it reaches the rail bridge to access the wooded area between the old A9 and the Highland Main Line railway and moorland to the west. The track can be accessed via an at-grade crossing of the A9 from the Invereen track (Other NMU Route P3). The link could allow NMUs to access the wider path network on the eastern side of the A9. Present use of this track is unknown and is presumed to be infrequent and as such it is considered to have a Low sensitivity to change.
 - Other NMU Route P3 - Invereen track at NH794316 (Figure 9.1c): the Invereen track connects the wider path network to the NCN7, to the west, via an at-grade crossing of the existing A9, (Plate 13, Appendix A9.1). To the east the track links into the path network associated with Dalmagarry Quarry (Plate 14, Appendix A9.1) and the end of the RoW to Ruthven (RoW HI95) via Ruthven Road. The use of this track is thought to be infrequent and it is considered to have a Low sensitivity to change. The Invereen cattle creep which crosses under the A9 is approximately 1.8m high and has not been considered in this assessment as it was observed to be overgrown with vegetation suggesting that it is not used regularly by NMUs.

- Other NMU Route P4, P5 and P6 – access tracks within Dalmagarry Quarry (Figure 9.1c): The Highland Council had initially indicated that these routes are used by NMUs for recreation. The landowner indicated that they had witnessed little evidence of NMU use. Site surveys, further consultation with The Highland Council Access Officer, and an interrogation of the planning application for the quarry (Ref 14/03270/FUL) has identified that NMU access through the quarry area is now restricted to the existing route to the quarry operations (P6) connecting in to the farm tracks at Invereen before routing east (P5 and P4) and through the woodland area before connecting to Ruthven Road and HI95 (refer to Plates 15 to 17, Appendix A9.1). It should be noted that during the site surveys the route through the forestry area was gated in two places and a felled tree also blocked the route. Therefore, the use of these routes is thought to be infrequent and they are considered to have a Low sensitivity to change.
- Other NMU Route P7 – Ruthven Road to Milton of Moy (Figure 9.1c) is a short section of road (Plate 18, Appendix A9.1) recognised by The Highland Council as a direct NMU link to Ruthven Road and RoW HI95. The use of this track is thought to be infrequent, however because of its connection to Ruthven Road and RoW HI95, it is considered to have a High sensitivity to change.
- Other NMU Route P8 – the Dalmagarry Burn crossing and hill access route (Figure 9.1c and Plates 4, 19 and 20 in Appendix A9.1) is a short section of unsurfaced track which provides a link, via an at-grade crossing of the A9, between Dalmagarry and the moorland to the east and west of the A9. This route provides vehicular access to the moorland, Scottish Southern Energy (SSE) infrastructure and the Highland Main Line railway. There is a lay-by / parking area (lay-by 162 on Figure 9.2d) which provides a link to the hill access and the Carn na h-Easgairn Graham (refer to the Access to the Outdoors section of this chapter from paragraph 9.3.43 for further details). Consultation with the owner at Dalmagarry Farm identified evidence of infrequent use of the hill access track for leisure and recreation. The Highland Council indicated that this route should be considered as an access for walkers and cyclists to use the wider path network linking Tomatin, Farr Wind Farm, Lynemore and Carn na h-Easgairn. It is possible that this access point could be used by NMUs to reach the River Findhorn and the RoW HI95 at Ruthven. The short section between the existing A9 and the railway bridge is suitable as an all-weather and multi-use track for all NMUs including vulnerable users. Past the bridge, away from the A9, use is restricted to walkers, equestrians and mountain bikers. The path is considered to have a Medium sensitivity to change due to the access it provides to the Graham (a medium sensitivity area-based facility).
- Other NMU Route P10 – this Forestry Commission access road to RoW HI43 / General Wade's Military Road (Figure 9.1e and Plate 21, Appendix A9.1) can be accessed from lay-by 168 (Figure 9.1e), or from parking within the entrance to the access road. The route was constructed as an access to Forestry Commission land and the Farr Wind Farm. However consultations identified the use of the route for cycling, walking, skiing and horse riding. In addition, The Highland Council confirmed that this is a longer distance link to the B851 at Inverarnie, Glen Kyllachy and Inverness via RoW HI43. Site surveys undertaken in March and April 2016 noted several vehicles parked on the P10 access road with NMUs utilising the path. The NMU route is considered to have a High sensitivity to change as it provides access to the claimed RoW (HI43).
- Other NMU Route P11 – hill access from Lynebeg (see Figure 9.1d-e and Plates 22, 23 and 24, Appendix A9.1): unsurfaced track which provides access from Lynebeg to the Graham Carn Na h-Easgairn to the west of the A9. The route is known for walking, cycling and skiing, however links with the long-distance equestrian route (RoW HI43) at Lynebeg may also result in the track being used by equestrians (although no evidence of use was observed during the site surveys).

The path is considered to have a High sensitivity to change due to the access it provides to RoW HI43 and to the Graham (a medium sensitivity area based facility).

NMU Routes scoped out of the Assessment

- 9.3.27 The following paths were scoped out of the assessment as these were determined to be either incomplete or not used by NMUs following site visits and through consultation with The Highland Council and Scotways. These are:
- a path from Lynemore to Suilven and Moy Hall
 - a path from Lay-by 168 to General Wade's Military Road
 - a route between the A9 and the B9154 - east of the A9 in the vicinity of P10/Lay-by 168. Site surveys at DMRB Stage 3 and consultation with The Highland Council Access Officer via the NMU Forum in May 2016 confirmed that this path is not used as an NMU route and has therefore been scoped out of the Stage 3 assessment
- 9.3.28 The Dalmagarry Quarry accesses at the A9 will not be open to the public and will be securely gated therefore any NMU routes within the quarry area are not deemed to be accessible and have been scoped out of the assessment. The east west route will not be available to the public because it runs entirely within the proposed security fence. The planning application noted that it was not proposed to make any alternative arrangements for this route.
- 9.3.29 There are two culverts where Alt Na Loinne Moire burn flows under the A9 and consultation feedback was received that suggested these may have been used by NMUs to cross under the A9 and could therefore provide access to RoW HI43/General Wade's Military Road, Carn na Loinne or Carn na h-Easgainn. Site visits have shown that there is wire fencing across the entrance and that any use of the culverts as a crossing will be minimal. The use of the culverts as an NMU route is therefore scoped out of the assessment.

Summary of NMU Routes subject to assessment

- 9.3.30 Table 9.10 below summarises the NMU routes identified within the study area which have been subject to DMRB Stage 3 assessment and the existing crossing points of the A9 on each route (Figure 9.2b-f identify the locations of the NMU routes subject to assessment and the crossing points (CP) of the A9 on each route).

Table 9.10: Summary of NMU Routes Subject to Assessment

Path Reference	Type / Description	Crossing of A9	Community Link (including links to Community Land / Area Based Facilities)	Predominant User	Baseline Journey Length (km)*	Baseline Amenity	Sensitivity
NCN7	National Cycle Network	1No. at-grade crossing at Dalmagarry Farm	National cycle network forming part of route from Perth to Inverness passing through Tomatin and Moy. Forms part of Glen Kyllachy circuit and Lands End to John o'Groats	Walkers, Cyclists, Equestrians	13.8km (length of NCN7 within the study area; from Tomatin South Junction to beyond Moy Village as shown on Figure 9.1a-e)	Cycle route that within the study area follows the C1121 from the northern end of Tomatin village to Dalmagarry where it crosses the A9 at-grade joining the B9154 and passing through Moy towards the north. The majority of the route comprises quiet country lanes with some sections that are shared with traffic and others which are off-road.	Medium (High at Slochd Summit where this is also Core Path IN27.01)
HI43	Right of Way	1No. at-grade crossing	Lynebeg, Moy, Stairsneach nan Gaidheal Forestry, Carn na h-Easgainn	Walkers, Cyclists, Equestrians and skiers	5.9km (length of HI43 within the study area; from Moy Village to beyond the Forestry Commission and Farr Wind Farm access track as shown on Figure 9.1e-f)	HI43 commences from Moy village as a paved single track road to a footpath crossing the A9 at-grade to the road through Lynebeg. Beyond this, HI43 follows rough unsurfaced tracks for 1.5km until it joins the single track surfaced road of the Forestry Commission and Farr Wind Farm access track.	High
HI95	Right of Way	N/A	Ruthven, River Findhorn	Walkers, Cyclists	3.95km (from where Shennachie Road (U2786) joins A9 carriageway to just	Access road predominantly with low levels of traffic	High

Path Reference	Type / Description	Crossing of A9	Community Link (including links to Community Land / Area Based Facilities)	Predominant User	Baseline Journey Length (km)*	Baseline Amenity	Sensitivity
					beyond Shenachie where it changes to claimed RoW HN3 which continues along the River Findhorn for approx. 6.5km (Refer to Figure 9.1c)		
Planned Path Section 1	Off-road multi-use path	N/A	A9 bus stop north of existing Tomatin junction- near Tigh n Ulaidh, provides access to other planned paths towards Tomatin Distillery and Tomatin Village	Walkers, Cyclists	0.05km (Refer to Figure 9.1c)	New off-road, multi-use path, NMUs will experience traffic noise from A9	Low
Planned Path Section 3	Off-road multi-use path	N/A	Bus stop at Tomatin Distillery, provides access to other planned paths, Tomatin Distillery and Tomatin Village	Walkers, Cyclists, Equestrians	0.3km (Refer to Figure 9.1c)	New off-road, multi-use path, NMUs will experience traffic noise from A9 and C1121 through Tomatin	Low
Planned Path Section 4	Existing pavement, footbridge and existing road	N/A	Provides access to other planned paths, Tomatin Distillery and Tomatin Village	The existing planned path is suitable for walkers however the narrow footbridge across the Allt na Frithe is not suitable for cyclists, equestrians and vulnerable users, Cyclists, Equestrians	0.1km (Refer to Figure 9.1c)	Existing off-road path beyond the distillery, the narrow footbridge across the Allt na Frithe is in a poor state of repair and not suitable for cyclists, equestrians and vulnerable users.	Low

Path Reference	Type / Description	Crossing of A9	Community Link (including links to Community Land / Area Based Facilities)	Predominant User	Baseline Journey Length (km)*	Baseline Amenity	Sensitivity
Planned Path Section 6	Existing footpath	N/A	Provides access to other planned paths, Tomatin Village and Other NMU Route P1	Walkers, Cyclists, Equestrians	0.22km (Refer to Figure 9.1b)	Comprises existing pavement between Tomatin Viaduct and Old Mill Road. There is low traffic noise due to the distance from the A9 and low traffic through Tomatin.	Low
Other NMU Route P1	Surfaced single track road	2No. grade separated crossings (one within Proposed Scheme)	River Findhorn, Learag Holiday Let, Tomatin House, Butler Cottage Holiday Let, Gardeners Cottage Holiday Let, Tomatin Village Store, Strathdearn Primary School, Millcroft Bed & Breakfast	Walkers, Cyclists, Equestrians	2.7km (Refer to Figure 9.1b)	Existing surfaced single track road that is forested on one side and has no evidence of regular use by NMUs	Medium
Other NMU Route P2	Path along the alignment of NCN7 between the existing Tomatin Junction and the Invereen Railway Bridge	N/A	Tom na h-Ulaidh, paths that loop back to Tomatin Distillery, link to Planned Paths and Other NMU Route P3	Walkers, Cyclists, Equestrians	0.5km (Refer to Figure 9.1c)	From Tomatin Junction, NCN7 follows the old surfaced A9 road and is shared with road traffic for approximately 850m until it joins a traffic-segregated shared use surfaced path to the Invereen Railway Bridge with high levels of traffic noise from the A9	Low
Other NMU Route P3	Unsurfaced track from Invereen and hill access tracks west of the A9	1No. at-grade crossing	Connects to NCN7 via at-grade crossing of the A9, Invereen, access to River Findhorn and paths at Dalmagarry Quarry	Walkers, cyclists, equestrians	0.4km (Refer to Figure 9.1c)	Existing unsurfaced track shared with farm vehicles and with variable levels of traffic noise depending on proximity to A9	Low



Path Reference	Type / Description	Crossing of A9	Community Link (including links to Community Land / Area Based Facilities)	Predominant User	Baseline Journey Length (km)*	Baseline Amenity	Sensitivity
Other NMU Route P4, P5, P6	Unsurfaced tracks associated with Dalmagarry Quarry	N/A	RoW HI95 at Ruthven	Walkers, cyclists, equestrians	0.7km (Refer to Figure 9.1c)	Existing unsurfaced tracks that are partially forested with variable levels of traffic noise depending on proximity to A9	Low
Other NMU Route P7	On-road NMU Route from Milton of Moy to Ruthven Road / RoW HI95	N/A	RoW HI95 at Ruthven, NCN7 via Ruthven Road and at-grade crossing of A9	Walkers, cyclists, equestrians	0.36km (Refer to Figure 9.1c)	Existing section of surfaced road with variable levels of traffic noise depending on proximity to A9	High
Other NMU Route P8	Unsurfaced track from Dalmagarry to Carn na H-Easgainn Graham	N/A	Tom na h-Ulaidh and wider links/access tracks to Tomatin, Farr Wind Farm, Lynemore and Carn na h-Easgainn Graham	Walkers, Cyclists, Equestrians and skiers	0.7km (Refer to Figure 9.1c)	From Dalmagarry the route follows a surfaced road for 220m where it splits with one route following the existing road towards the Allt na h-Airigh Samhraic and the other route following an unsurfaced track through rolling uplands with decreasing traffic noise to the south-west away from the A9	Medium
Other NMU Route P10	Surfaced Forestry Commission access road to HI43 / General Wade's Military Road	N/A	RoW HI43, wider links to the B851 at Inverarnie, Glen Kyllachy and Inverness	Walkers, Cyclists, Equestrians	0.3km (Refer to Figure 9.1e)	Existing surfaced track with medium to high levels of noise from the A9	High
Other NMU Route P11	Unsurfaced track from Lynebeg to	N/A	Lynebeg, Route to Carn na H-Easgainn Graham, wider links to RoW HI43	Walkers, Cyclists, Equestrians and skiers	1km (Refer to Figure 9.1d-e)	Existing unsurfaced track that is of low quality with	High

Path Reference	Type / Description	Crossing of A9	Community Link (including links to Community Land / Area Based Facilities)	Predominant User	Baseline Journey Length (km)*	Baseline Amenity	Sensitivity
	Carn na H-Easgainn Graham					poor drainage but is well-used by NMUs	

*Baseline journey lengths are calculated for discrete sections of NMU routes rather than the entire length

Public Transport

- 9.3.31 There are no train station stops within the study area with the nearest being Carrbridge approximately 5.3km to the south east and Inverness approximately 11.3km to the northwest. However, a number of bus services connect the communities at Tomatin and Moy, both locally and further afield. Bus stops/lay-bys and services are shown on Figure 9.8 and these services fall into three categories:
- Inter-city coaches (Scottish Citylink and Parks of Hamilton)
 - Inter-urban buses (Grantown-Inverness)
 - Local school transport
- 9.3.32 It has been noted by consultees during the NMU Forum in May 2016 that long distance bus services (e.g. from Inverness to Perth/Edinburgh) operate an on-demand stop service and therefore could stop at bus stops, if requested, even though the bus may not be timetabled to do so. Furthermore, it was noted that inter-city coaches do not require a specific provision throughout the study area. Local bus services are available at bus stops within the villages of Tomatin and Moy connecting south to Aviemore and north to Inverness and other locations in between.

Inter-city Coaches

- 9.3.33 There are three long distance coach services that operate via the A9 through the study area; the G10 (Inverness to Glasgow), M90 and the M91 (from Inverness to Perth). The G10 comprises 5 journeys northbound and southbound per day Monday to Sunday. The M90/M91 service comprises 11 coaches per day travelling northbound and southbound Monday to Saturday and 10 coaches northbound and southbound on Sundays. Bus stop/lay-by locations are shown on Figure 9.8.

Inter-urban Buses

- 9.3.34 The 34X stops at the Tomatin North lay-by, Tomatin Village, and Moy Village. There are 6 buses that stop at Tomatin North Lay-by heading northbound and 6 buses that stop at Tomatin North Lay-by heading southbound Monday to Friday and 3 buses which travel both northbound and southbound on Sundays. There are 5 buses which stop at Tomatin Village travelling northbound from Monday to Friday and 3 busses that travel southbound. On Saturdays there are 3 buses that travel northbound and 3 buses that travel southbound. There are 6 buses which stop at Moy Village travelling northbound and 6 buses that travel southbound Monday to Fridays and 3 services that travel north and 3 services that travel southbound on Saturdays. There are no services on Sundays.
- 9.3.35 The 35 bus service runs Monday to Friday and comprises 3 services per day; 2 southbound and 1 service northbound which just stops on the A9 at Lay-by 160.

Local School Transport

- 9.3.36 The 113 bus service operates on school days and travels between Inverness and Coignafearn, approximately 15km south-west of Tomatin. This service transports local primary school pupils to the Strathdearn Primary School in Tomatin and also transports secondary school pupils from the Coignafearn area to the 112 service.
- 9.3.37 Secondary school pupils from the Tomatin area are transported to Millburn Academy in Inverness by the 112 service (which operates on school days and travels between Inverness and Tomatin) while pupils who live in the vicinity of the B9154 through Moy can use the 34X service (which travels between Aviemore and Inverness / Grantown on

Spey). At Dalmagarry Farm there is one secondary school pupil who accesses bus services via the A9 bus stop lay-bys adjacent to the farm (bus lay-bys 15 and 16 on Figure 9.8). It has been noted during consultations in January 2017 that bus lay-bys located on the northbound and southbound carriageways encourage pedestrians to cross the A9 which is a safety risk.

Lay-bys

- 9.3.38 Scotways has noted, in feedback in May 2016, that lay-bys have at least three functions; the primary function being to provide drivers with a place to rest, secondly to provide amenity in the form of views of the local landscape and thirdly to provide access to connecting routes for walking and cycling and onward access to community land / area based facilities. Scotways consider that the existing A9 lay-bys are well positioned to achieve these functions and also note that lay-by 161 is well-used by hill walkers and cross-country skiers.
- 9.3.39 There are eight existing lay-bys along the A9 within the Proposed Scheme study area, as shown on Figure 9.1c-f.
- 9.3.40 There are four lay-bys on the northbound side:
- 160A south of the Invereen access
 - 162 at the Dalmagarry Farm crossing point
 - 168 south of the forestry/Farr Wind Farm access road
 - 170 near to the northern end of the Proposed Scheme
- 9.3.41 There are four lay-bys on the southbound side:
- 160 north of Tomatin Junction
 - 161 at the Dalmagarry Quarry northern access point
 - 163 north of the existing junction at Moy
 - 171 near to the northern end of the Proposed Scheme
- 9.3.42 Lay-bys 160A, 161 and 162 are noted as serving as an access point to the nearby mountain Tom na h-Ulaidh (categorised as a Graham). Lay-by 161 also serves as access onto a bridge and track over the railway at NH795312 and to tracks that loop back to Tomatin distillery. Lay-by 168 at the existing Farr Wind Farm Access Road is well used by NMUs for walking, cycling and skiing along General Wade's Military Road and up into Farr Wind Farm itself. Lay-by 170 and 171 do not have direct access to NMU routes however it is noted that there is some NMU use in the area to access wider community land / area based facilities and further information is provided in the Access to the Outdoors section below.

Access to the Outdoors

- 9.3.43 There are a number of area based facilities that are located throughout the Tomatin to Moy A9 corridor. There is no formal usage data for these facilities and assumptions have been made, informed by site visits and consultation. The following area based facilities have been identified for assessment at DMRB Stage 3:
- River Findhorn (Figure 9.1b-c) - The River Findhorn is one of the longest rivers in Scotland, rising in the Monadhliath Mountains (west of Tomatin) at 940m AOD and flowing northeast to the Moray Firth. It is crossed by the existing A9 dual carriageway at NGR 2808 8290, approximately 200m downstream of the Findhorn

Viaduct Highland Main Line railway crossing. Access to the River Findhorn can be obtained directly via Other NMU Route P1 and Other NMU Route P7. The River Findhorn is considered to have a Medium sensitivity.

- Meall Mor, Beinn a Bheurlaich and forestry area (Figure 9.1f) – Meall Mor and Beinn a Bheurlaich are two hills with an adjacent forested area located to the east of the A9 towards the northernmost end of the Proposed Scheme study area. Access to Meall Mor is from lay-by 172 (beyond the study area) however access to the forestry area and onward access to the two hills is also possible from Lay-by 170, 171 and from the B9154/NCN7 to the north of Moy. There are no dedicated NMU routes from Lay-by 171, although there is evidence of people seeking to access the forest area and Beinn a Bheurlaich by climbing over rocky ground and a fence in order to gain access. It is considered that the Meall Mor, Beinn a Bheurlaich and the forestry area has a Medium sensitivity.
- Stairsneach nan Gaidheal forestry area (Figure 9.1f) – located to the west of the A9 and north of Lynebeg the forestry area is accessed from RoW HI43 and General Wade's Military Road from the south. Parking is also currently available for NMUs at Lay-by 168 on the northbound carriageway. It is considered that the Stairsneach nan Gaidheal forestry area has a Medium sensitivity.
- Tom na h-Ulaidh (Figure 9.1c) – A large hill 1250ft high located to the west of the A9 north of Tomatin. It is accessible via NCN7, the Invereen railway bridge and from the A9 at lay-bys 160A, 161 and 162. Tom na h-Ulaidh is considered to have a Medium sensitivity.
- Carn na h-Easgainn – A Graham that lies to the southwest of Moy at NGR NH743321. Carn na h-Easgainn is accessed from hill tracks to the west of the A9 via Other NMU Routes P8 and P11 (Figure 9.1d-e). Views from Carn na h-Easgainn to the east are shown on Plate 22, Appendix A9.1. Carn na h-Easgainn is considered to have a Medium sensitivity.

Area based facilities scoped out of the Assessment

9.3.44 Site surveys and further consultation have identified area based facilities within the vicinity of the Proposed Scheme that are unlikely to be affected. The following area based facilities have therefore not been considered further in the assessment and have not been presented on the associated figures.

- Distillery Wood – Located approximately 1.14km from the Proposed Scheme Distillery Wood is utilised by the community of Tomatin and supports a network of Core Paths (IN27.02) links to Planned Paths Sections 9-14 and NCN7. The woodland area is accessed from within the village of Tomatin and it is not considered that the construction and operation of the Proposed Scheme will adversely affect access to, or the ability to use and enjoy this area based facility.
- Cairngorms National Park – The boundary of the Cairngorms National Park at Slochd is located approximately 1.5km to the southeast of the Proposed Scheme. It is not considered that the construction or operation of the Proposed Scheme will impact the ability of NMUs to access the National Park.
- Loch Moy - located east of Moy and 250m northeast of the Proposed Scheme at the nearest point, in the Funtack Burn catchment area. Loch Moy is accessed via footpaths from within the settlement of Moy and paths around the entirety of the Loch are known to be utilised by walkers, equestrians and cyclists. None of the NMU routes from Moy to the lochside will be affected by the Proposed Scheme.

View from the Road

- 9.3.45 Table 9.11 below summarises the views experienced when travelling along the existing A9 and local roads affected by the Proposed Scheme, the key features of the views, extent and sensitivity. A more detailed narrative of the views is provided in Appendix A9.2.

Table 9.11: Existing View from the Road

From	To	Key features	Extent of view	Landscape value	Sensitivity
Northbound					
Start of the scheme	Existing Tomatin North junction	<ul style="list-style-type: none"> Existing junction at Tomatin South as existing A9 descends from the Slochd Summit On crossing the River Findhorn there are brief but dramatic views of the highland landscape and Highland Main Line railway viaduct Majority of corridor in shallow cutting with limited outward views, the focus being forward views of the sweeping bends in the road, constrained by existing roadside vegetation Occasional views of hills forming a distant horizon, including Carn na Loinne Approaching the existing Tomatin North junction there are glimpses of the River Findhorn to the north east 	Restricted	Medium	Medium
Existing Tomatin North junction	Ruthven Road	<ul style="list-style-type: none"> Views enclosed by roadside planting and rising landform Forward views of sweeping bends constrained by existing roadside vegetation, in places opened up by wide grass verges (west of Invereen) Some glimpses of distant hills to the north and east Lower slopes of Tom na h-Ulaidh to the west 	Restricted	High	Low
Ruthven Road	B9154	<ul style="list-style-type: none"> Dalmagarry Farm is a notable feature within open views of the strath Broader views constrained by rising hills to the north west and north east 	Open	Medium	Medium
B9154	Highland Main Line railway crossing	<ul style="list-style-type: none"> Awareness of the rising landform to cross the Highland Main Line railway Sense of local horizon as the road rises to cross the Highland Main Line Railway in a sweeping left hand bend Increasing restricted views as a result of roadside planting Tullochclurry is visible to the north east 	Restricted	Medium	Medium

From	To	Key features	Extent of view	Landscape value	Sensitivity
Highland Main Line railway crossing	South of Moy	<ul style="list-style-type: none"> Views restricted by a combination of landform and roadside planting 	Restricted	Medium	Low
South of Moy	North of Moy	<ul style="list-style-type: none"> Views enclosed by dense roadside planting and woodland within the wider landscape 	No View	Low	Low
North of Moy	Crossing of Allt Na Slanaich	<ul style="list-style-type: none"> Open views across the strath, particularly to the north/north east Summit of Meall Mor forms the most notable feature within forward views along the existing corridor 	Open	Medium	Medium
Crossing of Allt Na Slanaich	End of Scheme	<ul style="list-style-type: none"> Increasingly constrained views as a result of roadside planting and landform Forward views of sweeping bends constrained by existing roadside vegetation 	Restricted	Low	Low
Southbound					
End of Scheme	Crossing of Allt Na Slanaich	<ul style="list-style-type: none"> Views enclosed by rising landform and roadside planting Forward views of sweeping bends constrained by existing roadside vegetation Distant forward view of Meall a' Bhreacraibh 	Restricted	Low	Low
Crossing of Allt Na Slanaich	North of Moy	<ul style="list-style-type: none"> Open views towards distant ridgeline of hills and Moy windfarm Aulnaslanach viaduct is visible in the middle distance Forward views disappearing into woodland in the distance 	Open	Medium	Medium
North of Moy	South of Moy	<ul style="list-style-type: none"> Views enclosed by dense roadside planting and woodland within the wider landscape 	No View	Low	
South of Moy	B9154	<ul style="list-style-type: none"> Forward views of the lower slopes of Carn na Loinne and summit of Tom na h-Ulaidh Distant ridgeline comprising the Dava Moors 	Intermittent	Medium	Medium
B9154	Ruthven Road	<ul style="list-style-type: none"> Direct views towards Dalmagarry Farm complex Dalmagarry Burn extends within enclosed valley to the south, running parallel with the road in longer distance forward views 	Open	Medium	Medium

From	To	Key features	Extent of view	Landscape value	Sensitivity
Ruthven Road	Existing Tomatin North junction	<ul style="list-style-type: none"> Views enclosed by a combination of landform and roadside vegetation Forward views are enclosed by sweeping bends and roadside planting 	Restricted	Low	Low
Existing Tomatin North junction	Start of Scheme	<ul style="list-style-type: none"> Brief expansive views of River Findhorn and Inverbrough Majority of views enclosed by a combination of slight cutting and road side planting Crossing of the River Findhorn affords brief views of the wider landscape Awareness of Tomatin South junction as road ascends towards Slochd Summit 	Intermittent	Medium	Low
Existing B9154					
A9 Junction	South of Moy	<ul style="list-style-type: none"> Views across the floor of the strath Tullochclurry is noticeable in the distance 	Open	Medium	Medium
South of Moy	A9 Junction	<ul style="list-style-type: none"> Views south across and along the strath Tullochclurry and Dalmagarry Farm visible 	Open	Medium	Medium
Existing Ruthven Road					
A9	Milton of Moy	<ul style="list-style-type: none"> Single track road with attractive views of the Dalmagarry Burn and stone bridge 	Intermittent	High	Medium
Milton of Moy	A9	<ul style="list-style-type: none"> Single track road with views north across the Dalmagarry Burn to Dalmagarry Farm and moving traffic on the A9 	Intermittent	High	Medium

Driver Stress

- 9.3.46 Baseline levels of driver stress have been identified for the existing A9 within the scheme extents. For the purposes of the assessment, the route has been split into separate sections representing the southern section of the study area; south of Tomatin, (existing dual carriageway), central section (existing single carriageway) and the northern section of the study area (existing dual carriageway) north of Moy as shown in Table 9.12.
- 9.3.47 The baseline average peak hourly flows and driver stress levels for the existing road corridor in 2014 are shown in Table 9.12.
- 9.3.48 Based on paragraphs 9.2.42 to 9.2.43 it is considered that there is a Moderate level of driver stress for the Tomatin to Moy section of the A9.

Table 9.12: Baseline Conditions on A9 between Tomatin and Moy (2014)

Section of Study Area	Direction	Road Class	Average Peak Hourly Flow per Lane (Flow Units/Hour)	Average Vehicle Speed (km/h)
Southern Section (south of Tomatin)	Northbound	Dual Carriageway	340	93
	Southbound		342	96
Central Section	Northbound	Single Carriageway	690	80
	Southbound		719	76
Northern Section (north of Moy)	Northbound	Dual Carriageway	350	93
	Southbound		350	87

9.4 Potential Impacts

- 9.4.1 Potential impacts of the Proposed Scheme on NMUs and vehicle travellers are described in this section.
- 9.4.2 It should be noted that potential impacts identified are prior to the implementation of mitigation and adverse unless specified otherwise. However, the Proposed Scheme design assessed within this chapter was the result of an iterative process in which provision for maintaining and enhancing NMU journeys was taken into account, i.e. embedded mitigation. The embedded mitigation that forms part of the Proposed Scheme and has been included in the impact assessment is included below, specific embedded mitigation for the changes to the view from the road is provided in the respective View from the Road sections. Further information on embedded mitigation relevant to the assessment is provided in Chapter 4 (Iterative Design Development).
- Proposed NMU Routes have a minimum width of 2m and a large number of these will be either 2.5m or 3m minimum such as NCN7 for much of its length.
 - The specific design of NMU routes widths and gradients will be developed at a subsequent detailed design stage and, once the Proposed Scheme is operational, headroom clearance of all underpasses will be greater than 3.4m which exceeds the requirements for pedestrians and cyclists and is the desirable minimum as stated in BHS Guidance^{xvi}.
 - NMU track / NCN7 (Figure 9.2c-d) positioned on west side of the carriageway, north of Tomatin has been increased in width from 2m to a minimum of 3m.

- The Dalmagarry Burn crossing structure has an underpass at both the northern abutment and southern abutment. NMUs will use the underpass next to the southern abutment and the underpass at the northern abutment is for farm vehicles, Network Rail access and Estate access.
- The Ruthven Moy Link Road (Figure 9.2c-d) is a public road that provides a link between Ruthven and Moy via the B9154 and is located between the A9 southbound carriageway and the realigned Dalmagarry Burn. The Ruthven Moy Link Road is a public road with passing places, bound surfaced and 3.3m wide.
- Two new lay-bys (Figure 9.2e) (Type A, i.e. incorporating a segregation island and with a merge taper) are provided; a northbound lay-by to be located to the west of the Allt Na Slanaich Burn that provides access for NMUs to the existing forestry / wind farm access track. The other southbound lay-by is located approximately 1.2km north of the existing junction at Moy and this does not provide onward access for NMUs however it is sited to take in views of the Category A Listed Aultnaslanach Viaduct. Both lay-bys will have a parking bay provision of 100m.
- Bus turning provision is provided at south Tomatin Village (Figure 9.2b), Tomatin Grade Separated Junction (GSJ) (Figure 9.2c) proposed bus lay-by on the B9154 just to the north of Moy LILO (Figure 9.2d) and a bus lay-by to the north of the Lynebeg railway bridge on the northbound verge of the B9154.
- A car parking area (see Figure 9.2d) is provided as part of the Proposed Scheme on the NCN7/Ruthven Moy Link Road connecting to Moy LILO. This car parking area replaces the existing segregated lay-by/parking area (lay-by 162, Figure 9.1d) on the northbound A9 opposite Dalmagarry Farm that will be removed as part of the Proposed Scheme.

Construction Phase

Non-Motorised Users

- 9.4.3 During construction of the Proposed Scheme, disruption of NMUs using paths within the immediate vicinity of the A9 will occur due to temporary severance, diversions and a reduction in the amenity of journeys. Most of the paths identified as being affected by construction activities are those that intercept the A9 or the main roads connecting to the A9:
- NCN7 / Planned Paths 1, 3 and 4 / Other NMU Route P2
 - RoW HI95 / P7
 - Other NMU Route P3
 - Other NMU Route P8
 - Other NMU Route P10 / RoW HI43
- 9.4.4 During the construction period, pedestrians and other NMUs have the potential to be disrupted by:
- temporary closures and diversions of NMU routes
 - temporary narrowing of lanes or implementation of contraflows
 - temporary closure of existing at-grade crossings of the A9
 - installation of temporary safety barriers, fencing and signs reducing accessibility of NMU routes
 - construction traffic creating busier road crossing points

- impacts on the amenity value of the NMU network due to noise, dust, and also visual intrusion of the works

NCN7 / Planned Paths 1, 3 and 4 / Other NMU Route P2

- 9.4.5 Users of NCN7 / Other NMU Route 2 have the potential to be affected by construction works in the vicinity of Dalmagarry Farm and in the vicinity of Moy Rail Bridge. Some temporary closures of sections of NCN7 will be unavoidable during these times. Where closures are required, temporary diversions will be put in place prior to the closure of the route; however there may be particular constrained times/locations in the works programme where a closure necessitates NMUs are escorted through a particular area via a shuttle bus service etc. Further information will be available during the detailed design stage and when the CEMP is being prepared.
- 9.4.6 Construction works may also have an impact on the Planned Paths particularly at Sections 3 and 4 due to works associated with the GSJ, bus turning area, widening and improvement works to the footbridge over the Allt na Frithe and construction of a footpath from the GSJ to Tomatin Distillery and works to Station Road and upgrade works to the Tomatin Distillery Entrance. The Planned Paths have a Low sensitivity and the works are anticipated to be a Medium magnitude of change. Therefore the impact to users of Planned Paths 1, 3 and 4 prior to mitigation is considered to be **Slight/Moderate**.
- 9.4.7 NCN7 is considered to have a Medium sensitivity to change and temporary closures and diversions of users of NCN7 during periods of works is anticipated to be a Medium magnitude of change. The impact to users of NCN7 and Other NMU Route P2 prior to mitigation is considered to be **Moderate**. At Tomatin South Junction where NCN7 is also core path IN27.01 and the sensitivity is High, the impact is considered to be **Moderate/Substantial**.

RoW HI95

- 9.4.8 Potential temporary construction impacts will occur at RoW HI95 due to works taking place in the Dalmagarry area associated with the Dalmagarry Burn diversion and construction of the Ruthven Moy Link Road. RoW HI95 will be closed for periods of time and NMUs will likely be diverted south along Other NMU Route P4 (shown on Figure 9.1c) either to existing crossing of the A9 to NCN7 where this is possible, or further south to the existing Tomatin North Junction or across Tomatin GSJ once this is completed. The temporary closures and diversions are considered to be a Medium magnitude impact and therefore the potential impact to NMUs of this route are considered to be **Moderate/Substantial** prior to mitigation.

Other NMU Route P8

- 9.4.9 There are likely to be temporary construction impacts to Other NMU Route P8 during construction works taking place in the Dalmagarry area. The existing at-grade crossing of the A9 will be closed and NMUs likely to be diverted to NCN7 towards Tomatin or south along NMU Route P8 along unsurfaced paths to the hill access and around Tom na h-Ulaidh towards the wood associated with Tomatin Distillery. Other NMU Route P8 is considered to be of Medium sensitivity to change and closures and diversions may restrict access to the bus stop on the B9154 just to the north of Moy LILO and onward access to Moy via the B9154 / NCN7 which is considered to be a Medium magnitude impact. Therefore the potential impact caused by temporary closures and diversions to users of this route is considered to be **Moderate** prior to mitigation.

Other NMU Route P10 / RoW HI43

- 9.4.10 There are likely to be temporary construction impacts at Other NMU Route P10. Access to P10 will temporarily not be available in the period of works between when Lay-by 168 is removed and alternative access is provided via a new lay-by to the west of the Allt Na Slanaich Burn. During this period however it is likely that alternative access to RoW HI43 will be available via Lynebeg LILLO. Other NMU Route P10 is considered to be of Medium sensitivity to change and RoW HI43 High and the magnitude of impact is considered to be Medium. Therefore the potential impact to users of this route caused by temporary closure is considered to be **Moderate to Moderate/Substantial**, prior to mitigation.

Public Transport

- 9.4.11 The contractor will be required to liaise with national, inter-urban and local bus service and rail operators in order to ensure that access to services is maintained during the construction period and ensure that details of changes to rail timetables, bus stop locations and stopping times are publicly available in advance of works. With regards to rail users, the current proposal is for a 54hr blockade of the HML during works for demolition of the Moy Rail Bridge and construction of a new structure to accommodate a 4.3m underpass and further details are provided in Chapter 5 The Proposed Scheme. There will be bus route diversions and increased journey lengths, particularly once the existing bus stops at Dalmagarry and at the Tomatin North bus stop lay-bys are closed. As long distance bus services operate an on-demand service within the local settlements off the A9 carriageway, this flexibility of dropping off locations is likely to reduce the magnitude of impact. Specific details of service alterations during works will be defined by the contractor and bus operators, therefore it is not possible to provide an assessment of potential impacts.

Lay-bys

- 9.4.12 All existing lay-bys on the A9 within the study area will be closed. As this is a permanent impact that is carried through into the operational phase, it is considered further in the Operational Phase Impacts section of this chapter (paragraph 9.4.39). Furthermore, it is anticipated that during the construction period the closure of lay-bys will take place in phases as works progress on the Proposed Scheme. Specific details and timings of lay-by closures is not available at the time of the assessment however there may be periods when some NMU routes that are accessible from lay-bys will not be available and it is not feasible for diversions to be in place. However, it is anticipated that other access points to routes will still be available.

Access to the Outdoors

- 9.4.13 It is anticipated that during the construction phase there are unlikely to be impacts to NMUs accessing the River Findhorn. Other NMU Route P1 will be unaffected by the Proposed Scheme with the exception of works to supporting structures of the A9 at the two underpasses. Users of Other NMU Route P1 are unlikely to be affected as there are not anticipated to be closures of this route. Access to the river in the vicinity of Invereen and Dalmagarry Farm are expected to be possible via Other NMU Routes P3, P4, P7 via NCN7 as the construction works will be phased and therefore whilst some access may not be available, there will be other locations where NMUs will be able to access and overall the impact during the construction phase is considered to be **Negligible**.
- 9.4.14 Access to Meall Mor and Beinn a Bheurlaich is not considered to be adversely affected as there are a number of potential access locations to NCN7/B9154 and during the phased construction works it is anticipated that access will remain via one of these

locations. Furthermore, lay-bys 171 and 172 provide direct access to Meall Mor and Beinn a Bheurlaich and will remain open throughout both the construction and operational phase. Overall impacts to NMUs accessing Meall Mor and Beinn a Bheurlaich are considered to be **Negligible**.

- 9.4.15 Access to Tom na h-Ulaidh via Other NMU Route P2/NCN7 may be disrupted during works for the realignment of NCN7. However, alternative access will be available via hill tracks to the south of Tom na h-Ulaidh that connect to Tomatin distillery wood further to the south (connecting via Other NMU Route P8) and overall it is considered that impacts prior to mitigation will be **Slight**.
- 9.4.16 Access to Carn na h-Easgainn is possible via Other NMU Route P8 via NCN7 and hill tracks from distillery wood and Other NMU Route P11 via Lynebeg or via Other NMU Route P10. As there are a range of possible access points to this outdoor access area, potential impacts to NMUs are considered to be **Negligible to Slight** during the construction phase.
- 9.4.17 Access to the Stairsneach nan Gaidheal Forestry Area is via Other NMU Routes P10 and P11 and during the phased construction works it is likely that access to this outdoor area will remain available via one of these routes. Therefore, it is considered that impacts during the construction phase will be **Negligible to Slight**.

View from the Road

- 9.4.18 The existing A9 will remain open during the anticipated two year construction phase, existing views from the A9 and construction of the proposed side road links are anticipated to change throughout this period, as a result of:
- vegetation clearance to facilitate construction is anticipated to occur during the initial mobilisation phase, resulting in newly exposed views of the wider landscape, which depending on the outlook may be adverse where unattractive views are exposed or beneficial where views of a good quality landscape or notable features are afforded
 - temporary spoil heaps and material storage will occur throughout the construction phase; the result will be frequent changes to the outlook from the existing A9 and side roads
 - plant, machinery and traffic management will be conspicuous in views from the road and particularly in forward views along the corridor, reducing the focus on broader views of the wider landscape
- 9.4.19 As a result, the view from the road during construction will be similar to the impacts experienced in the winter of the First Full Year of Operation of the Dualling, due to the fact that embedded mitigation, e.g. re-profiled slopes will be undergoing construction, and proposed planting measures will be absent. The predicted impacts on views from the road in the First Full Year of Operation of the Dualling are reported from paragraph 9.4.43 but are not anticipated to give rise to a significant impact.
- 9.4.20 Changes in views from the road experienced during construction are set out for areas where there are likely to be views/partial views from the A9 or accommodating works of temporary access for construction or material storage areas. This assessment is based on anticipated construction requirements developed at the preliminary design stage. The appointed contractor may amend these requirements based on the detailed design once developed.

Start of Scheme to Tomatin North Junction

- 9.4.21 Land east and west of the Tomatin North Junction made available for construction access to the Allt na Frithe culvert will be visible from the junction. The magnitude of change is Medium adverse and the significance of impact is **Moderate** adverse.

Tomatin North Junction to Ruthven Road

- 9.4.22 A temporary access point during the construction period at ch. 1200 and would be visible including lighting. An area set aside at Invereen will be visible for north and southbound users of the A9. Forward views would be dominated by construction operations within the sweeping bends. The magnitude of change is Low adverse and the significance of impact **Slight** adverse.

Ruthven Road to Moy LILO

- 9.4.23 Set down area for Dalmagarry Bridge construction will be visible, whilst the majority of remaining views will remain enclosed by retained roadside planting. The magnitude of change is Low adverse and the significance of impact is **Slight** adverse.

North of Moy to End of Scheme

- 9.4.24 Land set aside at chainage 6800 to provide points of access for road drainage construction works and various smaller areas along A9 mainline to end of scheme will be visible. Focus of forward view will remain Meall Mor but views will also include visual clutter within the corridor. The magnitude of change is Low adverse and significance of impact is **Slight** adverse.

Ruthven Tomatin Link Road

- 9.4.25 Ruthven Tomatin Link Road users will have visibility of access for construction of the Allt na Frithe culvert at Tomatin North Junction. There will be visibility for temporary construction activity north and south of Tigh an Allt and the set aside area at Invereen. There may be a temporary roundabout at chainage 1900. Magnitude of change is not applicable as this is a new road.

Ruthven Road/Ruthven Moy Link Road

- 9.4.26 A set down and construction area for the Dalmagarry Burn crossing, and for drainage access will be visible. The magnitude of change is Medium adverse and the significance of impact **Moderate** adverse.

Operational Phase

Non-Motorised Users

Changes in Journey Length

- 9.4.27 The needs of NMUs have been considered throughout the development of the Proposed Scheme with various access features embedded into the design to maintain and improve NMU routes (see paragraph 9.4.2). The Proposed Scheme design incorporates some realigned routes and grade separated crossings of the A9 which allow the following paths to be maintained (refer to Figures 9.2a-f for all existing crossing points and proposed grade separated crossings). Consequently, no adverse impacts on journey length will occur during the operation phase for:

- Planned Paths Section 1 - will become redundant during the operational phase as the existing lay-by and bus stop north of the existing Tomatin Junction will be removed. Furthermore the bus stopping area and shelter at the entrance to Tomatin Distillery will no longer be used. NMUs that would have accessed the lay-by first by car or bus will have alternative access via the proposed Tomatin GSJ, bus turning circle and associated footway to other planned paths, NCN7, village amenities and the distillery. As alternative access to the village and other onward NMU routes is effectively replaced by the proposed Tomatin GSJ no significant overall impact is predicted.
- Planned Path Sections 3 & 4 - NMUs will not be subject to adverse impacts as access to the community facilities of Tomatin, the distillery and NCN7 will be effectively unchanged. There will also be a beneficial impact as the existing footbridge over the Allt na Frithe will be upgraded and widened. Planned Path Section 3 will no longer provide onward access to the lay-by and bus stop north of the existing Tomatin Junction via Planned Path 1 as these will be removed during the construction phase. Furthermore the bus stopping area and shelter at Tomatin Distillery Entrance will no longer be used once the Proposed Scheme is Operational. However alternative provision is made via the Tomatin GSJ bus turning circle that is accessible via a proposed footway between the bus turning circle and the junction with Station Road that will link up with Planned Path Section 4.
- Other NMU Route P1 - There is no change to the journey length and amenity for NMUs using route P1 and crossing the A9 at the Tomatin House underpass and the underpass to the north of the River Findhorn. Walkers, cyclist and equestrians will continue to be able to cross the A9 to make onward journeys to Tomatin and NCN7.
- Other NMU Route P2 does not intersect the main A9 carriageway and is not subject to a change in journey length as the proposed route will follow the route of the new NCN7 alignment which will run along a very similar alignment to the existing route from Tomatin to the Invereen Railway Bridge adjacent to the carriageway.
- Other NMU Routes P4, P5 and P6 at Dalmagarry Quarry that are identified as being restricted to the existing route to the south of the quarry operations. These tracks connect with farm tracks at Invereen (P3) and to Ruthven Road (via P7) and avoid the route adjacent to the A9 that will be shared with quarry vehicles. Other NMU Routes P4, P5 and P6 are not considered to be adversely impacted by the Proposed Scheme as onward access to either Other NMU route P3 and Other NMU route P7 including access to HI95 and Ruthven Road, the new underpass at Dalmagarry, NCN7 and Tomatin will be relatively unchanged during the operational phase with no change in journey length.
- Other NMU Route P7 is set back approximately 400m from the nearest Proposed Scheme works and therefore NMUs are not subject to changes in journey length during the operational phase, P7 connects to RoW HI95 and this is considered below.
- Other NMU Route P10 is not considered to be subject to adverse impacts as the existing track will remain in place and although access to the route from Lay-by 168 will be removed alternative access will be provided from the new A9 northbound lay-by to the west of the Allt Na Slanaich Burn. The distance from the existing and proposed lay-bys to Other NMU Route P10 is approximately the same (120m) and therefore there are considered to be no impacts.
- Other NMU Route P11 is set back away from the nearest Proposed Scheme works at Lynebeg and NMUs will therefore not be subject to changes in journey length, P11 connects to RoW H143 and this is considered below.

Changes in Amenity

- 9.4.28 Users of Other NMU Route P3 are subject to a **Slight** adverse impact to amenity as the section of path closest to the A9 will be shared with additional vehicle movements from Dalmagarry Quarry.
- 9.4.29 It is assumed that users of RoW HI95 will join the Ruthven Tomatin Link Road via Other NMU Route P4 to avoid the section of road used by quarry vehicles and connect with NCN7. Therefore there is a Negligible impact with regards to amenity to these users. NMUs of Other NMU Route P7 are not considered to be subject to adverse impacts with regards to amenity as a result of the Proposed Scheme.
- 9.4.30 Other NMU Route P8 is considered to be subject to a **Slight beneficial** impact with regards to amenity as NMUs will no longer have to cross the A9 at grade. NMUs will be able to travel from the proposed car parking area on the NCN7/Ruthven Moy Link Road connecting to Moy LILO to Other NMU Route P8 via the proposed underpass at Dalmagarry.
- 9.4.31 Users of RoW HI43 are subject to a **Slight beneficial** impact with regards to safety as crossing of the A9 at Lynebeg will no longer be at-grade but via the new underpass.
- 9.4.32 NMUs of NCN7 will experience a positive impact with regards to safety as the A9 crossing at Dalmagarry Farm will no longer be at-grade across the road. There will also be improved safety as NCN7 will be widened to a minimum of 3m north of Tomatin to the crossing at Dalmagarry. Users of NCN7 between Tomatin and Dalmagarry crossing may experience some increase in traffic noise as during the operational phase, the realigned NCN7 will be approximately 8m away from traffic for much of the route compared with a distance from traffic of 26m for much of the route currently. There is potential for adverse safety and noise impacts associated with predicted increased traffic during the first full year of operation of the dualling southbound along the B9154 however the change is not considered to be significant considering the low traffic volumes. Overall, NMUs using NCN7 will be subject to a **Slight beneficial** impact.
- 9.4.33 Table 9.13 shows the significance of impacts arising from changes in amenity value during the operational phase, Table 9.14 shows changes in journey length for NMUs during the operational phase and Table 9.15 summarises the overall potential impacts to amenity and journey length. Impact significance is adverse unless stated otherwise.

Table 9.13: Summary of Potential Changes in Amenity Value (without mitigation) during Operation

Path Reference	Potential Impact on Safety Resulting from the Installation of Underpasses and Changes in Traffic Flows	Potential Significance			Overall Significance (Amenity Value)
		Visual	Air Quality	Noise	
Planned Path Sections 1 and 3, Other NMU Routes P1, P2, P4, P5, P6, P7, P10 and P11	NA - do not intersect the main A9 carriageway.	Negligible	Negligible	Negligible	Negligible
Planned Path Section 4	Whilst Planned Path 4 does not intersect the main A9 carriageway, there are benefits for NMUs using this section as the existing footbridge over the Allt na Frithe that is in a state of poor repair will be upgraded and widened.	Negligible	Negligible	Negligible	Slight (Beneficial) (taking improvements and widening of footbridge into account)
NCN7	Increase in NMU safety via the new underpass at Dalmagarry across A9 as NMUs would no longer have to cross A9 at-grade. There will be an improvement with regards to safety due to widening of NCN7 to a minimum of 3m between Tomatin and Dalmagarry crossing. There will be a reduction in amenity with regards to safety, noise and air quality due to the increase in traffic southbound along the B9154 from 119 to 265 (AADT).	Negligible	Slight (B9154)	Slight (B9154)	Slight (Beneficial)
Other NMU Route P3	The at-grade crossing of the A9 will be closed. Use of the Ruthven Tomatin Link Road Link will be shared with vehicles accessing Dalmagarry Quarry.	Negligible	Slight (close proximity to A9)	Slight (close proximity to A9)	Slight
RoW HI95	It is considered that users of RoW HI95 will be diverted along the Ruthven Moy Link Road to connect with NCN7 avoiding increasing impacts of noise and air quality from being in close proximity to the A9.	Negligible	Negligible	Negligible	Negligible
Other NMU Route P8	Increase in NMU safety via the new underpass at Dalmagarry as NMUs would no longer have to cross A9 at-grade.	Negligible	Negligible	Negligible	Slight (Beneficial)
RoW HI43	Increase in NMU safety with regards to crossing the A9 at the Lynebeg LILO as NMUs will no longer have to cross the A9 at-grade.	Negligible	Slight (close proximity to Lynebeg LILO)	Slight (close proximity to Lynebeg LILO)	Slight (Beneficial)

Table 9.14: Summary of Potential Changes in Journey Length (without mitigation) during Operation

Path Reference	Path Type	Potential Impacts	Key Impacts on NMUs	Baseline Journey Length (m)	Potential New Journey Length (m)	Potential Change(m)	Sensitivity	Potential Impact	
								Magnitude	Significance
Other NMU Route P3	Unsurfaced Track	Increase in journey length	Existing at grade crossing is closed and diversion to cross the A9 is either 1.8km to the Tomatin GSJ or via the new underpass at Dalmagarry and then south along NCN7	410	1.8km (to Tomatin GSJ) 1.5km (to Dalmagarry crossing)	1090 -1390	Low	High	Moderate
RoW HI95	On-road Right of Way	Increase in journey length	NMUs will be routed along the Ruthven Moy Link Road to NCN7, car parking area, the new underpass and the bus stop to the north of Moy LILO or along Ruthven Tomatin Road Link to the bus turning circle at Tomatin GSJ	3.95km	3.99km to the underpass crossing at Dalmagarry	400m approx. to near Moy LILO	High	Medium	Moderate/Substantial
Other NMU Route P8, NCN7	The majority of Other NMU Route P8 is unsurfaced track with the exception of where it joins an access road (also	Increase in journey length	NMUs will be re-routed across the A9 via the new underpass at Dalmagarry	718	868	150	Medium	Low	Slight

Path Reference	Path Type	Potential Impacts	Key Impacts on NMUs	Baseline Journey Length (m)	Potential New Journey Length (m)	Potential Change(m)	Sensitivity	Potential Impact	
								Magnitude	Significance
	part of NCN7)								
RoW HI43	Unsurfaced track	Increase in journey length	NMUs of RoW HI43 are subject to a small increase in journey length as the RoW is realigned for a short stretch to accommodate the new A9 underpass. Furthermore there is a small realignment associated with the route around the Forestry / Wind Farm LILO as shown on Figure 9.1f, although appropriate signage will be in place to direct NMUs. The additional journey length, but combined with improved gradients and inclusion of rest areas, is considered to be a Slight/Moderate impact.	5.9km	6.036km	136	High	Low	Slight/Moderate

Table 9.15: Summary of Potential Impacts on NMU Paths (without mitigation) during Operation

Path Reference	Path Type	Significance of Potential Impact		
		Journey Length	Amenity Value	Overall
Planned Path Sections 1 and 3, Other NMU Routes P1, P2, P4, P5, P6, P7, P8, P10 and P11	Other Route, Planned Path and Right of Way	Negligible	Negligible	Negligible
Planned Path 4	Planned Path	Negligible	Slight (Beneficial)	Slight (Beneficial) (taking improvements and widening of footbridge into account)
NCN7	National Cycle Network	Negligible	Slight (Beneficial)	Slight (Beneficial)
RoW HI95	Claimed Right of Way	Moderate/Substantial	Negligible	Moderate
Other NMU Route P3	Other Route	Moderate	Slight	Moderate
Other NMU Route P8	Other Route	Slight	Slight (Beneficial)	Negligible
RoW HI43	Other Route	Slight /Moderate	Slight (Beneficial)	Slight (taking into account the small extension to footway is to minimise the slope gradient)

Public Transport

- 9.4.34 The existing A9 North Tomatin bus stops will be removed as part of the Proposed Scheme however existing bus stopping areas within Tomatin Village will remain. A bus turning area is proposed adjacent to the Tomatin Village entrance to the Tomatin GSJ that will allow intercity buses to turn off the A9, turn around and continue their journey with minimal delay to journey times. There is also a proposed footpath will be constructed from the bus turning area to Planned Path Section 4 (Refer to Figure 9.1c) that will provide safe access to the distillery entrance for pedestrians. The existing bus shelter at the Tomatin Distillery entrance may be removed however it would still be possible for buses to stop at the entrance once the scheme is complete. A bus turning area is also provided as part of the Proposed Scheme to the north of the Findhorn Bridge on the C1121 (Refer to Figure 9.1b) 1.8km from the Tomatin GSJ which will additionally serve residents of Tomatin. Given the replacement bus provisions provided as part of the Proposed Scheme and that existing stopping areas within Tomatin Village remain, the impact is considered to be **Negligible**.
- 9.4.35 The central reservation at Tomatin South Junction (Refer to Figure 9.1a) will be closed as part of the Proposed Scheme, to prevent right turn movements to and from the A9, and a Left-in/Left-out (LILo) junction will be provided. The proposals will affect bus services which travel through Tomatin village and turn south towards Carrbridge. The proposals affect three buses per day (Mon – Sat) of the 34X bus service and one bus per day (Mon – Sat) of the 35 bus service. The proposed bus turning area to the north of

the Findhorn Bridge will allow these buses to turn around and travel back to the Tomatin North junction and will also act as an interchange between the 112 and the 113 bus services to transfer secondary school pupils. Passengers will be able to alight or board at this location, however, any passengers between this new location and the junction at Clune Road end (shown on Figure 9.1b) intending to head south will have to travel an extra 1.2km to the new turning facility. Given the additional distance is a motorised journey and the delay will be less than 2 minutes overall and factoring in the safety benefits of removing the right turn movement across the dual carriageway, the impact is considered to be **Negligible**.

- 9.4.36 Long distance bus services operate on an on-demand stop service and therefore there would effectively be no change to journey length as stops can be requested at multiple locations throughout local settlements within the study area off the A9 carriageway and hence the impact is Negligible. Lay-by 160A will be removed as part of the Proposed Scheme and therefore express coach services (M90/M91) that operate between Inverness and Edinburgh will be unable to stop at this location. It is expected that coach services will stop at the bus turning area at the Tomatin GSJ. For the majority of residents of Tomatin located to the south of GSJ this would represent a beneficial impact as this is a reduced journey length however for the residents of 11 properties to the north-west of Tomatin at Tigh n Ulidh this would be an increase and potentially includes vulnerable users and therefore overall is predicted to be a **Negligible** impact.
- 9.4.37 Residents of Ruthven Road, Invereen and Dalmagarry Farm including school children will be unable to access existing bus laybys 15 and 16 on the A9 directly as these will be closed as part of the Proposed Scheme. Access to the 34X, 35 and 113 bus services southbound would be possible at the new bus stop on the B9154 just to the north of Moy LILO. There will be a footway from the lay-by along the single track to Dalmagarry Farm. Access to 34X, 35 and 113 northbound would be via existing bus stops at Moy which are accessible via the Ruthven Moy Link Road and B9154. Alternatively access to the 34X, 35, 112 and 113 bus services would be at Tomatin GSJ 3km away via the Ruthven Tomatin Link Road. It is considered that the majority of these journeys (with the exception of Dalmagarry Farm to the new bus stop north of Moy LILO) would be undertaken by vehicle and therefore the journey time would be very short. Overall, the significance of impact in terms of journey length for these residents is considered to be **Slight** prior to mitigation.
- 9.4.38 At Moy, the local northbound 34X, 35 and 113 bus services that currently use the A9/B9154 junction will leave the A9 at the new Lynebeg LILO and access the B9154 via an underpass and then through a widened bridge under the Highland Main Line railway (both with a 4.3m height restriction) to continue north through Moy. There will be a bus lay-by on the B9154 to the north of the Lynebeg LILO and a footway link to the properties at Lynebeg and therefore overall it is not anticipated that there will be adverse impacts to residents of Lynebeg and Moy using bus services.

Lay-bys

- 9.4.39 The existing northbound lay-bys 160 and 160A Northbound provide access to Planned Path 1 with onward connections to Tomatin, NCN7 and a bus stop and this will be closed as part of the Proposed Scheme. Alternative access to Tomatin Village, NCN7, Planned Paths and bus stopping areas is provided via Tomatin GSJ. Therefore the loss of these lay-bys is considered to be a **Slight** impact. Existing lay-bys 161 and 162 provide access to NCN7 and the Graham Tom na h-Ulaidh and this is described in more detail in the Access to the Outdoors section of this Chapter. Lay-by 161 also provides access to Other NMU Routes P4, P5 and P6 including the forestry tracks adjacent to Dalmagarry Quarry, with onward connections to Invereen and Ruthven Road. During the operational phase, access to Other NMU Routes P4, P5, P6 and HI95 will be possible

via the new Ruthven Moy Link Road from NCN7 via the Dalmagarry underpass. The loss of this lay-by access is considered to be a **Moderate** impact.

- 9.4.40 Existing lay-bys 162 and 163 provide access to the B1954/NCN7 and these will be closed once the Proposed Scheme is operational however alternative access for onward NMU journeys will be possible via the parking area at Moy LILO. The loss of lay-by access is considered to be a **Slight** impact as this represents a minimal additional journey time for motorised users wishing to make onward journeys by foot or bike. Lay-by 168 provides access to Other NMU Route P10; Forestry Commission Access road to RoW HI43 / General Wade's Military Road however this is effectively replaced by a proposed A9 northbound lay-by to the west of the Allt Na Slanaich Burn. It is not considered that there are any adverse impacts with regards to NMU access. Lay-by 170 and 171 provide access to Meall Mor and forestry area and Beinn a Bheurlaich. Lay-by 170 and 171 will be retained with the Proposed Scheme in place.

Access to the Outdoors

- 9.4.41 During operation, as detailed in Table 9.16, slight adverse impacts on outdoor access would potentially occur for the following outdoor areas:
- River Findhorn via lay-bys 160, 160A, 161 and 162
 - Tom na h-Ulaidh via lay-bys 160A, 161 and 162
- 9.4.42 During operation, beneficial impacts are considered to occur to the one outdoor area of Stairsneach nan Gaidheal forestry area.

Table 9.16: Potential Impacts on NMU Access to the Outdoors (without mitigation) during Operation

Facility	Outdoor Access Area	Potential Impact (without mitigation)	Significance of Potential Impact
River	River Findhorn	Users of Other NMU Route P1 are not expected to be affected by the operation of the Proposed Scheme as access to the River Findhorn from this route will continue to be available via existing underpasses crossing the A9 from Tomatin. Users of Other NMU Route P8 will be able to cross under the A9 via the new underpass at Dalmagarry Burn to connect with Other NMU Route P7 and the Ruthven Road to the River Findhorn and there will be safety benefits as this is no longer an at-grade crossing. Removal of lay-bys 160, 160A, 161 and 162 will result in an increased journey length of approximately 1.3km for connecting routes to the river via Ruthven Road from Tomatin Junction however and therefore overall the impact is considered to be Slight.	Slight
Hills and Peaks	Meall Mor and Beinn a Bheurlaich	Access to Meall Mor and Beinn a Bheurlaich is possible via access tracks connecting to NCN7/B9154 from Moy and this access is not considered to be adversely altered. Lay-by 168 will be closed and access to Meall Mor and Beinn a Bheurlaich will be possible via a proposed lay-by to the west of the Allt Na Slanaich Burn. Lay-bys 170 and 171 (outside of the study area) provide access to Meall Mor and Beinn a Bheurlaich and therefore the overall impact is considered to be Negligible.	Negligible

Facility	Outdoor Access Area	Potential Impact (without mitigation)	Significance of Potential Impact
	Tom na h-Ulaidh	Tom na h-Ulaidh is accessible via the Invereen Railway bridge from Other NMU Route P2 and 7 (NCN7) from Tomatin or via the proposed Dalmagarry underpass from journeys via the B9154 from Moy. It is not considered that adverse impacts to accessibility of Tom na h-Ulaidh from these routes will occur however the closure of lay-bys 160A, 161 and 162 will mean that access will not be available directly from these locations. In addition, the existing segregated lay-by/parking area on the northbound A9 opposite Dalmagarry will be removed as part of the Proposed Scheme, however in order to mitigate for this loss, a proposed car parking area is provided on the track from Dalmagarry Farm to Moy LILO. Furthermore, there will be slight beneficial impacts as crossings of the A9 at Dalmagarry will no longer be at grade. Overall the impact is considered to be Slight.	Slight
	Carn na h-Easgairn	Access to Carn na h-Easgairn is possible via Other NMU Route P11 via the proposed Lynebeg LILO from Moy and NCN7, where there will be safety benefits as the crossing of the A9 will no longer be at-grade. Access is also possible via access tracks from Other NMU Route P8 via NCN7 and journeys from Tomatin and Moy. Onward access to Carn na h-Easgairn will not be possible during the operation phase via lay-by 162 or 163 as these will be removed however southbound access is possible southbound via Moy LILO and then crossing the A9 at the new underpass at Dalmagarry Burn. The lay-by/parking area on the northbound A9 opposite Dalmagarry will be removed as part of The Proposed Scheme, however in order to mitigate for this loss, a proposed car parking area is provided on the track from Dalmagarry Farm to Moy LILO. Overall it is considered that there is a Negligible impact.	Negligible
Forestry Area	Stairsneach nan Gaidheal Forestry Area	Access is primarily via Other NMU Routes P10 and P11 from General Wade's Military road / Forestry Track and from journeys from Moy via the proposed Lynebeg LILO and the proposed lay-by connecting to the west of the Allt Na Slanaich Burn. There will be safety benefits associated with the Lynebeg LILO as this crossing is no longer at grade. Overall it is considered that there will be a Slight Beneficial impact.	Slight (Beneficial)

View from the Road

- 9.4.43 Views identified in the baseline section of the report (from 9.3.45) have been analysed using both desk and site based assessment to determine the magnitude of the change anticipated to arise as a result of the Proposed Scheme to determine the significance of the impact without mitigation, refer to Figures 9.3a-f and 9.4a-f.
- 9.4.44 The visual effects associated with the Proposed Scheme during operation include (but are not limited to):

- removal or reduction of existing vegetation which affords screening to existing views, allowing new views to be revealed, extending some forward views along the corridor
- changed appearance of landform due to the formation of cuttings, embankments, barriers (noise), new junctions and bridge structures
- changes to landscape patterns due to the addition of elements to aid reinstatement, including new or additional planting
- increased extents of road infrastructure or traffic movement visible while new planting is not mature
- vertical elements including signage

9.4.45 For the purpose of the assessment, the Operational Effects have considered the scheme in the winter period of the First Full Year of Operation of the Dualling. Operational effects in the summer of year 15 (Design Year) are considered to be residual.

Operational Phase Embedded Mitigation

- 9.4.46 In line with the advice provided within Transport Scotland's Fitting Landscapes document and to achieve a best fit with the landscape, the engineers have in consultation with the project landscape architects, established appropriate side slope gradients. The aim was to slacken slope profiles where this will achieve a more integrated landform, or steepen slopes where the safeguarding of existing landscape cover is desirable. These have included the following locations:
- Chainage 320 – 600 (southbound): Embankment adjacent to the southbound carriageway of the A9 has been steepened to a gradient of 1:2 in order to reduce the potential need for felling.
 - Chainage 420 – 631 (northbound): 211m of noise barrier (2m in height) located adjacent to the carriageway.
 - Chainage 1470 – 1940 (southbound): The cutting adjacent to the southbound carriageway of the realigned Ruthven-Tomatin link road has been eased out to a gradient of 1:6 in order to better integrate the Proposed Scheme into the adjacent landscape and allow for the potential for the land to be returned for productive use.
 - Chainage 4390 – 4800 (southbound): The embankment adjacent to the southbound carriageway of the A9 has been adjusted to a gradient of between 1:2.3 and 1:4.3 as necessary to tie into the existing B9154.
 - Chainage 6900 – 7300 (northbound): The cutting adjacent to the northbound carriageway has been eased out to a gradient of 1:4 to integrate the Proposed Scheme into the adjacent landscape.
 - Chainage 7300 – 8100 (southbound): The embankment adjacent to the southbound carriageway has been eased out to a gradient of 1:8 to integrate the Proposed Scheme into the adjacent landscape and allow for the potential for the land to be returned to the landowner.
- 9.4.47 In addition, slope profiles of proposed SuDS ponds were varied to better sit within the existing landscape topography.

Predicted Impacts

9.4.48 An assessment of the predicted impacts arising as a result of the Proposed Scheme and in the absence of proposed mitigation is provided in Table 9.17 and 9.18 for the



northbound and southbound views respectively. Table 9.19 provides an assessment of impacts on local roads affected by the Proposed Scheme.

Table 9.17: Summary of Impacts on Northbound Views from the Road (without mitigation)

Proposed Scheme Northbound First Full Year of Operation of the Dualling (winter)			Proposed Scheme Northbound Design Year (summer)	
Section	Typical Nature of View + Magnitude of Change	Impact	Typical Nature of View + Magnitude of Change	Impact
<p>Start of Scheme to Tomatin GSJ Ch. -4400 - 500</p> <p>Length of Section: 4.9km</p> <p>Local Landscape Character Area (LLCA) (refer to Chapter 13): Strathdearn/Tomatin</p> <p>Sensitivity of views: medium</p>	<p>Approaching the proposed Tomatin South junction there would be a marginal increase in awareness of the landscape to the east. The restricted views associated with the Tomatin GSJ are contained within a combination of cutting and existing mature roadside vegetation, including a short section of noise barrier that commences at chainage 420, the focus of many of the views are within sweeping bends enclosed by roadside landform and/or vegetation. The exception to this is the crossing of the River Findhorn with notable views to the west, including the rail viaduct, this is identified within the Strategic Landscape Review as a Priority View. Proposed changes to the Tomatin South junction are not anticipated to result in readily perceptible changes. There would be no readily perceptible changes within this section of the Proposed Scheme.</p> <p>Prominent landmarks: Findhorn Viaduct</p> <p>Magnitude of Change: Negligible</p>	<p>No clearly discernible change in view</p> <p>Neutral</p>	<p>There would be little or no readily perceptible changes to the outlook of the road in this section. Views from the crossing of the River Findhorn on the bridge would be unchanged as a result of the scheme. The impacts would be similar to those experienced in the first full year of operation of the dualling.</p> <p>Prominent landmarks: Findhorn Viaduct</p> <p>Magnitude of Change: Negligible</p>	<p>No clearly discernible change in view</p> <p>Neutral</p>
<p>Tomatin GSJ to Ruthven Road Junction Ch.500 - 2900</p> <p>Length of Section:</p>	<p>Intermittent views from around the Tomatin GSJ to the north/northeast of the River Findhorn will be opened up as a result of the removal of a significant amount of semi mature roadside vegetation in the first full year of operation of the dualling. The resulting views will be slightly elevated,</p>	<p>Heightened awareness of the strath beyond immediate highway boundary</p>	<p>Views from the Tomatin GSJ to the north/north east will be maintained, allowing continued views of the River Findhorn. Views associated with Tigh an Allt and Dalmagarry quarry will remain into the design year. The Ruthven Tomatin Link Road will be visible below</p>	<p>Awareness of the strath will remain.</p> <p>Slight beneficial</p>

Proposed Scheme Northbound First Full Year of Operation of the Dualling (winter)			Proposed Scheme Northbound Design Year (summer)	
Section	Typical Nature of View + Magnitude of Change	Impact	Typical Nature of View + Magnitude of Change	Impact
2.4km Local Landscape Character Area (LLCA) (refer to Chapter 13): Strathdearn/Tomatin Sensitivity of views: low	overlooking the extended views along the strath, interrupted by blocks of planting and woodland beyond the highway boundary associated with Tigh an Allt, the quarry site and the Ruthven Link Road. The existing open sweeping bends would be reduced as the broader road corridor occupies a wider footprint. Approaching Ruthven Road and the Ruthven Moy Link Road the views would transition into more open views towards Dalmagarry farm complex. Prominent Landmarks: None	Slight beneficial	the main alignment on descending slopes. Approaching Ruthven Road and Ruthven Moy Link Road the views would transition into more open views towards Dalmagarry farm complex. Prominent Landmarks: None	
	Magnitude of Change: medium beneficial		Magnitude of Change: negligible	
Ruthven Road Junction to Moy LILO Ch. 2900 - 3800 Length of Section: 0.9km Local Landscape Character Area (LLCA) (refer to Chapter 13): Strathdearn/Tomatin Sensitivity of view: medium	Clearance of existing roadside vegetation will result in broad open views of the Ruthven Moy Link Road, Dalmagarry Burn realignment and Dalmagarry farm complex from a slightly elevated position. Open views would extend towards Tullochclurry in the north, limited only by rising ground toward the summit of Carn nan Eag. The rising landform and sweeping left hand bend would remain. Views west will remain partially constrained by the Highland Main Line railway. The realigned Dalmagarry Burn will appear as a channel set at the foot of the embankment slopes, and beyond Ruthven Moy Link Road. Prominent landmarks: None	The removal of trees will extend open views in combination with slightly higher elevation Slight beneficial	Transitioning views from the Ruthven Road/ Ruthven Moy Link Road tie in towards Dalmagarry Burn will remain open. Views of the channel will remain within engineered slopes. Open views around the Dalmagarry Farm complex will remain along with an awareness of the broader floor of the strath and adjoining hill slopes. Prominent landmarks: None	Views of the broader strath and engineered slopes will remain Slight beneficial
	Magnitude of Change: low beneficial		Magnitude of Change: low beneficial	

Proposed Scheme Northbound First Full Year of Operation of the Dualling (winter)			Proposed Scheme Northbound Design Year (summer)	
Section	Typical Nature of View + Magnitude of Change	Impact	Typical Nature of View + Magnitude of Change	Impact
<p>Moy LILO to South of Moy village Ch. 3800 - 5000</p> <p>Length of Section: 1.2km</p> <p>Local Landscape Character Area (LLCA) (refer to Chapter 13): Moy Estate</p> <p>Sensitivity of view: medium</p>	<p>Existing views north/north east will remain to the south of the junction with the B9154 and the formation of the Moy LILO will require existing vegetation around the junction and on rising embankment to the north to be removed, affording more open views towards the wooded edge of Loch Moy and Tullochclurry in the distance. More extensive features associated with the Moy LILO would impact on views from the road with a broader road corridor being a new element within views.</p> <p>Prominent landmarks: Tullochclurry is a distractive building in the landscape</p> <p>Magnitude of Change: low adverse</p>	<p>The removal of trees will represent a positive change, however the newly formed junction would broaden influence of the A9 corridor</p> <p>Slight Adverse</p>	<p>The descending slope to the B9154 would remain – allowing the extensive views of the strath from a slightly elevated position as the Proposed Scheme rises to cross the Highland Main Line Railway. The Moy LILO would extend into the view from the mainline retaining the awareness of the junction, and drainage ponds on lower ground.</p> <p>Prominent landmarks: Tullochclurry is a distractive building in the landscape</p> <p>Magnitude of Change: low adverse</p>	<p>Whilst extensive views would remain, views of the Moy LILO would continue to interrupt these views with associated side roads.</p> <p>Slight Adverse</p>
<p>South of Moy village to north of Moy Ch. 5000 - 7200</p> <p>Length of Section: 2.2km</p> <p>Local Landscape Character Area (LLCA) (refer to Chapter 13): Moy Estate</p> <p>Sensitivity of views: low</p>	<p>Whilst some localised clearance of vegetation would broaden the A9 corridor, more extensive woodland in the wider landscape would maintain the enclosed nature of the views from the A9. The formation of the Lynebeg LILO will create a slightly less constrained aspect however planting within the wider landscape will retain enclosed nature of the views. Forward views would be enclosed by retained roadside vegetation as Meall Mor gradually emerges above the vegetation.</p> <p>Prominent landmarks: None</p> <p>Magnitude of Change: negligible</p>	<p>No significant change to the views from the broader A9 corridor</p> <p>Neutral</p>	<p>The corridor would remain a noticeably wider, particularly associated with the Lynebeg LILO that will include the drainage features and wing walls associated with the crossing of the Moy link road. Woodland regeneration to the fringes of the remaining planting would soften the appearance of the woodland edge.</p> <p>Prominent landmarks: None</p> <p>Magnitude of Change: negligible</p>	<p>With the exception of the Lynebeg LILO the impacts on the views would be constrained by woodland within the broader landscape.</p> <p>Neutral</p>

Proposed Scheme Northbound First Full Year of Operation of the Dualling (winter)			Proposed Scheme Northbound Design Year (summer)	
Section	Typical Nature of View + Magnitude of Change	Impact	Typical Nature of View + Magnitude of Change	Impact
<p>North of Moy village to Meall Mor Ch. 7200 - 8300</p> <p>Length of Section: 1.1km</p> <p>Local Landscape Character Area (LLCA) (refer to Chapter 13): Moy Estate</p> <p>Sensitivity of view: medium</p>	<p>Open aspect of the existing A9 corridor will be maintained, allowing distant forward views to the north and north west towards Meall Mor's distinctive profile. The construction of lay-bys within this section will provide an opportunity to stop and enjoy views to the east, including the northern extents of the Moy estate and distant ridgeline.</p> <p>Prominent landmarks: distinctive profile of Meall Mor</p> <p>Magnitude of Change: negligible</p>	<p>No significant change to the open aspect of the A9, particularly views to the north.</p> <p>Neutral</p>	<p>Open aspect of the existing A9 corridor will be maintained, allowing distant views to the north and north west towards Meall Mor's distinctive profile.</p> <p>Prominent landmarks: distinctive profile of Meall Mor</p> <p>Magnitude of Change: negligible</p>	<p>No significant change to the open aspect of the A9, particularly views to the north.</p> <p>Neutral</p>
<p>Meall Mor to Forestry Access track Ch. 8300 - 11300</p> <p>Length of Section: 3km</p> <p>Local Landscape Character Area (LLCA) (refer to Chapter 13): Meall Mor</p> <p>Sensitivity of view: low</p>	<p>The intermittent nature of the views, particularly to the north as the landform rises sharply will be maintained. There will be some glimpses of the landscape to the south as a result of the loss of some roadside planting however this will be towards the maturing planting associated with the forestry operations. The existing aspect would not be significant changed.</p> <p>Prominent landmarks: None</p> <p>Magnitude of Change: low beneficial</p>	<p>No significant change to the open aspect of the A9, particularly views to the north.</p> <p>Slight beneficial</p>	<p>Intermittent views will continue with limited appreciation of the wider landscape – re-planting of adjacent plantations is likely to reduce broader awareness. Natural regeneration of woodland on adjacent cutting slopes will soften views and reduce awareness of changes to the travelling public.</p> <p>Prominent landmarks: None</p> <p>Magnitude of Change: negligible</p>	<p>No significant change to the open aspect of the A9, particularly views to the north.</p> <p>Neutral</p>

Table 9.18: Summary of Impacts on Southbound Views from the Road (without mitigation)

Proposed Scheme Southbound First Full Year of Operation of the Dualling (winter)			Proposed Scheme Southbound Design Year (summer)	
Section	Typical Nature of View + Magnitude of Change	Impact	Typical Nature of View + Magnitude of Change	Impact
Forestry Access track to Meall Mor Ch. 11300 - 8300 Length of Section: 3km Local Landscape Character Area (LLCA) (refer to Chapter 13): Meall Mor Sensitivity of view: low	Intermittent views of the landscape to the south as a result of the loss of some roadside vegetation, whilst views to the east would be constrained by the lower slopes of Meall Mor. Awareness of the wider corridor in forward views extending to the south east will be a noticeable change to the views. Prominent landmarks: None Magnitude of Change: low beneficial	Perceptible change to the partially obscured views from the A9, particularly views to the south. Slight beneficial	Intermittent views will continue with limited appreciation of the wider landscape – re-planting of adjacent plantations is likely to reduce broader awareness. Natural regeneration of woodland on adjacent cutting slopes will soften views and reduce awareness of changes to the travelling public. Prominent landmarks: None Magnitude of Change: negligible	No significant change to the open aspect of the A9, particularly views to the south. Neutral
Meall Mor to North of Moy village Ch. 8300 - 7200 Length of Section: 1.1km Local Landscape Character Area (LLCA) (refer to Chapter 13): Moy Estate Sensitivity of view: medium	Open aspect of the existing A9 corridor and associated enhanced lay-by will be maintained, allowing distant views to the ridgeline that forms the Dava moorlands and which includes the Moy windfarm. There is some awareness of the Aulnaslanach viaduct to the east, and in forward views the northern edge of the woodland associated with the village of Moy. Prominent landmarks: Aulnaslanach viaduct to the east Magnitude of Change: low beneficial	No significant change to the open aspect of the A9, particularly views to the east. Neutral	Open aspect of the existing A9 corridor will be maintained, preserving views to the east and south east and of the Aulnaslanach viaduct and distant ridgeline that forms the edge of the Dava moorland. Lay-by will provide a stopping point with an open aspect. Prominent landmarks: Aulnaslanach viaduct to the east Magnitude of Change: negligible	No significant change to the open aspect of the A9, particularly views to the east. Neutral

Proposed Scheme Southbound First Full Year of Operation of the Dualling (winter)			Proposed Scheme Southbound Design Year (summer)	
Section	Typical Nature of View + Magnitude of Change	Impact	Typical Nature of View + Magnitude of Change	Impact
<p>North of Moy village to south of Moy Ch. 7200 - 5000</p> <p>Length of Section: 2.2km</p> <p>Local Landscape Character Area (LLCA) (refer to Chapter 13): Moy Estate</p> <p>Sensitivity of view: low</p>	<p>Whilst some localised clearance of vegetation would broaden the A9 corridor, more extensive woodland in the wider landscape would maintain the enclosed nature of the views from the A9. The formation of the Lynebeg LILo will create a slightly less constrained aspect however planting within the wider landscape will retain enclosed nature of the views.</p> <p>Prominent landmarks: None</p> <p>Magnitude of Change: negligible</p>	<p>No significant change to the views from the broader A9 corridor.</p> <p>Neutral</p>	<p>The corridor would remain a noticeably wider, particularly associated with the Lynebeg LILo that will include the drainage features and wing walls associated with the crossing of the Moy link road. Woodland regeneration to the fringes of the remaining planting would soften the appearance of the woodland edge.</p> <p>Prominent landmarks: None</p> <p>Magnitude of Change: negligible</p>	<p>With the exception of the Lynebeg LILo the impacts on the views would be constrained by woodland within the broader landscape.</p> <p>Neutral</p>
<p>South of Moy village to Moy LILo Ch. 5000 - 3800</p> <p>Length of Section: 1.2km</p> <p>Local Landscape Character Area (LLCA) (refer to Chapter 13): Moy Estate</p> <p>Sensitivity of view: medium</p>	<p>Existing forward views south and south east will remain to the south of the junction with the B9154, and the formation of the Moy LILo will require existing vegetation around the junction and on rising embankment to the north to be removed, affording more open views towards Tullochclurry and Dalmagarry Farm complex in the distance. The elevated views would provide broader views uninterrupted by roadside vegetation.</p> <p>Prominent landmarks: Tullochclurry is a distractive building in the landscape</p> <p>Magnitude of Change: low adverse</p>	<p>The removal of trees will represent a positive change, however the newly formed junction would broaden influence of the A9 corridor.</p> <p>Slight Adverse</p>	<p>Awareness of Moy LILo would remain into the Design Year, whilst areas of scrub may naturalise there will be a lack of structure. Broad open views of the strath will exist with views of Tullochclurry and Dalmagarry Farm complex visible in the distance.</p> <p>Prominent landmarks: Tullochclurry is a distractive building in the landscape</p> <p>Magnitude of Change: negligible</p>	<p>Broader views would be retained along with direct views of the broader footprint of the Moy LILo</p> <p>Neutral</p>

Proposed Scheme Southbound First Full Year of Operation of the Dualling (winter)			Proposed Scheme Southbound Design Year (summer)	
Section	Typical Nature of View + Magnitude of Change	Impact	Typical Nature of View + Magnitude of Change	Impact
<p>Moy LILO to Ruthven Road Junction Ch. 3800 - 2900</p> <p>Length of Section: 0.9km</p> <p>Local Landscape Character Area (LLCA) (refer to Chapter 13): Strathdearn/Tomatin</p> <p>Sensitivity of view: medium</p>	<p>Clearance of existing roadside vegetation will result in broad open views of the Dalmagarry farm complex, Ruthven Moy Link Road and Dalmagarry Burn realignment to the south from a slightly elevated position. Open views would extend along the Dalmagarry Burn strath complex with the Highland Main Line Railway visible to the south west. Longer distance forward views along the corridor would extend to the edge of the planting adjacent to the quarry.</p> <p>Prominent landmarks: Dalmagarry Farm complex</p> <p>Magnitude of Change: low beneficial</p>	<p>The removal of trees will extend open views in combination with slightly higher elevation</p> <p>Slight beneficial</p>	<p>From its slightly elevated position, the views from the mainline will include the Dalmagarry Farm complex, Ruthven Moy Link Road and the re-directed Dalmagarry Burn flowing south. The farm complex remains a notable feature along the corridor.</p> <p>Prominent landmarks: Dalmagarry Farm complex</p> <p>Magnitude of Change: low beneficial</p>	<p>Views of notable Dalmagarry Farm complex will remain</p> <p>Slight Beneficial</p>
<p>Ruthven Road junction to Tomatin GSJ Ch.2900 - 500</p> <p>Length of Section: 2.4km</p> <p>Local Landscape Character Area (LLCA) (refer to Chapter 13): Strathdearn/Tomatin</p> <p>Sensitivity of views: low</p>	<p>Views would be partially obscured by the remaining vegetation associated with the boundary of the quarry – some views of the quarry itself are likely to be afforded by the southbound traffic which, immediately after construction are likely to appear quite raw. To the south of the quarry awareness of the Ruthven Tomatin Link Road are likely to be visible and from a slightly elevated position and within forward views of the sweeping left hand bend, there are likely to be some views of the wider Findhorn strath complex. Views will be diminished as planting around Tigh an Allt become more evident and these would quickly constrain views.</p> <p>Prominent Landmarks: None</p>	<p>Some awareness of the quarry offset by increased views of Findhorn strath complex</p> <p>Slight Beneficial</p>	<p>Views of the quarry would remain as would the views of the Ruthven Link Road, beyond which would be distant views of hills beyond the strath. Re-profiled slopes would naturally regenerate however this would lack cohesion and result in a poorer quality appearance.</p>	<p>Some awareness of the quarry offset by increased views of Findhorn strath complex</p> <p>Slight Beneficial</p>

Proposed Scheme Southbound First Full Year of Operation of the Dualling (winter)			Proposed Scheme Southbound Design Year (summer)	
Section	Typical Nature of View + Magnitude of Change	Impact	Typical Nature of View + Magnitude of Change	Impact
			Prominent Landmarks: None	
	Magnitude of Change: medium beneficial		Magnitude of Change: negligible	
Tomatin GSJ to Start of Scheme Ch. 500 - -4400 Length of Section: 1.5km Local Landscape Character Area (LLCA) (refer to Chapter 13): Strathdearn/Tomatin Sensitivity of views: medium	To the south of the junction the views would be largely unaffected by the Proposed Scheme, including the crossing of the River Findhorn with notable views to the west, including the rail viaduct, this is identified within the Strategic Landscape Review as a Priority View. There would be no readily perceptible changes within this section of the Proposed Scheme, including the proposed improvements to the Tomatin south junction. Prominent landmarks: Findhorn Viaduct Magnitude of Change: Negligible	No discernible change in view. Neutral	To the south of the junction the views would be largely unaffected by the Proposed Scheme, including the crossing of the River Findhorn with notable views to the west, including the rail viaduct, this is identified within the Strategic Landscape Review as a Priority View. There would be no readily perceptible changes within this section of the Proposed Scheme, including the proposed improvements to the Tomatin south junction. Prominent landmarks: Findhorn Viaduct Magnitude of Change: Negligible	No discernible change in view. Neutral

Table 9.19: Summary of Impacts on View from the Road (Local Roads) (without mitigation)

Proposed Scheme (Local Roads) winter year 1			Proposed Scheme (Local Roads) summer year 15	
Section	Typical Nature of View + Magnitude of Change	Impact	Typical Nature of View + Magnitude of Change	Impact
Ruthven Road/Ruthven Moy Link Road Length of Section: 0.4km Local Landscape Character Area (LLCA) (refer to Chapter 13): Strathdearn/Tomatin Sensitivity of views: medium	Substantially modified open views as a result of the removal of a direct link to the A9 and extension to tie into the Moy LILO by the Ruthven Moy Link Road, the removal of roadside vegetation will expose views towards the quarry and the slopes of Tom na h-Ulaidh beyond. Direct views of the Dalmagarry Burn will be noticeable at the tie in with the existing road and will be extended along the Ruthven Moy Link Road to include views of the Dalmagarry Farm complex and the valley floor to the north. Prominent landmarks: None	Significant modification to the views experienced along the northern end of Ruthven Road and the tie in with the A9. Moderate adverse	Substantially modified open views as a result of the removal of a direct link to the A9, removal of roadside vegetation will expose views towards the quarry and the slopes of Tom na h-Ulaidh beyond. Direct views of the Dalmagarry Burn will be extended to the north passing attenuation ponds adjacent to the Ruthven Moy Link Road and would be noticeable at the tie in with the existing road to the south. Broader views to the north will be experienced as a result of the tie in with the Moy LILO to the north of Dalmagarry Farm. Prominent landmarks: None	Any removal of roadside vegetation would be subject to replanting to replace that removed. Moderate adverse
	Magnitude of Change: high		Magnitude of Change: medium	
Ruthven Link Road Length of Section: 2.1km Local Landscape Character Area (LLCA) (refer to Chapter 13): Strathdearn/Tomatin Sensitivity of views: medium	Open views northbound would be opened up as a result of the removal of existing roadside vegetation, allowing views of the River Findhorn and the wider strath. Similarly southbound views would be afforded open, far reaching views, broken only by blocks of existing woodland associated with Tigh an Allt and Dalmagarry quarry. Prominent landmarks: None	Modification to the views experienced along the northern end of Ruthven Road and the tie in with the A9. Slight beneficial	Open views northbound would be opened up as a result of the removal of existing roadside vegetation, allowing views of the River Findhorn and the wider strath. Similarly southbound views would be afforded open, far reaching views, broken only by blocks of existing woodland associated with Tigh an Allt and Dalmagarry quarry. Prominent landmarks: None	Views of strath would remain albeit interrupted by proposed planting. Slight beneficial
	Magnitude of Change: low		Magnitude of Change: low	

Proposed Scheme (Local Roads) winter year 1			Proposed Scheme (Local Roads) summer year 15	
Section	Typical Nature of View + Magnitude of Change	Impact	Typical Nature of View + Magnitude of Change	Impact
Moy LILO Local Landscape Character Area (LLCA) (refer to Chapter 13): Strathdearn/Tomatin Sensitivity of views: medium	Changes to the existing junction with the B9154 would result in broader open views experienced to the east, exposing longer distance views back across the Dalmagarry farmland. Prominent landmarks: None Magnitude of Change: low	Perceptible changes experienced as a result of the new junction layout. Slight beneficial	Changes to the existing junction with the B9154 would result in broader open views experienced to the east, exposing longer distance views back across the Dalmagarry farmland. Prominent landmarks: None Magnitude of Change: low	Perceptible changes experienced as a result of the new junction layout. Slight beneficial
Lynebeg LILO Local Landscape Character Area (LLCA) (refer to Chapter 13): Moy Estate Sensitivity of views: medium	Removal of existing roadside vegetation, formation of new SuDS ponds and railway bridge will give rise to perceptible changes compared with the existing local junction arrangements. Prominent landmarks: None Magnitude of Change: low	Perceptible changes experienced as a result of the new junction layout. Slight adverse	Removal of existing roadside vegetation, formation of new SuDS ponds and railway bridge will give rise to perceptible changes compared with the existing local junction arrangements. Prominent landmarks: None Magnitude of Change: negligible	Perceptible changes experienced as a result of the new junction layout. Slight adverse

9.4.49 The Proposed Scheme also includes a number of features that lie in isolation to the new mainline and side road proposals and these are considered to have the following impact on existing views:

- The bus turning head south of Tomatin lies within the margins of the existing village and would reflect the existing views experienced by users of the existing road corridor.
- The bus turning area at Tomatin North Junction will be an additional man-made element experienced in views from Tomatin North Junction.
- The revised access road to the Tomatin distillery would not significantly modify the current views experienced when leaving or entering the complex to the north.
- The revised layout and local improvement to the existing road at Tigh n Ulidh, to include a new attenuation pond would require some localised tree planting to be cleared, set within the context of an existing block of planting this is not anticipated to significantly change the views experienced to the local road users.
- With the exception of the crossing point via the new underpass at Dalmagarry Burn, users of NCN7 would experience similar views to those experienced by the users of the A9 mainline. At the crossing of the mainline at Dalmagarry, NCN7 will cross Dalmagarry Burn via a bridge before rising to the south. Whilst there would be some new views experienced by the users of NCN7 as a result of access being provided to the west of the Highland Main Line railway these are not anticipated to result in significant impacts.

Driver Stress

9.4.50 In the absence of the Proposed Scheme, using DMRB criteria, 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.

9.4.51 The traffic flows in Table 9.20 are based on the scenario that the existing road corridor will remain on its current alignment, i.e. the Do-minimum scenario.

Table 9.20: Do-Minimum (2041 year) Predicted Future Baseline without Proposed Scheme

Section of Study Area	Direction	Road Class	Average Peak Hourly Flow per Lane (Flow Units/Hour)	Average Vehicle Speed (km/h)	Driver Stress
Southern Section (south of Tomatin)	Northbound	Dual Carriageway	500	90	Moderate*
	Southbound		484	93	Moderate*
Central Section	Northbound	Single Carriageway	1065	77	High
	Southbound		1055	76	High
Northern Section (north of Moy)	Northbound	Dual Carriageway	526	93	Moderate*
	Southbound		522	87	Moderate*

* Predicted driver stress for dual carriageway sections is considered to be Moderate based on paragraphs 9.2.42 and 9.2.43 (low driver stress using the DMRB criteria).

- 9.4.52 As indicated in Table 9.20, in the absence of the Proposed Scheme, the level of driver stress experienced by vehicle travellers increases to **High** for central section travellers on the single carriageway but remains **Moderate** for southern section and northern section travellers on the dual carriageway, when compared to driver stress levels on existing road corridor in 2014 as shown in Table 9.12.
- 9.4.53 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, i.e. the Proposed Scheme (Do-Something scenario). It is anticipated that the widening of the A9 to a dual carriageway 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.
- 9.4.54 Table 9.21 indicates that the level of driver stress will be **Low** for all sections.

Table 9.21: Do-Something (2041 year) Predicted Future Baseline with Proposed Scheme

Link Description	Direction	Road Class	Average Peak Hourly Flow per Lane (Flow Units/Hour)	Average Vehicle Speed (km/h)	Driver Stress
Southern Section (south of Tomatin)	Northbound	Dual Carriageway	541	98	Low
	Southbound		548	92	Low
Central Section	Northbound		402	93	Low
	Southbound		587	92	Low
Northern Section (north of Moy)	Northbound		589	93	Low
	Southbound		569	90	Low

9.5 Mitigation

Mitigation during Construction

Non-Motorised Users

- 9.5.1 A number of construction mitigation measures will be incorporated into construction contract documents and these are described in Chapter 21 Schedule of Environmental Commitments and included in Table 9.22 below.

Table 9.22: Construction Mitigation

Mitigation Item	Description
Standard A9 Mitigation	
SMC-S1	A Construction Environmental Management Plan (CEMP) will be prepared by the Contractor. The CEMP will set out how the Contractor intends to operate the construction site, including construction-related mitigation measures identified in Tables 21.2 to 21.11 of Chapter 21. The relevant section(s) of the CEMP will be in place prior to the start of construction work. The CEMP will include, but not be limited to, subsidiary plans relating to: agricultural soils, geology and land contamination; surface water and groundwater (including a Flood Response and Pollution Incident Response Plan); ecology (including specific



Mitigation Item	Description
	Species and Habitat Management Plans); landscape, cultural heritage, air quality and noise and vibration.
SMC-S2	Prior to construction an Environmental Coordinator and team of suitably qualified Environmental Clerk of Works (EnvCoW) (i.e. professionally qualified in a relevant environmental discipline) will be appointed by the Contractor. The EnvCoW(s) will report to the Environmental Coordinator and be present on site, as required, during the construction period to monitor the implementation of the mitigation measures identified and ensure that activities are carried out in such a manner to prevent or reduce impacts on the environment.
SMC-AT1	As far as reasonably practicable, the construction programme will take into account the need to minimise the length of closures or restrictions of access for NMUs.
SMC-AT2	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 would 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.
SMC-AT3	Where required and practicable, bus stops will be relocated prior to construction with a safe access route provided for NMUs. This will be undertaken in consultation with the relevant Roads Authority and public transport provider,
SMC-AT4	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.
SMC-AT5	Reasonable precautions will be taken by the Contractor to avoid or reduce road closures. No A9 lane closures will be permitted during peak hours (Mon to Fri) except in exceptional circumstances which are approved by Transport Scotland.
SMC-AT6	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.
SMC-AT7	Appropriate lighting will be provided during any necessary night-time working, taking into account the requirements of Mitigation Items SMC-E10 and SMC-LV4 (see Ch 21 Schedule of Environmental Commitments, Tables 21.6 and 21.7)
SMC-AT8	<p>General principles for maintaining and improving access for NMUs include:</p> <ul style="list-style-type: none"> · 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 shall take into account potential barriers to disabled people such as the gradient or surfacing. · Surfacing of any new paths including alongside roads shall be considered with regard to the type of user and should comply with current standards. · Safety of paths will be improved by providing barriers to segregate traffic from paths in accordance with the Road Restraints Risk Assessment Process. <p>New cycleways/footpaths shall use non-frost susceptible materials to reduce risk of degradation. Where use of non-frost susceptible materials is not appropriate, a maintenance regime will be developed to avoid degradation of NMU paths.</p>

Vehicle Travellers

View from the Road

- 9.5.2 The view from the road is likely to be modified throughout the construction phase and there are no specific mitigation measure identified with the purpose of mitigating potentially adverse views during that period. Measures aimed at reducing potential impacts on the landscape character of the corridor during construction have been identified in Chapter 13 – Landscape Effects and these have been taken into account as part of the assessment of potential impacts on the view from the road.

Driver Stress

- 9.5.3 Measures to mitigate potential impacts on driver stress during construction include Mitigation Items SMC-AT4, SMC-AT5, SMC-AT6 and SMC-AT7 which are described in Table 9.22 above.

Mitigation during Operation

Non-Motorised Users

- 9.5.4 Operational stage mitigation measures are described in Chapter 21 Schedule of Environmental Commitments and included in Table 9.23 below.

Table 9.23: Operational Mitigation

Mitigation Item	Description
Project Specific Mitigation	
P12-AT9	NMU route signage for NCN7 and along NMU routes where necessary.

- 9.5.5 NMU route signage will be developed as part of the detailed design. Mitigation will typically include a range of warning and information signs, including for NCN7 and along other NMU routes where necessary. The signage will improve NMUs ability to follow routes within the vicinity of the Proposed Scheme and provide safety benefits particularly at crossings and interfaces with road traffic.

View from the Road

- 9.5.6 Landscape mitigation proposals have been designed in accordance with the 'Landscape Principles' identified in the SEA, as listed in Appendix A4.1. The road alignment and mitigation measures have been designed to respond to the landscape qualities and key characteristics along the route which influence the way in which views from the road will be experienced.
- 9.5.7 Appendix A13.2 outlines the objectives of the mitigation strategy, and Figure 13.8a-t show the proposed Landscape and Ecological Mitigation. Key landscape mitigation measures that have been applied across the scheme include:
- sensitive earthworks design to minimise the impact of the cuttings and embankments and enable integration of the Proposed Scheme into its surrounding landscape
 - grading out of earthworks at sensitive locations to avoid disjointed appearance of landform and aid integration of scheme into landscape
 - sensitive design of attenuation features to naturally integrate into the surrounding landform

- retention of existing established trees and vegetation wherever possible and incorporation of new native woodland planting to integrate with existing where appropriate, avoiding locations where specific views will be afforded to the travelling public
- planting at junctions and structures to help assimilate the structures into the landscape
- limited planting within areas of open landscape character to reflect and reinforce existing heathland landscape
- use of native woodland mixes that comprise a mix of trees and scrub species that reflect the inherent woodland composition and enhance biodiversity

9.6 Residual Effects

Construction

Non-Motorised Users

9.6.1 Table 9.24 provides a summary of potential impacts and residual effects on paths during the construction phase.

Table 9.24: Summary of Potential Impacts and Residual Effects on users of Paths during Construction

Receptor	Path Type	Potential Impact Significance	Mitigation Measure	Residual Effect Significance
Users of NCN 7, Planned Paths 1, 2, 3 and 4, Other NMU Route P2	National Cycle Network	Moderate – Moderate/Substantial (Tomatin South Junction)	SMC-S1, SMC-S2, SMC-AT1 to SMC-AT8 (refer to Table 9.22)	Moderate
Users of RoW HI95	On-road NMU Route	Moderate/Substantial		Moderate
Users of Other NMU Route P8	Unsurfaced track	Moderate		Slight/Moderate
Users of Other NMU Route P10, RoW HI43	Unsurfaced track	Moderate/Substantial		Moderate
NMUs accessing the River Findhorn	Variable	Negligible		Negligible
NMUs accessing Meall Mor and Beinn a Bheurlaich	Variable	Negligible		Negligible
NMUs accessing	Variable	Slight		Negligible

Receptor	Path Type	Potential Impact Significance	Mitigation Measure	Residual Effect Significance
Tom na h-Ulaidh				
NMUs accessing Carn na h-Easgainn	Variable	Negligible to Slight		Negligible
NMUs accessing Stairsneach nan Gaidheal Forestry Area	Variable	Negligible to Slight		Negligible

Operation

Non-Motorised Users

9.6.2 Table 9.25 provides a summary of potential impacts and residual effects on NMUs during the operational phase.

Table 9.25: Summary of Potential Impacts and Residual Effects on users of Paths during Operation

Receptor	Path Type	Potential Impact Significance	Mitigation Measure	Residual Effect Significance
Planned Path Sections 1, 3 and 4 Other NMU Routes P1, P2, P4, P5, P6, P7, P8, P10, P11	Other Route, Planned Path	Negligible to Slight beneficial (for Planned Path 4)	P12-AT9 - Informative signage for NMUs and motorised users (refer to paragraph 9.5.5). Embedded mitigation is provided in the form of improved widening of NMU routes where this is feasible, provision of new northbound and southbound lay-bys which have the maximum length of parking bay of 100m, a car parking area on the NCN7/Ruthven Moy Link Road	Negligible to Slight beneficial (for Planned Path 4)
Users of NCN7	National Cycle Network	Slight (Beneficial)		Slight (Beneficial)
Users of RoW HI95	Claimed Right of Way	Moderate		Slight/Moderate
Users of Other NMU Route P3	Other Route	Moderate		Moderate
Users of RoW HI43	Other Route	Slight		Negligible

Public Transport

9.6.3 Table 9.26 provides a summary of potential impacts and residual effects on public transport during the operational phase.

Table 9.26: Summary of Potential Impacts and Residual Effects on users of Public Transport during Operation

Receptor	Potential Impact Significance	Mitigation Measure	Residual Effect Significance
Inter-urban public and school services for residents of Tomatin, Moy and communities within the study area	Negligible	N/A - embedded mitigation is provided in the form of new bus stops/turning circles at Tomatin Village with a new path linking to residential properties to the north and a bus stop on the B9154 to the north of the Moy LILO	Negligible
Long distance bus services for residents of Tomatin, Moy and communities within the study area	Negligible		Negligible
Residents of Ruthven Road, Invereen and Dalmagarry Farm including vulnerable users	Slight	There is potential for school transport (taxi / minibus) to be provided for children (parents would need to apply to The Highland Council) Embedded mitigation is provided in the form of the new Ruthven Moy Link Road and bus stop on the B9154 just to the north of the Moy LILO and the Ruthven Tomatin Link Road	Slight

Lay-bys

9.6.4 Table 9.27 provides a summary of potential impacts and residual effects to NMUs as a result of the loss of existing lay-bys during the operational phase.

Table 9.27: Summary of Potential Impacts and Residual Effects to NMUs of Lay-bys during Operation

Receptor	Potential Impact Significance	Mitigation Measure	Residual Effect Significance
NMUs of Lay-by 160	Slight	N/A – Embedded mitigation is provided in the form of new northbound and southbound lay-bys which have the maximum length of parking bay of 100m and a car parking area on the NCN7 south of Moy LILO	Slight
NMUs of Lay-by 160A	Slight		Slight
NMUs of Lay-by 161	Moderate		Moderate
NMUs of Lay-by 162	Slight		Slight

Receptor	Potential Impact Significance	Mitigation Measure	Residual Effect Significance
NMUs of Lay-by 163	Slight		Slight
NMUs of Lay-by 168	Negligible		Negligible

Access to Outdoors

9.6.5 Table 9.28 provides a summary of potential impacts and residual effects to NMU access to outdoor facilities and community land during the operational phase.

Table 9.28: Summary of Potential Impacts and Residual Effects to NMU Access to Outdoor Facilities and Community Land during Operation

Receptor	Potential Impact Significance	Mitigation Measure	Residual Effect Significance
NMUs accessing River Findhorn	Slight	N/A - embedded mitigation is provided including the proposed northbound lay-by, bus turning provision at Tomatin GSJ and on the B9154 to the north of Moy LILO, and car parking area provided at the NCN7 south of Moy LILO	Slight
NMUs accessing Meall Mor and Beinn a Bheurlaich	Negligible	N/A	Negligible
NMUs accessing Tom na h-Ulaidh	Slight	N/A - embedded mitigation is provided including the proposed northbound lay-by, bus turning provision at Tomatin GSJ and on the B9154 to the north of Moy LILO, and car parking area provided at the NCN7 south of Moy LILO	Slight
NMUs accessing Carn na h-Easgairn	Negligible	N/A	Negligible
NMUs accessing Stairsneach nan Gaidheal Forestry Area	Slight (Beneficial)	N/A	Slight (Beneficial)

View from the Road

9.6.6 The assessment of the residual impacts on the view from the road for the traveller has been undertaken for the winter in the first full year of operation of the dualling and summer in year 15. This should be read in conjunction with Figures 9.3-9.5 and 9.6-9.7 (View from the Road) which provides information on the type of view experienced and noteworthy or prominent views, and Figures 13.8a-t (Landscape and Ecological Mitigation) which provide information on the location and extent of measures that may influence the experience of the travelling public.

Table 9.29 and Table 9.30 provide information relating to the northbound and southbound traveller.

- 9.6.7 Table 9.31 provides information relating to the proposed Dalmagarry Quarry, Ruthven Link Road, Ruthven Road/Ruthven Moy Link Road, Moy LILO, and Lynebeg LILO respectively. Refer to Appendix A9.3 for a full description of the likely changes to the views which are summarised in the tables below.

Table 9.29: Summary of Residual Effects on Northbound Views from the Road (with mitigation)

Proposed Scheme Northbound First Full Year of Operation of the Dualling (winter)			Proposed Scheme Northbound Design Year (summer)	
Section	Typical Nature of View + Magnitude of Change	Impact	Typical Nature of View + Magnitude of Change	Residual Effect
<p>Start of Scheme to Tomatin GSJ Ch. -4400 - 500</p> <p>Length of Section: 1.5km</p> <p>Local Landscape Character Area (LLCA) (refer to Chapter 13): Strathdearn/Tomatin</p> <p>Sensitivity of views: medium</p>	<p>Approaching the proposed Tomatin GSJ from the south the restricted views are contained within a combination of cutting and existing mature roadside vegetation. The exception to this is the crossing of the River Findhorn with notable views to the west, including the rail viaduct, this is identified within the Strategic Landscape Review as a Priority View. Proposed changes to the Tomatin South junction are not anticipated to result in readily perceptible changes and forward views will be constrained by planting within the wider landscape and landform. There will be no readily perceptible changes within this section of the Proposed Scheme.</p>	<p>No discernible change in view</p> <p>Neutral</p>	<p>There will be little or no readily perceptible changes to the outlook of the road in this section. Views from the crossing of the River Findhorn will be unchanged as a result of the scheme. Replacement planting within the verge will replicate that removed by the Proposed Scheme, enclosing views and focusing forward facing views along the corridor. The junction and associated slip roads will be subject to a planting scheme that includes groups of scattered trees, limiting broader views within the junction and providing interest to the viewer. Belts of trees to the east of the scheme will limit broader views towards the River Findhorn.</p>	<p>Any removal of roadside vegetation will be subject to replanting to replace that removed</p> <p>Neutral</p>
	Prominent landmarks: Findhorn Viaduct		Prominent landmarks: Findhorn Viaduct	
	Magnitude of Change: Negligible		Magnitude of Change: Negligible	
<p>Tomatin GSJ to Ruthven Road Junction Ch.500 - 2900</p> <p>Length of Section: 2.4km</p> <p>Local Landscape Character Area (LLCA) (refer to Chapter 13):</p>	<p>Intermittent views from around the Tomatin North GSJ to the north/northeast of the River Findhorn will be opened up as a result of the removal of a significant amount of semi mature roadside vegetation in the first full year of operation of the dualling. The resulting views will be slightly elevated, overlooking the extended views along the strath, interrupted by blocks of planting and woodland beyond the highway boundary associated with Tigh an Allt and the quarry site. The forward facing views will</p>	<p>Heightened awareness of the strath beyond immediate highway boundary</p> <p>Slight beneficial</p>	<p>Planting proposals associated with Tomatin North GSJ and at the tie in of Ruthven Road will mature providing additional screening capacity and resulting in reduced intermittent views where they exist beyond blocks of existing woodland. Planting associated with Tigh an Allt and the quarry site will restore some of the landscape framework, enclosing views from the mainline and emphasising the forward facing views. Extensive planting associated with the tie in with Ruthven</p>	<p>Planting proposals will largely restore existing views</p> <p>Neutral</p>

Proposed Scheme Northbound First Full Year of Operation of the Dualling (winter)			Proposed Scheme Northbound Design Year (summer)	
Section	Typical Nature of View + Magnitude of Change	Impact	Typical Nature of View + Magnitude of Change	Residual Effect
Strathdearn/Tomatin Sensitivity of views: low	emphasise the sweeping left hand bend approaching the quarry from the south. Approaching Ruthven Road the views will transition into more open views towards Dalmagarry farm complex. Prominent Landmarks: Dalmagarry Farm complex		Road/Ruthven Moy Link Road will limit the open views towards Dalmagarry. Prominent Landmarks: Dalmagarry Farm complex	
	Magnitude of Change: medium beneficial		Magnitude of Change: negligible	
Ruthven Road Junction to Moy LILO Ch. 2900 - 3800 Length of Section: 0.9km Local Landscape Character Area (LLCA) (refer to Chapter 13): Strathdearn/Tomatin Sensitivity of view: medium	Clearance of existing roadside vegetation will result in broad open views of the Dalmagarry Burn realignment and Dalmagarry farm complex from a slightly elevated position. Open views will extend towards Tullochclurry in the north, limited only by rising ground toward the summit of Carn nan Eag. Views west will remain partially constrained by the Highland Main line railway with a sweeping left hand bend lifting forward facing views approaching Loch Moy from the south. Prominent landmarks: Dalmagarry Farm complex	The removal of trees will extend open views in combination with slightly higher elevation Slight beneficial	Transitioning views from the Ruthven Road tie in, towards Dalmagarry will be screened by replacement roadside woodland and planting along Dalmagarry Burn that will feature wet woodland and clumps of trees alongside the Ruthven Moy Link Road. Open views around the Dalmagarry Farm complex will be more wooded and views will in part be screened. However awareness of the broader floor of the strath and adjoining hill slopes will remain within intermittent views, including awareness of the sweeping left hand bend just north of the Moy LILO. Prominent landmarks: Dalmagarry Farm complex	The maturation of proposed replacement woodland will marginally reduce the benefit Slight beneficial
	Magnitude of Change: low beneficial		Magnitude of Change: low beneficial	
Moy LILO to South of Moy village	Existing views north/north east will remain to the south of the junction with the B9154 and the formation of the Moy LILO will	The removal of trees will represent a positive change,	Extensive planting aimed at restoring landscape features, will restore existing screening associated with the corridor,	The maturation of proposed replacement

Proposed Scheme Northbound First Full Year of Operation of the Dualling (winter)			Proposed Scheme Northbound Design Year (summer)	
Section	Typical Nature of View + Magnitude of Change	Impact	Typical Nature of View + Magnitude of Change	Residual Effect
Ch. 3800 - 5000 Length of Section: 1.2km Local Landscape Character Area (LLCA) (refer to Chapter 13): Moy Estate Sensitivity of view: medium	require existing vegetation around the junction and on rising embankment to the north to be removed, affording more open views towards the wooded edge of Loch Moy and Tullochclurry in the distance. More extensive features associated with the Moy LILO will impact on views from the road with a broader road corridor being a new element within views. Prominent landmarks: Tullochclurry is a distractive building in the landscape	however the newly formed junction will broaden influence of the A9 corridor Slight Adverse	reducing open views north/north east and limiting views of the strath and Tullochclurry but also of the Moy LILO. The views becoming increasingly constrained with a forward focus towards the woodland associated with the western fringes of Moy. Prominent landmarks: Tullochclurry is a distractive building in the landscape	woodland will reduce the benefit Neutral
	Magnitude of Change: low adverse		Magnitude of Change: negligible	
South of Moy village to north of Moy Ch. 5000 - 7200 Length of Section: 2.2km Local Landscape Character Area (LLCA) (refer to Chapter 13): Moy Estate Sensitivity of views: low	Whilst some localised clearance of vegetation will broaden the A9 corridor, more extensive woodland in the wider landscape will maintain the enclosed nature of the views from the A9. The formation of the Lynebeg LILO will create a slightly less constrained aspect however planting within the wider landscape will retain enclosed nature of the forward facing views. Prominent landmarks: None	No significant change to the views from the broader A9 corridor Neutral	Localised planting to replace areas of woodland removed by the scheme will restore the existing outlook, with an emphasis on forward facing views. No significant changes to the nature of the views. Replacement planting around the Lynebeg LILO will reform landscape structure and patterns. Prominent landmarks: None	The maturation of proposed replacement woodland will restore existing outlook from the road Neutral
	Magnitude of Change: negligible		Magnitude of Change: negligible	
	Open aspect of the existing A9 corridor will be maintained, allowing distant views to the	No significant change to the open aspect of	Open aspect of the existing A9 corridor will be maintained, allowing distant views to	No significant change to the

Proposed Scheme Northbound First Full Year of Operation of the Dualling (winter)			Proposed Scheme Northbound Design Year (summer)	
Section	Typical Nature of View + Magnitude of Change	Impact	Typical Nature of View + Magnitude of Change	Residual Effect
<p>North of Moy village to Meall Mor Ch. 7200 - 8300</p> <p>Length of Section: 1.1km</p> <p>Local Landscape Character Area (LLCA) (refer to Chapter 13): Moy Estate</p> <p>Sensitivity of view: medium</p>	<p>north and north west towards Meall Mor's distinctive profile. The construction of lay-bys within this section will provide an opportunity to stop and enjoy views to the east, including the northern extents of the Moy estate and distant ridgeline.</p> <p>Prominent landmarks: distinctive profile of Meall Mor</p> <p>Magnitude of Change: negligible</p>	<p>the A9, particularly views to the north.</p> <p>Neutral</p>	<p>the north and north west towards Meall Mor's distinctive profile. Planting that comprises clumps of trees and wet woodland around the proposed drainage pond will provide some interest within the foreground of the views that extend to the east for details of the proposed lay-by landscape measures.</p> <p>Prominent landmarks: distinctive profile of Meall Mor</p> <p>Magnitude of Change: negligible</p>	<p>open aspect of the A9, particularly views to the north.</p> <p>Neutral</p>
<p>Meall Mor to Forestry Access track Ch. 8300 - 11300</p> <p>Length of Section: 3km</p> <p>Local Landscape Character Area (LLCA) (refer to Chapter 13): Meall Mor</p> <p>Sensitivity of view: low</p>	<p>The intermittent nature of the views, including forward views along the corridor are constrained, particularly to the north as the landform rises sharply will be maintained. There will be some glimpses of the landscape to the south as a result of the loss of some roadside planting however this will be towards the maturing planting associated with the forestry operations. The existing aspect will not be significant changed.</p> <p>Prominent landmarks: None</p> <p>Magnitude of Change: low beneficial</p>	<p>No significant change to the open aspect of the A9, particularly views to the north.</p> <p>Slight beneficial</p>	<p>Replacement planting alongside the A9 will restore the intermittent visual screen and limit views beyond the immediate corridor, and within the context of maturing forestry operations. The landform with establishing woodland on steep slopes will maintain the sense of enclosure to the north.</p> <p>Prominent landmarks: None</p> <p>Magnitude of Change: negligible</p>	<p>No significant change to the open aspect of the A9, particularly views to the north.</p> <p>Neutral</p>

Table 9.30: Summary of Residual Effects on Southbound Views from the Road (with mitigation)

Proposed Scheme Southbound First Full Year of Operation of the Dualling (winter)			Proposed Scheme Southbound Design Year (summer)	
Section	Typical Nature of View + Magnitude of Change	Impact	Typical Nature of View + Magnitude of Change	Residual Effect
Forestry Access track to Meall Mor Ch. 11300 - 8300 Length of Section: 3km Local Landscape Character Area (LLCA) (refer to Chapter 13): Meall Mor Sensitivity of view: low	Intermittent views of the landscape to the south as a result of the loss of some roadside vegetation, whilst views to the east will be constrained by the lower slopes of Meall Mor. Awareness of the wider corridor extending to the south east will be a noticeable change to the views and in particular the forward facing views. Prominent landmarks: None Magnitude of Change: low beneficial	Perceptible change to the partially obscured views from the A9, particularly views to the south. Slight beneficial	Replacement planting alongside the A9 will restore the intermittent visual screen and limit views beyond the immediate corridor, and within the context of maturing forestry operations. The landform with establishing woodland on steep slopes will maintain the sense of enclosure to the south. Prominent landmarks: None Magnitude of Change: negligible	No significant change to the open aspect of the A9, particularly views to the north. Neutral
Meall Mor to North of Moy village Ch. 8300 - 7200 Length of Section: 1.1km Local Landscape Character Area (LLCA) (refer to Chapter 13): Moy Estate Sensitivity of view: medium	Open aspect of the existing A9 corridor and associated enhanced lay-by will be maintained, allowing distant views to the ridgeline that forms the Dava moorlands and which includes the Moy windfarm. There is some awareness of the Aulnaslanach viaduct to the east, the newly constructed access track and in forward facing views along the A9 to the northern edge of the woodland associated with the village of Moy. Prominent landmarks: Aulnaslanach viaduct to the east Magnitude of Change: low beneficial	No significant change to the open aspect of the A9, particularly views to the east. Neutral	Open aspect of the existing A9 corridor will be maintained, with some scattered planting groups identified within the mitigation strategy and enhanced lay-by proposals providing some sense of containment without reducing outward views significantly. Prominent landmarks: Aulnaslanach viaduct to the east Magnitude of Change: negligible	No significant change to the open aspect of the A9, particularly views to the east. Neutral

Proposed Scheme Southbound First Full Year of Operation of the Dualling (winter)			Proposed Scheme Southbound Design Year (summer)	
Section	Typical Nature of View + Magnitude of Change	Impact	Typical Nature of View + Magnitude of Change	Residual Effect
<p>North of Moy village to south of Moy Ch. 7200 - 5000</p> <p>Length of Section: 2.2km</p> <p>Local Landscape Character Area (LLCA) (refer to Chapter 13): Moy Estate</p> <p>Sensitivity of view: low</p>	<p>Whilst some localised clearance of vegetation will broaden the A9 corridor, more extensive woodland in the wider landscape will maintain the enclosed nature of the views from the A9, with the emphasis on forward facing views along sweeping bends. The formation of the Lynebeg LILO will create a slightly less constrained aspect however planting within the wider landscape will retain enclosed nature of the views.</p>	<p>No significant change to the views from the broader A9 corridor.</p> <p>Neutral</p>	<p>Localised planting to replace areas of woodland removed by the scheme will restore the existing outlook. No significant changes to the nature of the views. Replacement planting around the Lynebeg LILO will reform landscape structure and patterns.</p>	<p>No significant change to the views from the broader A9 corridor.</p> <p>Neutral</p>
	<p>Prominent landmarks: None</p> <p>Magnitude of Change: negligible</p>			
<p>South of Moy village to Moy LILO Ch. 5000 - 3800</p> <p>Length of Section: 1.2km</p> <p>Local Landscape Character Area (LLCA) (refer to Chapter 13): Moy Estate</p> <p>Sensitivity of view: medium</p>	<p>Existing views south and south east will remain to the south of the junction with the B9154 and the formation of the Moy LILO will require existing vegetation around the junction and on rising embankment to the north to be removed, affording more open views towards Tullochclurry and in forward views towards Dalmagarry Farm complex in the distance. The elevated views will provide broader views uninterrupted by roadside vegetation.</p>	<p>The removal of trees will represent a positive change, however the newly formed junction will broaden influence of the A9 corridor.</p> <p>Slight adverse</p>	<p>Extensive planting aimed at restoring landscape features, will restore existing screening associated with the corridor, reducing open views north/north east and limiting views of the strath and Tullochclurry.</p>	<p>The establishment of roadside vegetation will restore the existing intermittent views.</p> <p>Neutral</p>
	<p>Prominent landmarks: Tullochclurry is a distractive building in the landscape</p> <p>Magnitude of Change: low beneficial</p>			

Proposed Scheme Southbound First Full Year of Operation of the Dualling (winter)			Proposed Scheme Southbound Design Year (summer)	
Section	Typical Nature of View + Magnitude of Change	Impact	Typical Nature of View + Magnitude of Change	Residual Effect
<p>Moy LILO to Ruthven Road Junction Ch. 3800 - 2900</p> <p>Length of Section: 0.9km</p> <p>Local Landscape Character Area (LLCA) (refer to Chapter 13): Strathdearn/Tomatin</p> <p>Sensitivity of view: medium</p>	<p>Clearance of existing roadside vegetation will result in broad open views of the Dalmagarry farm complex, Ruthven Moy Link Road and Dalmagarry Burn realignment to the south from a slightly elevated position. Open views will extend along the Dalmagarry Burn strath complex in forward views along the A9, with the Highland Main Line Railway visible to the south west.</p> <p>Prominent landmarks: Dalmagarry Farm complex</p>	<p>The removal of trees will extend open views in combination with slightly higher elevation</p> <p>Slight beneficial</p>	<p>Transitioning views from Dalmagarry to the Ruthven Road tie in, will be screened by replacement roadside woodland and planting along the Ruthven Moy Link Road and Dalmagarry Burn that will include wet woodland and clumps of trees. Open views around the Dalmagarry Farm complex will be more wooded and views will in part be screened. However awareness of the broader floor of the strath and adjoining hill slopes will remain within intermittent views.</p> <p>Prominent landmarks: Dalmagarry Farm complex</p>	<p>The establishment of proposed replacement woodland will marginally reduce the benefit.</p> <p>Neutral</p>
	Magnitude of Change: low beneficial		Magnitude of Change: low beneficial	
<p>Ruthven Road junction to Tomatin GSJ Ch.2900 - 500</p> <p>Length of Section: 2.4km</p> <p>Local Landscape Character Area (LLCA) (refer to Chapter 13): Strathdearn/Tomatin</p> <p>Sensitivity of views: low</p>	<p>Views will be partially obscured by the remaining vegetation associated with the boundary of the quarry – some views of the quarry itself are likely to be afforded by the southbound traffic which, immediately after construction are likely to appear quite raw. To the south of the quarry awareness of the Ruthven Tomatin Link Road are likely to be visible and from a slightly elevated position there are likely to be some views of the wider Findhorn strath complex. Views, and in particular forward views will be diminished as planting around Tigh an Allt becomes more evident and this quickly constrains views.</p>	<p>Some awareness of the quarry offset by increased views of Findhorn strath complex</p> <p>Slight Beneficial</p>	<p>Planting proposals that comprise large groups of trees and belts of coniferous trees will mature providing additional screening capacity and resulting in reduced intermittent views where they exist beyond blocks of existing woodland. Planting associated with the quarry site and will restore some of the landscape framework, enclosing views from the mainline. Extensive planting associated with the tie in with Ruthven Road will limit the open views towards Dalmagarry with an emphasis on forward facing views.</p>	<p>The planting strategy will substantially restore views and reduce broader awareness of the strath to the east.</p> <p>Neutral</p>

Proposed Scheme Southbound First Full Year of Operation of the Dualling (winter)			Proposed Scheme Southbound Design Year (summer)	
Section	Typical Nature of View + Magnitude of Change	Impact	Typical Nature of View + Magnitude of Change	Residual Effect
	Prominent Landmarks: None		Prominent Landmarks: None	
	Magnitude of Change: medium beneficial		Magnitude of Change: negligible	
Tomatin GSJ to Start of Scheme Ch. 500 - -4400 Length of Section: 1.5km Local Landscape Character Area (LLCA) (refer to Chapter 13): Strathdearn/Tomatin Sensitivity of views: medium	To the south of the junction the views will be largely unaffected by the Proposed Scheme, including the crossing of the River Findhorn with notable views to the west, including the rail viaduct, this is identified within the Strategic Landscape Review as a Priority View. There will be no readily perceptible changes within this section of the Proposed Scheme, including the proposed improvements to the Tomatin south junction. Prominent landmarks: Findhorn Viaduct	No discernible change in view. Neutral	Planting within the junction will comprise groups of scattered trees and belts of coniferous woodland. Around the drainage pond wet woodland will be planted that will integrate the feature into the wider landscape framework and avoid the appearance of engineered features within views from the slip road to the east. To the south of the junction there will be little or no readily perceptible changes to the outlook of the road in this section. Restricted views from the crossing of the River Findhorn will be unchanged as a result of the scheme. Prominent landmarks: Findhorn Viaduct	Any removal of roadside vegetation will be subject to replanting to replace that removed. Neutral
	Magnitude of Change: Negligible		Magnitude of Change: Negligible	

Table 9.31: Summary of Residual Effects on View from the Road from Local Roads (with mitigation)

Proposed Scheme (Local Roads) winter year 1			Proposed Scheme (Local Roads) summer year 15	
Section	Typical Nature of View + Magnitude of Change	Impact	Typical Nature of View + Magnitude of Change	Residual Effect
Ruthven Road/Ruthven Moy Link Road Length of Section: 0.4km Local Landscape Character Area (LLCA) (refer to Chapter 13): Strathdearn/Tomatin Sensitivity of views: medium	Modified open views as a result of the removal of a direct link to the A9 and extension of the existing road to tie into the Moy LILLO, removal of roadside vegetation will expose views towards the quarry and the slopes of Tom na h-Ulaidh beyond and modification of views of the Dalmagarry Burn.	Modification to the views experienced along the northern end of Ruthven Road and the tie in with the A9. Slight adverse	Open views will remain modified as a result of the loss of the direct link with the A9, although the Ruthven Moy Link Road will maintain the experience of driving alongside the Dalmagarry Burn and filtered views across the strath. The planting at the tie in with the Ruthven Link and Ruthven Moy Link Roads will increasingly limit broader awareness, however some remnants of the views will be retained to the south and the tie in with the bridge over the Dalmagarry Burn.	Any removal of roadside vegetation will be subject to replanting to replace that removed. Slight adverse
	Prominent landmarks: None Magnitude of Change: Medium adverse			
Ruthven Tomatin Link Road Length of Section: 2.1km Local Landscape Character Area (LLCA) (refer to Chapter 13): Strathdearn/Tomatin Sensitivity of views: medium	Open views northbound will be opened up as a result of the removal of existing roadside vegetation, allowing views of the River Findhorn and the wider strath. Similarly southbound views will be afforded open, far reaching views, broken only by blocks of existing woodland associated with Tigh an Allt and Dalmagarry quarry.	Modification to the views experienced along the northern end of Ruthven Road and the tie in with the A9. Slight beneficial	The new views afforded by the link road will remain into the future with blocks of proposed planting breaking these up and forming intermittent views, awareness of the River and strath setting will remain.	Views of strath will remain albeit interrupted by proposed planting. Slight beneficial
	Prominent landmarks: None Magnitude of Change: low adverse			

Proposed Scheme (Local Roads) winter year 1			Proposed Scheme (Local Roads) summer year 15	
Section	Typical Nature of View + Magnitude of Change	Impact	Typical Nature of View + Magnitude of Change	Residual Effect
Moy LILO Local Landscape Character Area (LLCA) (refer to Chapter 13): Strathdearn/Tomatin Sensitivity of views: medium	Changes to the existing junction with the B9154 will result in broader open views experienced to the east, exposing longer distance views back across the Dalmagarry farmland.	Perceptible changes experienced as a result of the new junction layout. Slight beneficial	Changes to the existing junction with the B9154 will result in broader open views experienced to the east, some awareness of the broader junction will be reduced as a result of blocks of planting and groups of trees to the south.	Perceptible changes experienced as a result of the new junction layout will remain. Neutral
	Prominent landmarks: None Magnitude of Change: low		Prominent landmarks: None Magnitude of Change: low	
Lynebeg LILO Local Landscape Character Area (LLCA) (refer to Chapter 13): Moy Estate Sensitivity of views: medium	Removal of existing roadside vegetation, formation of new SuDS ponds and railway bridge will give rise to perceptible changes compared with the existing local junction arrangements. Surface treatment to structures at junctions will be subject to stone cladding to reflect those occurring naturally within the landscape with the aim of reducing the impact of stark concrete surfaces.	Perceptible changes experienced as a result of the new junction layout. Slight adverse	Awareness of changes will remain into year 15, replacement planting will provide some screening to views, particularly to the south west and integrate the junction into its wooded context. Planting will comprise areas of coniferous and wet woodland, reflecting local planting characteristics. Surface treatment to structures at junctions will be subject to stone cladding to reflect those occurring naturally within the landscape with the aim of reducing the impact of stark concrete surfaces.	Replacement planting will substantially replace vegetation removed by the proposals. Neutral
	Prominent landmarks: None Magnitude of Change: low adverse		Prominent landmarks: None Magnitude of Change: negligible	

- 9.6.8 The assessment has concluded that the Proposed Scheme will not give rise to significant residual adverse effects on the users of the Proposed Scheme during construction, First Full Year of Operation of the Dualling or Design Year. Vegetation clearance will in the years immediately following construction allow for some more extensive views of the surrounding landscape however mitigation measures designed to integrate the road into the landscape framework and/or screen specific visual receptors will, in the Design Year limit or restrict these views. In some cases where beneficial impacts have been identified in the First Full Year of Operation of the Dualling these have been modified as a result of the mitigation strategy reducing potentially beneficial effects to neutral. The implementation of the proposed landscape strategy will restore or maintain the majority of views experienced by the travelling public with the resulting effects being **Neutral** or **Slight Beneficial**. The only exception to this will be the changes associated with the Ruthven Road/Ruthven Moy Link Road and tie in with the Ruthven Tomatin Link Road which will result in a **Slight Adverse** effect.

Driver Stress

- 9.6.9 Residual effects of driver stress during the operational phase will remain the same as those provided in Table 9.21, i.e. **Low** throughout the study area.

9.7 References

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- ⁱ The Highways Agency (2009); Interim Advice Note 125/09. Supplementary Guidance for users of DMRB Volume 11 'Environmental Assessment'.
- ⁱⁱ Highways Agency, Scottish Executive Development Department, The National Assembly for Wales and The Department of Regional Development Northern Ireland (1993); Design Manual for Roads and Bridges, Volume 11, Section 3, Part 8, Pedestrians, Cyclists, Equestrians and Community Effects.
- ⁱⁱⁱ The Highways Agency, Scottish Executive Development Department, The National Assembly for Wales and The Department of Regional Development Northern Ireland (1993); Design Manual for Roads and Bridges, Volume 11, Section 3, Part 9 Vehicle Travellers.
- ^{iv} The Highways Agency (2015) Interim Advice Note 125/15. Supplementary Guidance for users of DMRB Volume 11 'Environmental Assessment'.
- ^v The Scottish Government (2003); Land Reform (Scotland) Act.
- ^{vi} Scottish Natural Heritage (2005); Scottish Outdoor Access Code.
- ^{vii} Scottish Natural Heritage (2013); A Handbook on Environmental Impact Assessment.
- ^{viii} Landscape Institute (2013); Guidelines for Landscape and Visual Impact Assessment, 3rd Edition.
- ^{ix} The Highland Council (2012); Highland-wide Local Development Plan.
- ^x The Highland Council (2015); Inner Moray Firth Local Development Plan.
- ^{xi} The Highland Council (2011); Core Paths Plan, Map: 17a-c.
- ^{xii} A9 Dualling Programme - Strategic Environmental Assessment - Environmental Report Addendum - Appendix F – Strategic Landscape Review Report - March 2014.
- ^{xiii} The Scottish Government (2014); Scottish Planning Policy.
- ^{xiv} Transport Scotland (2014); A9 Dualling Programme Strategic Environmental Assessment (SEA)
- ^{xv} Her Majesty's Stationary Office (1967); The Countryside (Scotland) Act.
- ^{xvi} British Horse Society (2016); Road Crossings for Horses.