
A83 Rest and Be Thankful

LTS EIAR VOLUME 4, APPENDIX 15.4 - POPULATION AND
HUMAN HEALTH ASSESSMENT TABLES

Transport Scotland

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A15-4. Population and Human Health Assessment Tables

A15-4.1. Introduction

A15-4.1.1. The following tables outline the potential impacts of the Proposed Scheme through construction and operational phases. Residual impacts have been set out and are assessed under DMRB LA 112 (Population / Land Use and Accessibility) and IEMA (Human health) considerations respectively (see Methodology Appendix A15-2.1.1). Impacts are assigned a sensitivity and magnitude in line with parent standard/guidance documents to derive residual effect. Note Human health considerations, while assessed through IEMA guidance, are also attributed a Health Outcome in order to maintain alignment with DMRB LA 112.

A15-4.2. Construction

Social Environment

Housing / Private property and housing

A15-4.2.1. Table A15-4-1 below sets out the assessment of Housing / Private Property and housing, The assessment has considered embedded mitigation.

Table A15-4-1 - Assessment of Housing / Private Property and Housing

Assessment Criteria	Potential Impact	Sensitivity	Impact Magnitude	Pre-Mitigation Effect	Mitigation	Residual Effect
Population / Land use and accessibility	Disruption to access for 2 No. properties with direct access from A83 and Old Military Road (OMR).	Medium	Minor	Temporary, slight adverse	PHH1	Temporary, slight adverse
Human Health	Health and wellbeing outcome from construction works adjacent 2 No. houses with direct access from A83 and OMR	Medium (wider groups)	Low	Temporary, Minor Adverse (Not Significant) DMRB finding: Negative – an adverse health impact is identified	PHH1	Minor Adverse (Not Significant) DMRB finding: Negative – an adverse health impact is identified

Summary of Residual Effects

A15-4.2.2. Housing / Private Property and housing - Slight adverse impacts are anticipated on the 2 No. properties with direct access from A83 and OMR and within the wider area as access will be disrupted during construction on the OMR and A83. Construction works in respect of the improvements to the OMR will be undertaken in advance of the LTS (A83), ensuring continued provision across the study area. These effects will be temporary to the construction phase, direct and reversible.

A15-4.2.3. Human Health - Minor Adverse Health findings due to construction of the Proposed Scheme having impact on health and wellbeing to residents immediately adjacent the Proposed Development or in vicinity of compounds within the study area. These effects would be temporary, direct and reversible. While effects will be of medium term duration in respect of the LTS (4-5 years construction) effects are limited to a small number of properties.

Open space, leisure and play / Community land and assets

A15-4.2.4. Facilities in study and wider area have been identified as follows:

- Rest & Be Thankful viewpoint
- Car park / picnic area at Honeymoon Bridge
- Areas of upland / moorland sport

A15-4.2.5. No Community Assets identified in study area (500m)

A15-4.2.6. Within the wider area:

- Arrochar Surgery
- Lochgoilhead Medical Centre
- Strachure Medical Centre
- Victoria Infirmary
- Vale of Leven District Hospital (Minor Injuries only)

- Cowal Community Hospital (A&E)
- Lorn & Islands Hospital (A&E) Oban
- General businesses in Arrochar
- Village Halls
- Schools – Primary and Secondary
- Churches
- Fire Station & Mountain Rescue

A15-4.2.7. Small number of businesses such as various hotel and guest house / B&B accommodation, shops, takeaway restaurants, Health and Beauty parlour, Caravan Park, Petrol Station and associated restaurant

A15-4.2.8. Embedded mitigation - Ensure full provision of viewpoint / halt facilities in final design at Rest & Be Thankful.

Table A15-4-2 - Assessment of open space, leisure and play / Community land and assets within the study and wider area

Assessment Criteria	Potential Impact	Sensitivity	Impact Magnitude	Pre-Mitigation Effect	Mitigation	Residual Effect
Population / Land use and accessibility	Potential impacts on Rest & Be Thankful viewpoint Disruption, temporary closure, changes to access and viability and amenity impacts	High	Major	Temporary, Large Adverse (Significant)	PHH1	Temporary, Large Adverse (Significant)
Population / Land use and accessibility	Potential impacts on Honeymoon Bridge (picnic area) Disruption, changes to access and viability and amenity impacts	High	Minor	Temporary, Slight Adverse (Not Significant)	PHH1	Temporary, Slight Adverse (Not Significant)
Population / Land use and accessibility	Potential impacts on public open space, recreation and leisure time activities within the wider area Disruption, changes to access and viability or amenity impacts	Medium	Minor	Temporary Slight Adverse (Not Significant)	PHH1	Temporary, Slight Adverse (Not Significant)
Population / Land use and accessibility	Potential impact on Community Assets within the wider area Increased demand on health and recreational facilities and other essential services from workforce	Medium	Minor	Temporary, Slight Adverse (Not Significant)	PHH1	Temporary, Slight Adverse (Not Significant)
Human Health	Health and wellbeing outcome from disruptions, amenity impacts and changes in access to public open space and other community facilities within the study and wider area	Medium (Wider Groups)	Medium	Moderate Adverse (Significant) DMRB finding: Negative – an adverse health impact is identified	PHH1	Temporary, Moderate Adverse (Significant) DMRB finding: Negative – an adverse health impact is identified

Summary of Residual Effects

- A15-4.2.9. Open space, leisure and play / Community land and assets - Slight adverse impacts are anticipated due to disruption and reduced access to Community Assets within the wider area. These impacts would be temporary, direct and reversible, with significant benefits likely once new route is fully operational. Large adverse impacts (Significant) are anticipated on the Rest and Be Thankful Viewpoint due to disruption, temporary closure, changes to access and / or amenity impacts. The effects would be temporary to the construction phase, direct and reversible.
- A15-4.2.10. Human Health - Moderate adverse effects on human health are anticipated in respect of loss / reduction in access to open space at the Rest & Be Thankful Viewpoint, as well as disruption to a range of wider community assets noting few alternatives locally. These effects would be temporary, direct and reversible and amount to a Negative Health Outcome in line with DMRB.

Transport modes, access and connections

- A15-4.1.11. Within the Proposed Scheme boundary, a bus stop provision at the Rest and Be Thankful Car Park / Viewpoint has been identified.
- A15-4.1.12. Embedded Mitigation - Alternate bus stop provision throughout construction period to be made.

Table A15-4-3 - Assessment of Transport modes, access and connections within the study area

Assessment Criteria	Potential Impact	Sensitivity	Impact Magnitude	Pre-Mitigation Effect	Mitigation	Residual Effect
Human Health	Health and wellbeing outcomes from loss of access to public transport / disruption to public transport routes Note reconfiguration of the existing bus turning / bus stop area would be required and new access required from the Proposed Scheme at the Rest and Be Thankful viewpoint car park.	High (All groups)	Low	Minor Adverse (Not Significant) DMRB finding: Negative – an adverse health impact is identified	PHH1	Temporary, Minor Adverse (Not Significant) DMRB finding: Negative – an adverse health impact is identified

Summary of Residual Effects

A15-4.2.13. Human Health - Adverse effects and a negative health outcome are anticipated in respect of disruption to public transport and the need for diversionary routes, though effects are not anticipated to be significant.

Social participation, interaction and support

A15-4.2.14. Opportunities for community participation and interaction include those accessed or facilitated by Rest and Be Thankful Carpark or those which require transit through A83 (e.g. those in Ardgartan, Cairndow and neighbouring settlements)

A15-4.2.15. Embedded Mitigation - Continued provision of transit options via the A83 or OMR during respective construction periods. Continued parking provision during construction works at Rest and Be Thankful viewpoint carpark.

Table A15-4-4 - Assessment of Social participation, interaction and support within the study area

Assessment Criteria	Potential Impact	Sensitivity	Impact Magnitude	Pre-Mitigation Effect	Mitigation	Residual Effect
Human Health	Potential disruption to opportunities for community participation and interaction	Medium	Low	Minor adverse (not significant) DMRB finding: Negative – an adverse health impact is identified	PHH1	Temporary, Minor adverse (not significant) DMRB finding: Negative – an adverse health impact is identified

Summary of Residual Effects

- A15-4.2.16. Human Health - Minor disruption impacts may be anticipated in respect of access / journey times that impact on opportunities for community participation and interaction in the wider study area, resulting in a Negative health outcome for wider groups and those falling within one of the identified vulnerable groups. This includes those opportunities facilitated by the Rest and Be Thankful Carpark. These negative health outcomes are anticipated to be temporary, indirect and reversible and limited to the construction phase.

Health Related Behaviours

Physical activity / Walkers cyclists and horse – riders (WCH)

- A15-4.2.17. WCH / Active travel assessment is presented in Table 15-5.1 of chapter 15 Population and Human health.

Economic environment

Education and training

- A15-4.2.18. Education and training facilities accessed via the A83 (e.g. those in Ardgartan Cairndow and neighbouring settlements)
- A15-4.2.19. Embedded Mitigation - Consultation with education and training facilities in advance of scheme construction. Continued provision of transit options via the A83 or OMR during respective construction periods.

Table A15-4-5 – Assessment of economic environment within the study area

Assessment Criteria	Potential Impact	Sensitivity	Impact Magnitude	Pre-Mitigation Effect	Mitigation	Residual Effect
Human Health	Disruption related impacts to educational and skills attainment, maintenance or improvements in school availability, capacity or quality	Low	Minor	Indirect, Minor adverse (not significant) DMRB finding: Negative – an adverse health impact is identified	PHH1	Indirect, temporary Minor adverse (not significant) DMRB finding: Negative – an adverse health impact is identified

Summary of Residual Effects

A15-4.2.20. Human Health - Minor disruption impacts may be anticipated in respect of access / journey times to education and training facilities in the wider study area, resulting in a Negative health outcome for wider groups and those falling within one of the identified vulnerable groups. These negative health outcomes are anticipated to be temporary, indirect and reversible and limited to the construction phase.

Employment and income / Development land and business

A15-4.2.21. Existing employment and businesses along the A83. This includes seasonal operators of e.g. food stalls or other tourism offerings that utilise the Rest and Be Thankful viewpoint carpark on an ad-hoc, seasonal or more permanent basis.

A15-4.2.22. Embedded Mitigation - Timing of works to consider seasonal nature of local businesses. Local workforce to be utilised where possible. Communications Plan to be implemented.

Table A15-4-6 – Assessment of employment and income/ development land and business within the study area

Assessment Criteria	Potential Impact	Sensitivity	Impact Magnitude	Pre-Mitigation Effect	Mitigation	Residual Effect
Population / Land Use and Accessibility	Potential impacts as a result of disruption or temporary closure to local businesses intersected by the Proposed Scheme. Disruption (traffic) related impacts to employment and business opportunities in the wider area.	Low	Minor	Slight adverse (Not significant)	PHH1	Temporary, Slight adverse (Not significant)
Human Health	Health and wellbeing impacts arising from disruption or temporary closure to local businesses intersected by the Proposed Scheme. Health and wellbeing impacts as a result of disruption (traffic) related impacts to employment and business opportunities in the wider area	Low	Minor	Minor adverse (Not significant) DMRB finding: Negative – an adverse health impact is identified	PHH1	Temporary, Minor adverse (Not significant) DMRB finding: Negative – an adverse health impact is identified

Summary of Residual Effects

- A15-4.2.23. Population / Land Use and Accessibility - While disruption will take place during construction this is not anticipated to result in significant severance issues. Use of the Rest and Be Thankful carpark by food stalls is considered ad-hoc and is of low / negligible sensitivity in line with DMRB.
- A15-4.2.24. Human Health - While disruption will take place during construction this is not anticipated to result in significant severance issues and therefore impacts on health and wellbeing are considered minor adverse.

Institutional and built environment

Health and social care services

- A15-4.2.25. Embedded Mitigation - Consultation with education and training facilities in advance of scheme construction. Continued provision of transit options via the A83 or OMR during respective construction periods.

Table A15-4-7 - Assessment of health and social care services within the study area

Assessment Criteria	Potential Impact	Sensitivity	Impact Magnitude	Pre-Mitigation Effect	Mitigation	Residual Effect
Human Health	Disruption (traffic) related impacts to health and social care services	Low	Low	Minor Adverse (Not Significant) DMRB finding: Negative – an adverse health impact is identified	PHH1	Temporary, Minor Adverse (Not Significant) DMRB finding: Negative – an adverse health impact is identified

Summary of Residual Effects

A15-4.2.26. Human Health - Minor disruption impacts may be anticipated in respect of access / journey times in respect of health and social care services accessed or utilising the A83 in the wider study area, resulting in a Negative health outcome for wider groups and those falling within one of the identified vulnerable groups. These negative health outcomes are anticipated to be temporary, indirect and reversible and limited to the construction phase.

Wider societal infrastructure and resources / Agricultural land holdings

A15-4.2.27. The assessment of Wider societal infrastructure and resources / Agricultural land holdings is presented in Tables 15-5.2 – 15-5.5 of Chapter 15 Population and Human health.

A15-4.3. Operation

Social Environment

Housing / Private property and housing

Table A15-4-8 – Assessment of impact on Housing / Private property and housing within the study area during the operational phase

Assessment Criteria	Potential Impact	Sensitivity	Impact Magnitude	Pre-Mitigation Effect	Mitigation	Residual Effect
Population / Land use and accessibility	<p>Potential impact on 2 No. properties with direct access from A83 and OMR</p> <p>Improved access provisions along OMR. A83 fully operation and therefore reduced disturbance on OMR.</p> <p>Potential impact on <30 No. properties within 500m of the Proposed Scheme)</p> <p>More reliable, safer journeys along A83</p>	Medium	Minor	Slight beneficial (not significant), permanent	None	Slight Beneficial (Not significant) Permanent
Human Health	<p>Health and wellbeing outcome from amenity / access improvements at 2 No. houses with direct access from A83 and OMR</p> <p>Health and wellbeing outcome from journey / access improvements on <30 No. properties within 500m of the Proposed Scheme)</p>	Medium (All groups)	Low	<p>Permanent, Minor Beneficial (Significant)</p> <p>DMRB finding: A permanent positive beneficial health impact is predicted</p>	None	<p>Permanent, Minor Beneficial (Significant)</p> <p>Permanent</p> <p>DMRB finding: A permanent Positive – a beneficial health impact is predicted</p>

Summary of Residual Effects

- A15-4.3.1. Housing / Private Property and housing - Slight beneficial (not significant) impacts are anticipated on the 2 No. properties with direct access from A83 and OMR and within the wider area as journeys become safer on operation of the Proposed Scheme.
- A15-4.3.2. Human Health - Minor beneficial effects and a positive health outcome is anticipated on operation of the Proposed Scheme. This is associated with improved safety along the A83 and improved conditions along the OMR for adjacent residents.

Open space, leisure and play / Community land and assets

- A15-4.3.3. Facilities in study and wider area have been identified as follows:

- Rest & Be Thankful viewpoint
- Car park / picnic area at Honeymoon Bridge

- A15-4.3.4. No Community Assets identified in study area (500m)

- A15-4.3.5. Within the wider area:

- Arrochar Surgery
- Lochgoilhead Medical Centre
- Strachure Medical Centre
- Victoria Infirmary
- Vale of Leven District Hospital (Minor Injuries only)
- Cowal Community Hospital (A&E)
- Lorn & Islands Hospital (A&E) Oban
- General businesses in Arrochar
- Village Halls
- Schools – Primary and Secondary

-
- Churches
 - Fire Station & Mountain Rescue
 - Small number of businesses such as various hotel and guest house / B&B accommodation, shops, takeaway restaurants, Health and Beauty parlour, Caravan Park, Petrol Station and associated restaurant.

Table A15-4-9 – Open Study, Leisure and Play / Community land and assets within the study area during the operational phase

Assessment Criteria	Potential Impact	Sensitivity	Impact Magnitude	Pre-Mitigation Effect	Mitigation	Residual Effect
Population / Land Use and Accessibility	Potential impacts on Rest & Be Thankful viewpoint Provision of an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry track west of the OMR	Medium	Moderate	Moderate Beneficial (Significant) Permanent	None	Moderate Beneficial (Significant) Permanent
Population / Land Use and Accessibility	Potential impacts on Community Assets in wider study area Improved access, safer and more reliable journeys along the A83.	High	Moderate	Moderate Beneficial (Significant) Permanent	None	Moderate Beneficial (Significant) Permanent
Human Health	Health and wellbeing improvements as a result of active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry track west of the OMR	Low (All groups)	Medium	Permanent, Minor Beneficial (Not Significant) DMRB finding: Positive – a beneficial health impact is identified	None	Permanent, Minor Beneficial (Not Significant) DMRB finding: Positive – a beneficial health impact is identified
Human Health	Health and wellbeing benefits as a result of improved access, safer and more reliable journeys to community assets in the wider area	High (All groups)	Medium	Permanent, Moderate Beneficial (Significant) DMRB finding: Positive – a beneficial health impact is identified	None	Permanent, Moderate Beneficial (Significant) DMRB finding: Positive – a beneficial health impact is identified

Summary of Residual Effects

- A15-4.3.6. Population / Land Use and Accessibility - Significant beneficial effects associated with additional active travel provision at the Rest and Be Thankful viewpoint carpark and from improved access, safer and more reliable journeys along the A83. These effects are anticipated to be permanent.
- A15-4.3.7. Human Health - Health and wellbeing benefits as a result of additional active travel provision at the Rest and Be Thankful Car Park and from improved access, safer and more reliable journeys along the A83. These effects would be permanent and amount to a Positive Health Outcome in line with DMRB. Significant permanent health and wellbeing benefits are anticipated from improved access to community assets.

Transport modes, access and connections

- A15-4.3.8. Within the Proposed Scheme boundary there is a bus stop provision at Rest and Be Thankful Car Park / Viewpoint.

Table A15-4-10 – Impacts of transport modes, access and connections within the study area during the operational phase

Assessment Criteria	Potential Impact	Sensitivity	Impact Magnitude	Pre-Mitigation Effect	Mitigation	Residual Effect
Human Health	Health and wellbeing outcomes from improved provision / access to public transport noting reconfiguration of the existing bus turning / bus stop area at the Rest and Be Thankful viewpoint carpark.	High (All groups)	Low	Permanent, Minor Beneficial (Not Significant) DMRB finding: Positive – a beneficial health impact is identified	None	Permanent, Minor Beneficial (Not Significant) DMRB finding: Positive – a beneficial health impact is identified

Summary of Residual Effects

A15-4.3.9. Human Health - Slight beneficial effects and a positive health outcome are anticipated in respect of improved public transport (bus stop) provision.

Social participation, interaction and support

A15-4.3.10. Opportunities for community participation and interaction accessed or facilitated by Rest and Be Thankful Carpark or those which require transit through A83 (e.g. those in Ardgartan, Cairndow and neighbouring settlements).

Table A15-4-11 - Social participation, interaction and support within the study area during the operational phase

Assessment Criteria	Potential Impact	Sensitivity	Impact Magnitude	Pre-Mitigation Effect	Mitigation	Residual Effect
Human Health	Health and wellbeing impacts as a result of improved safety and reliability of journeys along A83 affording more resilient opportunities for community participation and interaction	High (All groups)	Medium	Permanent, Moderate Beneficial (Significant) DMRB finding: Positive – a beneficial health impact is identified	None	Permanent, Moderate Beneficial (Significant) DMRB finding: Positive – a beneficial health impact is identified

Summary of Residual Effects

- A15-4.3.11. Human Health - Beneficial (significant) impacts may be anticipated due to improved safety and reliability of journeys along A83 affording more resilient opportunities for community participation and interaction in the wider study area, resulting in a Positive health outcome for wider groups and those falling within one of the identified vulnerable groups. This includes those opportunities facilitated by the Rest and Be Thankful viewpoint carpark. These Positive health outcomes are anticipated to be permanent long-term effects.

Health Related Behaviours

Physical activity / Walkers, cyclists and horse-riders

- A15-4.3.12. WCH / Active travel provisions within the extents of the Proposed Scheme have been identified in Volume 3 Figure 15.1 Population and Human Health:

Table A15-4-12 - Physical activity and WCH within the study area during the operational phase

Assessment Criteria	Potential Impact	Sensitivity	Impact Magnitude	Pre-Mitigation Effect	Mitigation	Residual Effect
Population / Land use and accessibility	Potential impacts on Rest & Be Thankful viewpoint Provision of an active travel link from the Rest and Be Thankful Car Park and Viewpoint to the forestry track west of the OMR	Medium	Moderate	Permanent, Moderate Beneficial (Significant)	None	Permanent, Moderate Beneficial (Significant)
Population / Land use and accessibility	Potential impacts on OMR Provision of an improved informal WCH route on the OMR	Medium	Low	Permanent, Slight Beneficial (Significant)	None	Permanent, Slight Beneficial (Significant)
Human Health	Health and wellbeing improvements as a result of active travel link from the Rest and Be Thankful viewpoint carpark and Viewpoint to the forestry track west of the OMR	Low (All groups)	Medium	Permanent, Minor Beneficial (Not Significant) DMRB finding: Positive – a beneficial health impact is identified	None	Permanent, Minor Beneficial (Not Significant) DMRB finding: Positive – a beneficial health impact is identified
Human Health	Health and wellbeing benefits as a result of improved access, safer and more reliable journeys to community assets in the wider area Impact on health and wellbeing associated with improved informal WCH route on the OMR	Low (All groups)	Medium	Permanent, Minor Beneficial (Not significant) DMRB finding: Positive – a beneficial health impact is identified	None	Permanent, Minor Beneficial (Not significant) DMRB finding: Positive – a beneficial health impact is identified

Summary of Residual Effects

- A15-4.3.13. Population / Land Use and Accessibility - Significant beneficial effects associated with additional active travel provision at the Rest and Be Thankful Car Park / Viewpoint. Slight beneficial effects are attributed to WCH users of the OMR. These effects are anticipated to be permanent. Note all other active travel WCH routes are anticipated to be unaffected by operation.
- A15-4.3.14. Human Health - Health and wellbeing benefits as a result of additional active travel provision at the Rest and Be Thankful viewpoint carpark and from improved access, safer and more reliable journeys along the A83. Health and wellbeing benefits are also attributed to improved informal WCH route on the OMR. These effects would be permanent and amount to a Positive Health Outcome in line with DMRB. Note all other active travel WCH routes are anticipated to be unaffected by operation.

Economic environment

Employment and income / Development land and business

- A15-4.3.15. Employment and business opportunities afforded by Proposed Scheme
- A15-4.3.16. Existing employment and businesses along the A83. This includes operators of e.g. food stalls or other tourism offerings that utilise the Rest and Be Thankful carpark on an ad-hoc, seasonal or more permanent basis.

Table A15-4-13 – Impacts of Employment and Income / Development land and business within the study area during the operational phase

Assessment Criteria	Potential Impact	Sensitivity	Impact Magnitude	Pre-Mitigation Effect	Mitigation	Residual Effect
Employment and income / Development land and business	Potential impacts on employment and business opportunities in wider study area Improved access, safer and more reliable journeys along the A83.	High	Moderate	Permanent, Moderate Beneficial (Significant)	None	Permanent, Moderate Beneficial (Significant)
Human Health	Health and wellbeing benefits as a result of improved access, safer and more reliable journeys in respect of employment and business opportunities in the wider area	High (all groups)	Medium	Permanent, Moderate Beneficial (Significant) DMRB finding: Positive – a beneficial health impact is identified	None	Permanent, Moderate Beneficial (Significant) DMRB finding: Positive – a beneficial health impact is identified

Summary of Residual Effects

- A15-4.3.17. Population / Land Use and Accessibility - Significant beneficial effects from improved access, safer and more reliable journeys along the A83. These effects are anticipated to be permanent.
- A15-4.3.18. Human Health - Health and wellbeing benefits as a result of improved access, safer and more reliable journeys along the A83. These effects would be permanent and amount to a Positive Health Outcome in line with DMRB.

Education and training

Table A15-4-14 – Impacts of education and training within the study area during the operational phase

Assessment Criteria	Potential Impact	Sensitivity	Impact Magnitude	Pre-Mitigation Effect	Mitigation	Residual Effect
Education and Training	<p>Potential impacts on education and training opportunities in wider study area</p> <p>Improved access, safer and more reliable journeys along the A83.</p>	High	Moderate	Permanent, Moderate Beneficial (Significant)	None	Permanent, Moderate Beneficial (Significant)
Human Health	<p>Health and wellbeing benefits as a result of improved access, safer and more reliable journeys in respect of education and training opportunities in the wider area</p>	High (all groups)	Medium	<p>Permanent, Moderate Beneficial (Significant)</p> <p>DMRB finding: Positive – a beneficial health impact is identified</p>	None	<p>Permanent, Moderate Beneficial (Significant)</p> <p>DMRB finding: Positive – a beneficial health impact is identified</p>

Summary of Residual Effects

- A15-4.3.19. Population / Land Use and Accessibility - Significant beneficial effects from improved access, safer and more reliable journeys along the A83. These effects are anticipated to be permanent.
- A15-4.3.20. Human Health - Health and wellbeing benefits as a result of improved access, safer and more reliable journeys along the A83. These effects would be permanent and amount to a Positive Health Outcome in line with DMRB.

A15-4.4. Institutional and built environment

Health and social care services

Table A15-4-15 – Impacts of health and social care services within the study area during the operational phase

Assessment Criteria	Potential Impact	Sensitivity	Impact Magnitude	Pre-Mitigation Effect	Mitigation	Residual Effect
Human Health	Health and wellbeing benefits as a result of improved access, safer and more reliable journeys in respect of health and social care services in the wider area	High (all groups)	Medium	Permanent, Moderate Beneficial (Significant) DMRB finding: Positive – a beneficial health impact is identified	None	Permanent, Moderate Beneficial (Significant) DMRB finding: Positive – a beneficial health impact is identified

Summary of Residual Effects

A15-4.4.1. Human Health - Health and wellbeing benefits as a result of improved access, safer and more reliable journeys along the A83. These effects would be permanent and amount to a Positive Health Outcome in line with DMRB.

Wider societal infrastructure and resources / Agricultural land holdings

Assessment of Wider societal infrastructure and resources / Agricultural land holdings is set out in Tables 15-5.6 – 15-5.9 of Chapter 15 Population and Human Health.