



**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA



# **A9 Dualling**

## **Pass of Birnam to Tay Crossing**

**[transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-pass-of-birnam-to-tay-crossing/](https://transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-pass-of-birnam-to-tay-crossing/)**

# Welcome

Welcome to this consultation event for the Pass of Birnam to Tay Crossing section of the A9 Dualling Programme. We are here today to provide an update on progress and the scoping work we have undertaken since the A9 Co-Creative Process was completed in July 2018.

Since July 2018, we have been considering the Community's Option, which was voted for by the public at the final stage of the A9 Co-Creative Process. We have undertaken scoping work on this option and would like to share with you the outcome of this work.

As part of the scoping work, the various elements of the Community's Option have been examined in consultation with key stakeholders and some residents living in close proximity to the A9. Some areas of technical difficulty and concern have emerged from that exercise and so, alongside the scoping work, we have developed additional options that reflect the stakeholder and residents feedback.

We value the open and transparent collaborative relationship that has been built with the community during the A9 Co-Creative Process and, in that spirit, we wish to continue by sharing this early work with you, before the formal options assessment work is undertaken.

We would like to reassure you that all feedback received will be taken in to account during the assessment process and would encourage the public to complete feedback forms that are available from the reception desk.



View of A9 looking towards Birnam



View of the A9 & Highland Main Line Railway

# Recap on Co-Creative Process

The A9 Co-Creative Process, a partnership between Transport Scotland and the Birnam to Ballinluig A9 Community Group and facilitated by PAS (formerly Planning Aid Scotland), involved the community suggesting ideas for A9 dualling for the Pass of Birnam to Tay Crossing section of the A9.

The process consisted of five stages, beginning in January 2018 and concluding in July 2018 with the identification of the Community's Option.

The key stages of the process are presented below for information.

<b>Stage 1, Community Options Gathering (January 2018)</b>	Gathering options and ideas from the community.
<b>Stage 2, Developing an All Candidate Option List (February 2018)</b>	Reviewing options gathered, grouping and sorting these and progressing all those which meet criteria agreed by the partners (i.e. option is a dual carriageway for the A9 and option is safe in terms of geometric standards based on professional engineering assessment).
<b>Stage 3, Creating a Long List (March 2018)</b>	Reviewing Stage 2 options and considering, to a greater degree, safety implications and the early identification of mitigation issues of concern to the community.
<b>Stage 4, Selecting a Short List (April/May 2018)</b>	Assessing the options against objectives to allow the identification of a short list of options to progress to Stage 5.
<b>Stage 5, Identifying the Community's Preferred Route Option (May/June 2018)</b>	Creating Whole Route Options from the Stage 4 short list. Whole Route Options presented to the public for a vote and the Community's Option identified. Whole Route Option presented to the public at 'The Big Decide'.

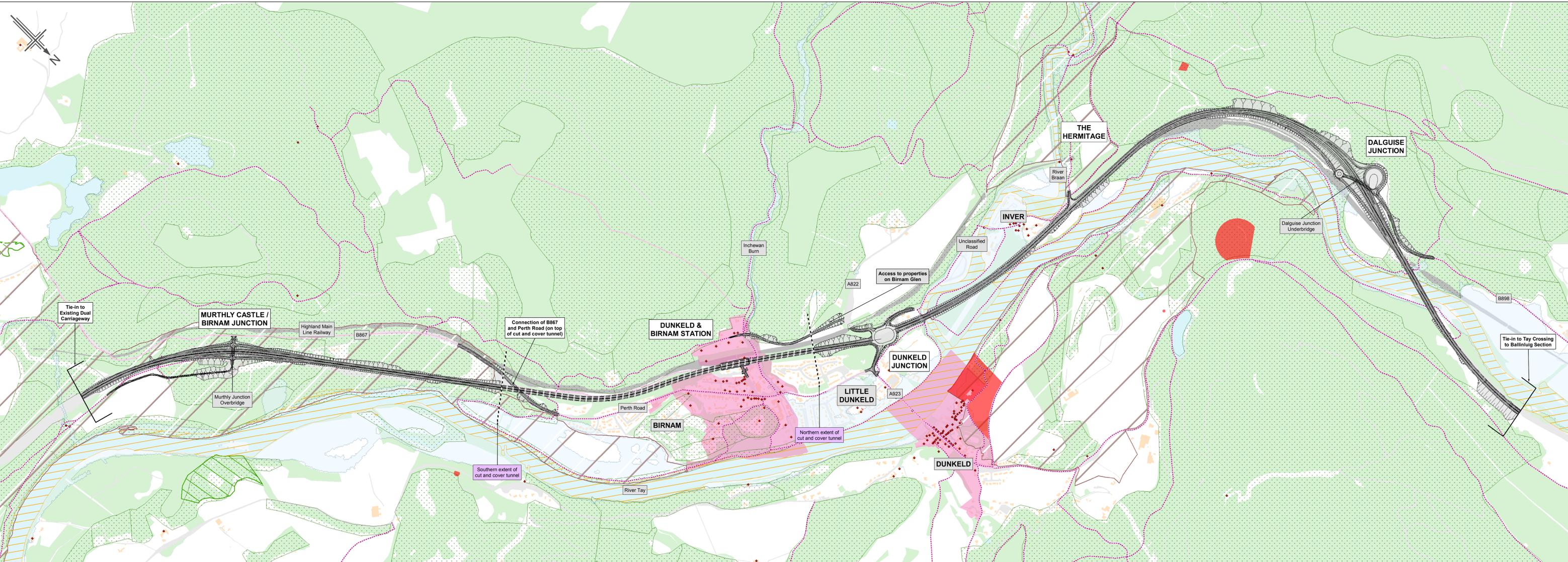
# Community's Option

The Community's Option, which achieved 37% of the total score at Stage 5 of the A9 Co-Creative Process is summarised below and is shown on the following boards. A Fact Sheet on the Community's Option is also available with key information.

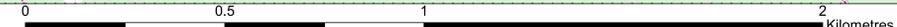
### Community's Option:

- On-line route, largely following the alignment of the existing A9 single carriageway.
- A9 dual carriageway in a cut and cover tunnel for approximately 1.5 kilometres, commencing at the southern extent in the locality of the existing Birnam Junction and terminating approximately 300 metres south of the existing Dunkeld Junction.
- Speed limit of 50 miles per hour between the southern extent of the scheme and proposed Dunkeld Junction.
- Murthly Junction:
  - Grade separated junction in the locality of the existing private access to Murthly Castle.
  - Diamond layout, facilitating all vehicle movements. Overbridge provided across the A9, connecting to the B867 to the west.
  - Requires a connection of the B867 and Perth Road in the locality of the existing Birnam Junction, crossing the A9 at the southern extent of the cut and cover tunnel.
- Dunkeld Junction:
  - At-grade roundabout in the locality of the existing junction at Dunkeld, including a segregated left lane between the A923 and A9 south.
  - Provides connections to the A9 (north and south), A923, A822 and road to Inver.
- The Hermitage:
  - Left-in left-out junction on the northbound carriageway.
- Dalguise Junction:
  - Grade separated junction south of the existing junction with the B898.
  - Loops in the northbound direction and slip roads in the southbound direction, facilitating all vehicle movements.
  - Realigned B898 crosses the A9 on an underbridge, connecting to a roundabout on the east of the A9, which also connects to the southbound slip roads.
- Construction cost estimated to be between £1 billion to £1.6 billion.

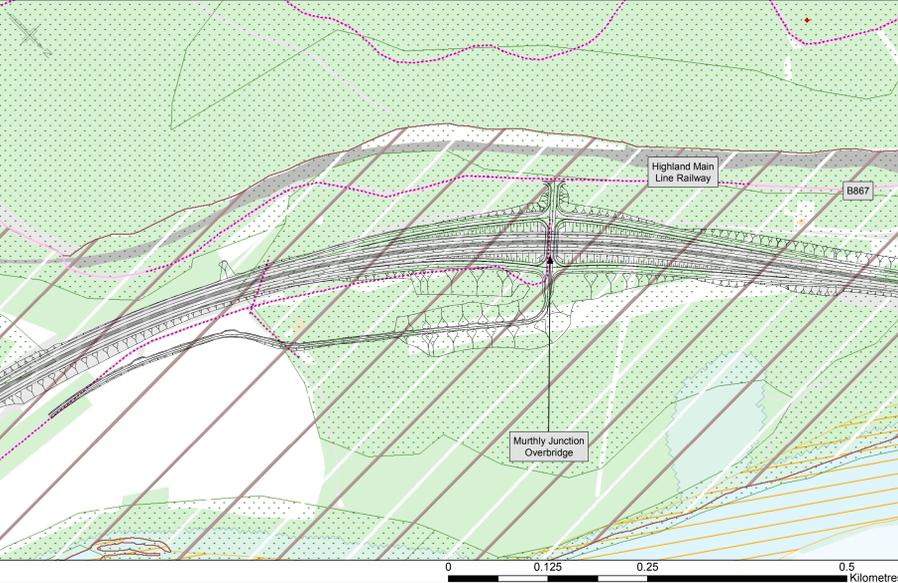
PASS OF BIRNAM TO TAY CROSSING - COMMUNITY'S OPTION



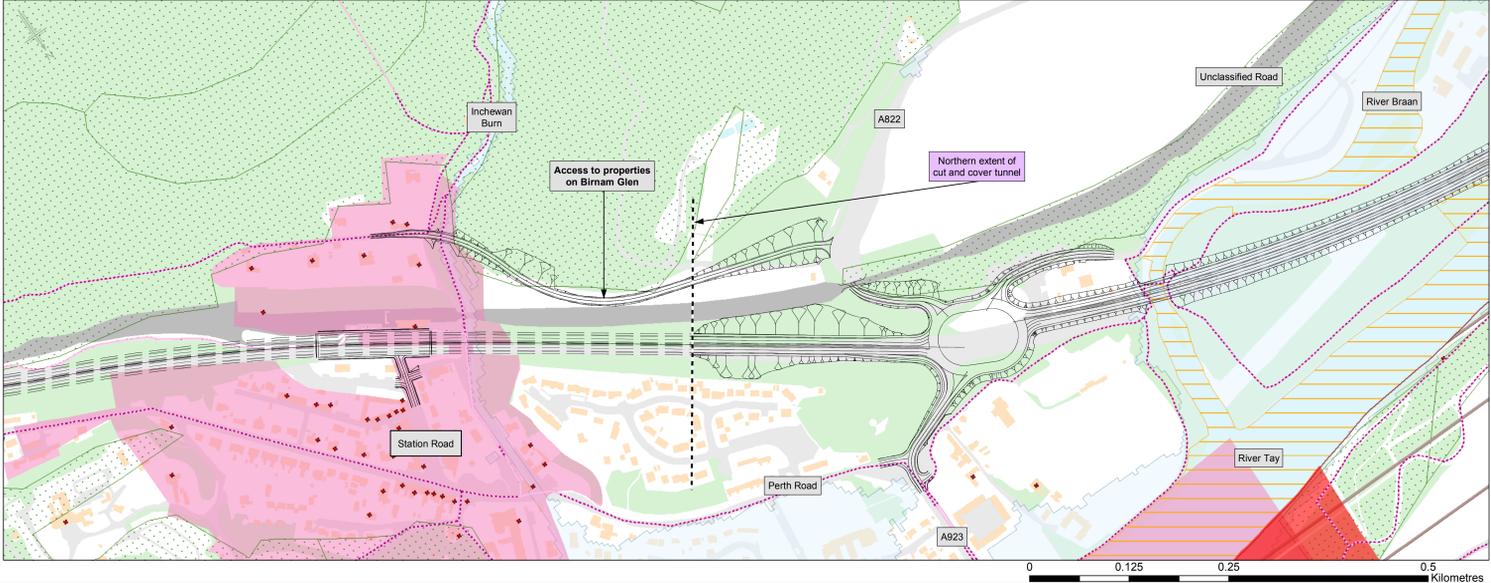
- Legend - Constraints**
- Existing Structure
  - Existing Junction/Access
  - Building
  - Roads and Tracks
  - Railway
  - Tunnel Extent
  - Non-Motorised User Route (Pedestrian, Cyclist and Equestrian Routes)
  - + Listed Building
  - Scheduled Monument
  - Conservation Area
  - Gardens and Designed Landscapes
  - Site of Special Scientific Interest (SSSI)
  - Special Area of Conservation (SAC)
  - Geological Conservation Review Site
  - Ancient Woodland Inventory
  - Semi-natural Ancient Woodland Inventory
  - River/Stream/Loch
  - SEPA 1 in 100 year Fluvial Flood Zone
  - National Scenic Areas



MURTHLY CASTLE / BIRNAM JUNCTION



DUNKELD & BIRNAM STATION / DUNKELD JUNCTION

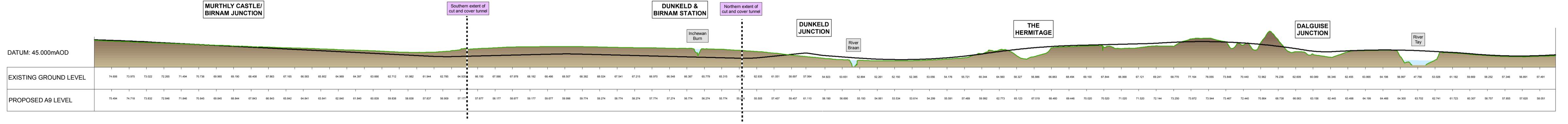


DALGUISE JUNCTION



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# PASS OF BIRNAM TO TAY CROSSING - COMMUNITY'S OPTION - LONG SECTION



MURTHLY CASTLE/  
BIRNAM JUNCTION

Southern extent of  
cut and cover tunnel

DUNKELD &  
BIRNAM STATION

Northern extent of  
cut and cover tunnel

DUNKELD  
JUNCTION

Inchewan  
Burn

River  
Braan

THE  
HERMITAGE

DALGUISE  
JUNCTION

River  
Tay

# Update Since ‘The Big Decide’ & Recent Consultation

Following the conclusion of the A9 Co-Creative Process, scoping work has been undertaken on the Community’s Option. This work has considered environmental, constructability and economic impacts and identified a number of key challenges.

Key stakeholders, including the Scottish Environment Protection Agency (SEPA), Scottish Natural Heritage (SNH), Historic Environment Scotland (HES), Scotways, Freight Transport Association, Road Haulage Association, emergency services, Network Rail (NR), and residents that live in close proximity to the A9 have also been consulted to gain their views on the Community’s Option.

Our scoping work has identified a number of challenges. In relation to the tunnel there are concerns with regards to the level of disruption during construction over a prolonged period of time as well as technical challenges of building a tunnel in a constrained space between the Highland Main Line railway, station building and residential properties. More information on the challenges, including environmental impacts, along with the views of key stakeholders can be found on the following boards for each element of the Community’s Option.

As a result of the challenges identified, many of which are difficult to mitigate, and the views expressed by key stakeholders and some local residents, additional options to the Community’s Option have been developed and will be included in the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment.

# Why Additional Options?

Our scoping work has identified a number of challenges as well as highlighting concerns raised by key stakeholders and some local residents living alongside the A9.

The dualling of the A9 will require the Scottish Government to compulsorily purchase land from private individuals. We must be able to justify that land take and the impacts on the individual that the dualling may create, both in the short term construction and the life of the road. The inclusion of these additional options in the formal route options assessment (DMRB Stage 2 assessment) simply ensures that the assessment process is robust and that decisions are made in full consideration of the choices available and that the Preferred Route Option is defensible through the planning process.

The A9 Co-creative Process has broadened and enhanced the vision for the dualling of the A9 and these additional options, summarised on the following boards, seek to maintain the key principles of the Community's Option where possible and will be assessed alongside the Community's Option.



View of the River Tay Crossing

# Murthly / Birnam Junction

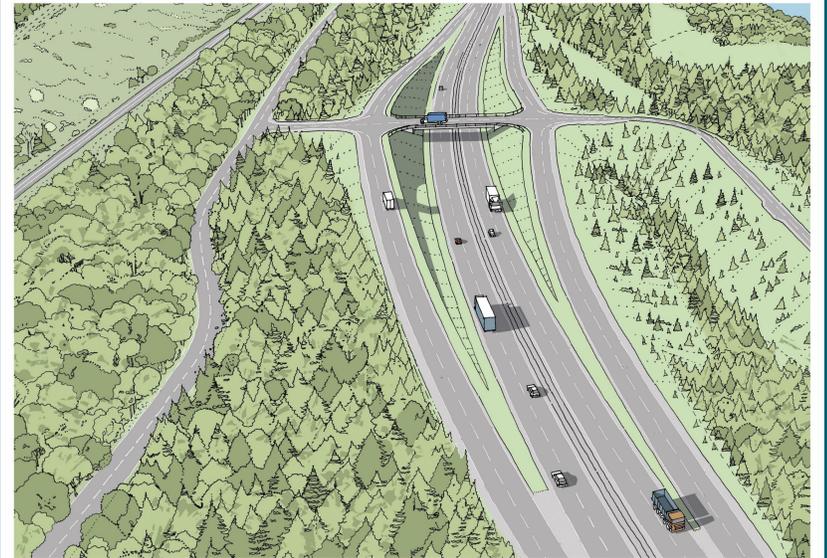
## Scoping of the Community's Option

### Grade Separated Junction (at Murthly), All Movements

The Community's Option includes an all movement grade separated junction at Murthly, approximately 1 kilometre south of the existing Birnam Junction, providing safer access to the A9 than the existing at grade arrangement.

The junction has a number of advantages over other junction options at Birnam, notably it does not impact the River Tay floodplain and it does not increase traffic flows on Perth Road through Birnam.

However, there are disadvantages with this junction option as well and concerns have been raised by landowners in the vicinity of the junction about the direct impact of the junction on their property. In addition, key stakeholders, including SNH and HES, have expressed concerns on the impact on the River Tay (Dunkeld) National Scenic Area (NSA) and the Murthly Castle Garden and Designed Landscape (GDL), and the loss of Ancient Woodland and associated habitat for bats and red squirrel.



Grade Separated Junction (at Murthly), All Movements

**To address these impacts and the concerns raised by residents and key stakeholders, two additional options will be included in the DMRB Stage 2 assessment along with the Community's Option.**

## Additional Options



Three-arm Grade Separated Junction (at Birnam), Restricted Movements

### Three-arm Grade Separated Junction

Additional Option 1 is a near full movement grade separated junction at the existing Birnam Junction, with a northbound entry/exit loop, a southbound entry slip road and an underbridge connecting the B867 and Perth Road. The only restriction is that a southbound exit slip road is not provided.

This option is based on the principles of the community's second preference for a junction, which was a grade separated, restricted movements junction with a northbound exit slip road and a southbound entry slip road only. This option however, resulted in an increase in traffic on Perth Road, and does not meet with the community's objective to reduce noise and pollution in Dunkeld and Birnam. To partly address this concern, a northbound merge slip road has been added.

This option has less impact on the River Tay (Dunkeld) NSA and on Ancient Woodland and associated habitat, compared to the Community's Option. It also has a reduced land-take from Murthly Castle GDL and does not impact the River Tay floodplain.



Grade Separated Junction (at Birnam), All Movements

### Full Movement Grade Separated Junction

Additional Option 2 is a full movement grade separated junction at the existing Birnam Junction, with northbound and southbound entry/exit loops and an underbridge connecting the B867 and Perth Road.

This option facilitates all vehicle movements similar to the Community's Option at Murthly, and does not increase traffic on Perth Road, thereby complementing the community's objective to reduce noise and pollution in Dunkeld and Birnam and provide better, safer access on and off the A9 from both sides of the road.

The option has less impact on the River Tay (Dunkeld) NSA and on Ancient Woodland and associated habitat, compared to the Community's Option. It also has a reduced land-take from Murthly Castle GDL. The option impacts the River Tay floodplain, which is a concern to SEPA, but this could be mitigated by constructing the southbound entry/exit loop on a viaduct structure.