



A9 Dualling Programme: Pass of Birnam to Tay Crossing

Transport Scotland

Public Consultation Report

March 2019

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Document history and status

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1. Introduction

1.1 Background to Dualling the A9

The Cabinet Secretary for Infrastructure and Capital Investment launched the Infrastructure Investment Plan (IIP) on 6th December 2011, which provided an overview of the Scottish Government's plans for infrastructure investment over the future decades. Contained within the plan was a commitment to complete the dualling of the A9 between Perth and Inverness by 2025. The IIP commitment builds on work undertaken in the Strategic Transport Projects Review (STPR) in 2008, which identified dualling of the A9 as a priority Trunk Road intervention.

The A9 corridor forms a strategic link between Central Scotland and the Scottish Highlands. The 177-kilometre route between Perth and Inverness consists of seven single carriageway sections interspersed between eight existing dual carriageway sections. Approximately 129 kilometres of these single carriageway sections are proposed to be dualled in order to complete the overall dualling of the A9.

The Pass of Birnam to Tay Crossing project commences at the northern extent of the current short section of A9 dual carriageway at the Pass of Birnam. It extends approximately 8.4 kilometres, bypassing the towns of Birnam, Little Dunkeld and Dunkeld to the east and Inver and The Hermitage, which is a National trust for Scotland protected site, to the west. The tie-in point with the following scheme, Tay Crossing to Ballinluig, is approximately 0.7 kilometres north of the current River Tay crossing.

1.2 Scheme Development

In August 2014, Jacobs was awarded the commission to progress the Pass of Birnam to Tay Crossing section of A9 dualling. Jacobs considered three options for A9 dualling, Options A, B and C, which were presented to the community at a public consultation event in January 2016 and discussed at a public meeting in February 2016. Feedback was requested from the community and concerns were raised as to the scale of the proposals, particularly the grade separated junction layouts. Dunkeld & Birnam Community Council requested more detailed consultation be undertaken with the local community to review the options and investigate if other suitable alternative options, that address community concerns, were available. As a result, Transport Scotland agreed to a co-creative process. Significant planning for the process was undertaken throughout 2016 and 2017, which involved appointing PAS (formerly Planning Aid Scotland), to facilitate the process. The Birnam to Ballinluig A9 Community Group was formed with the intention of representing the community during the A9 Co-Creative Process.

The A9 Co-Creative Process consisted of five stages, beginning in January 2018 and concluding in June 2018. At Stage 1 of the process, the community was invited to submit ideas for A9 dualling. A total of 167 submissions were received, which included a wide range of ideas and options. At Stage 2 of the process, ideas were divided into constituent parts for assessment (i.e. Mainline On-line, Mainline Off-line, Birnam/Murthly Junction, Dunkeld Junction, Dalguise Junction, Dunkeld & Birnam Station and The Hermitage). Options that were single carriageway or that which were deemed unsafe, based on the level of assessment undertaken, were eliminated, creating a long list of options to be assessed in greater detail at Stage 3. Stage 4 included a public vote on the constituent parts to determine a shortlist of options to be progressed to Stage 5.

The constituent parts from Stage 4 were constructed into four Whole Route Options at Stage 5, considering how they fit together naturally and using a degree of engineering judgement where necessary. The Whole Route Options identified were agreed by all parties involved in the A9 Co-Creative Process. The public were invited to vote on the options and the Community's Preferred Route Option was identified.

1.3 Purpose of Public Consultation Event

Since completion of the A9 Co-Creative Process, further scoping work has been undertaken on the Community's Preferred Route Option. This initial scoping work has considered the environmental, engineering and traffic impacts of the option and included consultation with key stakeholders and residents that live in close proximity to the A9 that may be directly impacted. Some areas of technical difficulty and concern have emerged

from that exercise and additional options that reflect stakeholder and some residents' feedback have been developed.

The aim of the public consultation event was to present the outcome of the initial scoping works carried out on the Community's Preferred Route Option from the A9 Co-Creative Process and also show the additional options developed that will be included, along with the Community's Preferred Route Option, in the next stage of assessment.

This report summarises the consultation process and provides key findings and feedback received from the community.

2. Preparations for Public Consultation Event

2.1 Exhibition Advertising

2.1.1 Landowner & Stakeholder Advertising

Two weeks prior to the public consultation event, letters or e-mails were issued to local residents, businesses and landowners in Birnam, Little Dunkeld, Dunkeld, Inver and the surrounding area, inviting them to the event. Letters or e-mails were also issued to any individuals who have previously expressed an interest in the project, local Councillors, key stakeholders and other relevant organisations. In total 417 letters and 198 e-mails were issued. An example of the letter and e-mail is included in Appendix A and B.

To further publicise the public consultation event, an additional 31 letters were issued to local businesses/organisations within Dunkeld and Birnam asking them to display an A3 size poster advertising the event. These posters, shown in Appendix C, were issued two weeks in advance of the event to the organisations listed below. A further 50 posters were provided to the Birnam to Ballinluig A9 Community Group for local distribution as well as approximately 400 A5 size versions of the poster.

- 1) Birnam Arts & Conference Centre;
- 2) Birnam Vehicle Services;
- 3) Birnam Village Shop;
- 4) Bobs Mechanical Repairs;
- 5) Broughton-Stuart Jewellery Limited;
- 6) Chattan Tea Room and Post Office;
- 7) Corbenic Shop;
- 8) Craigvinean Surgery;
- 9) Cut Above the Rest;
- 10) Darjeeling Bangladeshi Restaurant;
- 11) Davidsons Chemists;
- 12) Dunkeld & Birnam Legion Scotland Club;
- 13) Dunkeld Cathedral, Church of Scotland;
- 14) Dunkeld Fish Bar;
- 15) Ella's of Dunkeld;
- 16) Going Pottie;
- 17) Howies Bistro;
- 18) Jeremy Law of Scotland;
- 19) Palmerston's Café;
- 20) Royal Dunkeld Hotel;
- 21) Spill the Beans Café;
- 22) St Mary's Scottish Episcopal Church;
- 23) The Atholl Arms Hotel;
- 24) The Atholl Gallery;
- 25) The Birnam Reader Bookshop;
- 26) The Co-Operative;
- 27) The Country Bakery;
- 28) The Ell Shop, National Trust for Scotland;
- 29) The Little Curio Shop;
- 30) The Naked Sheep Limited; and
- 31) The Taybank.

2.1.2 Transport Scotland Advertising

A press release was published on the Transport Scotland website on 11th March 2019, over two weeks in advance of the event and the event materials were uploaded to the Transport Scotland website on the morning of the 26th March 2019 at the address below.

www.transport.gov.scot/publication/exhibition-materials-community-engagement-event-march-2019-pass-of-birnam-to-tay-crossing-a9-dualling/

2.1.3 Press Advertising

The public consultation event was advertised on The Bridge website, which reports local news, events and information for the Birnam and Dunkeld area. The event was not advertised on other local news publications, including The Press and Journal, The Courier, Atholl Quair and Newsround North, primarily due to the timing of publications. The on-line advertisement provided to The Bridge is included in Appendix D.

2.1.4 Social Media Advertising

A social media post was provided to the Birnam to Ballinluig A9 Community Group and the Dunkeld & Birnam Community Council asking they upload to their Facebook pages to inform the community of the event. The post is included in Appendix E.

2.2 Exhibition Material

2.2.1 General

The materials presented at the public consultation event consisted of:

- A total of 15 Exhibition Boards;
- Community's Preferred Route Option:
 - Strip Plan; and
 - Long Section.
- Artists Impressions (Community's Preferred Route Option):
 - Murthly Junction (view from above);
 - Murthly Junction (view from the road);
 - Southern Extent of Cut and Cover Tunnel;
 - Dunkeld & Birnam Station (view from Station Road);
 - Cut and Cover Tunnel;
 - At-grade Roundabout at Dunkeld; and
 - Dalguise Junction.
- Booklet of Artists Impressions (Community's Preferred Route Option and Additional Options) (A3 size);
- Booklet of Construction Sequence (Community's Preferred Route Option) (A5 size);
- Fact Sheet, Constructing the 1.5 kilometre Cut and Cover Tunnel (A4 booklet);
- A9 Geographical Information System (GIS) Web-based Mapping (Community's Preferred Route Option);
- Community's Preferred Route Option Application:
 - Flyover Animation;
 - Proposed Tunnel Construction Sequence Visualisation; and
 - Accompanying display board illustrating the construction sequence.
- Feedback Form; and
- Register for Updates Form.

A total of 6 monitors were used to display the A9 GIS web-based mapping and the Community's Preferred Route Option Application.

The general layout of the public consultation event is shown in Figures 2.1 to 2.7.

Figure 2.1: Public Consultation Event Layout, Image 1



Figure 2.2: Public Consultation Event Layout, Image 2



Figure 2.3: Public Consultation Event Layout, Image 3



Figure 2.4: Public Consultation Event Layout, Image 4



Figure 2.5: Public Consultation Event Layout, Image 5



Figure 2.6: Public Consultation Event Layout, Image 6

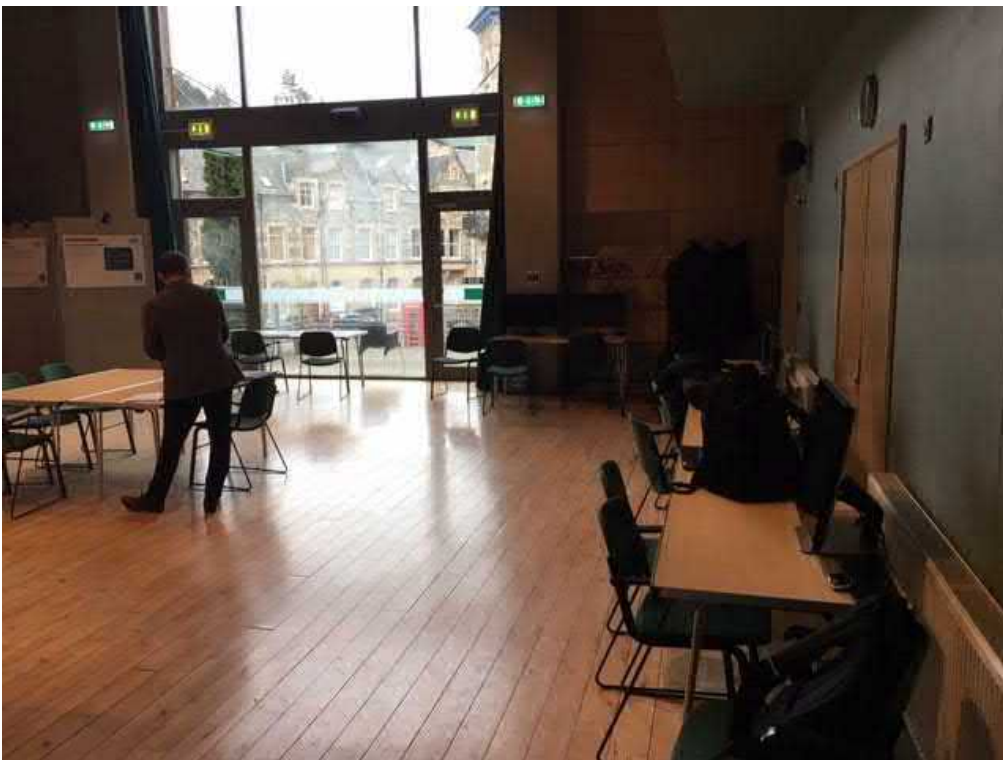


Figure 2.7: Public Consultation Event Layout, Image 7



2.2.2 Exhibition Boards

Information relating to the scheme was presented on 15 display boards. Details of the boards are given below. The boards are included in Appendix F and are available to view on the Transport Scotland website (www.transport.gov.scot/publication/exhibition-materials-community-engagement-event-march-2019-pass-of-birnam-to-tay-crossing-a9-dualling/).

- 1) Title Board, A9 Dualling: Pass of Birnam to Tay Crossing.
- 2) Welcome:
 - Summary of the purpose of the consultation event.
- 3) Recap on Co-Creative Process:
 - Summary of the five stage A9 Co-Creative Process.
- 4) Community's Preferred Route Option:
 - Overview of the Community's Preferred Route Option.
- 5) Update Since 'The Big Decide' & Recent Consultation:
 - Introduction to the scoping work undertaken on the Community's Preferred Route Option.
 - Introduction as to why additional options have been considered.
- 6) Why Additional Options:
 - Explanation as to why additional options have been considered.
- 7) Murthly / Birnam Junction:
 - Summary of the scoping results of the Community's Preferred Route Option.
 - Introduction of Additional Options with short description and reasons for inclusion:
 - Additional Option 1 - Three-arm Grade Separated Junction at Birnam.

- Additional Option 2 - Full Movement Grade Separated Junction at Birnam.
- 8) A9 Dual Carriageway:
- Summary of the scoping results of the Community's Preferred Route Option.
- 9) A9 Dual Carriageway:
- Introduction of Additional Options with short description and reasons for inclusion:
 - Additional Option 1 – A9 Underpass (150 metres long).
 - Additional Option 2 – At-grade A9.
- 10) Fact & Figures – Construction:
- Key features of the Community's Preferred Route Option for the A9 dual carriageway and additional options for comparison.
- 11) Dunkeld & Birnam Station:
- Summary of the scoping results of the Community's Preferred Route Option.
 - Introduction of Additional Options with short description and reasons for inclusion:
 - Additional Option 1 – Relocated Dunkeld & Birnam Station.
 - Additional Option 2 – Birnam Industrial Estate Parking with New Pedestrian Underpass.
- 12) Dunkeld Junction:
- Summary of the scoping results of the Community's Preferred Route Option.
 - Introduction of Additional Options with short description and reasons for inclusion:
 - Additional Option 1 – Grade Separated Junction, All Movements.
- 13) What Happens Next:
- Identification of the next stages of scheme development of the Community's Preferred Route option and additional options, highlighting key elements of the design that will be assessed in greater detail to identify a Preferred Route Option.
- 14) Stage 3 Assessment and Draft Order Stage:
- Overview of the process once a Preferred Route Option has been identified, including the Environmental Statement (ES) and the publication of draft Road and Compulsory Purchase Orders (which identify the land required for the scheme).
- 15) Contact Information:
- Contact details, identification of where further information can be obtained and details of feedback period.

2.2.3 Community's Preferred Route Option

A strip plan, approximately 1.5 metres by 0.9 metres, was presented at the event. The plan displayed the Community's Preferred Route Option, including associated junctions, on Ordnance Survey (OS) mapping, with physical and environmental constraints highlighted. The strip plan is included in Appendix G.

A long section of the A9 dual carriageway for the Community's Preferred Route Option, approximately 1.5 metres by 0.3 metres, was also shown at the event. This illustrated the vertical alignment of the option and displayed the level of the proposed A9 dual carriageway and corresponding existing ground level. The long section is included in Appendix H.

2.2.4 Artists Impressions (Community's Preferred Route Option)

To provide the community with a greater understanding as to what the Community's Preferred Route Option may look like post construction, a number of A3 size sketches were produced showing the principle elements of the option.

2.2.5 Booklet of Artists Impressions (Community's Preferred Route Option and Additional Options)

The A3 size sketches identified in Section 2.2.4 were collated into a booklet to allow the public to view remote from the main display. The booklet also contained A3 size sketches of the additional options under consideration.

In total 6 copies of the booklet were made available to the public. The artists impressions are included in Appendix I.

2.2.6 Booklet of Construction Sequence

To illustrate how the Community's Preferred Route Option would likely be constructed, a number of cross-sections were prepared. These cross-sections showed the plant, construction methods and any temporary works required to construct the Community's Preferred Route Option and the various stages of construction necessary. Adjacent constraints, that dictate the construction methods utilised were also indicated.

In total 6 copies of the booklet were made available to the public. The cross-sections are shown in Appendix J.

2.2.7 Fact Sheet, Constructing the 1.5 kilometre Cut and Cover Tunnel

A fact sheet was provided to present a summary of how the 1.5 kilometre cut and cover tunnel that forms part of the Community's Preferred Route Option would likely be constructed and operated. The fact sheet comprised of the information included on the display boards and was for the community to take away to consider further.

In total 1,000 copies of the fact sheet were produced. The fact sheet is included in Appendix K.

2.2.8 A9 GIS Web-based Mapping (Community's Preferred Route Option)

To compliment the public consultation event material, an interactive GIS web-based mapping system was developed and presented. The web-based mapping application contained a digital map of the Community's Preferred Route Option and the physical and environmental constraints. The system included features such as distance and area measurement tools, address search and item identification, helping to gain a greater understanding of the project and how it related to them. Transport Scotland and Jacobs' staff assisted the public to utilise the system and were on-hand to assist as necessary.

2.2.9 Community's Preferred Route Option Application

A flyover animation, showing the Community's Preferred Route Option was presented at the public consultation event, showing how the option would interface with the surrounding environment.

The Community's Preferred Route Option has considerable construction complexity within a narrow and constrained corridor, which has been noted as a concern to some residents immediately adjacent to the A9. To aid community understanding of the likely construction sequence an application was developed and presented showing each construction stage. The application focussed on the section immediately adjacent to Dunkeld & Birnam Station, where construction is particularly complex, primarily due to the lowering of Inchewan Burn. The interactive system included key construction features, an approximate timeline and an explanation of each stage.

A further display board, showing the key stages of constructing the Community's Preferred Route Option was also produced to be viewed alongside the construction sequence application.

The Community's Preferred Route Option Application is available to view on the Transport Scotland website (www.transport.gov.scot/publication/exhibition-materials-community-engagement-event-march-2019-pass-of-birnam-to-tay-crossing-a9-dualling/).

2.2.10 Feedback Form

Attendees were encouraged to complete and return feedback forms provided at the public consultation event. The feedback forms could be returned on the day, through a locked collection box, or be returned by e-mail or post thereafter. The deadline for submitting comments was set as 8th May 2019. The feedback forms were also available on the Transport Scotland website.

A blank feedback form is included in Appendix L.

2.2.11 Register for Updates Form

A form was available for attendees to provide contact details if they wanted to register with Transport Scotland for invitations to future public engagement events.

A blank form is included in Appendix M.

3. Public Consultation Event

3.1 General

The public consultation event was held on Thursday 26th and Friday 27th March 2019, between 11am and 9pm on both days. It was held in the John Kinnaird Hall at the Birnam Arts and Conference Centre, Station Road, Birnam, PH8 0DS.

To assist the public in understanding the purpose of the event and the materials on display, and to answer any queries, 12 members of staff from Transport Scotland and Jacobs were available at the event.

3.2 Birnam to Ballinluig A9 Community Group

The Birnam to Ballinluig A9 Community Group was invited to attend the public consultation event to review the options. A meeting was held with the group on 11th March 2019, prior to the event. At the meeting, Transport Scotland and Jacobs staff explained the purpose of the upcoming event.

For the duration of the public consultation event, the Birnam to Ballinluig A9 Community Group occupied an area in the foyer of the Birnam Arts & Conference Centre, close to the entrance to the John Kinnaird Hall. The group independently invited the community to join their mailing list and presented attendees with a separate community feedback form, which is included in Appendix N.

4. Public Consultation Event Results

4.1 Attendance

Over the course of the two-day engagement event, a total of 272 people attended, based on a manual count undertaken at the entrance to the event. A breakdown is given below.

- Thursday 26th March 2019 – 133; and
- Friday 27th March 2019 – 139.

A sign-in sheet was utilised at the public consultation event, which provided attendees the option to provide their postcode. While not all attendees provided this information, this can be used to determine general interest in the scheme from surrounding areas. Assessment of the sign-in sheets shows that the majority of attendees live in the locality of Birnam and Dunkeld. Attendees from outside the local communities could include tourists, visitors or people who travel along the A9 for business and leisure purposes.

Based on the postcodes provided, the distribution of attendees is shown in Table 4.1.

Table 4.1: Public Consultation Event, Distribution of Attendees

Postcode Location	Number of Attendees	Percentage of Attendance
Aberfeldy	4	1.7%
Amurlee	1	0.4%
Australia	1	0.4%
Ballinluig	5	2.2%
Blairgowrie	2	0.9%
Butterstone	4	1.7%
Crieff	1	0.4%
Dalguise	9	3.9%
Dowally	2	0.9%
Dundee	1	0.4%
Dunkeld & Birnam	136	59.4%
Edinburgh	3	1.3%
Falkirk	1	0.4%
Glasgow	1	0.4%
Glenrothes	2	0.9%
Grandtully	3	1.3%
Inver	10	4.4%
Kindallachan	1	0.4%
Kinross	1	0.4%
Murthly	1	0.4%
Perth	32	14.0%
Pitlochry	4	1.7%
Strathtay	1	0.4%
Trochry	3	1.3%

4.2 Feedback

Community feedback is important to ensure Transport Scotland and Jacobs understand local concerns and issues. The community feedback will also be considered in the future assessment, which will identify a Preferred Route Option, and will be made available to Scottish Ministers.

In total, 80 feedback forms were returned prior to the 8th May 2019 deadline. The feedback provided has been anonymised and collated and is included in Appendix O.

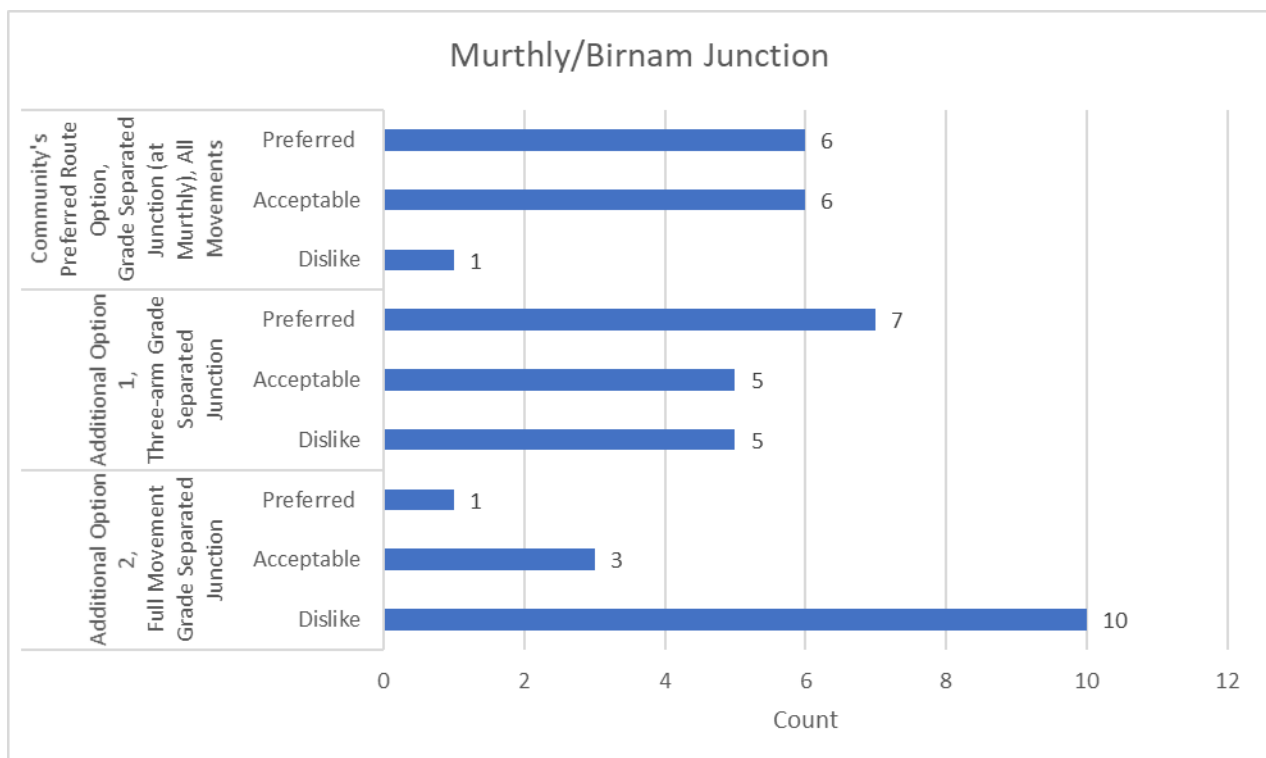
4.3 Feedback Analysis

The feedback obtained from the public consultation event has been analysed to determine community opinions on the options presented and to identify any common patterns. This feedback will be considered during future assessment work to identify a Preferred Route Option for this section of A9 dualling. It should be noted a small number of feedback forms, e-mails and letters provided are not clear. As a result, a degree of interpretation has been necessary. Much of the feedback contains very specific points and issues, however for the purposes of the analysis below, only general themes have been considered.

4.3.1 Murthly/Birnam Junction

A total of 69 comments, from 24 individuals, were received regarding the options for Murthly/Birnam Junction. Figure 4.1 illustrates the preferences indicated in this feedback.

Figure 4.1: Murthly/Birnam Junction Feedback Analysis



In addition to the preferences noted above a number of the comments received indicated concerns over certain aspects of the options, which is given below.

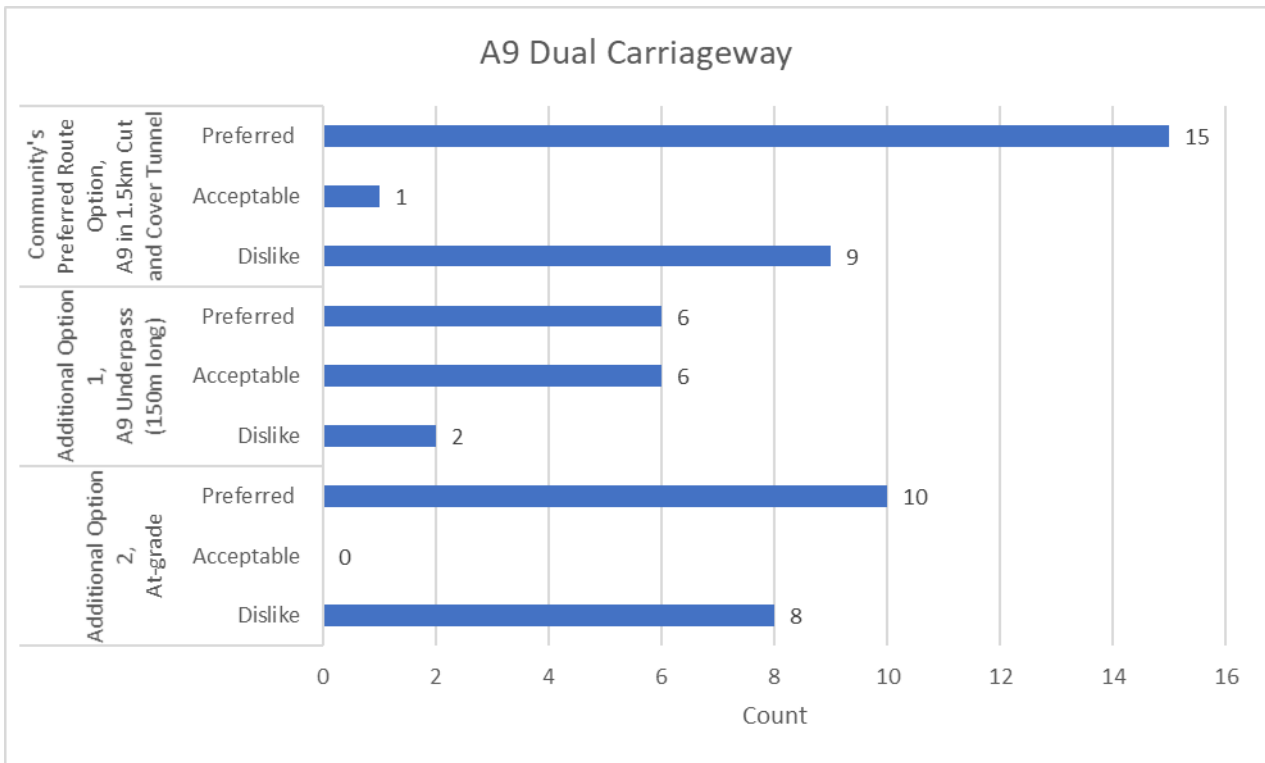
- Community's Preferred Route Option, Grade Separated Junction (at Murthly):
 - Environmental impact concerns (3).
- Additional Option 1, Three-arm Grade Separated Junction:

- Traffic and access concerns, including impacts on Perth Road (4); and
- Footprint and size of junction concerns (2).
- Additional Option 2, Full Movement Grade Separated Junction:
 - Environmental impact concerns (8); and
 - Footprint and size of junction concerns (8).

4.3.2 A9 Dual Carriageway

A total of 132 comments, from 52 individuals, were received regarding the options for the A9 dual carriageway. Figure 4.2 illustrates the preferences indicated in this feedback.

Figure 4.2: A9 Dual Carriageway Feedback Analysis



In addition to the preferences noted above a number of the comments received indicated concerns over certain aspects of the options, which is given below.

- Community's Preferred Route Option, A9 in 1.5 kilometre Cut and Cover Tunnel:
 - Cost concerns (21);
 - Construction concerns:
 - Complexity (9);
 - Duration (7); and
 - Disruption (9).
 - Environmental impact concerns:
 - Impact on Inchewan Burn (7);
 - Flooding concerns (2); and
 - General environmental concerns (4).

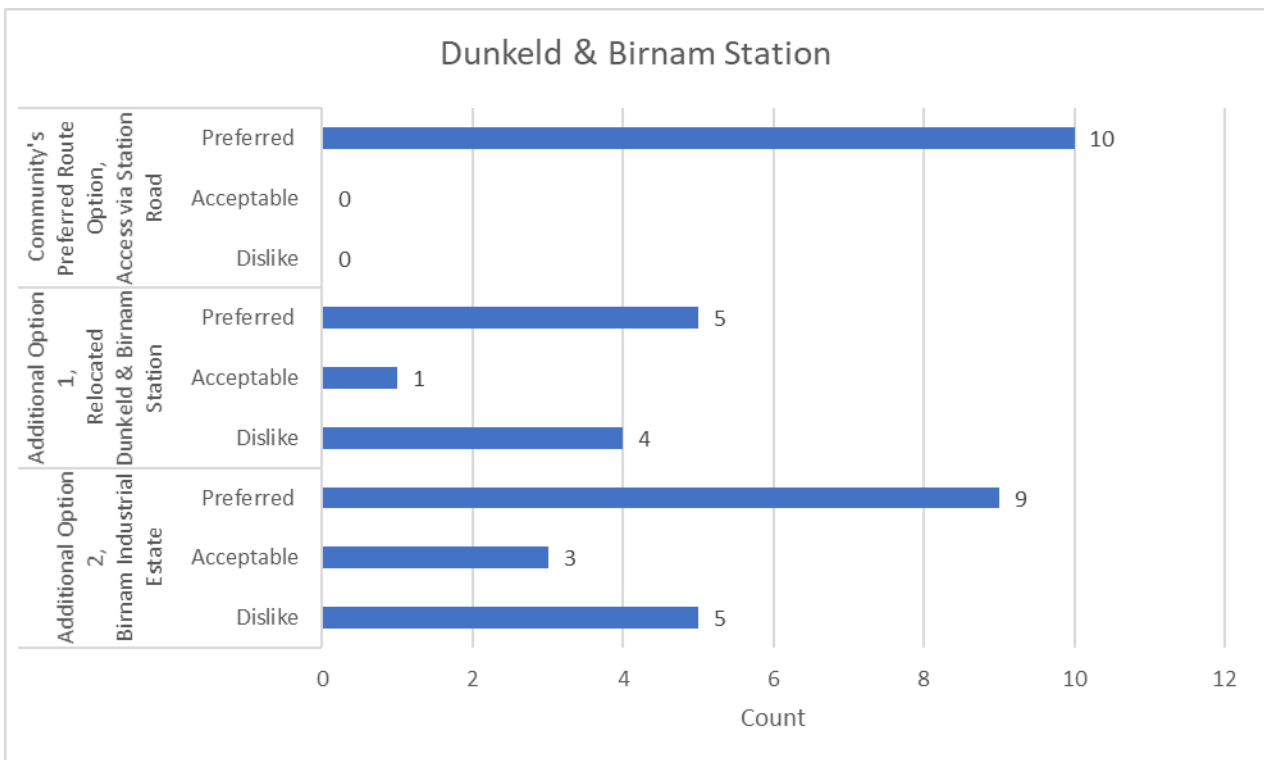
- Safety concerns (2).
- Additional Option 1, A9 Underpass (150 metres long):
 - No comments received.
- Additional Option 2, At-grade:
 - Environmental impact concerns:
 - Noise (2);
 - Visual (4); and
 - Pollution (1).

For the Community’s Preferred Route Option, A9 in 1.5 kilometre cut and cover tunnel, a further 7 comments noted the environmental benefits of the option.

4.3.3 Dunkeld & Birnam Station

A total of 53 comments, from 31 individuals, were received regarding the options for Dunkeld & Birnam Station. Figure 4.3 illustrates the preferences indicated in this feedback.

Figure 4.3: Dunkeld & Birnam Station Feedback Analysis



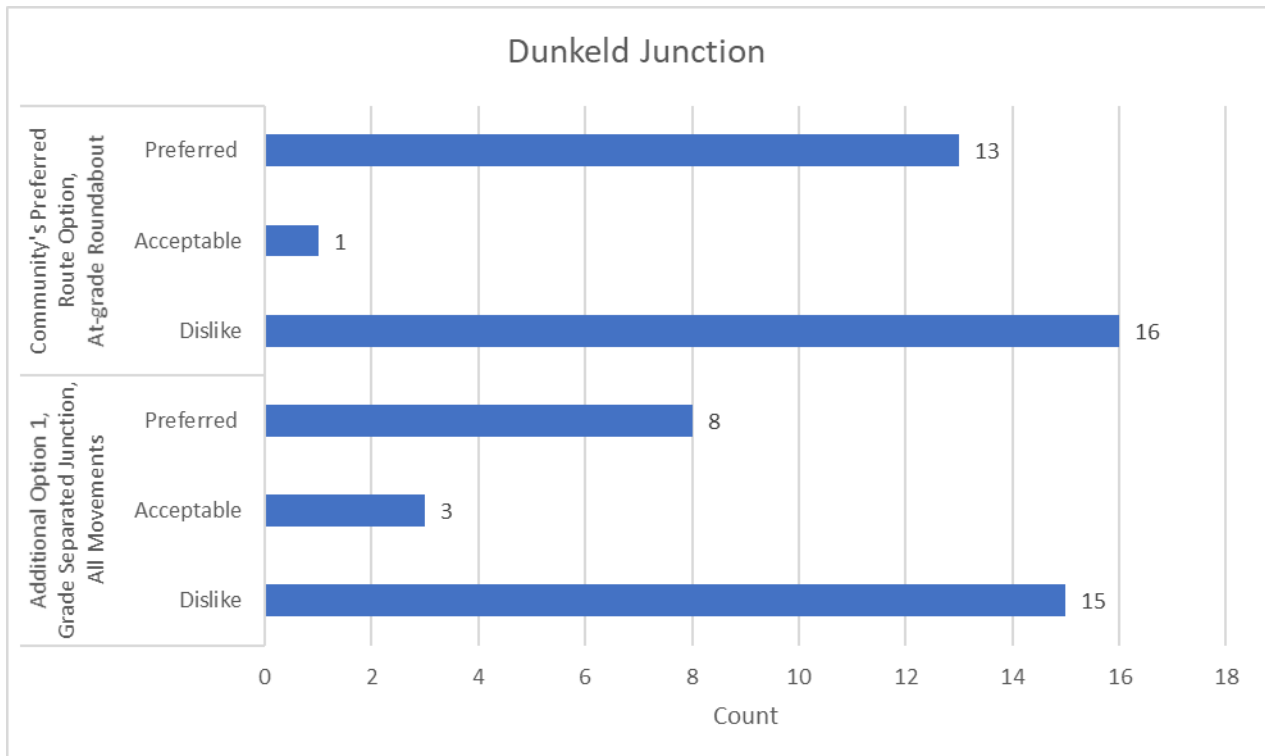
In addition to the preferences noted above a number of the comments received indicated concerns over certain aspects of the options, which is given below.

- General:
 - Parking concerns (10);
 - Non-Motorised User (NMU) access to the station (1); and
 - Accessibility issues with existing station (5).

4.3.4 Dunkeld Junction

A total of 108 comments, from 43 individuals, were received regarding the options at Dunkeld Junction. Figure 4.4 illustrated the preferences indicated in this feedback.

Figure 4.4: Dunkeld Junction Feedback Analysis



In addition to the preferences noted above a number of the comments received indicated concerns over certain aspects of the options, which is given below.

- Community's Preferred Route Option, At-grade Roundabout:
 - Operational concerns (12);
 - Safety concerns (7); and
 - Pollution concerns (5).
- Additional Option 1, Grade Separated Junction, All Movements:
 - Environmental impact concerns:
 - Noise (5);
 - Visual (8); and
 - General environmental concerns (3).
 - Footprint and size of junction concerns (5); and
 - Concerns over scale of retaining walls required (7).

4.3.5 General

A total of 69 comments, from 44 individuals, were received on more general points, which is detailed below.

- The Hermitage:
 - Like the junction proposed (5).

- Dalguise Junction:
 - Like the junction proposed (5); and
 - Complexity concerns (1).
- Integrity of the A9 Co-Creative Process (19);
- General environmental concerns (8);
- General NMU concerns (5);
- Economic impact of construction concerns (1);
- Proposed Rotmell Junction concerns (1);
- Against A9 dualling of Pass of Birnam to Tay Crossing section (3); and
- Comments on public consultation event:
 - Compliments on materials on display (16); and
 - Compliments on staff in attendance (5).

5. Stakeholder Event

Alongside the public consultation event held on 26th and 27th March 2019, a stakeholder event was also organised. This event was held at the Dewar's Centre, Glover Street, Perth, PH2 0TH on 28th March 2019, between 10am and 3pm. This event was not open to the public and was organised to provide key stakeholders an opportunity to view the materials presented at the public consultation event, discuss with members of the project team and provide feedback. Invitations were issued to key stakeholders two weeks in advance of the event. An example of the letter issued is included in Appendix P. A list of the stakeholders invited to the event is included in Appendix Q. The stakeholders that attended the event are listed below.

- A9 Birnam to Ballinluig A9 Community Group;
- Forest Enterprise Scotland;
- Forestry Commission Scotland;
- Historic Environment Scotland (HES);
- Network Rail;
- Perth & Kinross Council;
- Scottish Environment Protection Agency (SEPA);
- Scottish Gas Networks (SGN);
- Scottish Natural Heritage (SNH);
- Scotways; and
- Sustrans.

The materials detailed in Section 2.2.1 were presented at the stakeholder event.

Appendix A. Event Invitation Letter

«Person_Name»
«Address_1»
«Address_2»
«Address_3»
«Address_4»
«Address_5»
«Address_6»
«Post_Code»

Our ref:
A9/PCCEV/PBtoTC/«Person_ID»

Date:
11th March 2019

Dear Sir / Madam,

**A9 Dualling Programme: Perth to Inverness
Pass of Birnam to Tay Crossing
Community Engagement Events**

We are writing to invite you to an event to update you on progress on the A9 Dualling: Pass of Birnam to Tay Crossing scheme since the completion of the A9 Co-Creative Process in June 2018.

As part of the scoping work, the various elements of the Community's Option have been examined in consultation with local residents living in close proximity to the A9 and key stakeholders. 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 wider stakeholder and community feedback and may help address some of the technical difficulties and concerns that dualling through Dunkeld and Birnam may bring.

You will probably be aware from our previous events or discussions that the dualling of the A9 will require the compulsory purchase of land and generate a range of environmental impacts to be mitigated. Ultimately we must be able to justify that land take and the impacts on the individual that the dualling may create - both from the short term construction and for the life of the road. The inclusion of additional options in the formal (Design Manual for Roads and Bridges) route options assessment simply ensures that the process is robust and that decisions are made in full consideration of the choices available.

We value the open and transparent relationship that was built during the A9 Co-Creative Process with the community and, in that spirit, we wish to share this early work with the community, before any formal options assessment work is undertaken, with the intention of furthering that collaboration. I would like to reassure you that feedback received following community events will be taken in to account during the assessment process.

Community engagement events will be held to share the outcomes of the initial scoping work, including the views of key stakeholders and some of the challenges associated with the Community's Option. The additional options developed to address these challenges will also be presented at these events for comment. Details of the events are given below:

Venue	Birnam Arts & Conference Centre, Station Road, Birnam, PH8 0DS
Date	Tuesday 26 th March 2019
Open to Public	11am to 9pm

Venue	Birnam Arts & Conference Centre, Station Road, Birnam, PH8 0DS
Date	Wednesday 27 th March 2019
Open to Public	11am to 9pm

Transport Scotland officials and representatives from Jacobs, will be present to answer any questions. If you are unable to attend, the materials on display will be available to view on the Transport Scotland website from 11am on Tuesday 26 March 2019. The information can be viewed at transport.gov.scot/a9dualling.

If you have any further questions, please contact our Consultant's Stakeholder Team, by email a9dualling@jacobs.com or by telephone 07833 936 426.

Yours sincerely,



Gordon Ramsay
Project Manager

cc Jacobs

Appendix B. Event Invitation E-mail

From: A9 Dualling
Subject: A9 Dualling Pass of Birnam to Tay Crossing Stakeholder Event

Subject: A9 Dualling Pass of Birnam to Tay Crossing Stakeholder Event

We are writing to invite you to an event to update you on progress on the A9 Dualling Pass of Birnam to Tay Crossing scheme since the completion of the A9 Co-Creative Process in June 2018.

As part of the scoping work, the various elements of the Community's Option have been examined in consultation with local residents living in close proximity to the A9 and key stakeholders. 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 wider stakeholder and community feedback and may help address some of the technical difficulties and concerns that dualling through Dunkeld and Birnam may bring.

You will probably be aware from our previous events or discussions that the dualling of the A9 will require the compulsory purchase of land and generate a range of environmental impacts to be mitigated. Ultimately we must be able to justify that land take and the impacts on the individual that the dualling may create - both from the short term construction and for the life of the road. The inclusion of additional options in the formal (Design Manual Roads and Bridges) route options assessment simply ensures that the process is robust and that decisions are made in full consideration of the choices available.

We value the open and transparent relationship that was built during the A9 Co-Creative Process with the community and, in that spirit, we wish to share this early work with the community, before any formal options assessment work is undertaken, with the intention of furthering that collaboration. I would like to reassure you that feedback received following community events will be taken in to account during the assessment process.

Community engagement events will be held to share the outcomes of the initial scoping work, including the views of key stakeholders and some of the challenges associated with the Community's Option. The additional options developed to address these challenges will also be presented at these events for comment. Details of the events are given below:

Venue	Birnam Arts & Conference Centre, Station Road, Birnam, PH8 0DS
Date	Tuesday 26 th March 2019
Open to Public	11am to 9pm

Venue	Birnam Arts & Conference Centre, Station Road, Birnam, PH8 0DS
Date	Wednesday 27 th March 2019
Open to Public	11am to 9pm

Alongside the community engagement events we are also holding a Stakeholder Event at the Dewar's Centre in Perth on the 28th March 2019 from 10am to 3pm – please note that this event is not open to the public. This event will give key stakeholders an opportunity to view the materials presented at the Community Engagement events, discuss this with members of the project team and provide feedback. Please extend this invitation to anyone within your organisation who may be interested in attending or able to provide useful feedback to inform the ongoing assessment

Transport Scotland officials and representatives from Jacobs, will be present to answer any questions. If you are unable to attend, the materials on display will be available to view on the Transport Scotland website from 11am on Tuesday 26 March 2019. The information can be viewed at transport.gov.scot/a9dualling.

If you have any further questions, please contact our Consultant's Stakeholder Team, by email a9dualling@jacobs.com or by telephone 07833 936 426.

Yours sincerely,

Gordon Ramsay
Project Manager

cc Jacobs

Appendix C. Event Advertising Poster

A9 Dualling

Community Engagement Event



Community engagement events are being held on **26th and 27th of March 2019** for the Pass of Birnam to Tay Crossing section of the A9 Dualling Programme.

Locals and road users will be able to view the outcome of the initial scoping works carried out on the Community's Option from the A9 Co-Creative Process and the additional options developed that will now be included, along with the Community's Option, in the next stage of assessment.

Transport Scotland officials and their design consultants will be on hand to discuss the scheme and answer any questions you may have.

Pass of Birnam to Tay Crossing Community Engagement Event Details:

Birnam Arts & Conference Centre, Station Road, Birnam, PH8 0DS

Tuesday 26th March 2019 11am – 9pm

Wednesday 27th March 2019 11am – 9pm

For further information, please visit:
transport.gov.scot/a9dualling



Appendix D. Press Advertisement

Subject: A9 Dualling: Pass of Birnam to Tay Crossing Community Engagement Events
Attachments: A9 Dualling - Community Engagement - Event - Poster.pdf

From: A9 Dualling
Sent: 11 March 2019 16:04
To: A9 Dualling <A9dualling@jacobs.com>
Subject: A9 Dualling: Pass of Birnam to Tay Crossing Community Engagement Events

We are writing to invite you to an event to update you on progress on the A9 Dualling: Pass of Birnam to Tay Crossing scheme since the completion of the A9 Co-Creative Process in June 2018.

As part of the scoping work, the various elements of the Community’s Option have been examined in consultation with local residents living in close proximity to the A9 and key stakeholders. 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 wider stakeholder and community feedback and may help address some of the technical difficulties and concerns that dualling through Dunkeld and Birnam may bring.

You will probably be aware from our previous events or discussions that the dualling of the A9 will require the compulsory purchase of land and generate a range of environmental impacts to be mitigated. Ultimately we must be able to justify that land take and the impacts on the individual that the dualling may create - both from the short term construction and for the life of the road. The inclusion of additional options in the formal (Design Manual for Roads and Bridges) route options assessment simply ensures that the process is robust and that decisions are made in full consideration of the choices available.

We value the open and transparent relationship that was built during the A9 Co-Creative Process with the community and, in that spirit, we wish to share this early work with the community, before any formal options assessment work is undertaken, with the intention of furthering that collaboration. I would like to reassure you that feedback received following community events will be taken in to account during the assessment process.

Community engagement events will be held to share the outcomes of the initial scoping work, including the views of key stakeholders and some of the challenges associated with the Community’s Option. The additional options developed to address these challenges will also be presented at these events for comment. Details of the events are given below:

Venue	Birnam Arts & Conference Centre, Station Road, Birnam, PH8 0DS
Date	Tuesday 26 th March 2019
Open to Public	11am to 9pm

Venue	Birnam Arts & Conference Centre, Station Road, Birnam, PH8 0DS
Date	Wednesday 27 th March 2019
Open to Public	11am to 9pm

Transport Scotland officials and representatives from Jacobs, will be present to answer any questions. If you are unable to attend, the materials on display will be available to view on the

Transport Scotland website from 11am on Tuesday 26 March 2019. The information can be viewed at www.transport.gov.scot/a9dualling.

If you have any further questions, please contact our Consultant's Stakeholder Team, by email a9dualling@jacobs.com or by telephone 07833 936 426.

Yours sincerely,

Gordon Ramsay
Project Manager

cc Jacobs

If you no longer wish to receive updates with regards to the A9 Dualling: Pass of Birnam to Tay Crossing please let us know by responding to this email.

Appendix E. Social Media Advertisement

A9 Dualling

Pass of Birnam to Tay Crossing

Community Engagement Event



Community engagement events are being held for the Pass of Birnam to Tay Crossing section of the A9 Dualling Programme.

Locals and road users will be able to view the **outcome of the Co-Creative Process** and the initial scoping works which have taken place since the conclusion of the process in July.

For further information, please visit:
transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-pass-of-birnam-to-tay-crossing/

Pass of Birnam to Tay Crossing Project Exhibition Details:

Birnam Arts, Station Road, Birnam, PH8 0DS

Tuesday 26 February 11am – 9pm

Wednesday 27 February 11am – 9am



Appendix F. Event Boards



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/

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.

Stage 1, Community Options Gathering (January 2018)	Gathering options and ideas from the community.
Stage 2, Developing an All Candidate Option List (February 2018)	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).
Stage 3, Creating a Long List (March 2018)	Reviewing Stage 2 options and considering, to a greater degree, safety implications and the early identification of mitigation issues of concern to the community.
Stage 4, Selecting a Short List (April/May 2018)	Assessing the options against objectives to allow the identification of a short list of options to progress to Stage 5.
Stage 5, Identifying the Community's Preferred Route Option (May/June 2018)	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.

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

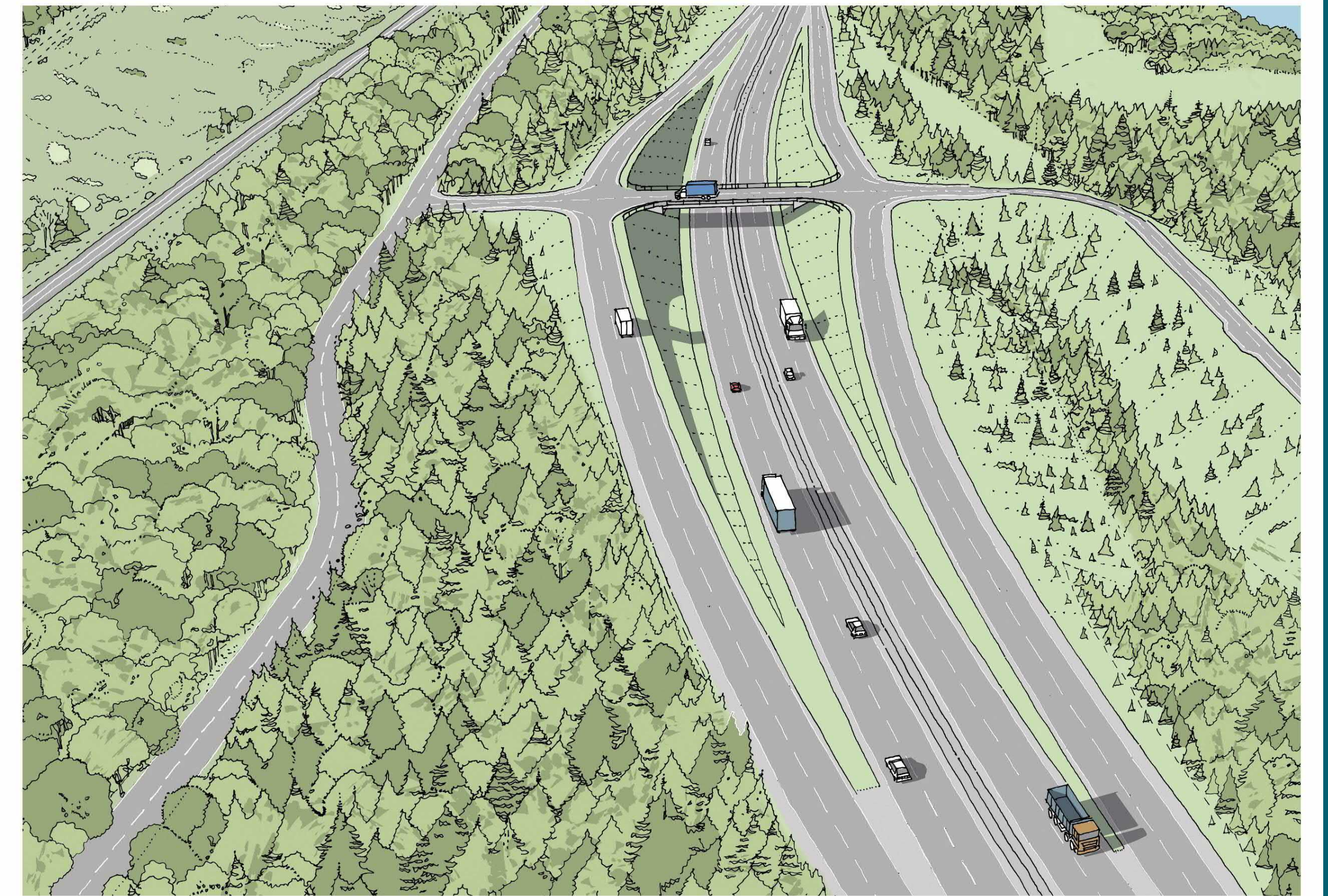
Scoping of the Community's Option

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.

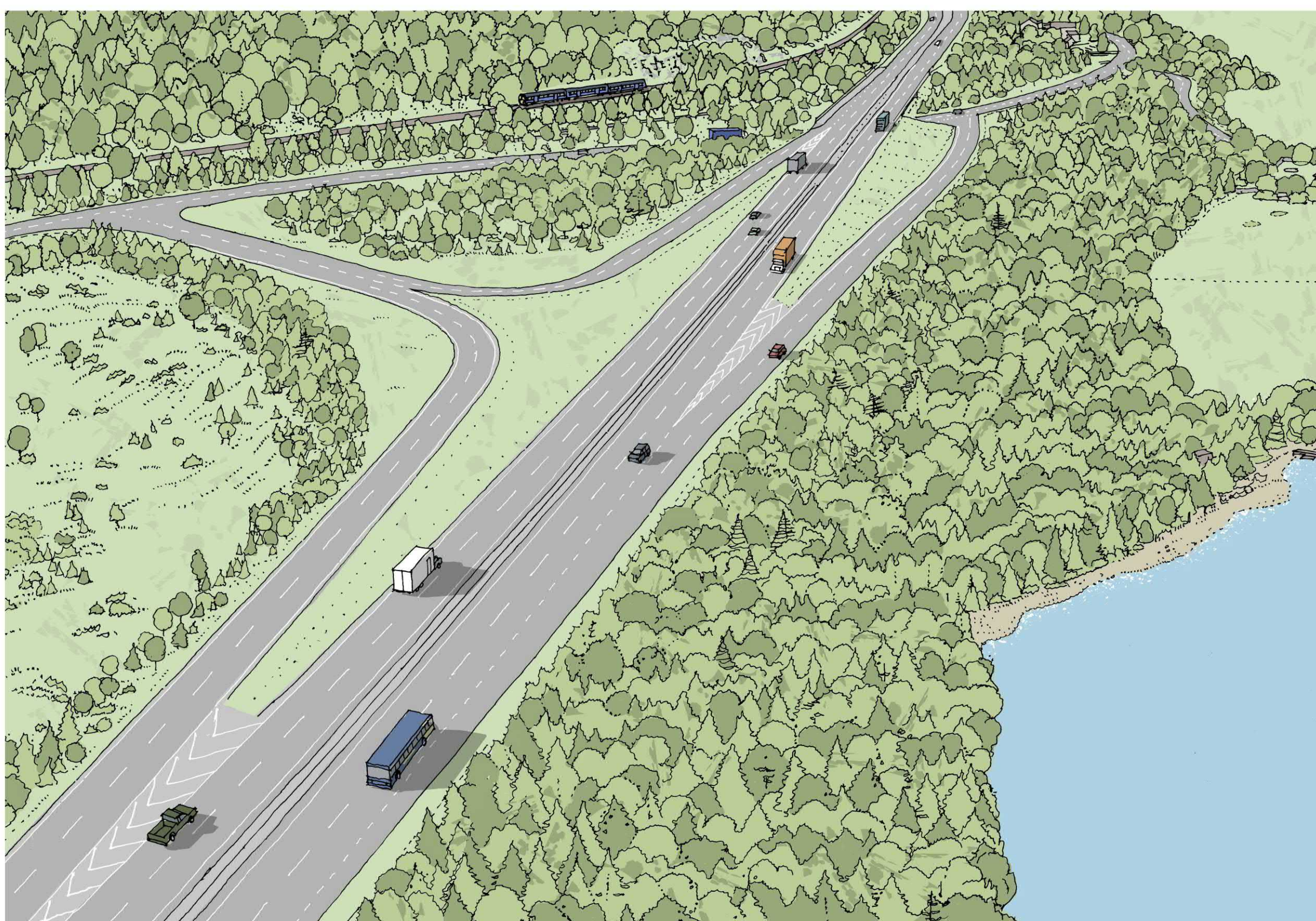
However, there are disadvantages with this junction option as well and concerns have been raised by landowners in the vicinity of the junction about the direct impact of the junction on their property. In addition, key stakeholders, including SNH and HES, have expressed concerns on the impact on the 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



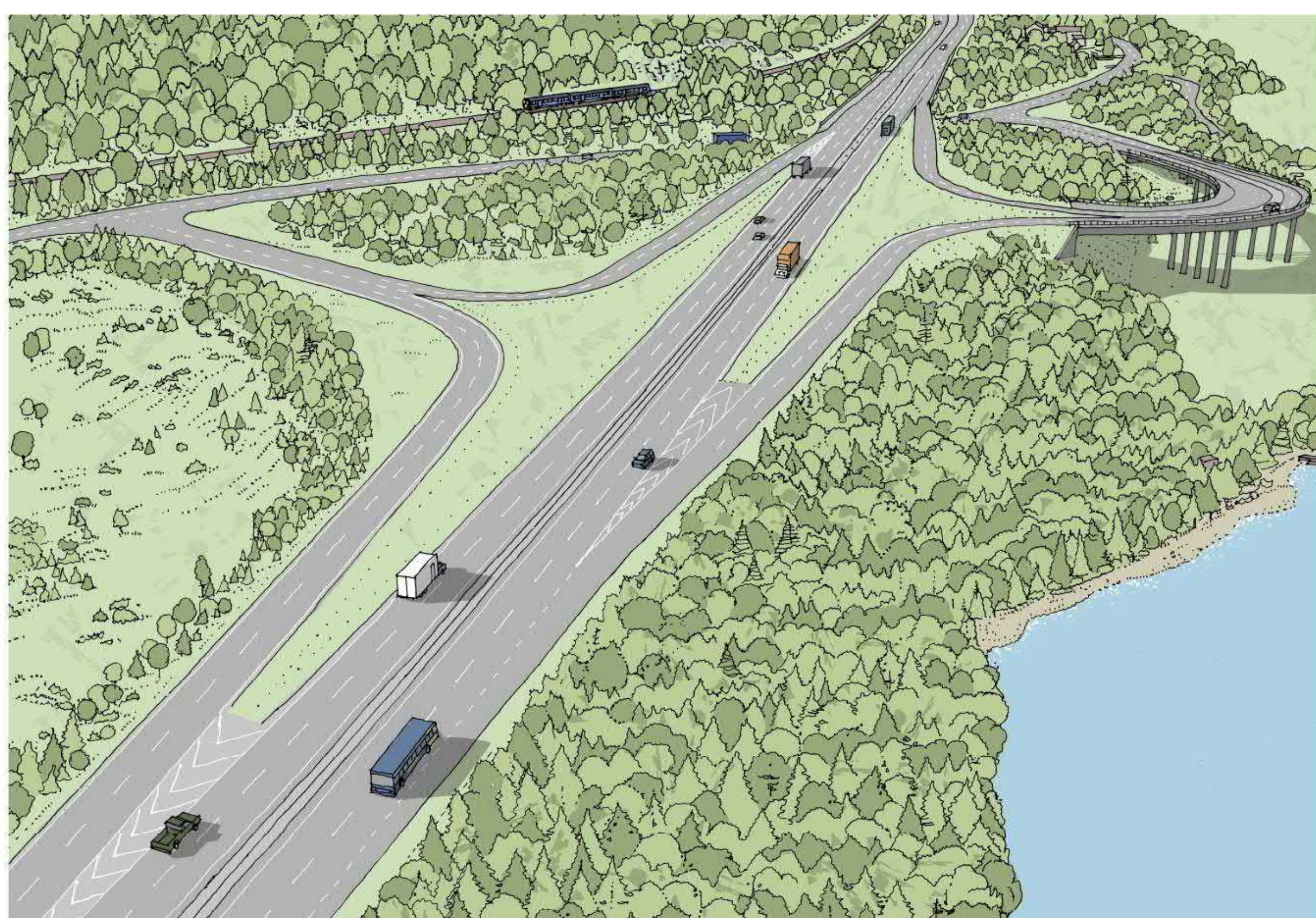
Three-arm Grade Separated Junction (at Birnam), Restricted Movements

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.

A9 Dual Carriageway

Scoping of the Community's Option

A9 in 1.5 kilometre Cut and Cover Tunnel

The Community's Option incorporates a 1.5 kilometre cut and cover tunnel, commencing at the existing Birnam Junction and terminating approximately 300 metres south of the existing Dunkeld Junction. Due to alignment constraints, a 50mph speed limit is required through the tunnel. This represents a reduction in the current speed limit of 60mph and the 70mph speed limit that will be provided on the rest of the A9 dualling. This equates to an increased journey time of up to 30 seconds longer than the existing A9, affecting approximately 24,500 vehicles per day in the year of opening.

The option has a number of advantages. It presents an opportunity to improve accessibility to Dunkeld & Birnam Station and the Category A Listed station building by re-connecting to Station Road and creating a replacement car park on top of the tunnel. The option also reduces noise levels over the extent of the tunnel and visual impacts and may provide an opportunity to establish new planting or possibly amenity space on top of the tunnel, which would benefit the local community.

The tunnel however, has a number of disadvantages. Due to the constrained nature of the site, piling works will be required to construct the tunnel. There is not sufficient space to construct a tunnel in an open excavation without encroaching into the Highland Main Line railway and residential properties. Approximately 3,700 large 1.2 metre diameter piles will be bored approximately 15 metres down in to the ground to form the three supporting tunnel walls.

A tunnel requires a wider dual carriageway cross-section due to the need to include a pedestrian evacuation route. Piling works will be required as close as 2.5 metres to the rail station building, introducing a risk of accidental damage to the building.

Construction of a tunnel brings the challenge of maintaining access to the rail station during construction, however, options to maintain access, such as a temporary relocated station or pedestrian bridge, are still being investigated and whilst a temporary solution may be possible, it is likely to have engineering and cost implications.

Additional land will be required for specialist plant and equipment for the construction of the tunnel, such as a concrete batching and mud plant. Some 430,000 tonnes of concrete is required for the tunnel, producing up to 500 tonnes of concrete a day during peak times. This equates to approximately 45,000 total lorry journeys.

Approximately 535,000 cubic metres of material is required to be excavated for construction of the tunnel. This results in approximately 90,000 lorry movements to dispose of excess material, which equates to around 250 vehicles per day.

The Inchewan Burn will require to be lowered to go under the tunnel, introducing an 8 metre vertical drop which will have significant environmental impacts. Both SEPA and SNH have raised concerns with regards to the impact on the natural characteristics of the burn and sediment transfer.

Construction duration of the Community's Option is expected to be approximately 4 ½ to 5 years based on having 6 piling rigs on site and working 6 days per week. However, this could be longer if fewer piling rigs are used and whether working day restrictions are imposed. Perth & Kinross Council (Environmental Health) will ultimately decide the working hours and days per week, however, we are keen to hear the community's views on this.

The tunnel also requires a fully manned 24-hour control centre which is likely to be built on top of the tunnel towards the southern end.

Significant construction costs in the range £1 billion to £1.6 billion. In addition ongoing maintenance and inspection of the tunnel will be required, incurring significant ongoing costs. We have anticipated each side of the tunnel will be closed to traffic once a month, however, two-way traffic can be permitted in the other tunnel avoiding full closure of the A9.

Concerns have been noted from some local residents, businesses and key stakeholders about the construction complexity, disruption and noise and vibration impacts over a prolonged period of time. Some residents are also concerned with potential damage to property as a result of piling works in close proximity.

Safety issues in relation to a cut and cover tunnel have also been noted by key stakeholders with the emergency services noting potential delays to reach an accident in the tunnel. Concerns have also been raised with the potential of a minor accident on a roundabout at Dunkeld leading to stationary cars in the tunnel, which is a significant risk.



A9 in 1.5 kilometre Cut & Cover Tunnel

As a result of these challenges and impacts, and concerns raised by residents and key stakeholders, two additional mainline options will be included in the DMRB Stage 2 assessment along with the Community's Option.

A9 Dual Carriageway

Additional Options



A9 Underpass (150 metres long)

A9 Underpass (150 metres long)

Additional Option 1 incorporates a 150 metre long underpass at Dunkeld & Birnam Station, addressing key stakeholders concerns over tunnel safety. A 70mph speed limit is proposed throughout.

This option was the community's fourth preference and follows similar principles to the 1.5 kilometre cut and cover tunnel. An underpass similarly allows the re-connection of Station Road to Dunkeld & Birnam Station, improving the opportunity for the sustainable re-use of the Category A Listed station building. It does not however provide an opportunity to establish new planting or amenity space.

This option also requires piling works with approximately 860 piles of large 1.2 metre diameter being bored 15 metres in to the ground to construct the three supporting walls of the underpass.

A concrete batching plant and mud plant will be required on site. This will produce 58,000 tonnes of concrete to construct the underpass.

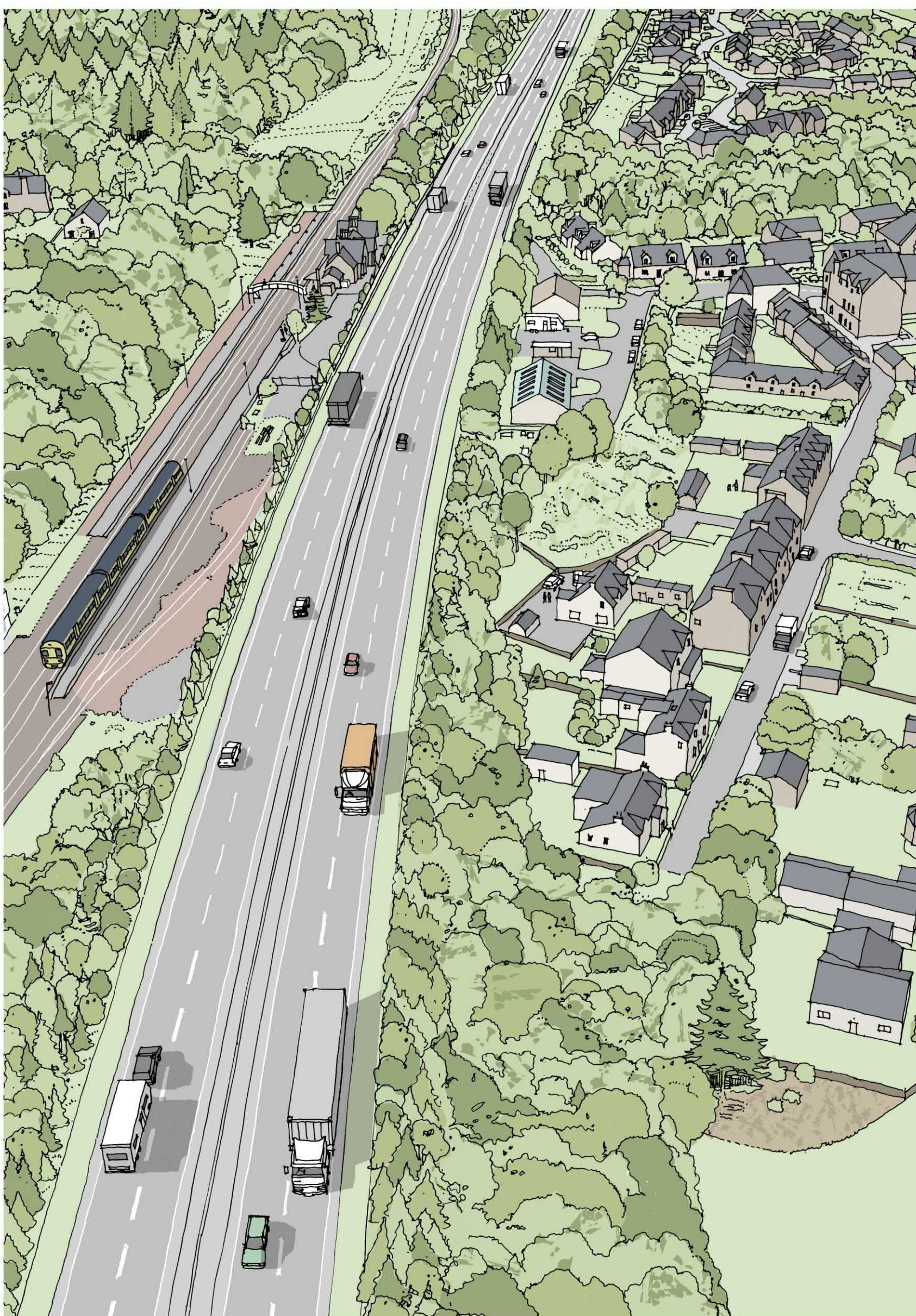
168,000 cubic metres of material is required to be excavated resulting in approximately 28,000 lorry movements.

While this option includes a lowered A9 providing reduced visual impact for some residents, it is not anticipated to significantly reduce noise levels.

This option partially addresses concerns from some local residents, businesses and key stakeholders about construction complexity and duration, with an expected construction duration of approximately 4 to 4 ½ years. This duration is based on 2 piling rigs and working 6 days per week. As per the 1.5 kilometre tunnel, this duration could increase depending on the number of rigs used on site and working days per week. Perth and Kinross Council (Environmental Health) will ultimately decide the working hours and days per week, however, we are keen to hear the community's views on this.

Construction of an underpass brings the challenge of maintaining access to the station during construction, however, options to maintain access, such as a temporary relocated station or pedestrian bridge, are still being investigated and whilst a temporary solution may be possible it is likely to have engineering and cost implications.

This option involves lowering Inchewan Burn by approximately 6 metres and will therefore have similar environmental impacts to the Community's Option.



At-grade A9

At-grade A9

Additional Option 2 is an at-grade A9 dual carriageway throughout the scheme, addressing key stakeholders concerns over tunnel safety.

This option addresses concerns from some local residents, businesses and key stakeholders about construction complexity, with no piling works required and a construction duration of approximately 2 ½ to 3 years. Construction is unlikely to result in closures to Dunkeld & Birnam Station.

Being at-grade results in minimal excavation works on the mainline. In addition, an on-site concrete batching and mud plant will not be required.

This option does not allow the direct re-connection of Station Road to Dunkeld & Birnam Station. However, it does allow for an improved connection from Station Road with the option of a car park at the top of Station Road and a new pedestrian underpass to the station, as described on the following board. This would allow for an improvement to the existing access to the rail station.

This option has less impact on Inchewan Burn, with no lowering works required, addressing concerns raised by SNH and SEPA.

Dunkeld & Birnam Station

Scoping of the Community's Option

Access via Station Road, Replacement Car Park on Top of A9 Dual Carriageway

The Community's Option which includes a 1.5 kilometre tunnel, provides an opportunity to re-connect Station Road to Dunkeld & Birnam Station and the Category A Listed station building with a replacement car parking facility included on top of the tunnel.

This option improves accessibility to the station and the Category A Listed station building, which was a key principle from the A9 Co-Creative Process.

However, given the scale and complexity of construction, which requires extensive piling and excavation works approximately 2.5 metres from the station building for a tunnel option, there is a need to consider safe temporary access options.

Maintaining access to the station during construction of the tunnel or underpass option is challenging, however, we are currently investigating options to maintain access to the station, such as a temporary relocated station or pedestrian bridge.

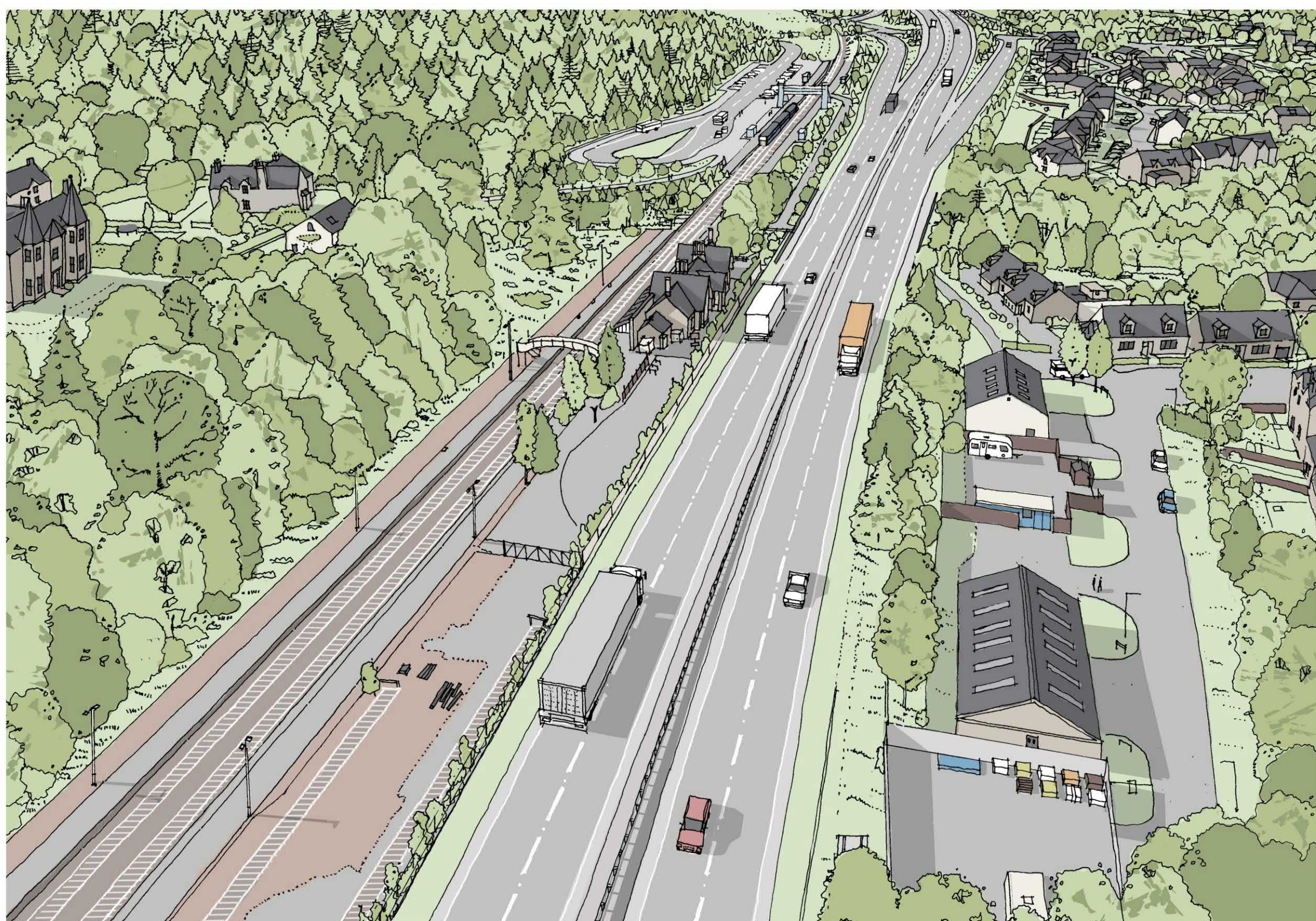
Local residents have informed us the station is well used and lengthy closures would impact the community. Additionally, key stakeholders have raised concerns over the long term impact of closing the station for a prolonged period of time.



Community's Option, Dunkeld & Birnam Station

As a result of 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



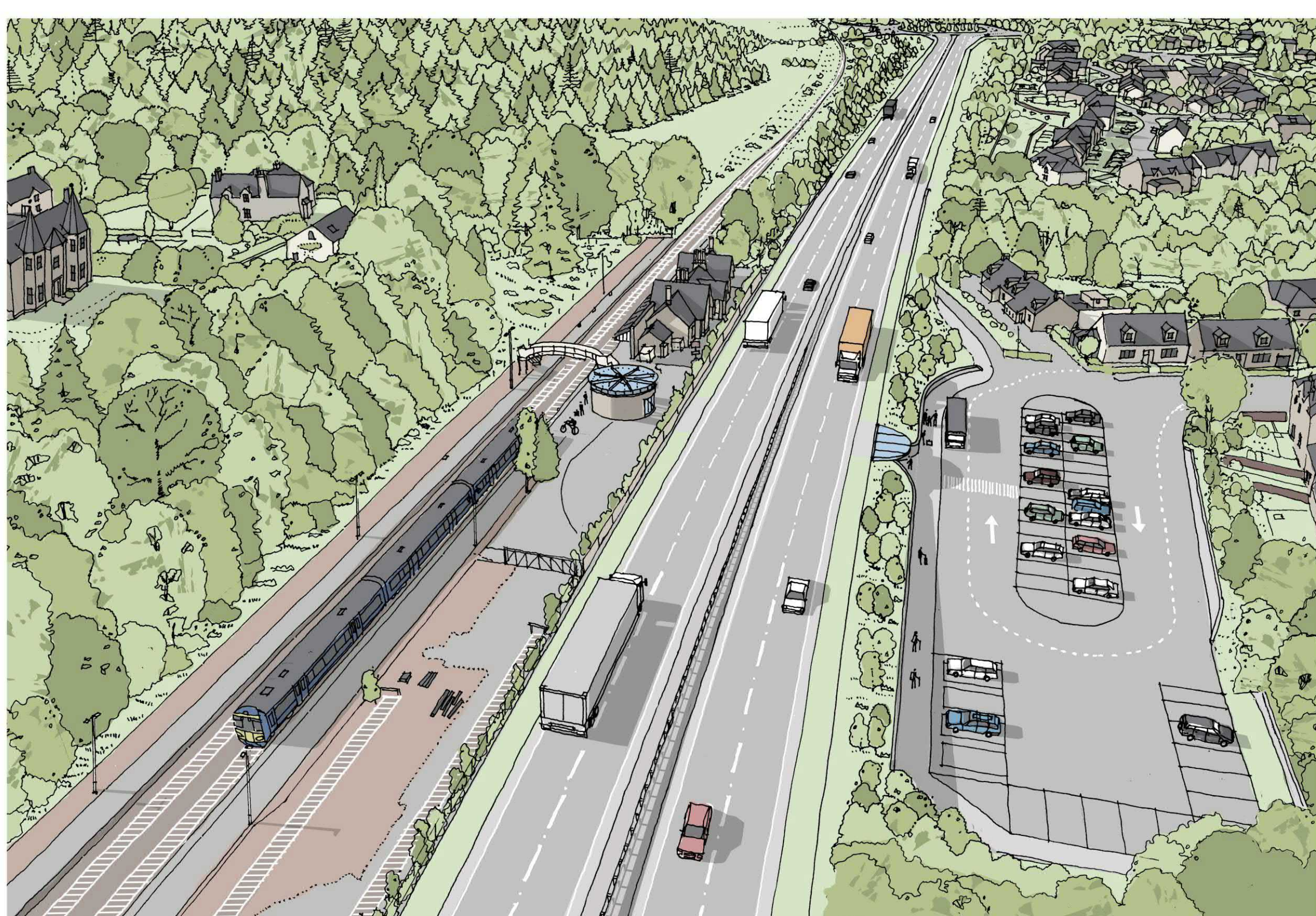
Relocated Dunkeld & Birnam Station

Relocated Dunkeld & Birnam Station

Additional Option 1 is a permanently relocated station to an area of land immediately north of Inchewan Burn.

This option does not include re-connection of Station Road to Dunkeld & Birnam Station, and therefore does not meet a key principle of the Community's Option, and may impact the future viability of the Category A Listed station building. This option would also require works to the Highland Main Line railway. This is unlikely to cause significant disruption to passenger services or prolonged station closures compared to the Community's Option, addressing concerns noted by key stakeholders. This option would be designed to comply with current relevant accessibility and disability legislation, addressing many of the accessibility issues with the current station.

This option would have an impact on visual amenity for residents of Telford Gardens and Stell Park and will impact Ladywell Landfill site, with potential to encounter contaminated soils and groundwater. Access to the station would be comparable to the Community's Option that includes an access road from the A822 for properties on Birnam Glen.



Birnam Industrial Estate

Birnam Industrial Estate

Additional Option 2 retains Dunkeld & Birnam Station in its current position and utilises Birnam Industrial Estate as a replacement car parking facility. A new pedestrian underpass links the car park with the station, with a lift included. This option would only be used with an at-grade A9 dual carriageway.

This option improves accessibility to the station, which is a key principle of the Community's Option, allowing for access in accordance with The Equality Act 2010 to Platform 1, improving on the existing situation. Furthermore, it provides greater opportunity for sustainable re-use of the station building, although not as effectively as the Community's Option. This option has an adverse impact on the setting of the Category A Listed station building, compared to the Community's Option as there is limited open space in front of the building.

Access to Dunkeld & Birnam Station would be maintained during construction with this option.

Dunkeld Junction

Scoping of the Community's Option

At-grade Roundabout

The Community's Option includes an at-grade roundabout at the existing Dunkeld Junction.

The junction has a number of advantages compared with a grade separated junction, including reduced construction complexity in the Dunkeld Junction area, construction risk and time benefits, reduced landscape and visual impacts, primarily due to reduced footprint, earthworks and structures, and reduced impact on residential and commercial properties to the north-east and the Highland Main Line railway to the south-west.

The option however, does not meet with the A9 Dualling Programme strategy for grade separated junctions.

While queuing on the approaches to the roundabout will generally be minimal, there is likely to be queuing of up to 5 minutes on the side roads at peak times during the summer.

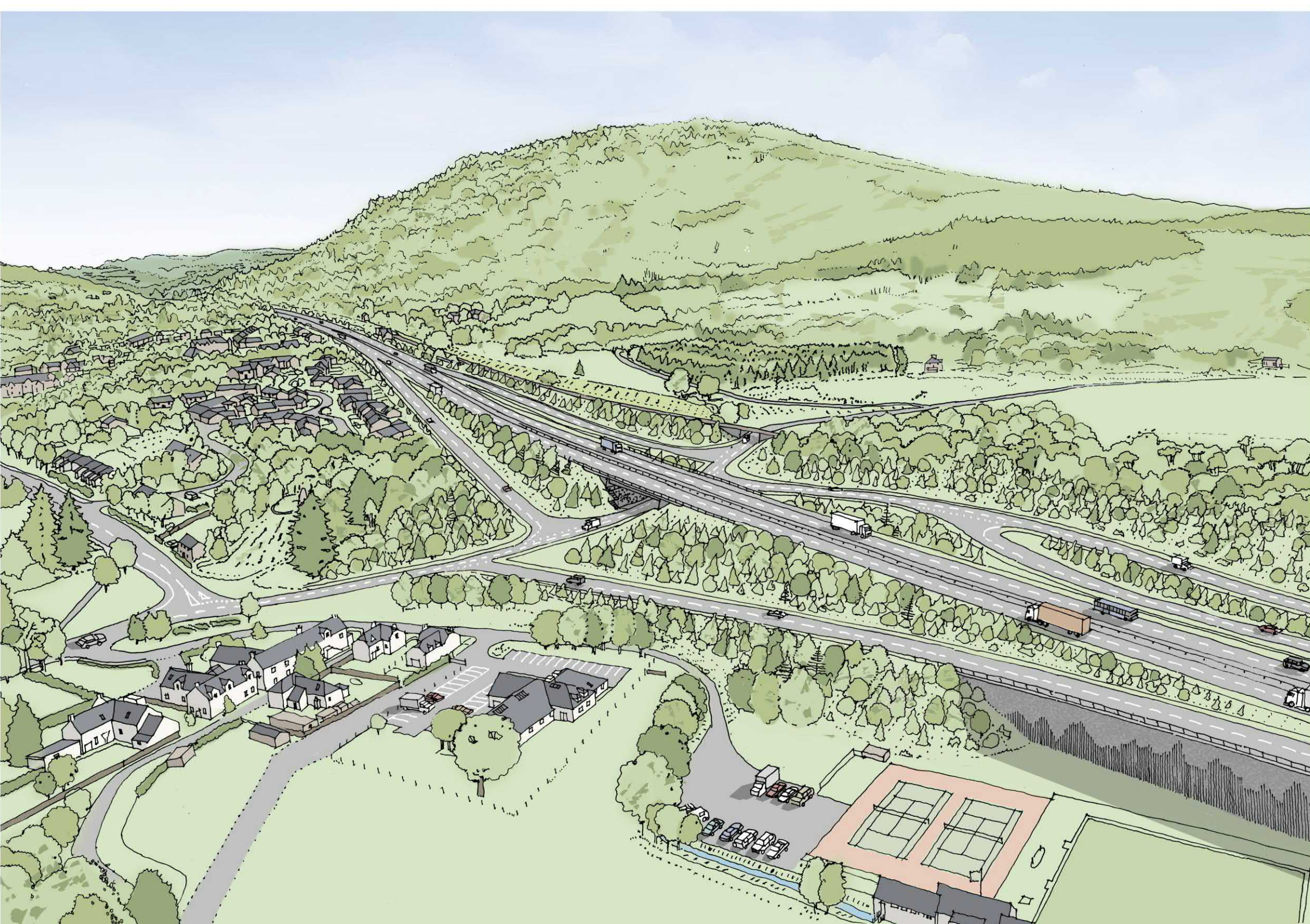
Concerns have been noted from some local residents, emergency services and other key strategic stakeholders over the safe operation of the roundabout, in combination with a tunnel, and the possibility of queuing back in to the tunnel during incidents. Key stakeholders have stated that minor accidents are more common at roundabouts than a grade separated junction. In addition, at-grade roundabouts do not provide segregated Non-Motorised User (NMU) crossing facilities, which has been noted as a concern by some cycle groups.



At-grade Roundabout

As a result of these impacts and the concerns raised by residents and key stakeholders, an additional option will be included in the DMRB Stage 2 assessment along with the Community's Option.

Additional Option



Grade Separated Junction, All Movements

Grade Separated Junction, All Movements

This additional option is a full movement grade separated junction at the existing Dunkeld Junction, with northbound and southbound entry/exit slip roads and an underbridge connecting the A923 and A822. A connection to Inver is also included.

This option facilitates all vehicle movements and does not result in queues, thereby complementing the community's objective to provide better, safer access on and off the A9, and meeting Transport Scotland's objectives to improve operational performance of the A9 and improve safety.

This option is in accordance with the A9 Dualling Programme strategy for grade separated junctions and therefore provides consistency throughout the route. It addresses the concerns noted by some key stakeholders over the effective operation of a roundabout and provides an NMU crossing facility.

However, this option has a greater landscape and visual impact compared with a roundabout.

Additionally, it requires more land take than the Community's Option and requires the loss of additional areas of existing woodland.

It also results in a new large retaining wall approximately 10 metres high immediately adjacent to the recreation club.

Facts & Figures - Construction

Key features of the Community's Option for the A9 dual carriageway and the additional options are noted below for comparison.

	Community's Option 1.5 kilometre Cut and Cover Tunnel	Additional Option 1 A9 Underpass (150 metres long)	Additional Option 2 At-grade A9
Estimated Scheme Cost	£1 billion to £1.6 billion	£500 million to £800 million	£300 million to £500 million
Construction Duration (based on 6-day working)	4 ½ to 5 years	4 to 4 ½ years	2 ½ to 3 years
Number of Bored Piles	3,700	860	0
Total Volume of Additional Concrete Required (m³/tonnes)	180,000m ³ / 430,000 tonnes	24,000m ³ / 58,000 tonnes	0m ³ / 0 tonnes
Number of Anticipated Vehicle Movements to Transfer Concrete	45,000	6,000	0
Total Excavation (m³/tonnes)	535,000m ³ / 1,020,000 tonnes	168,000m ³ / 320,000 tonnes	27,000m ³ / 51,000 tonnes
Number of Anticipated Vehicle Movements to Transfer Excavated Material	90,000	28,000	4,500

Construction duration is based on working 6 days per week. This duration would increase if a 5 day working week was imposed. For the Community's Option, it is anticipated that construction would be 5 ½ to 6 years for a 5 day working week. Ultimately, Perth & Kinross Council (Environmental Health) will decide the working hours and days per week.

What Happens Next?

The A9 Co-Creative Process was a unique and innovative approach to progress the design for the Pass of Birnam to Tay Crossing section of A9 dualling. The feedback from the A9 Co-Creative Process and your feedback from this event will be considered in the DMRB route option assessment process, which is how all trunk roads in the United Kingdom are developed and assessed.

As a result, the Community's Option, and the additional options, will be subject to a DMRB Stage 2 route option assessment.

The purpose of the DMRB Stage 2 route option assessment is to assess options, taking account of constraints, potential environmental (including community and individual human impacts), engineering and traffic and economic effects, and considering feedback from the public and other stakeholders.

Key elements of the design that will be assessed further at DMRB Stage 2 include:

- Constructability;
- Noise & Vibration;
- Landscape & Visual;
- Road Drainage & Water Environment;
- Ecology & Nature Conservation; and
- Geology & Soils.

We will also be carrying out a local business impact study to assess how each of the options may impact local businesses and the community. This study will feed in to the DMRB Stage 2 assessment.

At DMRB Stage 2, it is usual for multiple options to be considered and assessed. The conclusion of the DMRB Stage 2 route option assessment is the identification of a Preferred Route Option, which will be presented to Scottish Ministers for consideration. Should the assessment identify a Preferred Route Option that is different to the Community's Option, both options will be presented to Scottish Ministers for consideration.

It is anticipated that a Preferred Route Option for the Pass of Birnam to Tay Crossing section of A9 dualling will be announced later this year.

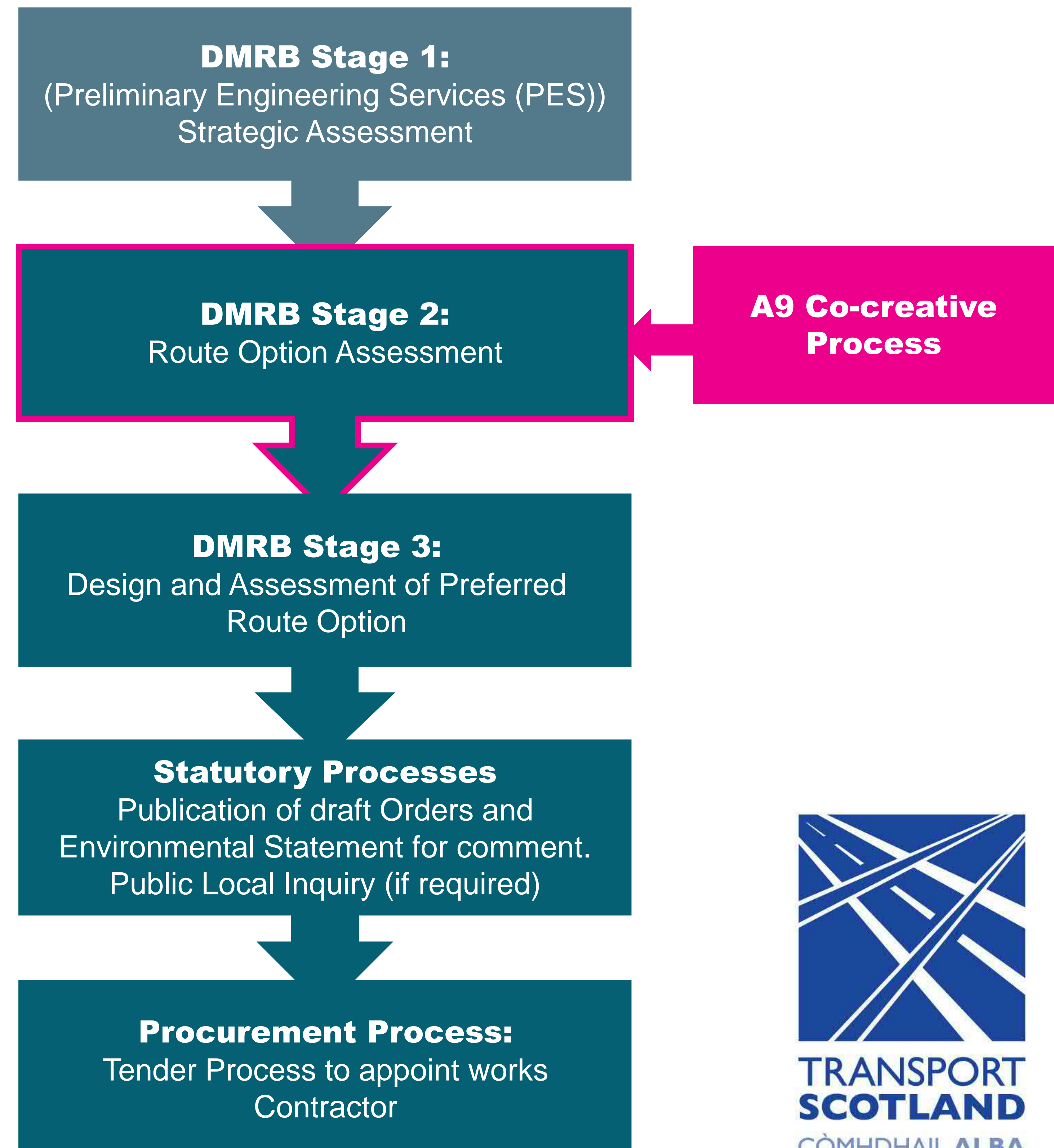
Stage 3 Assessment and Draft Order Stage

Following the conclusion of the DMRB Stage 2 route option assessment and the announcement of a Preferred Route Option, the Preferred Route Option will be further refined, developed and assessed as part of the DMRB Stage 3 assessment, taking account of your feedback where appropriate.

An Environmental Impact Assessment (EIA) will be carried out and additional mitigation measures will be considered to establish the land requirements. This will lead to the development of the Environmental Statement (ES) and the publication of draft Road and Compulsory Purchase Orders (which identify the land required for the scheme).

After publication, there will be a formal six-week objection period associated with the draft Orders and a six-week representation period for the ES. Publication of the draft Orders will coincide with a further public consultation event.

Should Transport Scotland receive objections to the draft Orders, which cannot be resolved, there may be the need for a Public Local Inquiry (PLI) before the project can proceed. As a result, progress beyond publication of draft Orders will depend on the formal comments received to the proposals.



Contact Information

We welcome your comments and feedback on the route options using the feedback form available at the consultation event or on the project website.

Please leave feedback forms in the feedback box provided at the event or send via e-mail or by post to the address below by **8th May 2019**. This will help the ongoing development of the Pass of Birnam to Tay Crossing project.

Email to: A9dualling@jacobs.com

Post to: A9 Dualling Stakeholder Team
Jacobs
95 Bothwell Street
Glasgow
G2 7HX

Further Information

Further information on the A9 Dualling Programme, Pass of Birnam to Tay Crossing project, along with these exhibition panels, summary leaflet, feedback form, drawings and visualisations from this event, can be found on the Transport Scotland A9 dualling website at:

transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-pass-of-birnam-to-tay-crossing/

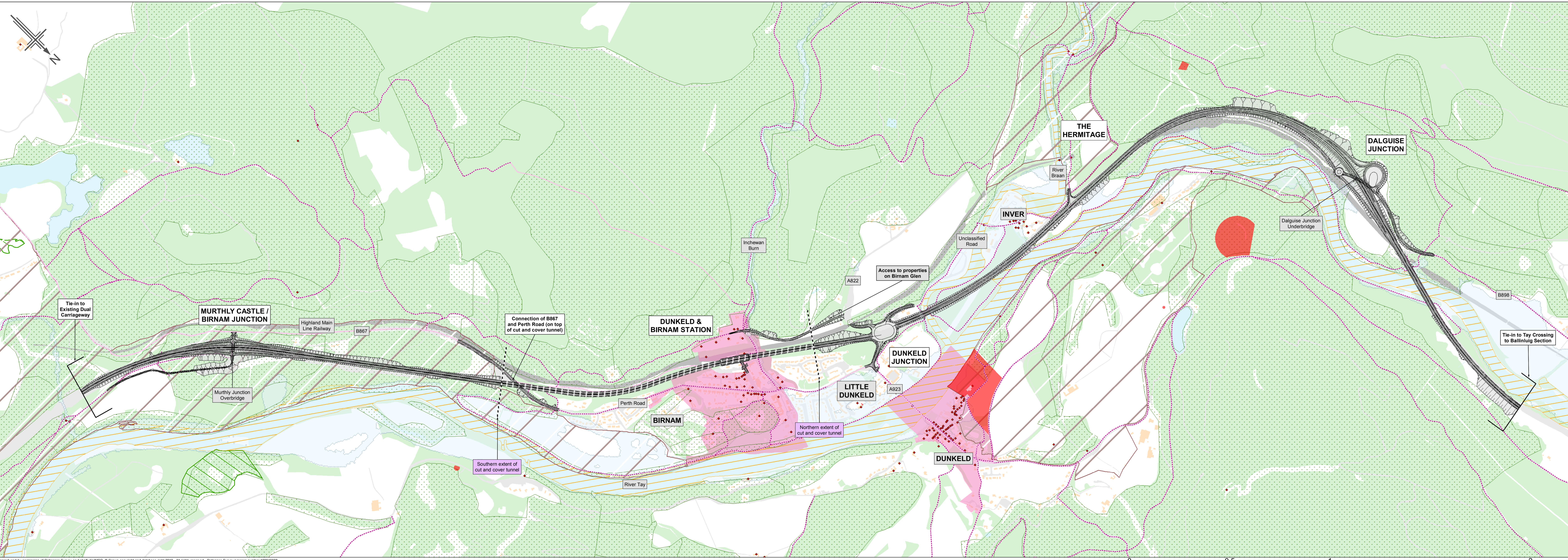
Contact details for Transport Scotland's A9 Dualling Team:

Telephone: 0141 272 7100

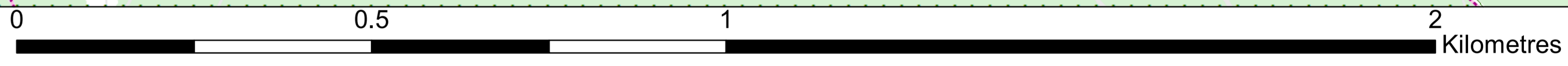
Email: a9dualling@transport.gov.scot

Appendix G. Community's Preferred Route Option Strip Plan

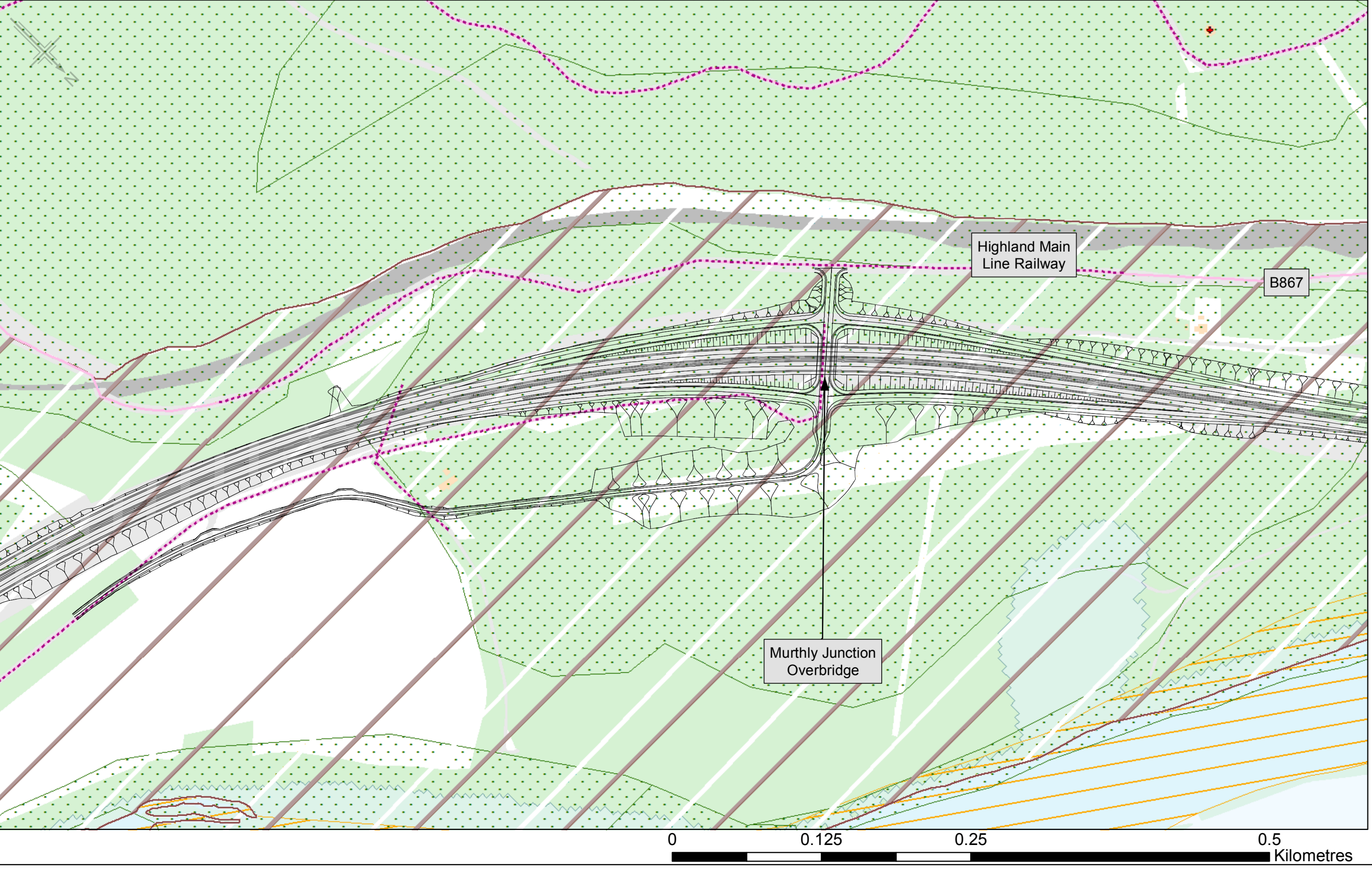
PASS OF BIRNAM TO TAY CROSSING - COMMUNITY'S OPTION



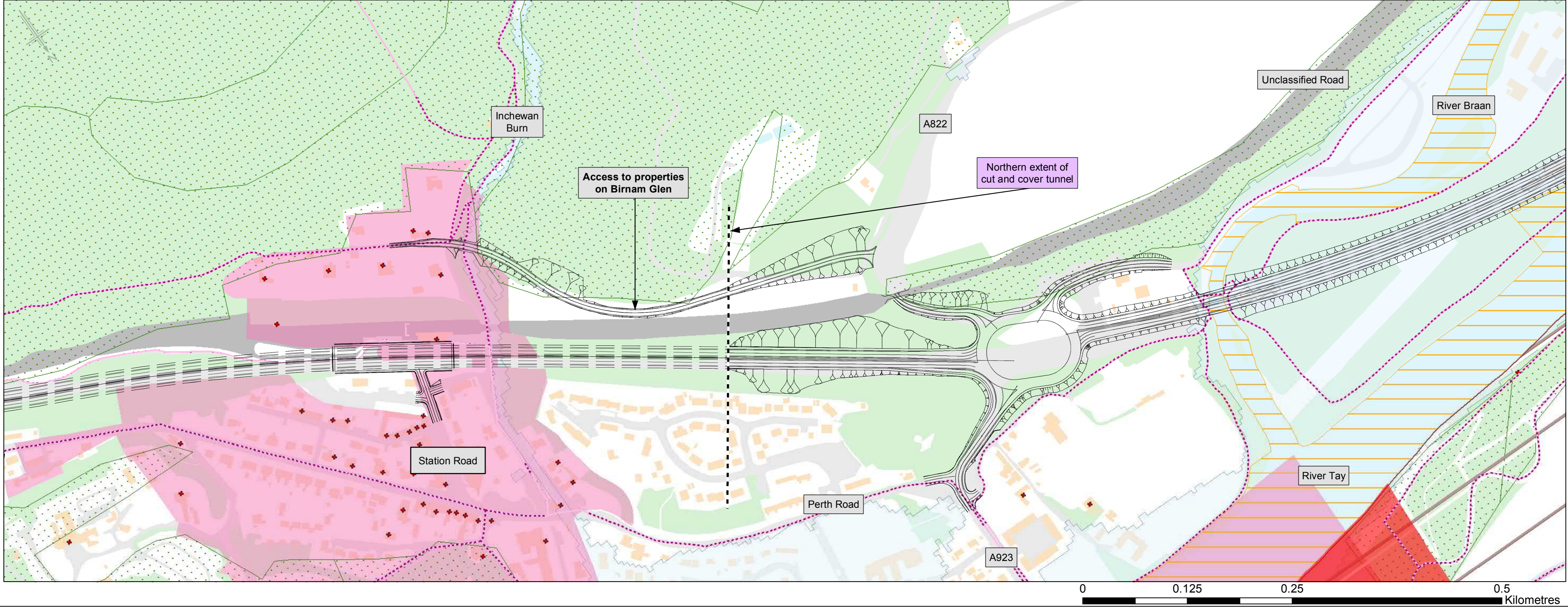
- Legend - Constraints**
- Existing Structure
 - Existing Junction/Access
 - Building
 - Roads and Tracks
 - Railway
 - Tunnel Extent
 - Non-Motorised User Route (Pedestrian, Cyclist and Equestrian Routes)
 - + Listed Building
 - Scheduled Monument
 - Conservation Area
 - Gardens and Designed Landscapes
 - 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



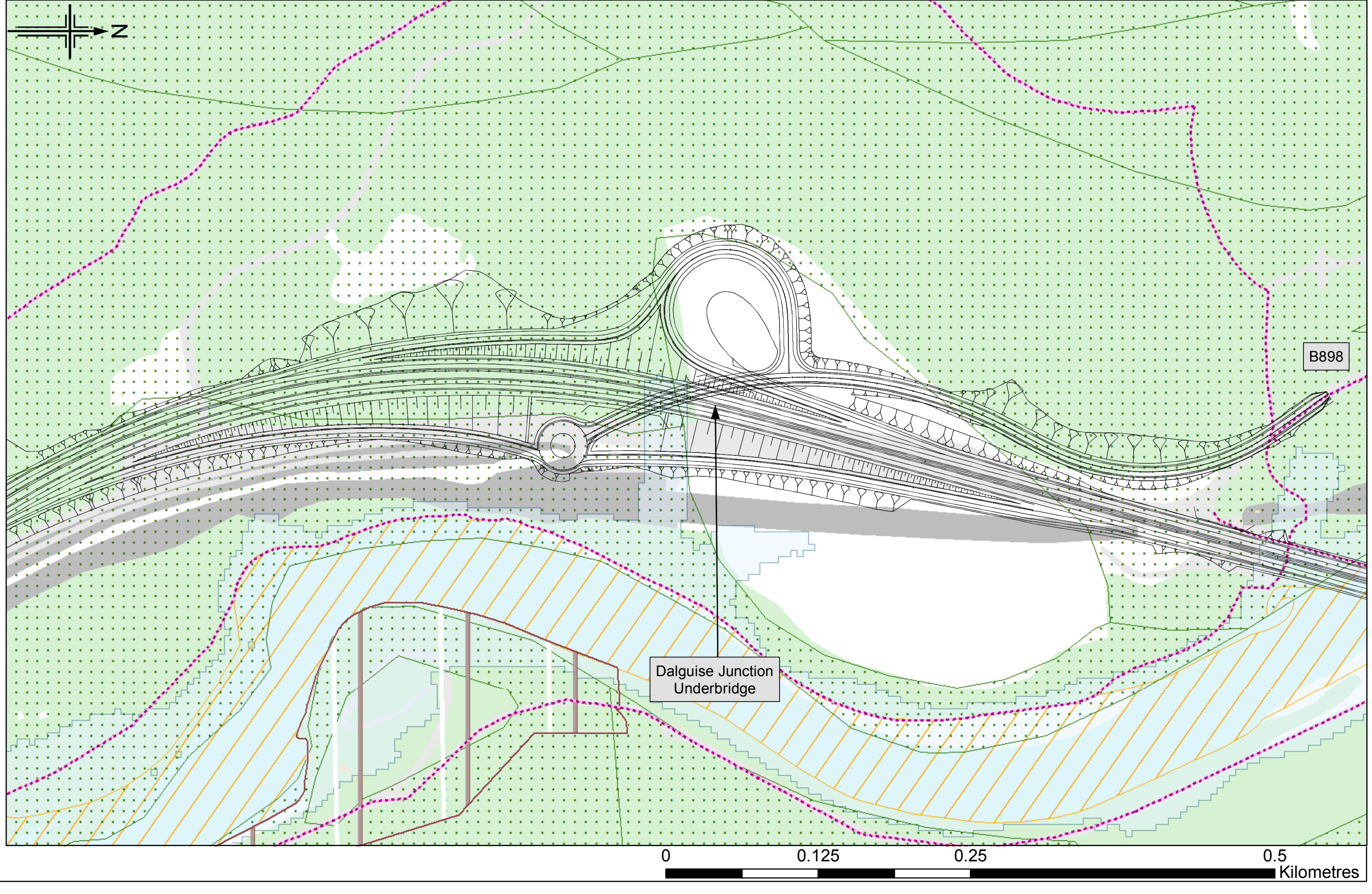
MURTHLY CASTLE / BIRNAM JUNCTION



DUNKELD & BIRNAM STATION / DUNKELD JUNCTION



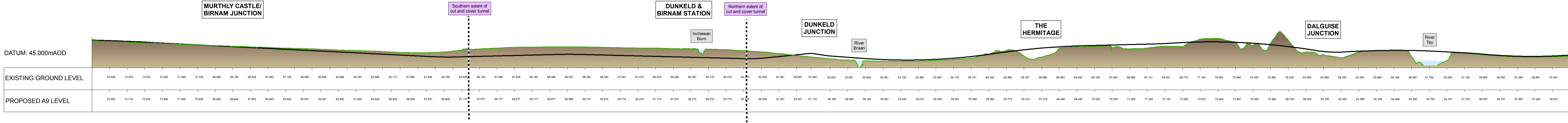
DALGUISE JUNCTION



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Appendix H. Community's Preferred Route Option Long Section

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

Appendix I. Artists Impressions



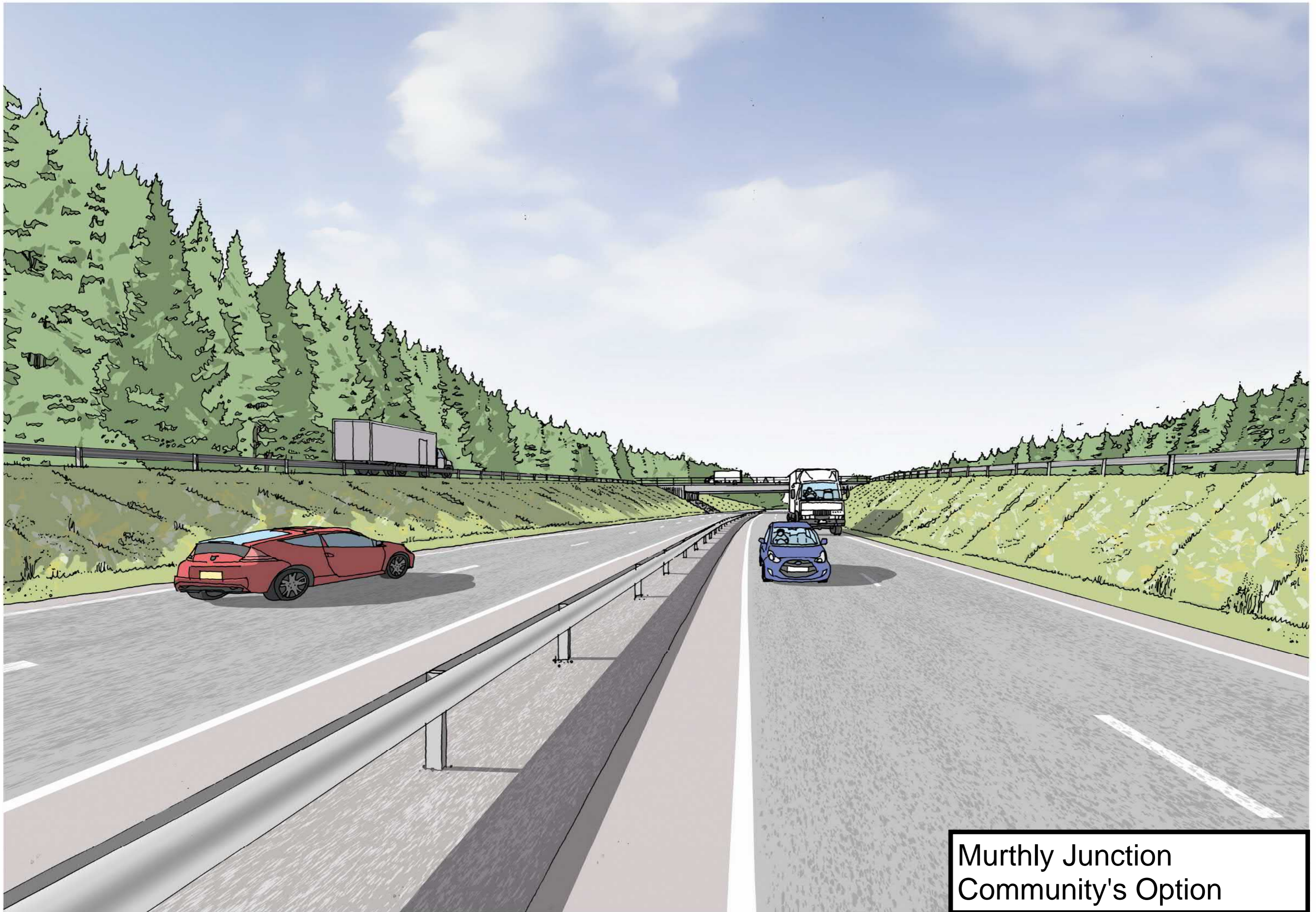
A9 Dualling

Pass of Birnam to Tay Crossing

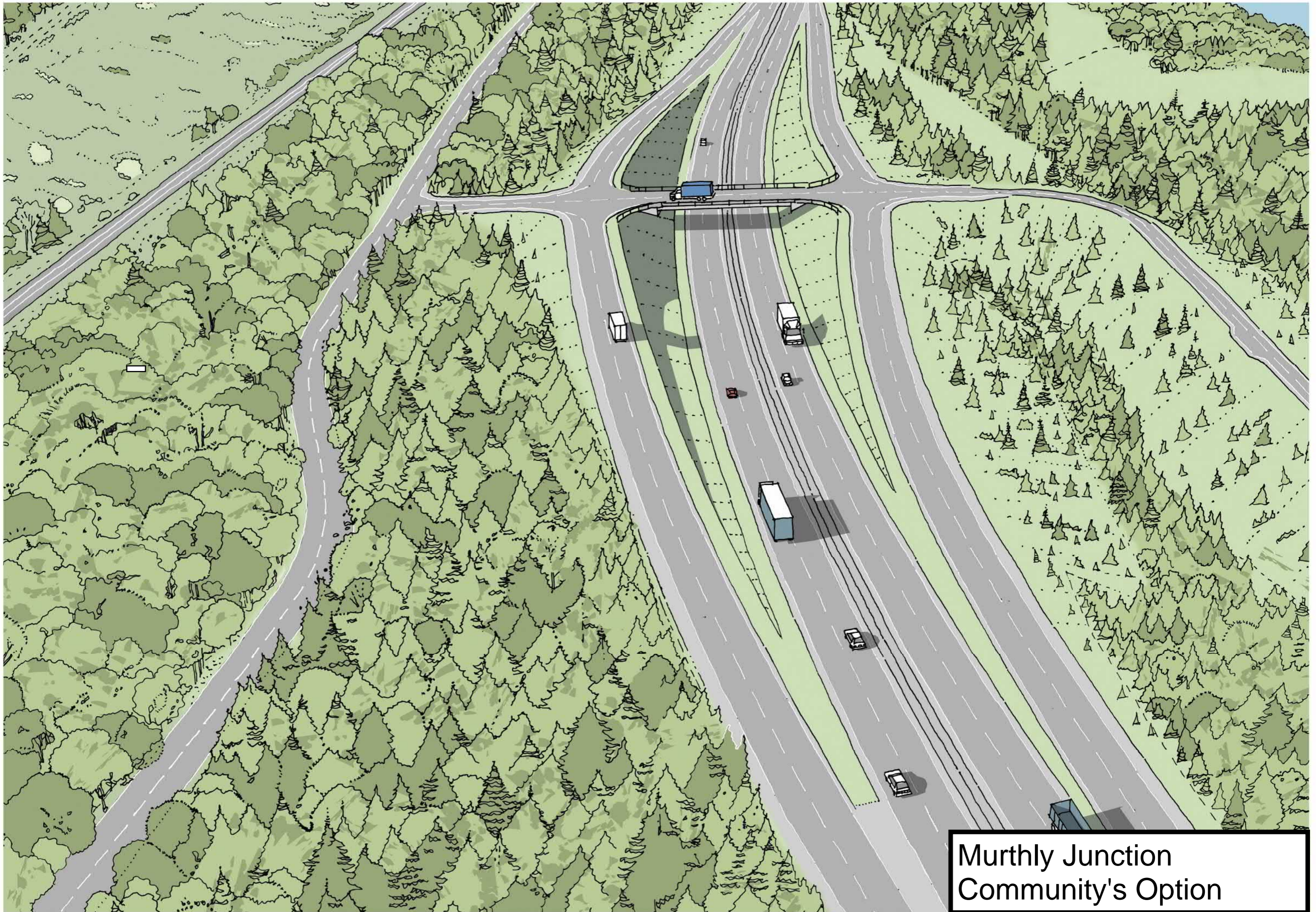
Artist Impressions



Community's Option



Murthly Junction
Community's Option



Murthly Junction
Community's Option



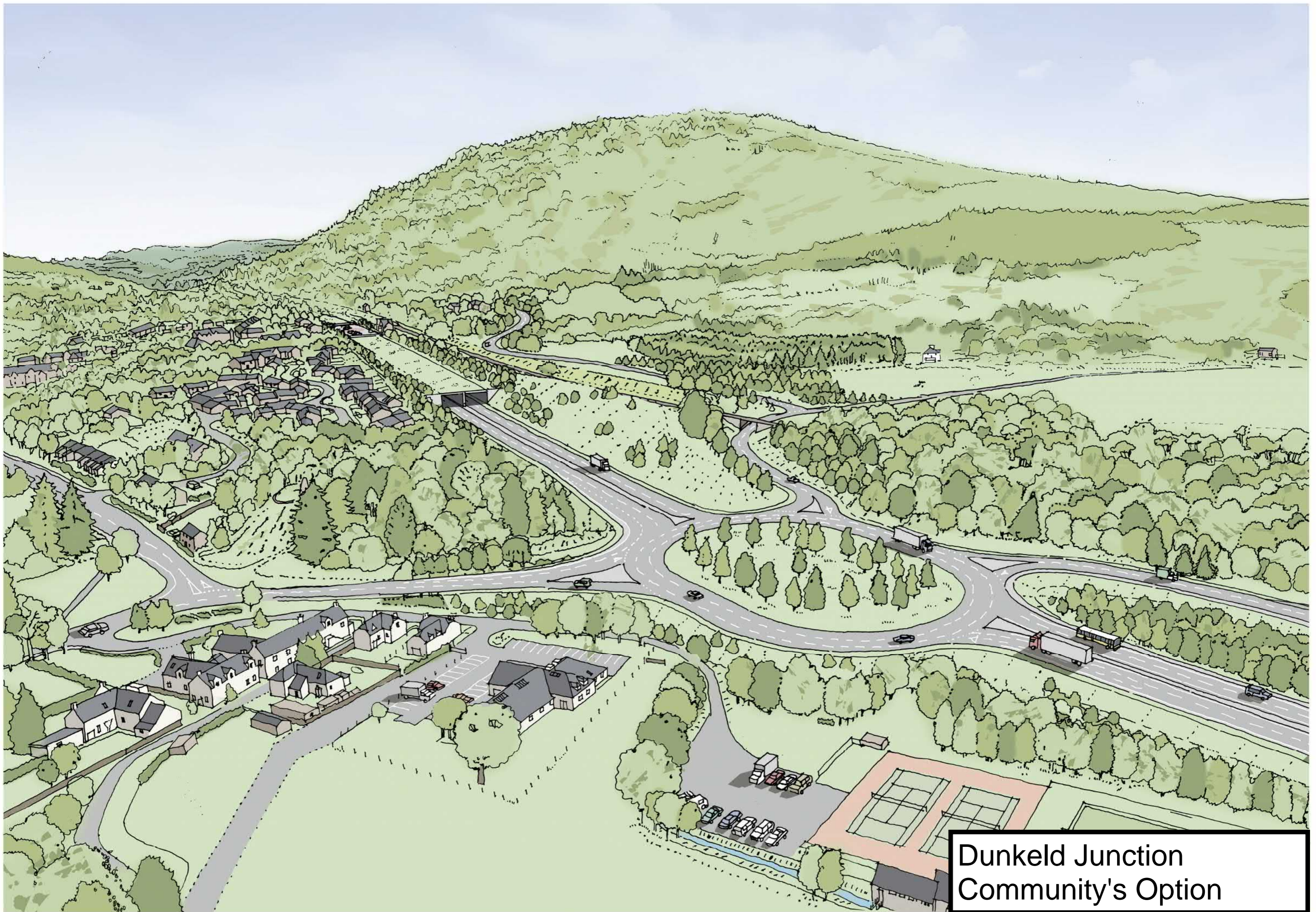
Southern Tunnel Portal
Community's Option



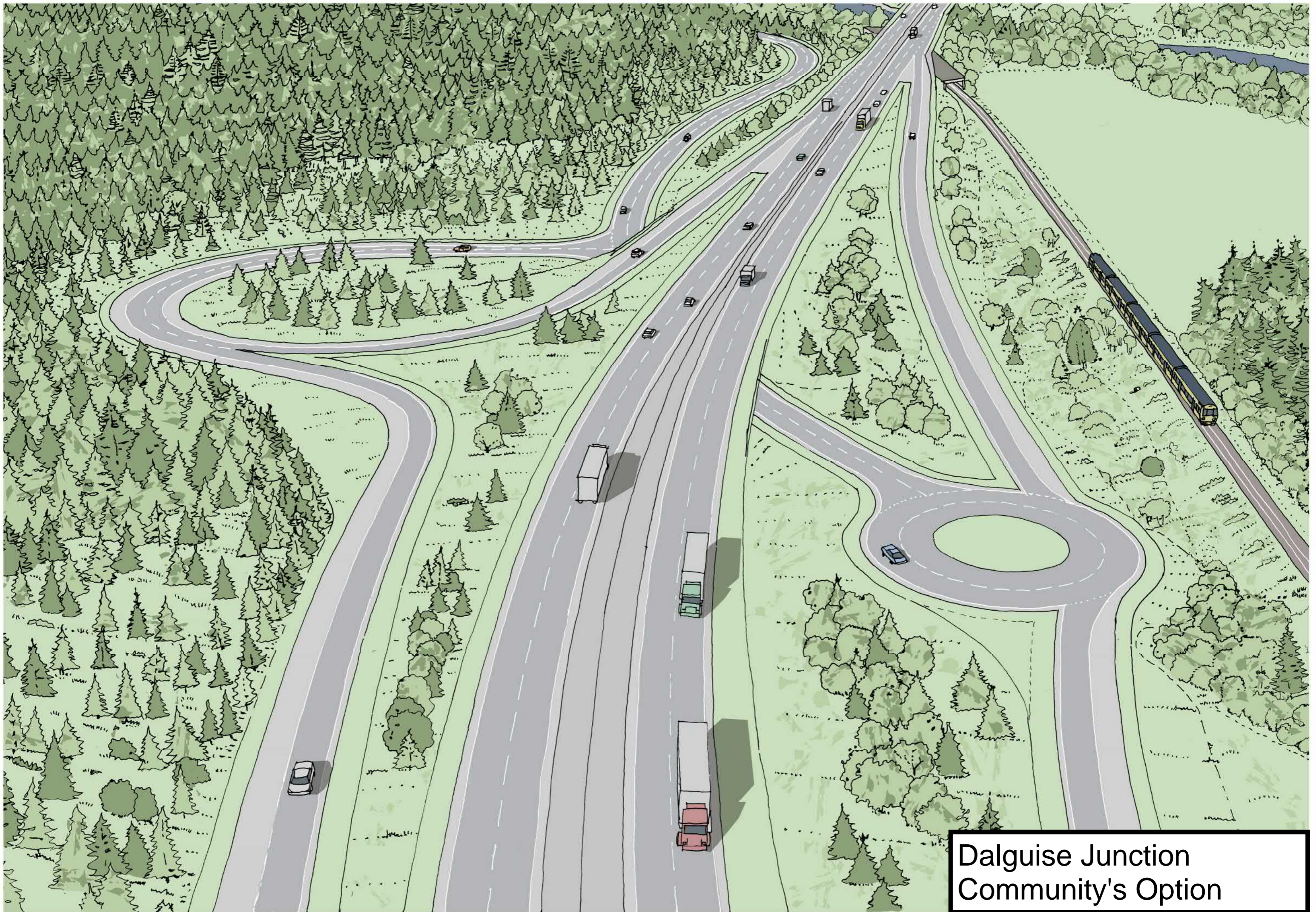
Dunkeld & Birnam Station
Community's Option



Station Road
Community's Option



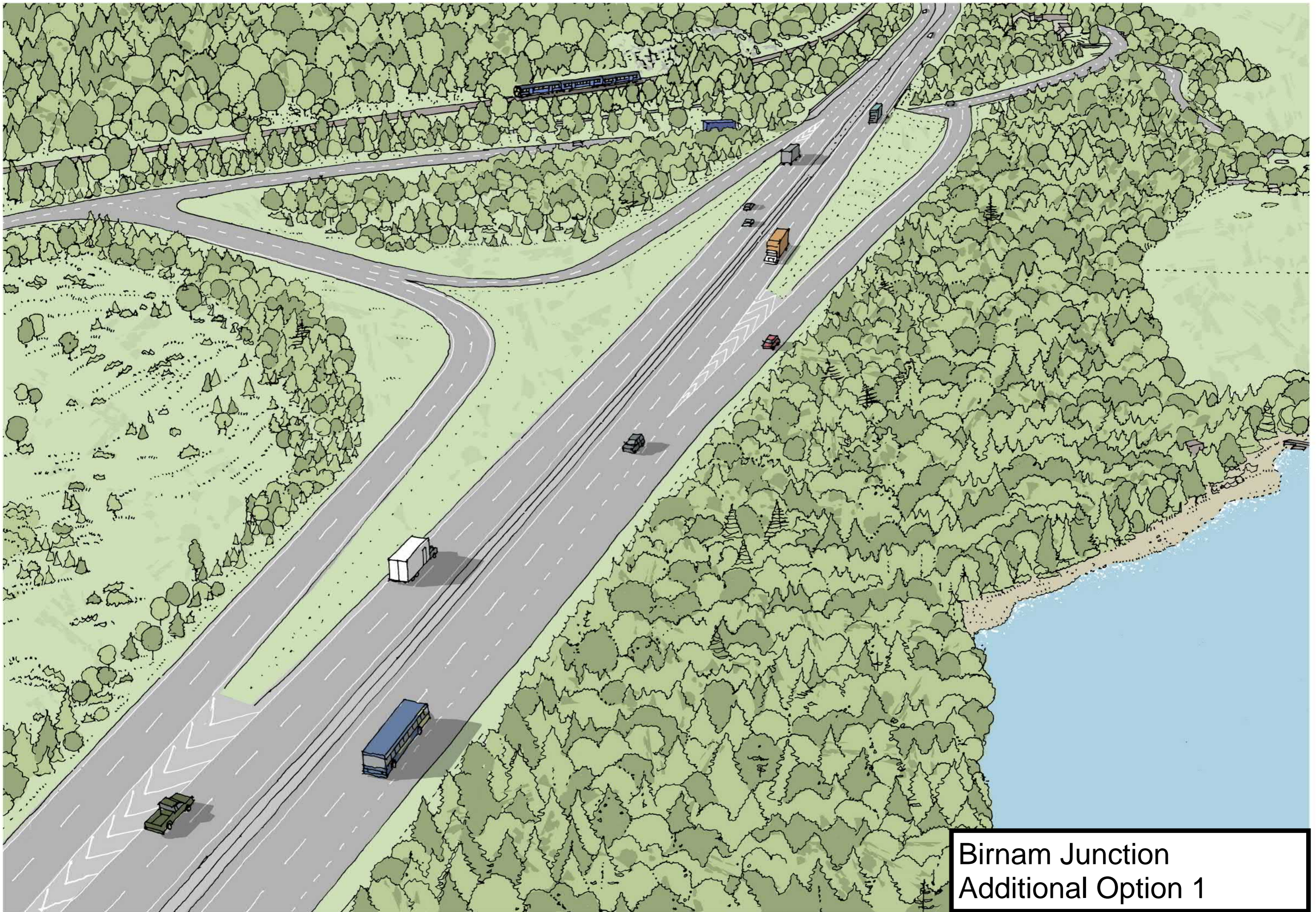
Dunkeld Junction
Community's Option



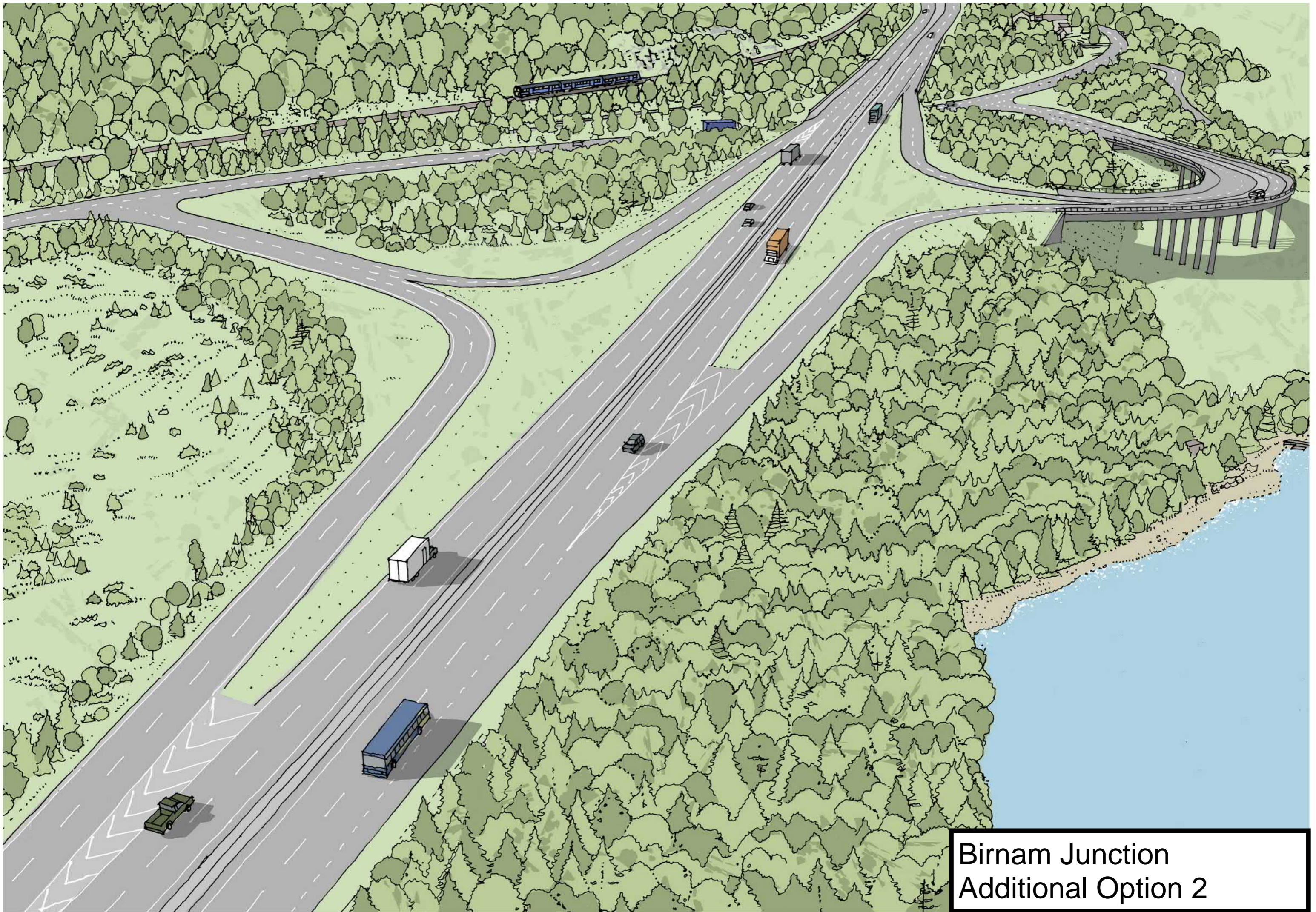
Dalguise Junction
Community's Option



Additional Options



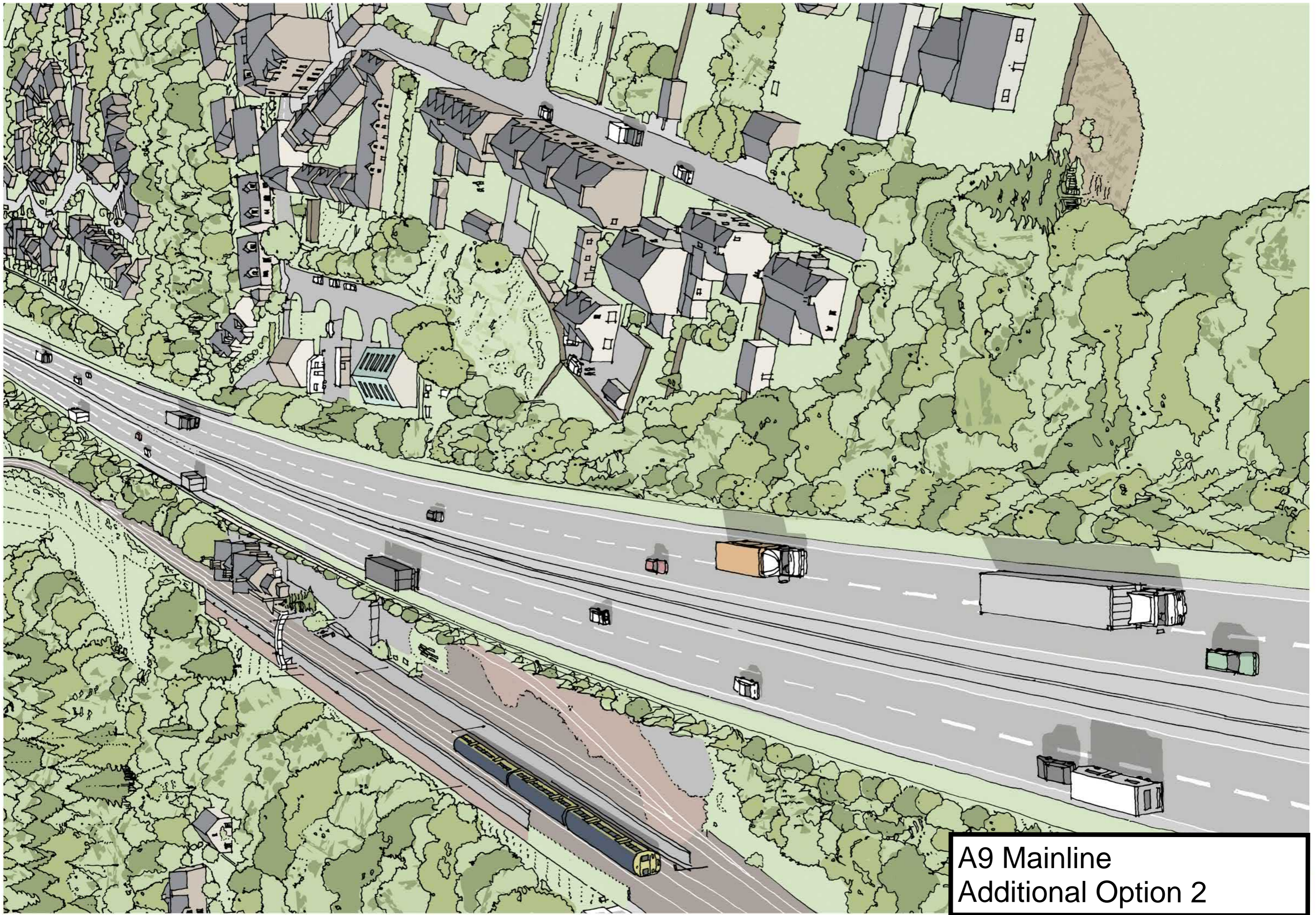
Birnam Junction
Additional Option 1



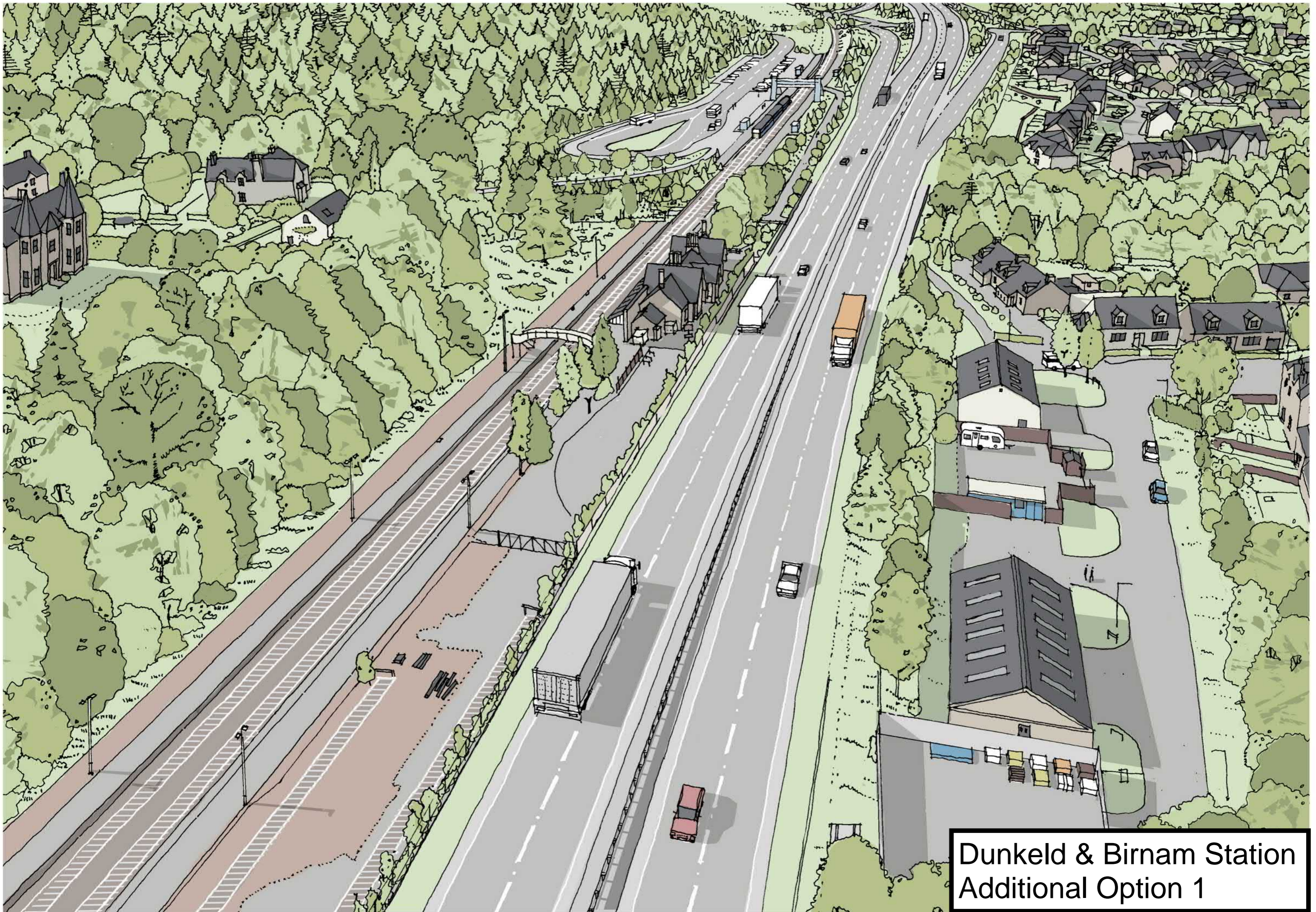
Birnam Junction
Additional Option 2



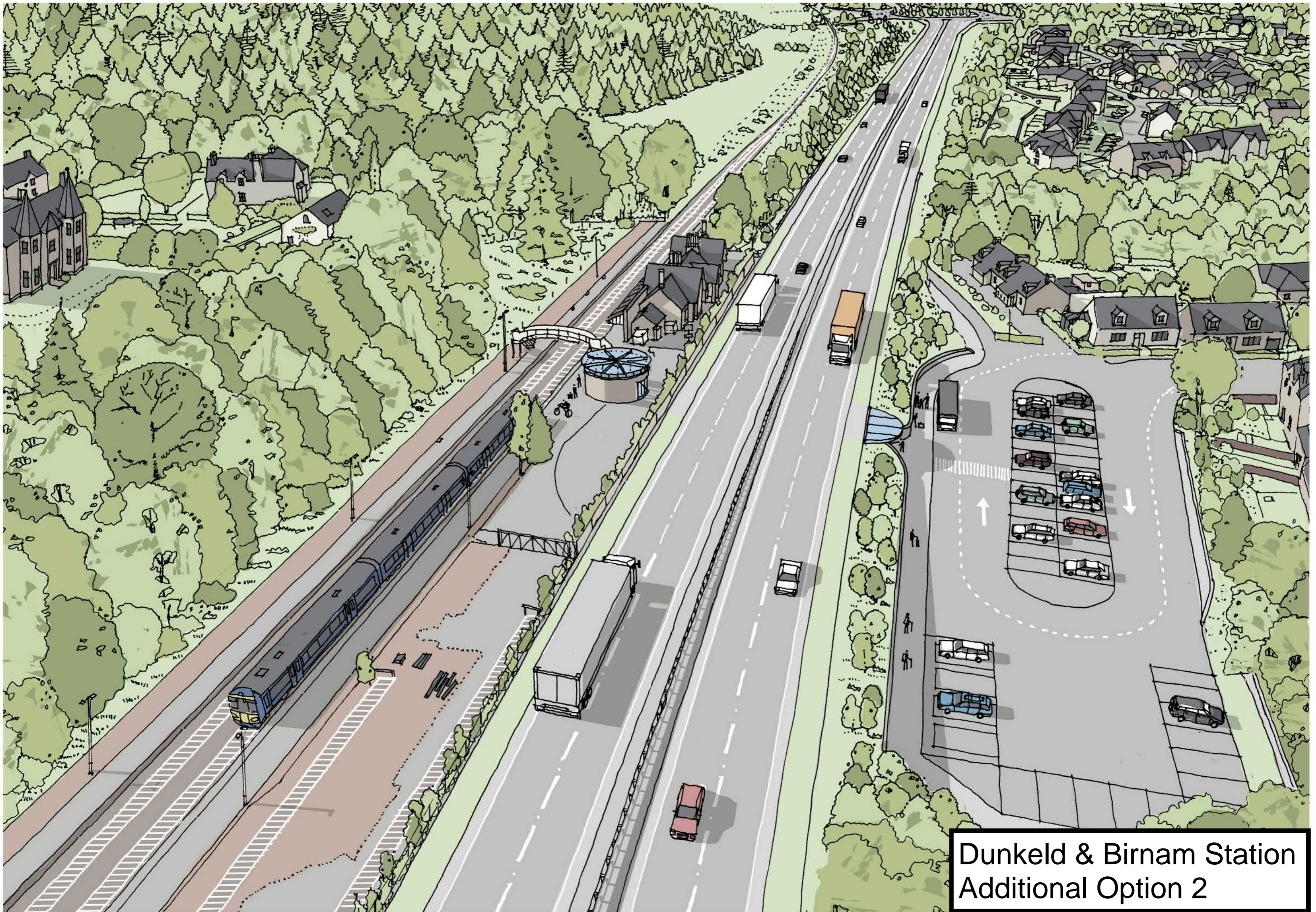
A9 Mainline
Additional Option 1



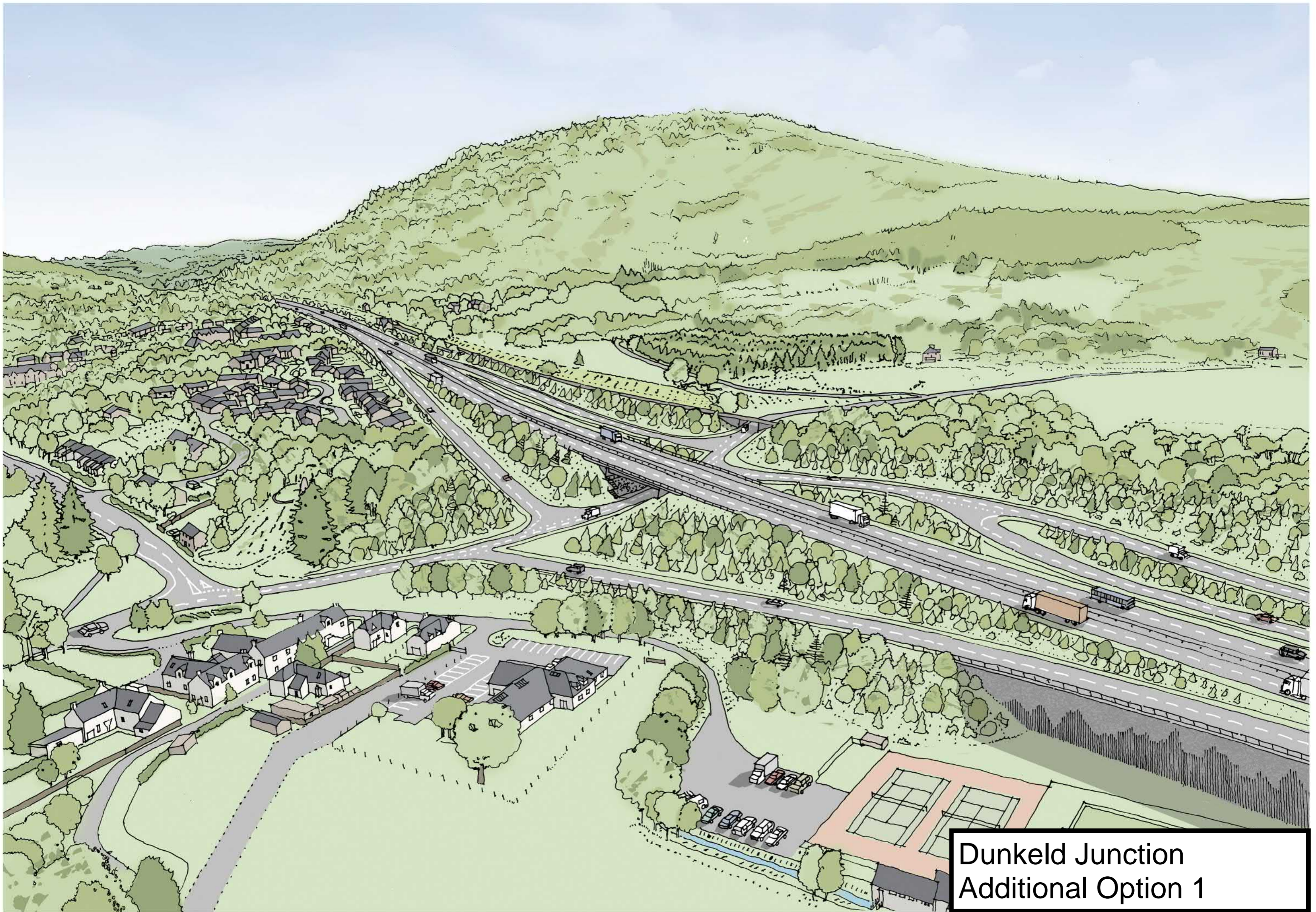
A9 Mainline
Additional Option 2



Dunkeld & Birnam Station
Additional Option 1



Dunkeld & Birnam Station
Additional Option 2



Dunkeld Junction
Additional Option 1

Appendix J. Construction Sequence, Cross-sections



TRANSPORT
SCOTLAND

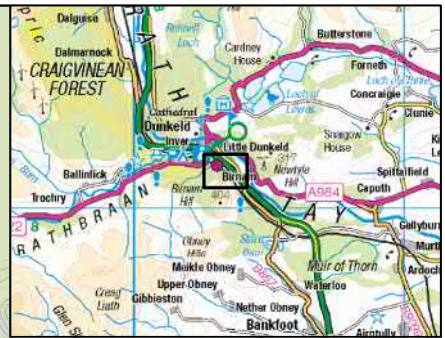
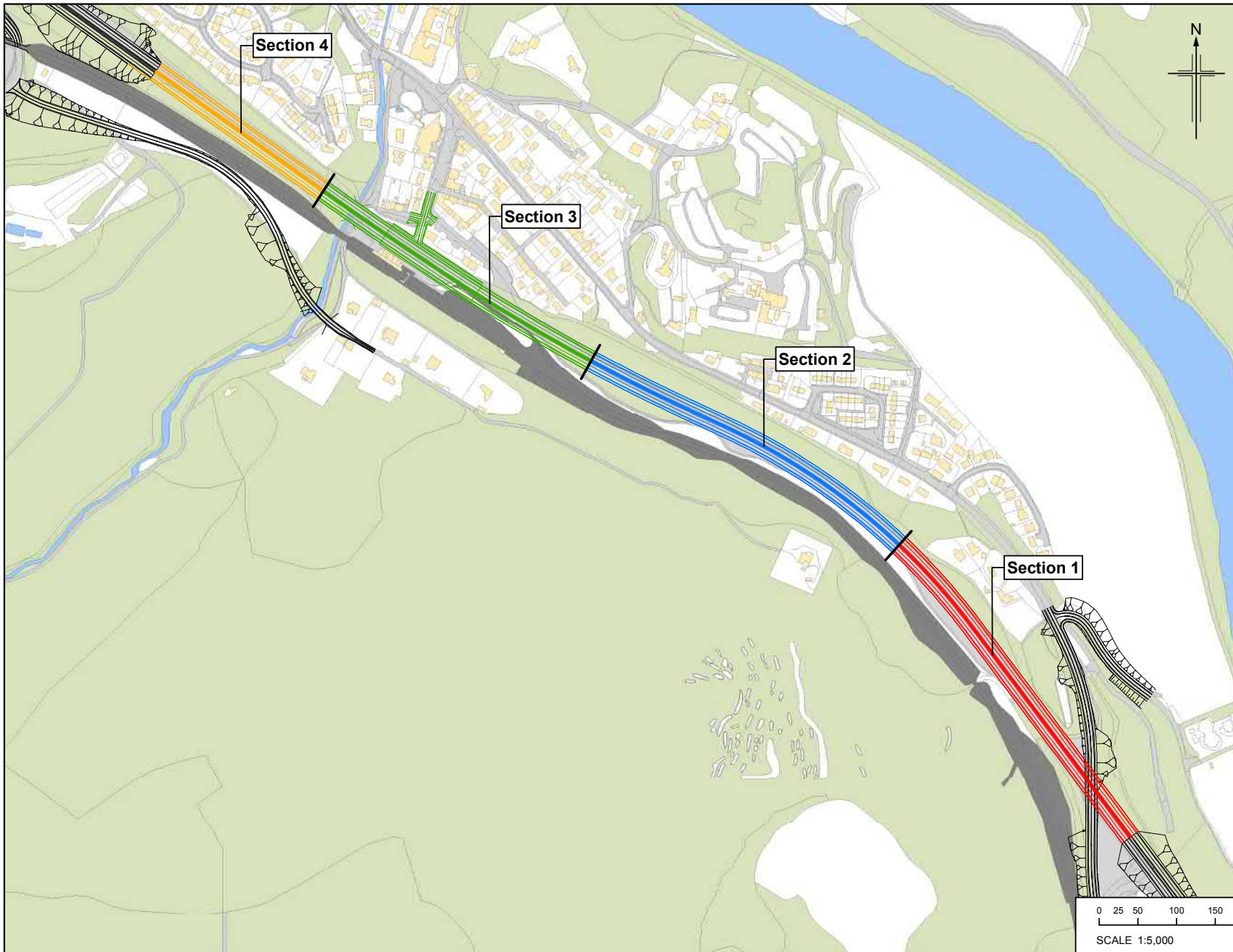
CÒMHDAHAIL ALBA



A9 Dualling

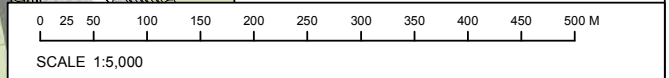
Pass of Birnam to Tay Crossing

Construction Cross-Sections



Legend

— Community's Option

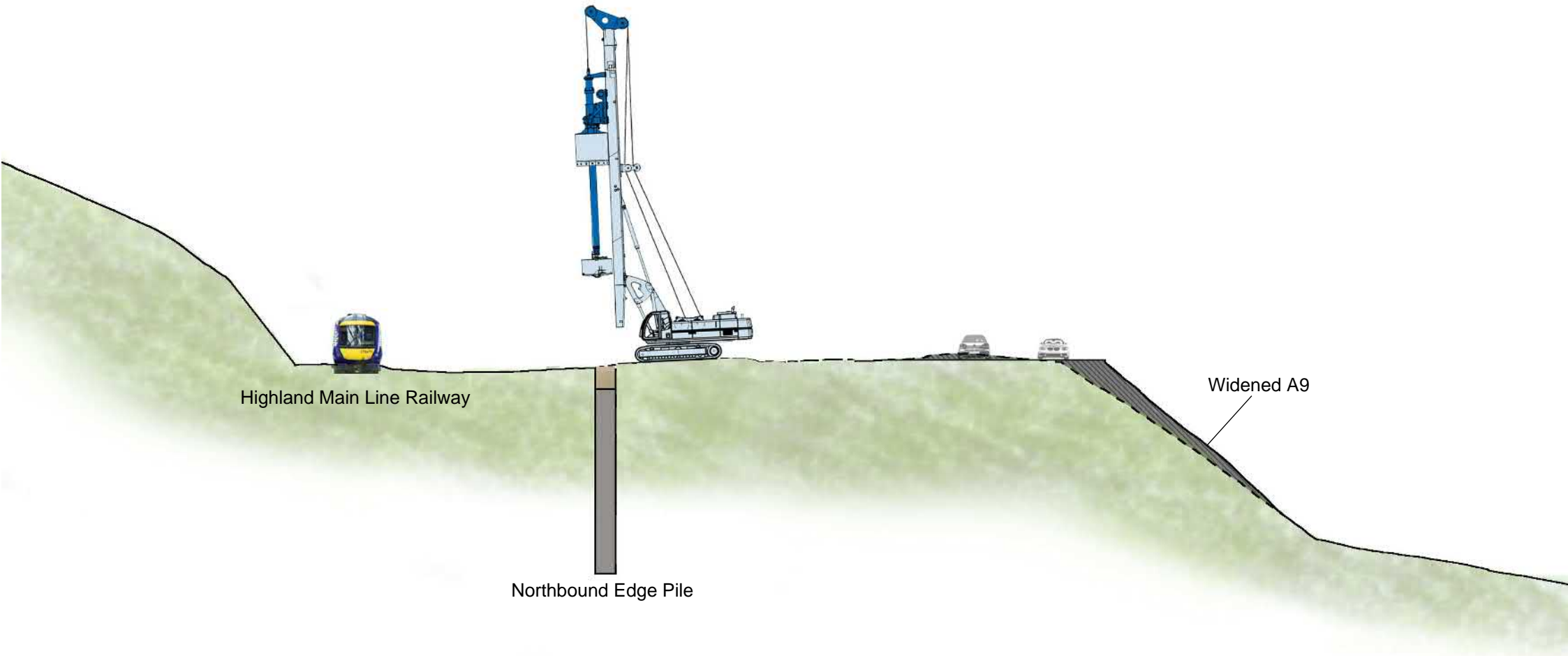


**A9 DUALLING PROGRAMME: PASS OF BIRNAM TO TAY CROSSING
OUTLINE CONSTRUCTABILITY REPORT**

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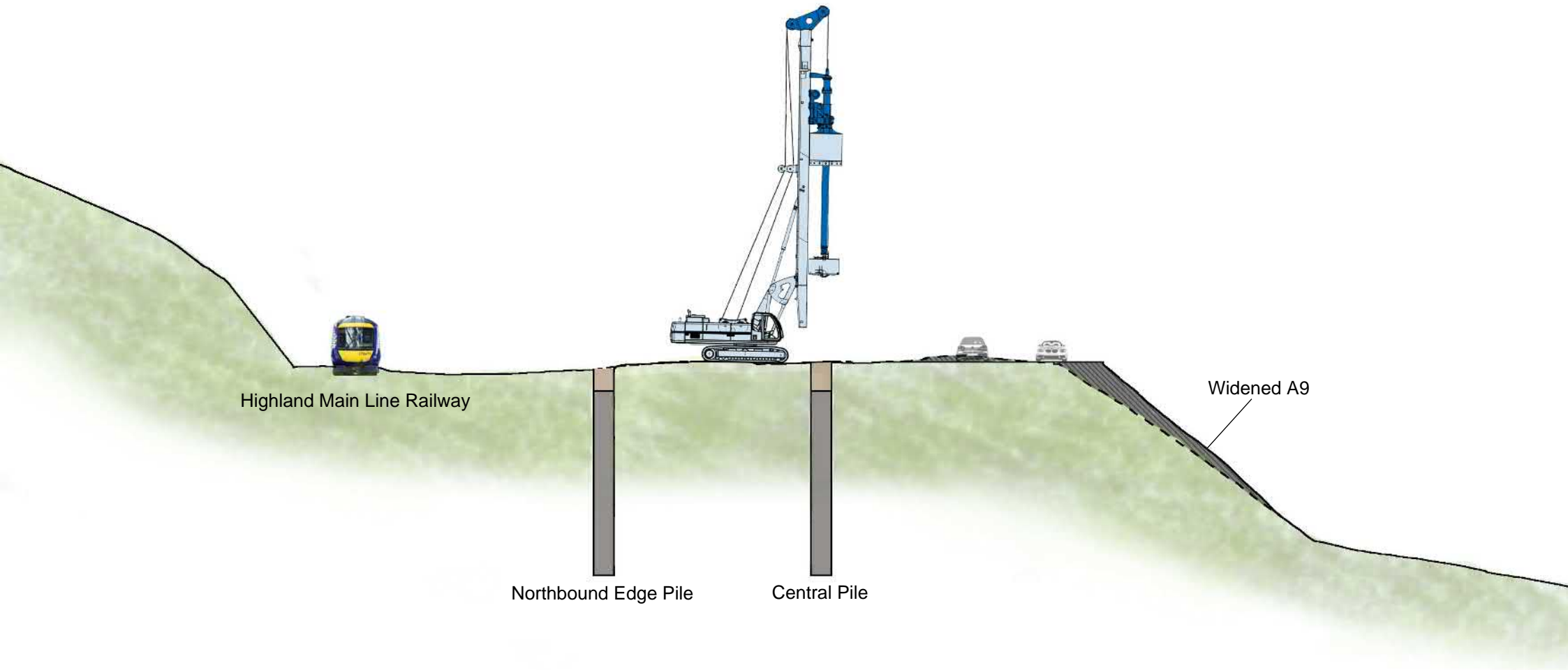
Construction Sections 1, 2 & 4
Stage 1

Install Northbound Edge Pile



Construction Sections 1, 2 & 4
Stage 2

Install Central Reserve Piles



Highland Main Line Railway

Northbound Edge Pile

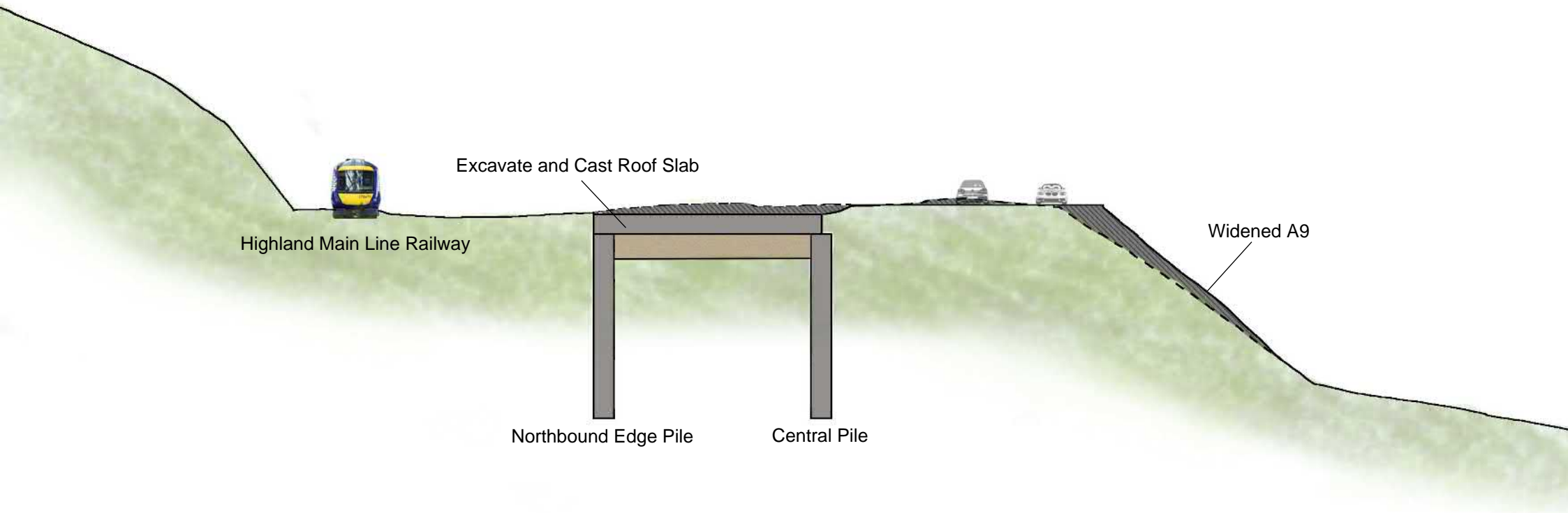
Central Pile

Widened A9

Construction Sections 1, 2 & 4

Stage 3

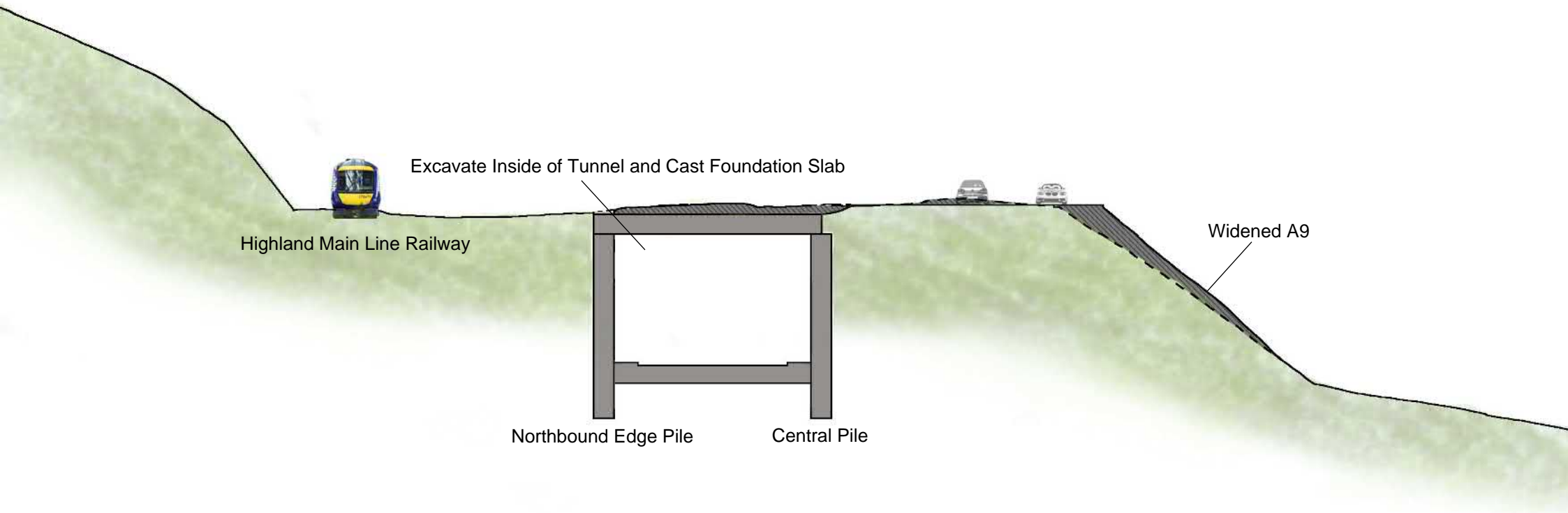
Excavate and Cast
Northbound Carriageway
Permanent Concrete Roof
Slab



Construction Sections 1, 2 & 4

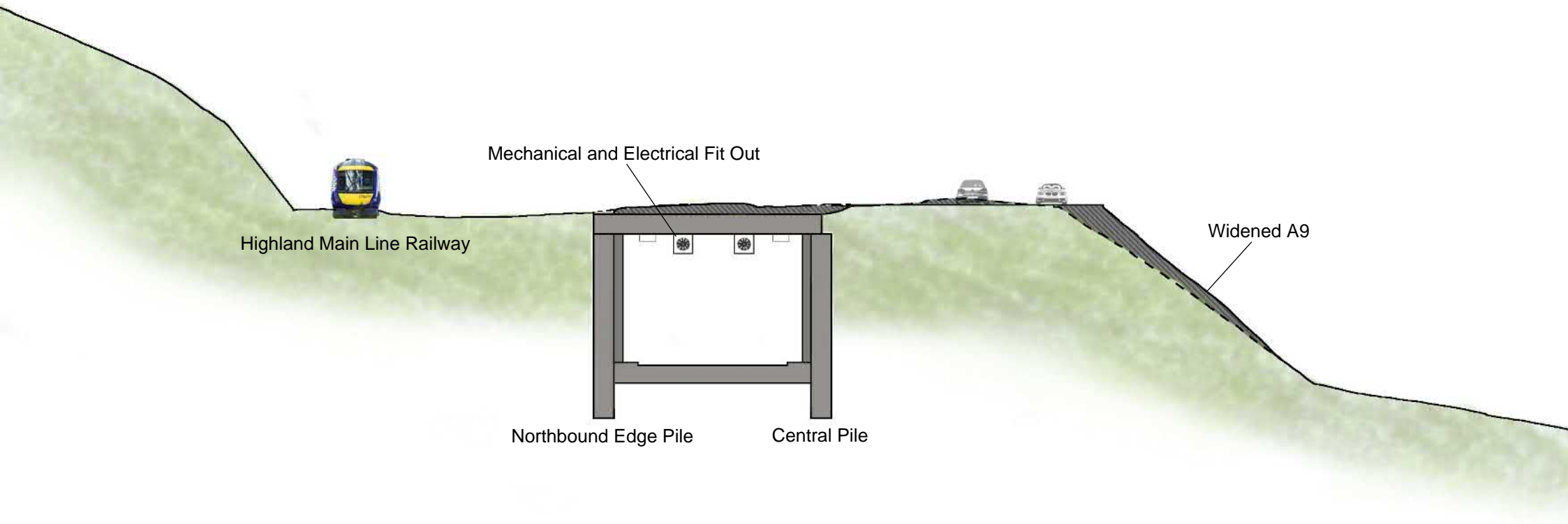
Stage 4

Excavate Material to form Northbound Tunnel and Lay Foundation Slab



Construction Sections 1, 2 & 4
Stage 5

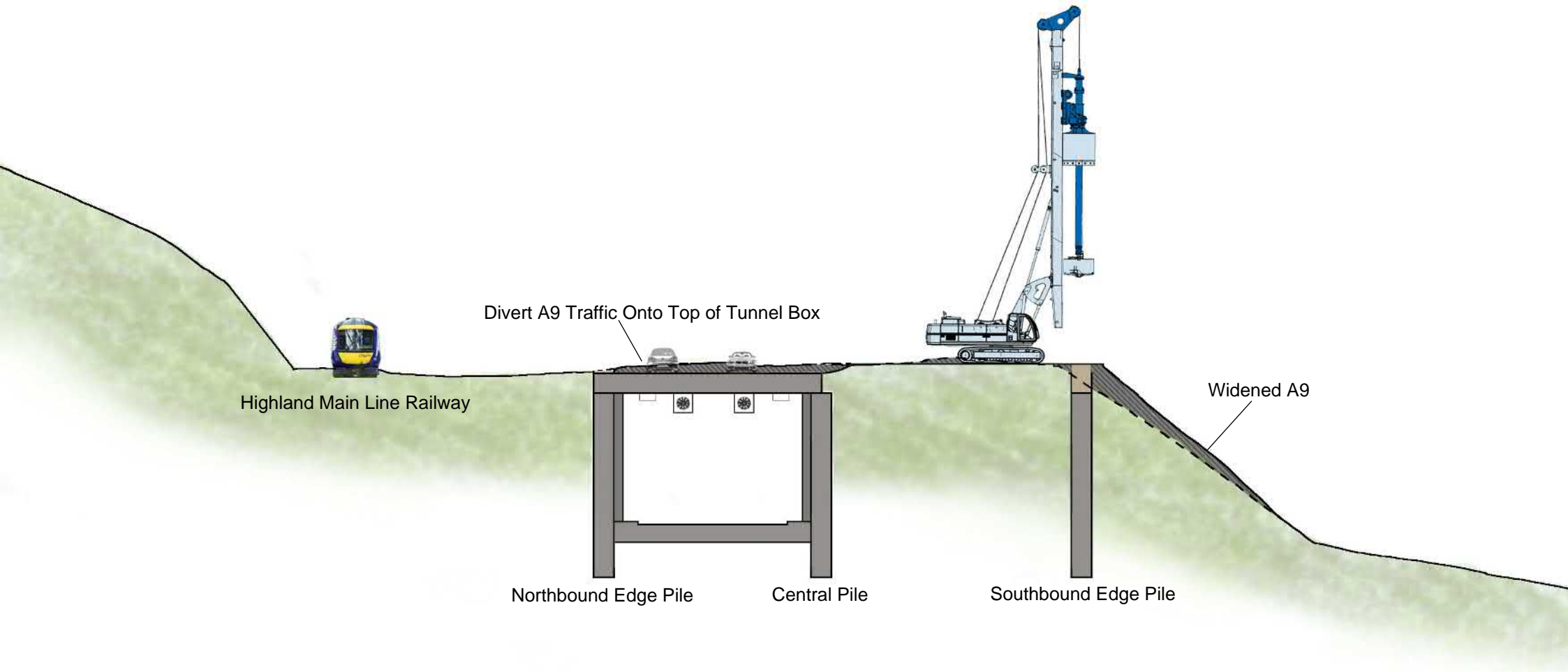
Install Internal Fittings and
Mechanical and Electrical
(M&E) Equipment



Construction Sections 1, 2 & 4

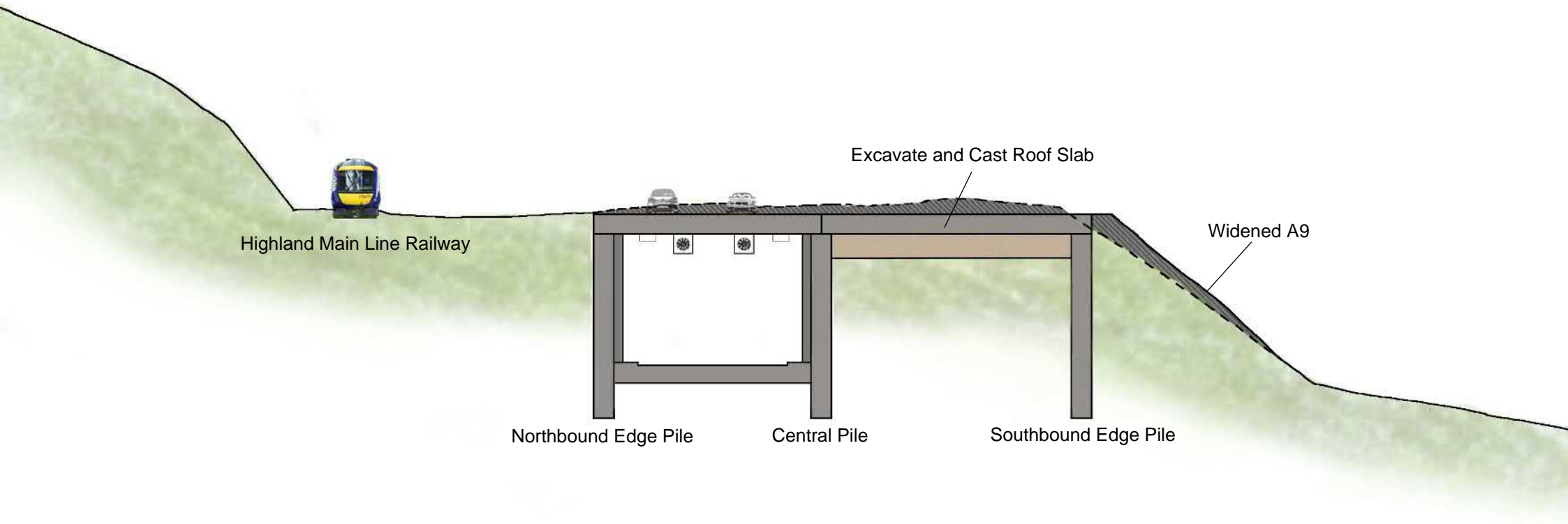
Stage 6

Install Southbound
Carriageway Edge Piles



Construction Sections 1, 2 & 4
Stage 7

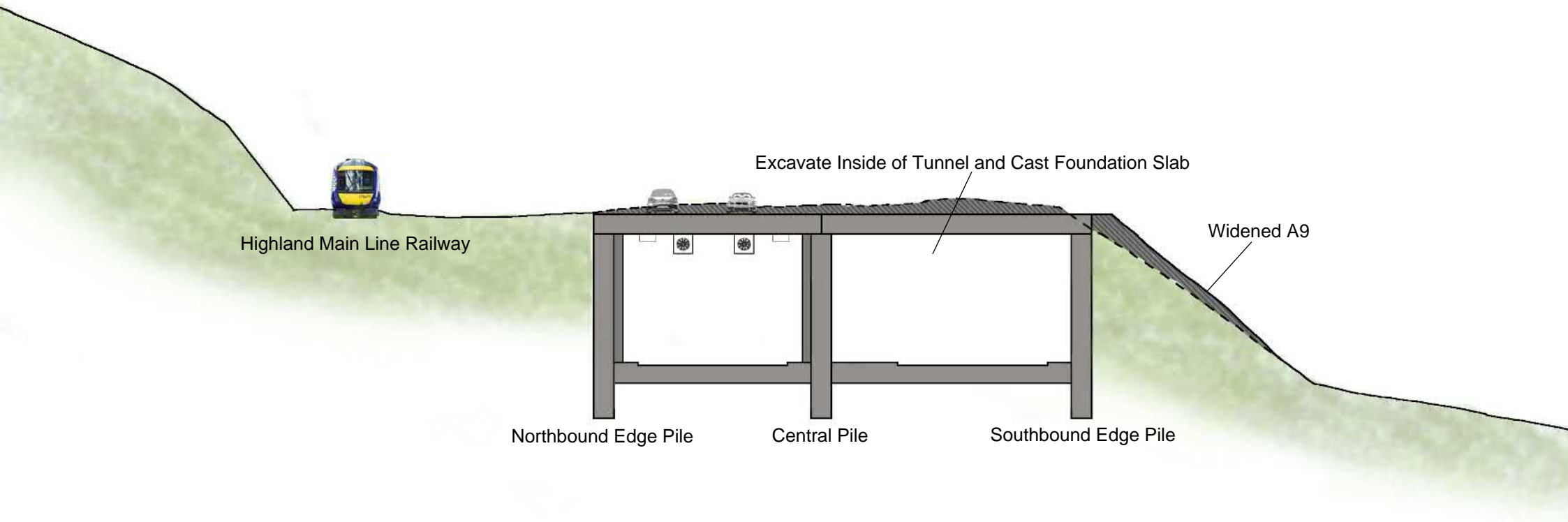
Excavate and Cast
Southbound Carriageway
Permanent Concrete Roof
Slab



Construction Sections 1, 2 & 4

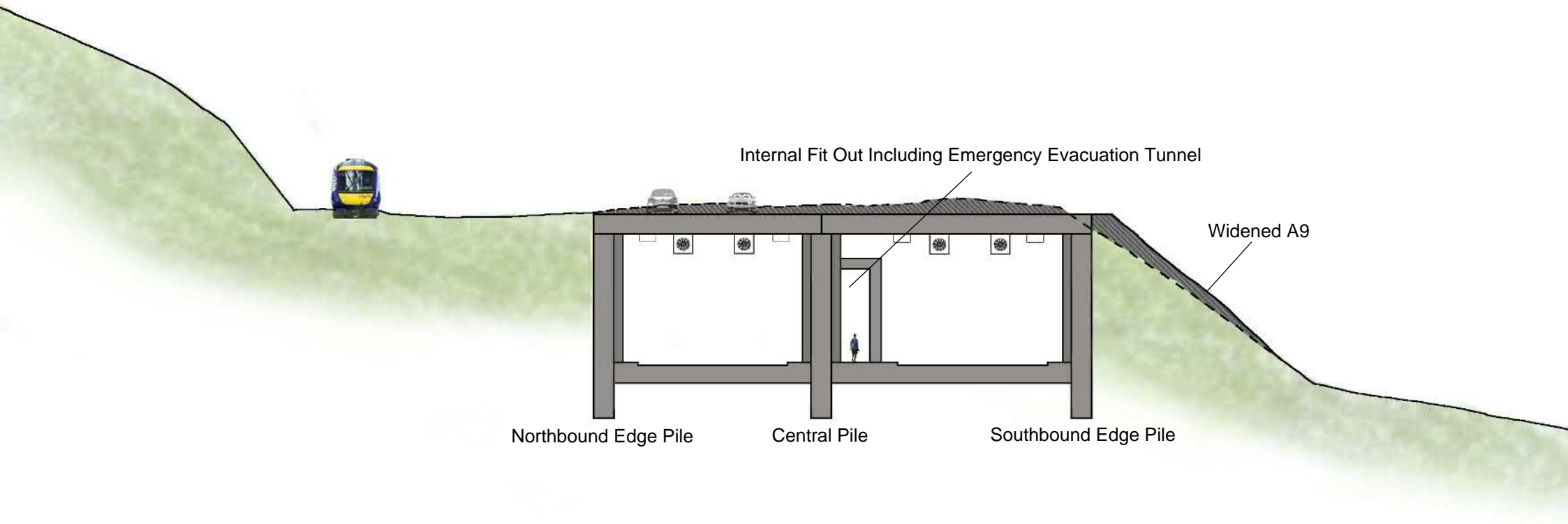
Stage 8

Excavate Material to form
Southbound Tunnel and Lay
Foundations



Construction Sections 1, 2 & 4
Stage 9

Install Emergency Evacuation
Tunnel, Internal Fittings and
M&E Equipment



Appendix K. Fact Sheet, Constructing the 1.5 kilometre Cut and Cover Tunnel

Fact Sheet, Constructing the 1.5 kilometre Cut and Cover Tunnel

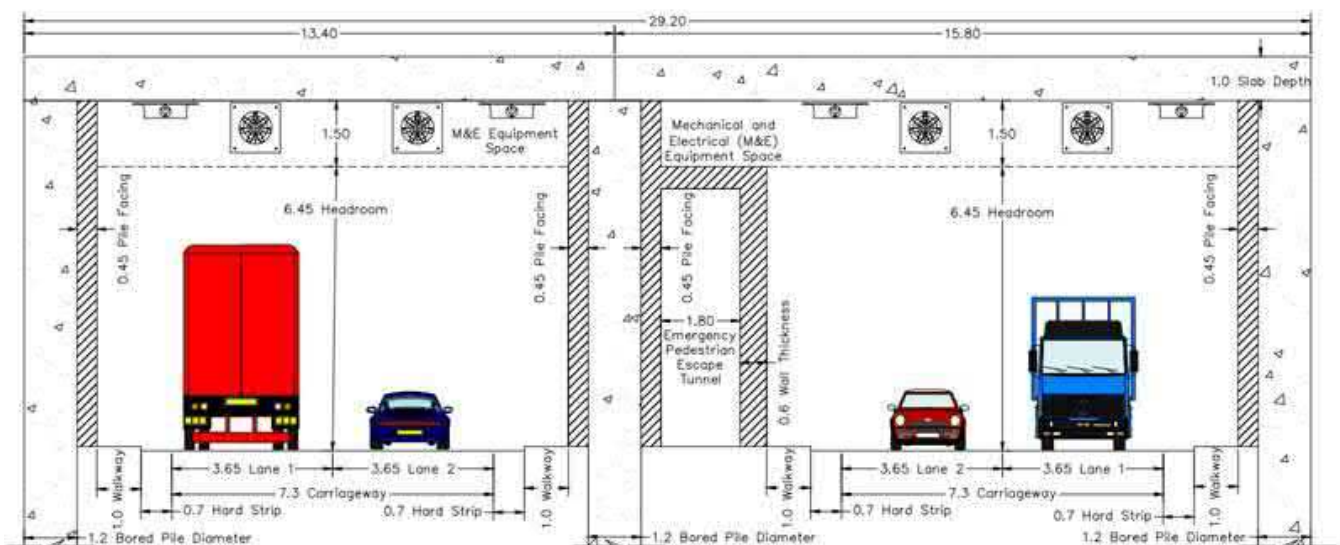
The purpose of this Fact Sheet is to provide a summary of the scoping work carried out on how the 1.5 kilometre cut and cover tunnel that forms part of the Community's Option would be constructed and operated. We appreciate the display boards contain a significant volume of information on this key issue and so this Fact Sheet can be taken away to allow you to fully consider the outcome of this scoping work.

General Information on Tunnels

- The design of tunnels in the United Kingdom is in accordance with the Design Manual for Roads and Bridges (DMRB) (Volume 2, Section 2, Part 9, BD 78/99: Design of Road Tunnels).
- For safety reasons, pedestrians, cyclists, motorbikes (with engines less than 50cc), animals and animal drawn vehicles are not permitted to use a tunnel.
- The provision of safety facilities in tunnels is related to predicted traffic flows. Based on the estimated A9 flows, the tunnel will be a Category AA, which is the highest category of tunnel. The category dictates the level of communication and alarm equipment, fire extinguishing equipment, signs and rescue equipment and other general equipment that is required.
- Tunnels have significant higher capital costs compared to open roads. They also have significantly higher operation and maintenance costs as a result of ventilation, lighting and maintenance of the tunnel structure itself.

1.5 kilometre Cut and Cover Tunnel

- The cut and cover tunnel has a number of advantages. It presents an opportunity to improve accessibility to Dunkeld & Birnam Station and the Category A Listed station building by re-connecting to Station Road and creating a replacement car park on top of the tunnel.
- The option also reduces noise levels and visual impacts and may provide an opportunity to establish new planting or possibly amenity space on top of the tunnel, which would benefit the local community.
- Geometric design parameters within the tunnel restricts the speed limit to 50mph for safety. This reduced speed limit increases journey time by up to 30 seconds longer than the existing A9, affecting approximately 24,500 vehicles per day in year of opening.
- The proposed tunnel cross-section is shown below. Dimensions are in metres.



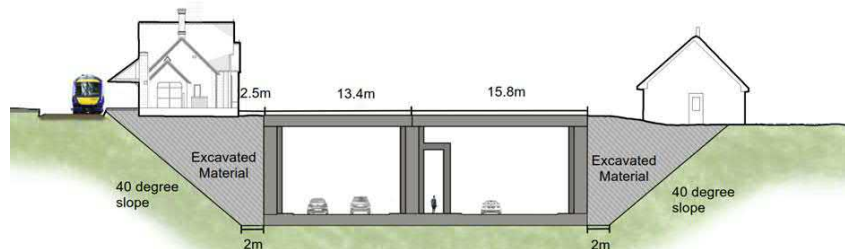
- The tunnel cross-section will be wider than a standard dual carriageway due to the need to incorporate a segregated emergency pedestrian escape tunnel, accessed from both carriageways, to allow the tunnel to be evacuated in the event of an emergency.
- A 24-hour manned control room will be required to monitor the tunnel. It is assumed that this control room would be positioned on top of the tunnel, at the southern end.
- A ventilation system is required to provide fresh air to all parts of the tunnel. Jet fans in the ceiling of the tunnel, along with vehicle induced air flow, would provide ventilation.
- Tunnel equipment, including fire safety apparatus and ventilation equipment will need to be checked and maintained regularly, which would require to be done under closures. For example, if the northbound carriageway is closed for maintenance, then the southbound carriageway would accommodate single 2-way flow to keep the A9 open. It is anticipated each side of the tunnel will be closed to traffic once a month.

Construction

- Tunnels can be formed using a bottom-up construction technique, using open excavations, or a top-down technique, using retaining walls. Given the space constraints, with the Highland Main Line railway to the south-west and residential properties to the north-east, bottom-up construction is not considered a practicable method. Top-down construction, using retaining walls is therefore the likely preferred construction method, formed with large 1.2 metre diameter bored piles.

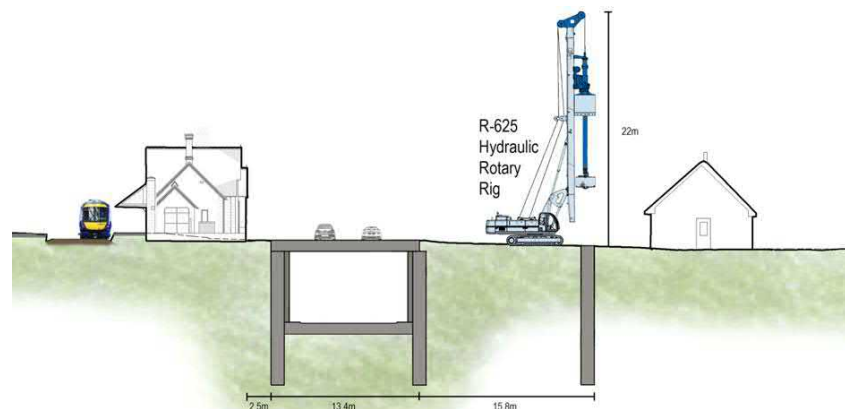
- Bottom-up construction, open excavation

Involves the construction of a structural box, formed in a temporary excavation. The tunnel box structure is constructed in the excavation and then backfilled. This form of construction would encroach into the Highland Main Line railway on the south-west side and residential properties on the north-east side. It is not considered likely that this technique would be used by a contractor.



- Top-down construction, retaining walls

Where construction space is constrained, retaining walls can be installed to form the tunnel walls. Once retaining walls are complete, material is excavated between the walls to form the tunnel. This is likely to be a contractor's preferred technique.





- Bored piles, where soil is excavated to form a hole for reinforced concrete, are proposed rather than driven piles, which involve prefabricated concrete columns being driven into the ground by percussion, pressing or vibration.
- Construction of the Community's Option, including the 1.5 kilometre tunnel, is expected to take 4 ½ to 5 years, based on a 6-day working week, with works undertaken between 7am to 7pm Monday to Friday and 8am to 1pm on Saturdays. Construction duration would be lengthened to 5 ½ to 6 years, for a 5-day working week. Perth and Kinross Council (Environmental Health) will ultimately decide the working hours and days per week, however, we are keen to hear the community's views on this.
- Ground Investigation (GI) undertaken in the locality of the existing A9 suggests dense granular deposits are present with significant boulder obstructions. Owing to the granular ground conditions, it would be necessary to temporarily support the pile bore during construction. A polymer mud solution would be used to support the excavation until the steel reinforced cage and concrete (pumped in from the bottom of the excavation, displacing the polymer mud) are put in place.
- Approximately 3,700 bored piles, with a large 1.2 metre diameter, to a depth of 15 metres, are required to form the three tunnel walls. As a result of the ground conditions, the anticipated rate of progress is estimated to be 2 piles by each piling rig per day.
- It is anticipated that piling works would take approximately 18 months to complete, based on 6 piling rigs on site and a 6-day working week. This duration would increase if fewer piling rigs are used and whether working day restrictions are imposed.
- In total, approximately 180,000 cubic metres (430,000 tonnes) of concrete is required to form the tunnel. This equates to approximately 45,000 lorry journeys to transport concrete. During peak periods 200 cubic metres (approximately 500 tonnes) of concrete would be produced each day, resulting in approximately 50 lorry journeys each day.
- A concrete batching plant would be required for the duration of the works to satisfy concrete production demand, along with an on-site mud plant. This would require larger construction compounds than is normal in close proximity to the works and would be included in the land-take that is compulsorily acquired to construct the scheme. Construction compounds would also be used for material storage and construction of reinforcement and other key elements of construction.
- Excavation and removal of approximately 535,000 cubic metres (approximately 1,020,000 tonnes) of material would be required to form the tunnel. This results in approximately 90,000 lorry journeys to dispose of excess material, which equates to around 250 lorry journeys per day.
- Inchewan Burn would require to be lowered by approximately 8 metres to divert the burn below the tunnel. This requires a vertical drop structure and a box culvert to be built, which would adversely impact the natural characteristics of the burn.
- Initial assessment suggests that construction works would generate noise in excess of 85dB $L_{Aeq,T}$, which is broadly equivalent to the sound of a lawnmower, within approximately 10 to 15 metres of the receptor. It should be noted however, that Perth & Kinross Council (Environmental Health) would set noise and vibration limits for construction and appropriate mitigation would be employed where necessary.
- Maintaining access to Dunkeld & Birnam Station during construction will be complex, with piling works being undertaken approximately 2.5 metres from the Category A Listed station building. Options to maintain access, such as a temporary relocated station or a pedestrian bridge, are being investigated and, whilst a temporary solution may be possible, it is likely to have engineering and cost implications.
- Traffic Management will be employed during construction to maintain two-way traffic flows on the A9, with reduced speed limits and narrow lanes widths in operation. It is anticipated that traffic will remain on the A9 during construction, however short duration closures may be required in exceptional circumstances.

Appendix L. Feedback Form

A9 Dualling

Pass of Birnam to Tay Crossing – March 2019

Feedback form



We would be grateful if you could take the time to provide any feedback or comments you may have on the Community's Option or the additional options presented for dualling the A9 between Pass of Birnam and Tay Crossing. Please comment on the reverse of this feedback form and then return this to us by email or post (details on the reverse) no later than the 8th May 2019.

Transport Scotland will consider your feedback as part of the ongoing design development and assessment of the scheme, and all completed forms will be shared with our design consultants. We may also use the content of your feedback form to inform future reports related to this scheme.

We would like to use your contact details to assist in locating your property and thereby identifying the location of any particular concerns, to help in our assessment work. However the provision of contact details is optional and your comments will still be considered if provided anonymously.

Your Details (Optional)

Name:

Address:

Postcode:

Email:

Telephone:

Signature:

Date:

PLEASE USE THE BACK OF THIS FORM TO RECORD YOUR COMMENTS OR FEEDBACK

Comments:

Please email or post completed responses to the A9 Dualling Pass of Birnam to Tay Crossing team, to whom any queries may be directed by the 8th May 2019.

Email: A9dualling@jacobs.com

Post to: **A9 Dualling Stakeholder Team, Jacobs, 95 Bothwell Street, Glasgow, G2 7HX**

Further information on the A9 Dualling Pass of Birnam to Tay Crossing scheme:
transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-pass-of-birnam-to-tay-crossing/

Transport Scotland and its agents will process any personal information provided on this form and it will be recorded solely for the purpose of the A9 Dualling Programme and in accordance with the General Data Protection Regulation (GDPR).

Appendix M. Register for Updates Form

Register for updates

Transport Scotland and our consultants are able to send you updates about the A9 Dualling Programme, for example invitations to future public engagement events. To register for these updates, please provide us with your contact details and your consent by ticking the box below. We may also use this information to inform future reports related to this project and the wider A9 Dualling Programme. You can withdraw your consent at any time by contacting the project team using the contact details on the information panels or in the leaflet. The provision of any of the below details is optional and you are not required to register for updates.



Name:

Address:

Postcode:

Email:

I give consent for Transport Scotland and its consultants to process my information in order to provide updates on the A9 Dualling Programme and for use in future reports related to it (please tick):

Signature:

Date:

Transport Scotland and its agents will process any personal information provided on this form and it will be recorded solely for the purpose of the A9 Dualling Programme and in accordance with the General Data Protection Regulation (GDPR).

Appendix N. Birnam to Ballinluig A9 Community Group Feedback Form

A9 Birnam to Ballinluig Community Group
Transport Scotland Exhibition Feedback Questions
March 2019

1. Did you attend the Transport Scotland exhibition held at Birnam Arts, 26th 27^{or} March 2019?

Yes No Don't know

If Yes, did you find the information presented helpful?

Very helpful Helpful Neither Unhelpful Very unhelpful

Please explain why:

2. Did you engage in the Co-Creative Process? (Jan-July 2018)

Yes No Wasn't here

If yes, do you see designs that you preferred being carried forward for assessment?

Yes No Not sure

3. Do you understand the reasons why additional design options are now being shown at this stage, alongside the Community Preferred Route?

Yes No Not sure

4. Do you understand the process from this point to the final Preferred Route design being chosen?

Yes No Not Sure

Please explain why:

PTO

5. Do you feel confident that the final Preferred Route design will reflect community preferences/objectives?

Yes No Not sure

Please explain why:

6. Are there any areas of the project for which you would like to see more details/information?

7. Do you feel all local issues have been or are being addressed with local stakeholders and experts?

Yes No Not sure

If no, what issues do you feel have been missed?

8. What would you like to see the A9 Community Group do next?

9. Are you a:

Local resident Tourist Holiday home owner

Thank you for your feedback 😊

Appendix O. Community Feedback

Table O.1: Community Feedback

Reference	Feedback
1	<p>Community's Preferred Route Option at Murthly. I see an effect on wildlife habitats as similar in all cases.</p> <p>Three-arm junction at Birnam acceptable.</p> <p>Four-way junction at Birnam is too much.</p> <p>At-grade (mainline) preferred because of impact on Inchewan Burn.</p> <p>I would prefer a fully functioning new station. However, I see car parking at the industrial estate as an acceptable version.</p> <p>Roundabout option still preferred.</p> <p>The 4-way junction at Dunkeld is too much.</p> <p>All versions at the station should factor in accessibility for bicycles, scooters, buggies etc.</p>
2	<p>I feel the Community's Preferred Route Option is vastly expensive and disruptive.</p> <p>A roundabout has no place in a long stretch of dual carriageway and rather defeats one of the objectives of upgrading the A9.</p> <p>The Birnam Industrial Estate/new car park for station seems a good solution to the problem.</p>
3	<p>Definitely no roundabout at Dunkeld. Prefer Additional Options 1 and 2.</p>
4	<p>No to the full movement junction at Birnam it looks very intrusive and over the top.</p> <p>Three-arm Birnam Junction looks ok.</p> <p>Grade separated junction option at Dunkeld. This does not look very different to the three options we had three years ago. It's still a road in the sky and the visual impact is unacceptable. Suggest a visual representation from ground level – the doctor's surgery perhaps.</p>
5	<p>Definitely no roundabout at Dunkeld. Prefer Additional Options 1 and 2.</p>
6	<p>I was reassured that all options are being assessed on a practical basis and take account of the multi-faceted views.</p>
7	<p>Short underpass would be my preferred option.</p>
8	<p>I have attended several presentations and participated in the Co-Creative Process. I did not vote for a roundabout and I am still convinced that it is a very bad option. Look at Inveralmond and Broxden as examples of why the roundabout option needs to be discarded.</p> <p>Very good presentation of how the tunnel option would be constructed whilst keeping traffic moving on the A9. However, with disruption to residents and costs this should also be discarded.</p> <p>Raising the road for the at-grade option will cause noise issues in Stell Park. The support "wall" at the recreation ground is also not good.</p> <p>However, as I have "disagreed" with the roundabout and tunnel I would reluctantly agree with this option.</p> <p>Access to the station from a car park at the present Industrial Estate is a good option perhaps more car parking lots could be created than shown on the picture.</p>
9	<p>The options to have a car park and access to the station are good. However, our priority is getting a station with a better height of platform. There are a few options on "show". I prefer any of them where new platforms would be built rather than waiting for the rail network raising the existing platforms. Purely on the grounds that this will likely take even longer to complete.</p>
10	<p>Prefer: - Birnam Junction Additional Option 1 Mainline Additional Option 2 Dunkeld & Birnam Station Additional Option 2 Dunkeld Junction Community's Preferred Route Option</p> <p>Tunnel option now looks too complicated and expensive, and adversely effects Inchewan Burn.</p> <p>At-grade option throughout would be cheaper, simpler and have less effect on the environment.</p>
11	<p>Tunnel is the most elegant solution and allows for restoring the natural links between Birnam and the landscape to the east.</p>

Reference	Feedback
12	<p>It is extremely unfortunate that the public was invited to vote and chose an option that was not viable or indeed deliverable. As a believer in the community empowerment approach, this inevitably results in a negative outcome that undermines this approach.</p> <p>However, the alternative options seem much more sensible and realistic. My preferences would be: -</p> <p>Murthly/Birnam Junction – Three arm Grade Separated Junction it makes more sense in enabling access.</p> <p>An at-grade A9 makes more sense in both cost, access and is less disruptive.</p> <p>Dunkeld & Birnam Station – Birnam Industrial Estate is favoured as this enables improved road layout and a safer access to the station car park.</p> <p>Dunkeld Junction – grade separated junction as shown – no roundabout.</p> <p>Overall, this would be a much-improved package.</p>
13	<p>Good video and explanation of how the A9 Dualling cut and cover tunnel is to be constructed especially where Inchewan Burn has to be lowered.</p> <p>Please note that the volume of water in heavy spates is considerable, therefore any sluices need to accommodate huge volumes of water. Floating tree debris needs to be managed to prevent blockages.</p> <p>My preference is for the Community's Preferred Route Option, with the cut and cover tunnel. I would not support the two additional options of the underpass or at-grade.</p>
14	<p>The Co-Creative Process is now listed on Scottish Government website as a basic government approach and decisions of this nature. It would be inappropriate for it to be "stamped on" and ignored at this time.</p> <p>During my discussions with the guidance teams at the last public exhibition it was said that the piles were not the only approach possible in the tunnelling process. I was told that L-shaped structures holding up the concrete walls, roof and floor would be suitable (been explained to me).</p> <p>All aspects of the development will reduce Ancient Woodland and animal habitat.</p> <p>The Murthly Junction would provide suitable animal crossing.</p> <p>Junctions – Birnam Additional Option 2 and Dunkeld grade separated junction are hideous beyond belief.</p>
15	<p>At-grade A9 is not what was preferred by the community.</p> <p>The financial and environmental cost of a 1.5km cutting is unlikely to be a serious option.</p> <p>However, an 150m underpass would be a good compromise.</p>
16	<p>Real concerns that the Co-Creative Process is being bypassed with introduction of additional options.</p> <p>This project must be right and if it takes time so be it and if we have to start up the Co-Creative Process again then we should.</p>
17	<p>My main concern is that the Co-Creative Process may turn out to be an expensive disregarded listening exercise which will result in disillusion for the community because:</p> <p>No 450m underpass in options.</p> <p>Emphasis on junction at Dunkeld – if cost matters why make such an expensive junction.</p> <p>Noise and pollution will hardly be affected and may be increased.</p> <p>Do all options include the different junction costs?</p> <p>The long-term.</p>
18	<p>Consideration of using the railway and river for the movement of construction materials and spoil should be given to reduce the number of road movements.</p>
19	<p>The layout was well planned and takes you through the process even with no previous involvement. Well done to those who have created the information.</p>
20	<p>I think it needs to be clear that the option removing the roundabout involves raising the carriageway by 8m.</p> <p>If the Community's Preferred Route Option is disregarded there will be a huge amount of opposition to the dualling locally.</p>

Reference	Feedback
21	<p>At the station we both prefer Additional Option 2. At-grade A9 not tunnel as proposed.</p> <p>At the Dunkeld Junction, we do not want the grade separated junction (Additional Option 1) – we would like the at-grade Roundabout.</p>
22	<p>The “Additional Option” for the Dunkeld Junction is hideous and exactly what we have been trying to avoid – it will create a huge concrete scar on our beautiful landscape.</p>
23	<p>Looking good. Either over or under for Murthly end of scheme – us getting to work in Birnam.</p> <p>I feel I could ride or drive a pony or cycle any track.</p> <p>Where is the cycle path going?</p>
24	<p>The Community’s Preferred Route Option - I don’t believe the cost, environmental impact and length of construction is justified. £1 – 1.6 billion seems utterly excessive for the benefits it would bring, and the restrictions, “control centre” and potential delays in the traffic flow once completed seem to defeat at least part of the purpose.</p> <p>Option 1 seems preferable, but to be honest I’m still very dubious that the entire Birnam – Ballinluig pass needs to be dualled. Upgraded lighting, junctions and, where viable, road width would achieve most of the objectives at a fraction of the cost.</p> <p>Regardless of which option is to be pursued, Birnam and Dunkeld needs a ‘Resilience Fund’ to support the local economy during the difficult years of disruption – and we need engagement on a ‘Resilience Fund’ now!</p>
25	<p>Overall, the best option seems to be the Community’s Preferred Route Option, but this would involve great cost and time.</p> <p>The underpass is the second best option, with less cost and time required, but the Community’s Preferred Route Option seems the best, as it maintains the integrity of the community.</p>
26	<p>Horrendous!</p> <p>Even the relatively simple elements of the scheme (e.g. Murthly/Birnam Junction) have been reworked.</p>
27	<p>We are reassured from viewing the visual recreation of the Community’s Preferred Route Option that the Inchewan Burn is not disturbed further upstream. However, as the burn is used by the Salmon Rivers Project we are concerned about the impact of the construction on the fish released in the burn.</p> <p>The roundabout option is not ideal, but it is preferable to the environmental impact of a larger junction (red squirrels and deer).</p>
28	<p>Thank you for the opportunity to comment.</p> <p>Given the complexity and impact of the 1.5km tunnel I would suggest the A9 underpass is the better option.</p>
29	<p>The advantage of the tunnel would be the creation of habitat connectivity for species such as the red squirrel and pine marten. However, the impact on Inchewan Burn seems severe. Is the works to the burn avoidable?</p> <p>Has impacts on salmon, trout and otters. It’s part of a SAC so needs to be considered. Additional Option 2 is my preferred option due to less cost, construction time and impact to the burn and wider environment.</p> <p>I’m interested to read the EIA and impact on habitat connectivity and proposed mitigation – wildlife bridge, squirrel rope etc. Also interested in compensation measures – will all bridges have otter ledges?</p> <p>The Aberdeen Western Peripheral Route funded wider conservation work such as invasive non-native plant control through a mitigation fund. Will this happen on the A9?</p> <p>Would be an excellent PR and goodwill gesture. Tayside Biodiversity partnership would be ideal.</p>
30	<p>The on-line at-grade A9 seems the most sensible option for quite a number of reasons, financially, logistically, from a safety standpoint and disruption to traffic as well as noise during construction.</p>
31	<p>The tunnel to me seems, in any form, unacceptable. The extra time, noise and construction traffic seem totally unacceptable. The idea of dropping the Inchewan Burn seems totally inappropriate.</p> <p>However, the possibility of a larger car park at Birnam Industrial Estate would also raise the question of how much that area would be used by people after the Birnam Art and Conference Centre – as opposed to those using the station.</p> <p>Equally, the idea of a roundabout at Dunkeld Junction appears equally illogical, even with a special lane on to the southbound A9. Possibly the Additional Option 1, despite its additional land use. At Birnam Junction, Additional Option 1</p>

Reference	Feedback
	<p>also appears a much more acceptable and useful arrangement than the Murthly Junction Option.</p> <p>Dalguise Junction and the Hermitage Junction seem fully appropriate and adequate for purpose.</p>
32	<p>I found the exhibition very clear and informative.</p> <p>The computer animations were particularly helpful. The A9 is directly behind my property so I had a keen interest in the construction and the duration. Having seen the options, I find it difficult to see the justification for building a tunnel when there are far cheaper and technically easier options available. Personally, I would prefer the roundabout option at Dunkeld Junction.</p>
33	<p>At-grade A9.</p> <p>Considered as integral to the development, improvements and accessibility at the station – height of platform, access to far platform (northbound).</p>
34	<p>My preferred options are the tunnel followed by the overpass (Dunkeld).</p>
35	<p>It seems obvious to me that the long tunnel will not proceed due to cost and time. I think this should have been eliminated at the off, with some parameters set by the Co-Creative Process rather than raise hopes.</p> <p>Of the “new” option, feedback:</p> <p>Prefer the re-siting of the station to address accessibility issues and avoid building to rear of Birnam Terrace with immediate impacts on noise, privacy, light and air pollution. Please also note locals already use the car park so if this did proceed some reserved/permit parking may be beneficial for residents. Therefore, strongly prefer Additional Option 1 to Additional Option 2.</p> <p>Regarding Birnam Junction the additional options presented, appear overly engineered/industrial scale for a small village.</p> <p>Where are the animal tunnels?</p>
36	<p>The Community’s Preferred Route Option for the complete four-way junction at Murthly seems fine (apart from the poor house owner who has just finished his project).</p> <p>The videos showing the necessary engineering works for the 1.5km tunnel seem to confirm the point that this is a lengthier and hence more expensive construction than the others. Therefore, unlikely to happen – best option seems to be, leave the original station and build a new stop with access from the existing road to Aberfeldy.</p> <p>The roundabout for the junction to and from Dunkeld seems the best.</p>
37	<p>Murthly/Birnam Junction - The Community’s Preferred Route Option and Additional Option 2 are satisfactory, but not Additional Option 1. (Additional Option 1 does not allow southbound exit from A9 we would have to exit at Dunkeld).</p> <p>Dunkeld & Birnam Station - Additional Options 1 and 2 are both satisfactory but note that in Option 2, if the car park is open to all users, it seems likely to be congested with rail users, visitors to Birnam and Birnam Arts Centre all competing.</p> <p>Hermitage and Dalguise Junctions proposals satisfactory.</p> <p>A9 Dual carriageway - The Community’s Preferred Route Option is too complex, costly and has too many negatives. Judgement is required between Additional Options 1 and 2.</p> <p>Attention should be paid to making the pedestrian underpass in Option 2 spacious and attractive, to reduce the apparent disconnection between Station Road and the station.</p>
38	<p>Whatever option is chosen I think it is important for this junction to have a 4-way access to the A9. Otherwise traffic through Birnam will significantly increase.</p> <p>I prefer one of the options with a car park in front of the station – either on a roof over the A9 or in the industrial estate because this would re-connect the village to the station improving access to businesses and for tourists arriving at the station as well as other traffic. However, it would be essential for this to go hand in hand with improvements at the station itself to allow disabled access and the correct height of platform for the trains.</p> <p>I don’t much like the idea of a roundabout which is likely to cause more hold-ups for through traffic (compare Dewar’s Roundabout, Perth) and restrict smooth north/south flow. The grade separated junction is more preferable even if it does require more land.</p> <p>The Dalguise Junction looks very complicated but allows access in all directions. Can it be simplified?</p>
39	<p>Biggest problem with the tunnel is lack of contractor experience? Hundreds of miles of tunnels in European Alpine regions,</p>

Reference	Feedback
	<p>but very few in UK. (UK use of concrete is a long way behind Europe. Amount of piling appears well over the top. Does the engineering consultant have sufficient experience in this field?)</p> <p>Station Road is not suitable for station access in its current state.</p> <p>Under consideration, but Birnam has very little parking at present. Station car park is frequently full, so an increase in capacity should be considered for both.</p>
40	<p>I have been very impressed with the information and boards. The information is very clear, and the staff were very helpful.</p>
41	<p>Exhibition was very clear; Jacobs and Transport Scotland staff were very helpful.</p> <p>First part should have explained the Community's Preferred Route Option, benefits and concerns in detail – then go on to why there are additional options.</p> <p>Would be useful to provide info on 750m tunnel as an option.</p> <p>Were the “Additional Options” discussed with the A9 Birnam to Ballinluig Community Group as they were developed, in the spirit of the Co-Creative?</p> <p>Is there provision to continue involvement with children and young people, facilitated by the Children's Parliament?</p> <p>Surprised to see an option of a replacement station as this was firmly rejected by the community.</p> <p>Will it be clear that these are not competing options between Transport Scotland and the community when presented to the Transport Minister?</p> <p>Is the tunnel construction (plus the lowering of the Inchewan Burn) following world's best practice?</p> <p>Welcome further assessments – would it be possible to involve the community in some way e.g. Dunkeld and Birnam Tourist Assessment? – Again, building on the Co-Creative.</p> <p>I can understand logic for “tweaking” the Community's Preferred Route Option based upon further investigations – but some depart significantly from the Community's Preferred Route Option.</p> <p>Welcome the use of Community Objectives to assess options.</p>
42	<p>I am in favour of the 150m long “tunnel” at the station. And I'm unsure about a roundabout or grade separated junction at the Dunkeld Junction.</p> <p>I would appreciate more work being done on the combination of a 150m long “tunnel” and a grade separated junction at Dunkeld - can it be done?</p> <p>It may be easier if the grade separated junction had the A9 carriageway low (in a cutting) and the slip roads on bridges over it. Instead of the other way around, as presented at the 26th and 27th March exhibitions.</p>
43	<p>The alternative to the roundabout is a welcomed development as I am extremely concerned about the roundabout solution. Existing roundabouts on the A9 (Broxden, Inveralmond etc) are prone to serious delays during summer periods and are not particularly safe or pleasant driving experience.</p> <p>The alternative to the tunnel with a 150m link section seems a good compromise as it provides for the station to be reconnected in a positive manner.</p> <p>I am less keen on the at-grade solution with a lift.</p> <p>Overall, these options are a positive development and I hope they lead onto final solutions which above all else avoid a roundabout!</p>
44	<p>I felt that a lot of work had gone into this presentation and for that, thank you.</p> <p>Reading between the lines I got the impression that we were being “softened up” in not getting the Community's Preferred Route Option and being given Option 2 instead.</p> <p>If this is true, then you have ignored the fact that the Community's Preferred Route Option is better value for money over a period of a generation.</p> <p>True, it is a bespoke choice, but it answers most of the problems and gives a far better environmental result.</p> <p>Don't buckle now – stick it out for the best.</p>
45	<p>Concerns over loss of access to Craigvinean Forest via white gates entrance (between the Hermitage and Dalguise Junction) and loss of quarry.</p>

Reference	Feedback
	<p>Implications of increased lorry traffic through The Hermitage gate as a result and impact on safety of public visiting The Hermitage.</p> <p>Loss of access to riverside forest blocks between Dunkeld Junction and Jubilee Bridge. Access required for ongoing rearrangement and extraction of timber.</p> <p>Core Path linking Inver to The Hermitage currently alongside A9, what are the alternative options?</p>
46	<p>I have no opinion – happy to leave it to road designers and builders re-design. But I would like to have the dualling done very soon with safety being the top priority.</p> <p>Landscape and nature will look after itself.</p>
47	<p>The Community's Preferred Route Option involves a lot of movement of materials, where will it come from?</p> <p>Concerns about traffic jams with roundabout option – creating more pollution with non-moving traffic?</p> <p>Perhaps a tunnel with addition option with full movement grade separated junction could be proposed?</p>
48	<p>No roundabout at Dunkeld.</p> <p>A new railway station please.</p>
49	<p>In my opinion the cut and cover tunnel from Birnam Junction to almost Dunkeld Junction involving 3,700 piles is giving little consideration to people living in the area.</p> <p>The cut and cover or underpass at the station is sufficient as well as a roundabout at Dunkeld is fine.</p>
50	<p>Due to rainfall and wind from different Glens i.e., Tay, Tummel, Garry, at the same time the Hydro Dams in the area have to let more water through, and the River Tay may rise a foot every ¼ hour.</p> <p>If an underpass was made at the Dunkeld Junction this would flood. Records from buildings previous A9 will reveal this plus water from Tay backs up the River Braan.</p> <p>The Inver Caravan Site was raised 8ft to prevent flooding, the culvert coming down the A822 has flooded every year since the A9 was built at Inver Junction.</p>
51	<p>In brief, the Community's Preferred Route Option of a 1.5km tunnel is too expensive and no thought for those in the community directly affected during construction. A living nightmare. I believe a compromise can be achieved.</p> <p>Murthly Junction Additional Option 1 would be practical and less intrusive.</p> <p>At-grade A9 Option 2 would be less disruptive it allows to retain the listed train station, it allows for parking and access to the station.</p> <p>The at-grade roundabout would be preferred, less disruption for local householders in the area. A roundabout would achieve a good solution.</p> <p>The grade separated junction would not be welcome. The community have rejected this outright.</p>
52	<p>Looked at your superb videos. Which as we all realise does more for the understanding of the new road alignments and junctions than words and maps. No doubt as stated there will be major disruption to flora and fauna. I note a clerk of works may be appointed for the animal members of the fauna. What about the human members of the fauna community, is there to be a clerk of works to look after their disrupted interests.</p>
53	<p>I was at your presentation last night and noticed you have additional options, one of the these is the A9 running at-grade which it much higher than it is at moment and the parking going to be in the industrial estate at a lower level.</p> <p>I am strongly against this option; my reasons are that the level of our house is and all the buildings gone on the estate we will be in full vision of the traffic running up and down the new A9. Also, the vehicles that will be up and down station road parking in the new parking facility in the old industrial estate will be in full vision of our property.</p> <p>Noise, lights shining our way at night time from the headlight's pollution engine noise, fumes also we have difficulty parking on Station Road outside our house I think this would make it worse. Just the visual impact of it all. I feel it's definitely not the option for us. Majority of the people that want all of these options for the area we live in don't realise the impact this is having on the people that live here.</p> <p>All said and done, when it's all decided by everyone, designers, Transport Scotland, the Government all go away at the end and we will be left to get on with what has been decided. We have lived in this house for a significant period of time and this was going to be our nest egg for retiring but the way it is now we have no chance of selling or getting our full value for</p>

Reference	Feedback
	<p>our house until this is all over. It seems to be dragging on and on and now going back to old options after all the time spent on the Community's Preferred Route Option that was the 1.5 tunnel, why go through all that to find out the problems doing this option are so difficult. Why was it presented to people in the first place this should have been realised before it was presented to the public I still think the 1.5km tunnel is the best option for the long-term future for this village.</p>
54	<p>I was at your meeting last night at the Birnam institute, you had other options on display as well as the Community's Preferred Route Option. I noticed you had an at-grade option on display which looks like the dual carriageway is running at a higher level and turning the industrial estate into a car park which will make Station Road busier with headlights shining into the house, noise and pollution also a dual carriageway running at a higher level which we will also see from our house, the visual impact will be awful for us . I strongly disagree with this option, majority of the people that vote for these options don't realise the impact of the people that live next to the A9 also the stress and anxiety of not knowing what's going to happen outside your house and how it's going to affect your life when it's getting built and when it is finished.</p>
55	<p>I have looked at the online info but haven't seen anything that shows what the proposed road would look like near our property, in the revised option without the cut.</p> <p>What would the elevation be relative to where it currently is, how much closer to our property would it be and what is being proposed to reduce the noise and visual impacts?</p> <p>In my honest opinion, the three key considerations for villagers are safety, noise and visual impairment.</p> <p>Safety seems to be adequately addressed in all junction designs. Cars can exit and enter the road safely through slips. My preference for the Birnam Junction is Alternative Option 1, which eliminates the ability to exit southbound, resulting in cars driving to the southern end of Birnam or continuing down the B867 will need to exit earlier and pass through Birnam village, this is a lesser issue than the additional infrastructure and land take required for Alternative Option 2. The stilted structure in beautiful fields adjacent to the River Tay is virtually unacceptable.</p> <p>Noise remains a major issue. The big benefit of the cut and cover tunnel was that it would significantly reduce noise pollution levels in the village. Building the road at-grade or below grade but expanding it nearer to houses would increase noise to dangerous/unacceptable levels.</p> <p>Visual as with noise, moving the road nearer to village houses will significantly impair the view. Who wants to look right onto a dual carriageway from their homes?</p> <p>Potential Cost-Effective Compromise - a large sound absorbing wall (at least 20ft high along the eastern boundary of the A9 from the Perth Road/B867 to the Dunkeld Junction significantly improve the noise levels at adjacent houses. This wall would not be pretty, but more so than a road, and could be hidden by trees and bushes. Sound reduction walls are used extensively in the US to protect residential areas from noise pollution to great effect.</p>
56	<p>The Community's Preferred Route Option seems to have numerous problems apart from the cost (~50% of the complete project budget!).</p> <p>On this class of road, a roundabout is usually the last resort when a grade separated junction isn't possible. Even when traffic is flowing relatively smoothly, all traffic must come to a virtual halt from the cruise speed and accelerate away again – inefficient, noisy, and polluting. Any regular user of the A9 at Perth must recognise the disadvantages of such devices.</p> <p>Roundabouts are known for the probability of traffic incidents, usually minor. However, such incidents at the very least cause congestion which, during busy summer periods, will rapidly escalate into considerable queuing and delay.</p> <p>Work on queue modelling has apparently not yet been completed – predicted queue lengths and attendant delay cost estimates will no doubt be considered in the final analysis?</p> <p>Will the roundabout be signalled at all? Some reps said yes, others no. Design parameters for non-signalled and signalled roundabouts can differ significantly – take a look at the mess that is Inveralmond Roundabout since signalling.</p> <p>The roundabout is only 300m from the tunnel portals. Under incident conditions a 300m queue can build extremely quickly causing queues to extend into the tunnel zone. When road tunnels are designed it is usual to ensure that the probability of queues extending into a tunnel zone is minimised – that generally includes avoiding roundabouts within 300m!</p> <p>I understand that emergency services have already expressed concern. Such situations put a very high load onto ventilation plant and increase the possibility of incidents taking place within the tunnel.</p> <p>The additional traffic management complexities introduced by the tunnel section need to be highlighted. E.g., to maintain traffic flow under incident and maintenance conditions the tunnel and approaches will need to be designed to permit single-tube bi-directional flow. This means cross-overs at each portal and special purpose signalling systems. Access to the tunnel to deal with incidents can be a very difficult process. A manned local control centre with specialist recovery vehicles will</p>

Reference	Feedback
	<p>most probably be required and will drive up operational costs significantly, as will the cost of tunnel ventilation.</p>
57	<p>I attended the event over at the Birnam Institute yesterday. I found it all very informative, easy to understand with a very concise explanation of where we are now in the development. As much as I would like the Community's Preferred Route Option to be the most considered, I now am in a better place to understand why there are issues with this option.</p> <p>I live in Birnam and like most people in the area, you want the option that is not only regarded as the safest change but the one that causes the least damage to the surrounding area and environment. Understandably, the final outcome will not suit everyone, but I am happy to listen to and trust the experts.</p>
58	<p>Thanks for the update on the Community's Preferred Route Option and display materials at Birnam institute in late March. The below is to provide feedback.</p> <p>While I was impressed with the Community's Preferred Route Option for a Murthly grade separated junction, the three-arm grade separated junction seems a reasonable compromise. The additional option 2 seems to do significant extra harm to the local environment for a very small volume of traffic. It is rare in the extreme for anything to pull off southbound at the Birnam exit. It would be interesting to know the reported number of vehicle movements per day to justify the additional offramp of option 2 over option 1.</p> <p>I think the first illustration shows well the significant advantage that the Community's Preferred Route Option gives, with a central village hub re-established around a well serviced station at the heart of the village. Birnam and Dunkeld is a thriving community and to put an intrusive dual carriageway through the centre would have an impact that would be hard to overstate.</p> <p>While the case for the original A9 to take away traffic from Perth Road obviously made sense, it was at the expense of removing Birnam from its station and the current process is a once in a lifetime chance to put this right. The exhibition was sobering in highlighting the very significant cost of implementing what seems the best option arising from a very thorough effort to explore sensible alternatives. Notably the community was keen to find something that was realistic and although offline options were preferred by many it was felt that an online option was more likely to be capable of construction at a cost the Scottish Government would bear.</p> <p>A short section of cut and cover tunnel seemed entirely sensible to double the effective useful area fitting both station and road in a single constrained corridor. It is hard to believe that the costing would exceed that of the Queensferry Crossing and I would like to know how this construction method and costing has been reviewed/ tested to see whether there are economies that could be made.</p> <p>My main concerns for online at-grade options are with the noise and visual impact of the widened road and the access to the station. It would be interesting to know whether some of the impacts could be mitigated with the shorter tunnel option but continuing in a cutting further south than shown in the additional option, or with a berm/ gabion or similar barrier between the road and the village. A significant issue with the road as presently configured is that the road is elevated along the length of the village so that it tends to dominate the landscape and noise reverberates off the hill behind. The fear is that the at-grade options or shorter A9 underpass would give all the upheaval of construction and then worsen these issues when complete, wrecking what is a tranquil conservation area. Having lived at Stell Park, just to the North/ East of the station, I know that with the road behind a large berm, it hardly impacted on the estate (other than at the end of the berm as it descended to the bridge over Birnam Glen).</p> <p>I believe the Community's Preferred Route Option is the best option. The additional options for the station if we can't get this are necessarily compromised - option 1 permanently shifts the station out of the village but is perhaps preferable to option 2 with a car park significantly separated from the station, worsening the station accessibility over the current situation. Neither is a good outcome for the village.</p> <p>The options for the Dunkeld junction have been shown to be difficult. I was one of the objectors to the roundabout option as I share the concerns about queues and safety. The proposed grade separated junction does not look like it works in conjunction with the dropped A9. Are other options being reinstated in the lowered A9 goes ahead but the roundabout is considered to be a concern? The splay angles of the off ramp and on ramp from the road seem very wide, increasing land use. What drives those? For example, why does off-ramp southbound not line up with on-ramp southbound?</p> <p>I am aware of the stated aims of the project but if all options are shown to have significant impacts on the local community that cannot be mitigated, or costs that are too great then are there more limited options, such as retaining the single carriageway for a short section?</p> <p>The project aims to dual the whole length, taking it from something like 30 miles dual / 80 miles single to 110 miles dual from Perth to Inverness. It would surely be almost as great an achievement if that ratio was improved to nearer 100 miles</p>

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	<p>dual and 10 miles single, with just the short sections at Aviemore and Dunkeld being seen as not worth the environmental and financial cost. The saving would be considerable if these more challenging sections remained single, but the junctions were made safer. The majority of the junction changes proposed would presumably work more easily with a single carriageway route.</p>
59	<p>Thank goodness that elements of common sense, practicality and cost-consciousness have been introduced into the design of the Pass of Birnam to Tay Crossing section of the A9 Dualling Project.</p> <p>Although it is appreciated that further design assessment will be carried out during DMRB Stage 2, our initial thoughts on the exhibition follow:</p> <p>Our preference remains for the grade separated junction at Murthly, all movements. We would not like to see an increase in road traffic on Perth Road (three-arm grade separated junction) and feel that there is too much land take in the full movement grade separated junction and it is not visually attractive.</p> <p>The only sensible option is an at-grade A9 in terms of reduced construction complexity, duration and cost etc. We feel that the use of super high-tech tarmac in the construction should be stressed as it would lead to a significant reduction in road noise.</p> <p>We would like to see a solution that addresses the non-compliance of the station platform in terms of accessibility and disability legislation. Unfortunately, the Relocated Dunkeld and Birnam Station option has too many disadvantages, so our preference would be for the Birnam Industrial Estate option.</p> <p>The concerns expressed over the Station Building are not understood as it has lain empty for several years and is in a poor state of repair.</p> <p>The grade separated junction makes sense in terms of consistent junction design throughout the A9 Dualling. It would help if something could be done to mitigate the effect of a 10-metre wall adjacent to the recreation club – tree planting?</p>
60	<p>I was not impressed by this exhibition at all! It seemed that its whole purpose was to discredit the Community's Preferred Option on a financial basis. Other options that were voted out/not voted for were brought back and displayed during the exhibition. These other options were voted out for good reason but were tabled again by Transport Scotland/Jacobs and used to discredit and undermine the Community's Preferred Route Option. They were also used out of context as there was no mention of the other much more expensive options that were not voted for i.e. the routes round or through Birnam Hill.</p> <p>While it is appreciated that there will be people who prefer some of the other options however, there was a voting process in which the Community's Preferred Option had a clear majority. It appears that democracy is being ignored by many Government Departments. The benefits to the community must be taken into consideration. The financial cost will be short lived while the effect on the community will last for generations!</p>
61	<p>We attended the exhibition at Birnam Arts on 26 March 2019 and once again welcome the opportunity to provide feedback as part of the ongoing design development of the scheme.</p> <p>We direct continued concerns about how the dualling work will affect our lifestyle, both during construction and on completion. From the outset, we have been in communication with Jacobs, Transport Scotland and the A9 Birnam to Ballinluig Community Group, so we are aware of the scheme process. Our previous concerns have been recorded in writing to Jacobs and Transport Scotland; these continue to stand at this point of time.</p> <p>The exhibition was presented by several Jacobs and Transport Scotland officials, on hand to answer any queries and explain the various options on display. The information boards were well set out to compare the Community's Preferred Route alongside Additional Options. We would have personally preferred to view drawings, but found artist impressions helpful, whilst lacking in obvious detail in the proximity to our home. We found the Construction application of particular value to demonstrate the complexities of creating the cut and cover tunnel, also the underpass options. Equally, lowering of the Inchewan Burn is a very complex task, only just realised properly now.</p> <p>It is clear that the Community's Preferred Route Option is very complex in terms of construction, cost and ongoing operation, with added concerns in the event of an emergency within the tunnel. All of this information was readily available during the Co-Creative Process detailed factsheets, so it came as no real surprise to us during the exhibition.</p> <p>We welcome the Additional Options, some being variations of ideas put forward during the Co-Creative Process, and we understand the rationale of these being provided alongside the Community's Preferred Route Option. Taking the Additional Options into consideration, our choices for the entire route would be: -</p> <p>Birnam Junction:</p>

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	<p>Whilst previously, we had considered the Murthly junction as a preference, we now have concerns on the impact this will have on the River Tay (Dunkeld) NSA with the associated loss of Ancient Woodland and wildlife habitats therein. However, both the Additional Options presented will also encroach onto Ancient Woodland with the loss of red squirrel and woodpecker habitat and an area of archaeological interest (although this is not mentioned on the display boards).</p> <p>Three-arm grade separated junction. The lesser land-take is a clear advantage in this locality, whilst southbound traffic destined for Birnam would exit the A9 via the Dunkeld Junction. Southbound traffic destined for Bankfoot and Waterloo, would use the Bankfoot junction for ease.</p> <p>Full movement grade separated junction. The southbound exit slip road on a raised viaduct structure would visually degrade this area of scenic beauty, adding to construction complexities and costs. Southbound traffic from the A9 into Birnam Can exit via Dunkeld Junction, negating the need for this structure.</p> <p>We have never been supporters of the 1.5km cut and cover tunnel, due to the complexities of construction and high cost to the taxpayer, and now welcome the Additional Options.</p> <p>Underpass option. Having had the construction complexities described and demonstrated to us in lowering the Inchewan Burn, also the lengthy construction time required for the underpass, we now have concerns as to the viability. The lowered A9 will hopefully reduce noise levels, which is one of our prime concerns living in close proximity to the road, with an increased speed limit to 70 mph.</p> <p>At grade option. Given that no piling works will be required, nor the lowering of Inchewan Burn, this option could be beneficial in terms of construction time and has lesser impacts on the status quo.</p> <p>Dunkeld and Birnam Station:</p> <p>Relocated Dunkeld and Birnam Station. We have concerns over the adverse visual and noise impacts, of not only the dualled A9, but also the new railway station. Vehicular and pedestrian access to the new station will be more remote from the village, which will be an inconvenience to some travellers. Additionally, the increased cost of relocation of the station and disruption to travellers during construction must be considered. The unknown effects of contaminated soil at the proposed site caused by Ladywell Landfill site are also a concern. Prior to the irrigation system being installed many years ago, we had to suffer the effects of foul odour from decaying landfill matter!</p> <p>Birnam Industrial Estate. This option would utilise the ground available opposite the railway station for car parking, as many other stations have already. Most stations require a short walk to the platforms, and Dunkeld and Birnam would be no exception. The pedestrian underpass would be far safer in wintry conditions when snow and ice otherwise make the existing sloping walkway treacherous. Elderly, or the infirm would have a safe access to the station, especially if the underpass was wide enough to permit a buggy (or car?) access. As the parking area would be lowered, and nicely landscaped, there will be a lessened adverse visual impact for surrounding properties on Station Road. An added bonus will be the increased parking facilities for Birnam Arts which can become very limited whilst an event is taking place; cars are frequently parked randomly at the Industrial Estate already, so the formal spaces created would be of great benefit.</p> <p>Furthermore, access to the station will be maintained throughout, with no disruption to railway services. Would vehicular access to the station and sidings be provided for railway service and emergency vehicles?</p> <p>This option would also retain the historical station building, signal box and associated signals for Scotland's' heritage. The Highland Mainline Railway is the last to retain originality of buildings from Perth to Inverness, which would be otherwise spoiled by the addition of a modern building.</p> <p>At-grade Roundabout. Our previous feedback to Jacobs and Transport Scotland considered the roundabout to be problematic when built in conjunction with a cut and cover tunnel, also the increased noise and pollution generated by vehicles decelerating and accelerating to and from the roundabout. However, this now appears to be the 'lesser of two evils', impacting on our personal living, considering the more intrusive grade separated junction which is now proposed.</p> <p>Grade Separated Junction, All Movements. Whilst being an efficient mover of through traffic, the grade separated junction has major impacts for the community by introducing an unsightly concrete structure and 10-meter-high retaining walls adjacent to the recreation club. The proximity of the southbound exit slip road adjacent to Craigvinean Surgery is also of concern to us, being a place of peace and tranquillity for the sick.</p> <p>Moreover, our home will be severely affected with the added southbound entry slip road climbing uphill from the Dunkeld junction. This will undoubtedly cause increased engine noise and pollution, being closer to our property than the existing A9.</p> <p>Regrettably, this option could force us to be 'Prisoners of our Own Home', and never be able to relax in our own garden, as</p>

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	<p>we do now.</p> <p>Having considered all the options broadly available to us at this exhibition, our choice of route would be to balance the Community's Preferred Route Option, Transport Scotland's Program Strategy and our personal concerns that the effects of dualling the A9 will have upon our future quality of living, with our home being in very close proximity to the A9.</p> <p>Birnam Junction - Three-arm Grade Separated Junction.</p> <p>A9 Carriageway – At-grade.</p> <p>Railway Station. Utilise Birnam Industrial Estate for car parking.</p> <p>Dunkeld Junction. At-grade roundabout.</p> <p>We have no concerns with the proposed Hermitage and Dalguise junctions further north on this scheme.</p> <p>We are though, very disappointed that following the extensive, and costly, Co-Creative Process involving The A9 Birnam to Ballinluig Community Group, Transport Scotland, Jacobs and Planning Aid Scotland has effectively returned with similar (if not the same) options presented by Transport Scotland in January 2016. The community's concerns relating to these options led to the Co-Creative Process (being designed to resolve issues for both Transport Scotland and the community) in the first instance.</p> <p>We look forward to continuing to engage with you in the future as the scheme progresses, ideally without further undue delay, to reduce the stresses this Co-Creative Process has already caused us.</p>
62	<p>The Community's Preferred Route Option is extremely expensive - unjustifiably so - and a roundabout at Dunkeld is crazy, it would cause tailbacks. Traffic from Dunkeld trying to access the northbound carriageway would still be queuing.</p> <p>I really liked Additional Option 1 for the Murthly/Birnam Junction. Very tidy and it doesn't take up much space.</p> <p>With regard to vehicular access to the railway station, many users live outside Dunkeld and Birnam, and direct vehicular access from the A9 is preferable to having to go through Birnam. I would be concerned that a car park connected to Station Road would be used by non-railway users and fill up quickly.</p>
63	<p>Your staff were keen to help and gave generously of their time. I was impressed by the sheer number of your staff who were in attendance.</p> <p>My first concern - the Rotmell Junction having no exit north from Dunkeld on our "back road", the original A9 is, I know, outwith the scope of the Pass of Birnam section and has been rejected. However, I hoped to make an additional point to one of your colleagues about the type of traffic (timber trucks) rather than the volume of traffic.</p> <p>Your decision seems to have been based on relatively low vehicle numbers using the junction to go north. The cost of building a flyover to make a slip-road linking to the north-bound carriageway was deemed too great.</p> <p>The gentleman I approached about our community objection to the Rotmell Junction surprised me by not knowing the size of the Telford Bridge and whether there was a pavement. I do not know if he was alone in being so unfamiliar with Dunkeld and Birnam. I was trying to explain that heavy, large vehicles going over the bridge alarm pedestrians (particularly children and the elderly) as there is noise, strong air currents and vibrations. This is already a significant concern and hazard.</p> <p>The current Rotmell plans will force more timber trucks to come through the village and over the Telford Bridge. I had the distinct impression that he was not interested and the decision would not be reconsidered, I found this attitude shocking.</p> <p>The displays were well presented but the summaries seemed to highlight the negative aspects of our Community's Preferred Route Option (piling, lorry traffic, timescale) rather than the positives, not just protection of our villages but the long-term improvement to the amenities in the area.</p> <p>The additional design offered at Murthly (a modest tunnel from Birnam accessing the north bound carriageway via the Bankfoot slip road) seemed to me probably a reasonable alternative. However, the alternative to the Dunkeld Roundabout seemed too great a change from our Community's Preferred Route Option. The traffic coming from the north would be constant and at 70mph, the 10m high barrier beside the tennis court extremely ugly, and the loss of the roundabout would also result in the loss of any type of tunnel at the station. I did confirm this with a couple of your representatives.</p> <p>A tunnel at the station was the key factor in our preferred route, providing as it did a means of reducing traffic noise, linking the station back to the village and providing a new amenity space plus a transport hub. I cannot overemphasise how much we are anticipating the eventual positive impact of this design, (ideally the 1.5km tunnel) on our community and landscape. I was horrified to see an additional design option comprising an at-grade full dual carriageway almost touching the railway station.</p>

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	<p>This is an exceptionally beautiful and historic area of Scotland. The Government and Transport Scotland must use the lateral thinking skills for which Scotland has been renowned for centuries. We need an exceptional solution to preserve the beauty and integrity of this area for generations to come.</p>
64	<p>Further to exhibition viewed on 27/3/19 at Birnam Arts.</p> <p>Abandon the 'cut and cover' stupid option (1.5 km tunnel).</p> <p>Abandon the roundabout at entrance to Dunkeld. This will not solve any problem about traffic going north from Dunkeld - This is a danger and accident spot if constructed - This roundabout is another stupid option.</p> <p>The 150m underpass could be acceptable if not going towards or from a roundabout.</p> <p>Alternative options proposed for Birnam entry - either acceptable.</p> <p>Murthly Proposal - No objection to proposed design.</p> <p>Creation of underpass at Dunkeld with north and south access with road (A9) raised - only sensible alternative to the stupid roundabout.</p> <p>Real option is a viaduct round Birnam Hill using the height of the existing dual carriageway as a take-off level. Similar construction and procedure to that which was done at Killiecrankie.</p> <p>Construct away from Dunkeld and Birnam, standard concrete sections used.</p> <p>Access to Birnam Hill for walkers, bikes, wildlife remain. Columns supporting road obscured by trees so no eyesore - provides great views over Dunkeld. Existing roads remain to service local traffic. Minimum disruption to traffic and residents and businesses.</p>
65	<p>We are supportive of any scheme that connects Station Road, Birnam directly to the railway station and incorporates car parking. This is achievable by choosing aspects of the Community's Preferred Route Option. We feel this would increase the use of the station and greatly benefit Birnam Arts by making available more car parking near the venue. This would be of huge benefit to our community and would help offset many of the negative issues surrounding the A9 dualling.</p> <p>We note from the information at the presentation that the community proposal was purported to be the most expensive of the ideas given. It really looked as if it had been "set up" to discourage support for this option - firstly by the cost and secondly the duration it may take to complete and thirdly the high volume of traffic movements and the large number of driven piles. This is a project for the future and as such should not be "sold short" for fear of its inconvenience and cost. We trust that a long-term view can be taken on the project which incorporates benefits for the community.</p> <p>We will get one chance to get this right for our community. The decisions that are made will affect us for many decades to come.</p>
66	<p>Thanks to everyone behind the consultation process and exhibition.</p> <p>First of all, thanks to all the teams who have obviously worked very hard to complete this and especially for the visualisations. It is difficult to comment on such a complex issue but in summary, I still prefer the Murthly Junction proposals to the Birnam one and think that the environmental impacts in both are difficult but on balance I do prefer the Murthly Junction.</p> <p>If the Birnam Junction were to be put into place, I still cannot agree that the Southbound traffic on the A9 requires an exit into Birnam. I have never seen the figures to justify this and the resulting full movement grade separated junction with a viaduct next to the river is totally out of order in terms of environmental and visual impact. After careful consideration I think that the three-arm grade separated junction could be an acceptable option if the Birnam Junction was to be built.</p> <p>The long cut and cover tunnel, although an attractive proposition, I consider is unacceptable in terms of cost and the environmental, social, and physical aspects of building it. In addition, the production of that much concrete is not sustainable in terms of the carbon footprint</p> <p>However, despite the difficulties highlighted in the presentation, I still consider it essential that the station is reconnected to the village and proper parking provided. This would still require a shorter cut and cover but at the time that this station has regular increases in passenger numbers year on year, when at the same time the intercity bus services have been cut back, it is essential the station is readily accessible on foot. In addition, with the new timetable due to be delivered in December 2019 with an extra 4 faster and more comfortable trains in each direction, the case for safe accessible access to public transport must be made.</p> <p>The Dunkeld Junction. I am unable, at this stage without more information and careful thought to decide between the</p>

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	<p>roundabout and the grade separated junction. I am concerned about traffic delays at the junction and traffic from the Dunkeld Junction deciding to use the Birnam Junction. You can see this in the summer and the increase in traffic along Perth Road, which would be unacceptable. In terms of the grade separated Junction, I am concerned about the height of the flyover and the noise and other visual impacts especially as seen from Dunkeld.</p> <p>The Hermitage and Dalguise Junctions are acceptable.</p> <p>One additional point, whilst we are waiting for all this to happen, can the Birnam and Dunkeld Junctions be lit as a safety measure. If the works compound for the A9 near Luncarty can be lit surely something can be done for these two junctions in the meantime. Especially as when the Luncarty to the Pass of Birnam sectioned is completed for northbound A9 traffic the Birnam Junction will be the first single carriageway junction they will encounter and even now in the dark it is very nerve wracking using it.</p>
67	<p>I was concerned and disappointed with the exhibition in Birnam Arts last week (Tues 26 March).</p> <p>While the quality of the displays was impressive, and it was good to see that Jacobs have shown the feasibility of the Community's Preferred Route Option, it was disappointing to see the reappearance of previous options conclusively rejected by the community last year – e.g. The raised flyover junction at Dunkeld (extremely intrusive visually and noise polluting); the re-location of station to a new site west of Inchewan Burn and the four-way Birnam Junction with viaduct over the floodplain. All these were rejected – why are they being represented now?</p> <p>Further it was distressing to see the apparently exaggerated cost and time schedule for the new work if the Community's Preferred Route Option is chosen. It really looks as if Transport Scotland and Jacobs are trying to portray a scenario that will raise objections from the Minister and from members of the public who failed to make comments or even vote last year.</p>
68	<p>Good to see that the cut and cover section is buildable.</p> <p>Seemed the Community's Preferred Route Option was made to look more unfavourable than it actually is – e.g. a lot of people still seem to think that piling means pile driving (hammering).</p> <p>Whilst the advantages of some added options were described, there was no discussion of disadvantages of some of these.</p> <p>The Ancient Woodland preservation story for the Birnam Junction does not make sense. The Community's Preferred Route Option eats less Ancient Woodland than the others.</p> <p>You should have put forward the 400m cut and cover option (which provides a car park and some greenery)</p> <p>Hard to accept that the cut and cover section costs more than the entire Queensferry Crossing!</p> <p>I'm not a fan of the roundabout – I'd rather the full Dunkeld Junction.</p> <p>As far as I remember hardly anyone voted for at-grade A9 at the station – bringing this back in the mix felt like I had stepped back 2-3 years in the process – please just ditch it or we'll get nowhere.</p> <p>The body language of the Transport Scotland and Jacobs staff made it feel like you were trying to sell us a dummy!</p>
69	<p>We liked the video as gave a good impression of the work involved.</p> <p>We do not understand why you have reintroduced designs put forward at an earlier stage and rejected by the community during the Co-Creative Process last year. The decisions then made after a very long Co-Creative Process (democratic!) should be accepted and brought into use.</p> <p>Birnam Junction – content to see a junction there rather than the Murthly Estate area, but nothing that gives extra traffic on Perth Road please.</p> <p>The end result must reconnect Station Road to the station (in its existing historic place) with a tunnel rather than just an underpass. May not need to be 1.5 km long though, but sufficient to give room for additional parking as well as cutting noise.</p> <p>Totally unacceptable to see one of the rejected schemes for the Dunkeld Junction brought back from the dead! No will not be accepted with a 10m high wall.</p> <p>If you don't like a roundabout, then simply fit traffic lights with the A9 at its current level. That happens on other dual carriageways, why not here?</p> <p>Change your way of doing things or expect public protests.</p>
70	<p>Thank you for the opportunity to review the Community's Preferred Route Option and additional options presented at your exhibition, Birnam Arts, 26th, 27th March 2019.</p>

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	<p>My family and I were pleased to see the further design thinking which has gone into the proposed route since the conclusion of the Co-Creative Process, and we remain of the opinion that this represents the best solution to meet Community and Transport Scotland's objectives. Whilst there will be considerable disruption during the construction phase, this is far outweighed by the long-term gains associated with reduced visual and noise impacts, potential gain of usable land on top of the cut-and-cover tunnel for additional parking, green space and many other potential purposes.</p> <p>The natural and built environment surrounding Dunkeld and Birnam is an iconic landscape and should be protected and enhanced. The A9 dualling programme represents an opportunity to do this. The Community's Preferred Route Option would reverse the civil engineering 'technical debt' introduced in the 1970s with the current inappropriate, unfit for purpose road and deliver an engineering solution which benefits future generations for years to come. We believe the proposed solution costs are a price worth paying to deliver an exemplar solution to this particularly challenging corridor of the A9 dualling programme.</p> <p>We find the cost estimate for the Pass of Birnam to Tay Crossing section of between £1 billion and £1.6 billion hard to believe. This seems very high relative to other similar construction projects elsewhere in the world, and also in comparison to other, much larger projects, your organization has delivered, for example, the South Queensferry Crossing at circa £1.35 billion. Whilst we appreciate cost estimates and construction techniques will be subject to further design and review in future DMRB phases, we would question whether these estimates have been inflated with the intention of effectively excluding this option when it is presented to the Minister for review. It was apparent from your exhibition materials that there was no 'total route cost' highlighted for any of the other 'additional options', which made the Community's Preferred Route Option appear disproportionately expensive and therefore less attractive.</p> <p>The Co-Creative Process was a welcome and much improved experience of community engagement with Transport Scotland on A9 dualling designs than the consultation events which preceded it. The result of this democratic process, with significant community participation (720 people took part), showed a clear preference for this route over all of the alternative options. It was unclear from your exhibition materials, and from speaking with your representatives, why: "... views expressed by key stakeholders and some local residents ..." are being stated as a reason to manipulate the outcome of what was a fair, open and transparent engagement process between Transport Scotland and the community. Where is the evidence of the views referred to?</p> <p>On this point, there is a lack of transparency, accountability and it has the potential to make a mockery of the Co-Creative Process which all local residents and stakeholders had an opportunity to participate in. Whilst it will be impossible to please everyone, it is highly unsatisfactory to emphasize the opinion of an unknown and un-quantified number of local residents and stakeholders, counter to majority local public opinion.</p> <p>Additional Options:</p> <p>We were disappointed to see several previously discounted designs apparently 'back on the table'; some of which were so unfavoured by the local community that during 2016 the need for Co-Creative engagement between the community and Transport Scotland was established. It seems ironic that we find ourselves back in this position three years on.</p> <p>Having looked carefully at the 'additional options' again, we remain of the opinion that they are all entirely unsuitable and would at best represent inappropriate and unsatisfactory solutions to what is a remarkable local environment of national importance. The additional options lack design creativity; are disproportionate to both the rural environment and the problems A9 dualling is intending to solve; would cause irreparable damage; turn this landscape into something more readily found in an urban environment. We reject the alternate options for these reasons.</p> <p>The views expressed in this feedback are those of my family and me. We would appreciate your response on cost estimates and construction techniques expected for the construction of the Community's Preferred Route Option, relative to other similar construction projects completed elsewhere in the UK and abroad.</p> <p>Are the "... views expressed by key stakeholders and some local residents ..." referred to in your exhibition material available to the public? This seems pivotal to your position that has resulted in other unfavoured, previously discounted options being re-visited.</p> <p>We look forward to hearing from you on these two points.</p>
71	<p>The work which has taken place to validate the Community's Preferred Route Option is appreciated, and the construction sequence visualisation presented an excellent picture of the challenges inherent in that route. It is good therefore that Jacobs were able to confirm it is technically possible for the Community's Preferred Route Option to be constructed, albeit at a high cost. It is therefore worthwhile reminding Transport Scotland that your representatives in the Co-creative Process maintained that cost was not to be an issue in that Process and defended that view in the face of serious questioning and</p>

Reference	Feedback
	<p>criticism at public forums.</p> <p>Transport Scotland have now presented a number of alternate options for locations affected by the Community's Preferred Route Option, and in doing so I feel they have discarded any attempt to take on board the community's priorities, nor have they taken into account of the strong feeling in this community as to what type of A9 solution is wanted here. It was clear from the outset, some three years ago now at the initial presentation in the Birnam Hotel which I attended, that a high-level A9 at Dunkeld was not acceptable, and this was reinforced by the results of the ensuing Co-Creative Process and its attendant democratic votes.</p> <p>There were indeed two over-riding results from Co-Creative Process, one being the almost universally desired reconnection of the railway station to Station Road, Birnam, and the other equally popular choice for a roundabout at Dunkeld. It is also clear to me that the roundabout solution was chosen in order to avoid the overpowering of the local environment by high concrete structures and the excessive traffic noise which would emanate from a high-level A9.</p> <p>The latest event therefore came as a considerable shock to many people here, and is I think being seen as Transport Scotland attaching very little importance to local community views as democratically expressed. Some have indeed referred to this as evidencing bad faith on the part of Transport Scotland. From my perspective, the current process is not satisfactory, since Transport Scotland are largely seeking to reintroduce design options considered and rejected earlier. I note that Transport Scotland try to claim they have followed community preferences as far as possible, and that the further design options now presented are as a result of stakeholder concerns.</p> <p>I suggest this is clearly a case of Transport Scotland being economical with the truth, since in reality all of these further options were originally introduced at early stages of the Co-Creative Process, some in fact having been presented even earlier than that by the Jacobs engineers. Most of these design options being now reintroduced were decisively rejected by the community through the voting procedures which resulted in the Community's Preferred Route Option being adopted; whilst it is true that one option brought back did feature in the final shortlist of routes, that then came bottom of the ensuing vote.</p> <p>Much play is made by Transport Scotland of stakeholder concerns, in general terms, but without identifying these in any detail nor commenting on how important they are. It is not surprising that there are concerns, there are always such in any major scheme, but you cannot expect the community to accept these as meaningful without setting out in much greater detail what the difficulties are and how Transport Scotland would propose to mitigate them. Reference is made to local resident's concerns, not detailed except in the broadest terms, but I, as a local resident probably living as close to the A9 as anyone else, have substantial concerns about the continuing interference to daily life from the A9 – both now and into the longer-term future. As a resident, I make it clear I am prepared to accept short-term worsenment as a result of the construction works, in the knowledge that I, and indeed many others locally, would have a significant improvement to our quality of life at the end of the construction period. The Community's Preferred Route Option provides this, and also gives an opportunity for the community to gain some amenity benefits as a result of the construction activities.</p> <p>From my personal perspective, I am prepared to consider limited modifications to the Community's Preferred Route Option in respect of the length of tunnel, and in that context, I note that the design option for a shorter tunnel, of some 450 metres length, has not been reintroduced for consideration despite it achieving second place in the Stage 5 community vote of the Co-Creative Process, compared with 4th place for the short underpass.</p> <p>I do not have strong views on the choice of layout for a Birnam Junction or its equivalent close to the Murthly Castle access road but would comment that it should be possible to design a junction which does not significantly affect the banks of the Tay, yet which can provide access to/from the north towards the Bankfoot direction. There is no requirement for a connection to/from the north into Birnam at this location, as the current access is minimal as is well-known.</p> <p>Finally, I make it clear that I do not and will not support any design options which do not provide for the reconnection of the (existing) railway station to Station Road; and provide for a high-level 'solution' for the A9 at the Dunkeld Junction.</p> <p>I shall be making these views known to appropriate politicians representing the area.</p>
72	<p>I understand that the requirement is to fully dual the A9.</p> <p>However, I and many others in this area feel that the option of two roundabouts should also be presented to the Government, together with the massive potential cost savings and some stats on the minimal journey time impact that would be incurred. This proposal has been put forward several times and always rejected</p> <p>Looking at the issues and budget forecast for the project, presented at the Birnam Institute in March, it would appear highly unlikely that the Community's Preferred Route Option will get approval.</p>
73	<p>The remit, to build a lasting road, safe for users and NMUs, can be achieved by building to the category 7A dual</p>

Reference	Feedback
	<p>carriageway. I know too from discussions with the engineers from Transport Scotland and the consulting firms, that once the A9 dualling process has been completed, it will be time to upgrade the "at grade" crossings on the stages which have been already dualled, but to a lower standard.</p> <p>I understand that in fact these crossings are being assessed at present; the results are due out in September 2019. I understand that the intention is to draw up a plan to bring these crossings up to the same standard, i.e. to Category 7A. The rationale is that otherwise these isolated crossings will become more dangerous, in that drivers will not be expecting to find estate vehicles and NMUs crossing at grade anywhere on the A9 between Dunblane and Inverness.</p> <p>It therefore does not make any sense to have a roundabout at Dunkeld. Already the traffic at Broxden and the Inveralmond Roundabouts makes the provision of grade separated junctions at these points overdue. Drivers will be accustomed to grade separated junctions, and a roundabout at Dunkeld will never be a long-term solution; it will inevitably require to be upgraded at a later date, at a higher cost and further inconvenience.</p> <p>Queueing traffic increases air pollution which has adverse effects on people's health. It makes asthma worse, among other ill effects. There is bound to be some queueing at a roundabout on a busy road such as the A9; where traffic moves smoothly, there is far less air pollution. I would also suggest that traffic queueing in a tunnel, however well ventilated, is not a good plan. Nor is it a safe plan to have a roundabout so close to the exit of a tunnel, due to the inevitability of "shunt" collisions.</p> <p>While it is sensible to reduce the impact of the A9 dualling on the Birnam and Dunkeld community, realistically, it lies at a difficult pinch point, and any solution will still have some negative impact.</p> <p>The A9 is a very important road for those who live to the north, including those on Lewis and the Orkneys, for whom it is their main line of communication. It is also an important trunk road to deliver goods to the north. Their interests must be brought into consideration too; they deserve a safe and speedy route. It is also an important tourist route. A 50mph speed limit on the approaches to the Dunkeld junction is sensible, as a traffic calming measure.</p>
74	<p>Reduce length of tunnel to 150m. If it is made short enough, it becomes a bridge. Therefore, no need for 50mph limit, no need for monthly close-down, there would still be access to the station, still be room for a larger car park, bus turning circle and it would save money.</p> <p>Murthly Junction should stay as originally planned. No existing properties are seriously affected. The nearest are three properties which have been developed recently, which the landowner's legal representatives should have advised against because they are so close as to be seriously affected by the planned junction. Both alternative suggestions have serious defects; the three-arm grade separated junction has no southbound slip road; the full movement grade separated junction impacts on the River Tay flood plain or entails a costlier and unsightly viaduct.</p> <p>Dunkeld Junction should stay as originally planned, or as near as possible. The proposal to bring it "up to standard" is grotesque, gross and totally inappropriate for a rural area. (Think "spaghetti junction"). A high wall adjacent to the tennis courts is totally not acceptable (I don't play tennis, by the way, but it's still not right!), as in the late afternoon/early evening, when people will be using them, they will be overshadowed by the wall.- Also any large area of concrete is very tempting to "wannabe Banksies", usually lacking his talents.</p> <p>I still maintain that an oval-about, with a segregated left lane(south-bound) would be the best option, if necessary to accommodate pedestrians/cyclists, provide underpasses. Note also two roundabouts already on the A9 at Perth, by the Hydro-Board HQ (with traffic lights!) and at Broxden - these alone drive a coach and horses through Government policy on trunk roads.</p> <p>The Hermitage, and Dalguise Junctions. Both of these should stay as originally planned.</p> <p>Savings: - Time - no "tunnel", less cost both in building and long-term maintenance.</p> <p>No complicated and unsightly work at Dunkeld Junction, therefore less cost.</p>
75	<p>I am writing to submit my feedback in relation to the March 2019 engagement event in relation to the plans. I appreciate the issues which were explored at the event. However, I have concerns that the motivation of the exhibition was to effectively say that Community's Preferred Route Option was either practical or advisable. I feel that there should be a greater effort made to suggest alterations to the Community's Preferred Route Option which would make them more feasible. For example, in my view the biggest positive benefit which the dualling project could bring to the community would be to reconnect the village with the station.</p> <p>To that end I would like to see alternatives to the long tunnel currently proposed which would facilitate that connection. To my mind this is the most important aspect to be achieved. The 150m long underpass seems to be a reasonable alternative</p>

Reference	Feedback
	<p>- however can I suggest that a further option could be explored which would combine the additional option 1 (the 150m long underpass) with additional option 2 - the carparking at the industrial estate. The impact of the underpass could be reduced by having a more curved or elevated cover over the road - which would reduce the depth needed for the road, and reducing the lowering needed for the Inchewan Burn.</p> <p>The second most important aspect in my view is minimising the land take at the junction of the A822/A9. My preferred option here is for a roundabout. Having experienced the temporary roundabout which was installed at Ballinluig prior to the very ugly flyover junction my view is that a roundabout is perfectly acceptable on the A9 at this point. While it might still mean that in peak traffic times in the summer there could be queuing of up to 5 minutes, it is not the traffic queuing which is the issue but the safety of crossing at this junction. I do not find the other arguments against a roundabout persuasive; there is already an underpass for walkers and cyclists to traverse the A9 and I assume that this will be maintained - effective signage to direct cyclists to this would be an important improvement.</p> <p>I also am concerned about the desire to have 70mph speeds along this section of the route. The average speed cameras enforcing the 60mph (and 50mph for HGV's) has been very effective on the A9 and lowered speed limits on sections of major roads are commonplace. When we are being constantly exhorted to have consideration for reducing the CO2 impact of our lives it seems bonkers to be insisting that traffic should travel at 70mph for the entire length of this road. A reduction to 50mph for this section would be completely acceptable in my view.</p> <p>I trust that you will take note of my comments and I hope that proper community involvement in the design process is continued.</p>
76	<p>My initial reaction to the presentation in the Birnam Institute on 27th March was optimistic. Until I realised that the reintroduction of a series of old options, which had been rejected by the community during the Co-creative Process were placed in prominent eye-catching displays around the room.</p> <p>One of the fears of many in the community is that Transport Scotland will only pay lip service to the Co-Creative Process. Then ignore the Community's Preferred Route Option, and/or place a ridiculously high estimate on its construction, and then proceed with options of its own making, thereby making the Co-creative Process a sham.</p> <p>It is obvious Jacobs have carried out a very detailed and professional assessment of the practicalities of the Community's Preferred Route Option, but of course they only do what Transport Scotland advise.</p> <p>A local businesswoman has received a reply to a letter of concern that she wrote to Transport Minister, Michael Mathieson. In that reply it clearly states that other options to the Community's Preferred Route Option are indeed now being considered. So much for the democratic process we understood was the basis for the voting that constituted the Community's Preferred Route Option.</p> <p>The final route and junctions chosen were not those that I had voted for, but I accepted the outcome as being the democratic choice of the community.</p> <p>The estimated cost of the chosen route has now been put at £1-1.6 Billion, presumably more than one company has been approached for their assessment and costing of the scheme.</p> <p>Will a detailed breakdown of the final estimate be made public?</p>
77	<p>The plan was to provide a Category 7A dual carriageway, with grade separated junctions, and underpasses for NMUs and estate/ agricultural requirements where necessary.</p> <p>This appears to give the best solution for all concerned, and which should give enduring service over the years for the whole country.</p> <p>Aware that the community of Birnam and Dunkeld was unhappy with the initial proposals put forward by Transport Scotland, although reasonably happy with all three proposed options.</p> <p>It therefore came as quite a surprise to discover that when the Dunkeld and Birnam community was given the opportunity to come up with a solution which they could accept that they had diverged from the remit set down for the A9 Dualling Project. Their three proposals all incorporate a roundabout at Dunkeld.</p> <p>Roundabouts are not a safe environment for NMUs. Although an underpass will be provided under the A9, it will not be sufficient to accommodate the Braan, walkers (often with dogs), buggies and children. The present underpass has low headroom and the Braan often floods; it would not be safe to add cyclists to the mix, particularly road cyclists. They travel at a faster speed and are better accommodated on the road itself.</p> <p>Roundabouts have built-in obsolescence, even with the later addition of traffic lights. Surely the inhabitants of Birnam and Dunkeld must have had to queue at the Inveralmond and Broxden Roundabouts on the A9? Further afield, the Sherriffhall</p>

Reference	Feedback
	<p>roundabout on the A720 (Edinburgh bypass) has queueing traffic for most of the day, and very few cyclists dare use it because it is so dangerous for them. The same will happen within a very few years to any roundabout at Dunkeld.</p> <p>Queueing traffic generated more road noise and air pollution; the latter is increasingly seen to be a health hazard. As they are exercising, cyclists and walkers are inhaling more deeply than motorists and vehicle passengers, so they are more susceptible to inhaling a greater amount of toxic fumes.</p> <p>Dunkeld and Birnam lie in a frosty hollow, which prevents air pollution from dissipating. In the case of the 1.5km tunnel, traffic is likely to be queueing within the tunnel, allowing air pollution to increase considerably.</p> <p>It appears that the community of Dunkeld and Birnam want to avoid a grade separated junction at Dunkeld, which is unfortunate. Certainly, such a junction would have a slightly increased visual and acoustic impact.</p>
78	<p>My wife and I recently attended the public viewing of your additional options for the A9 dualling from Pass of Birnam to Tay Crossing, please receive this email as our feedback on these proposals.</p> <p>While we were planning on moving to Birnam last year, we took part in the community vote on the Co-Creative design options for the A9. Given over 80% of the community voted for options which would tunnel and/or move the carriageway, I was confident in the Co-Creative Process determining a route which would protect the area we were relocating to.</p> <p>When I spoke to a Transport Scotland representative last year at the event, I queried that the proposed routes were viable and within budget and I was told that money would not be a factor in the design stage and that we should vote on our preferred route, all of which were viable. Since moving to Birnam I have welcomed Jacobs consultants to my house to discuss proposed works and I was pleased to hear confirmation that the Community's Preferred Route Option was achievable.</p> <p>At no point was it mentioned that Jacobs were working on routes other than the proposals voted on by the public. So, when I attended the event for the A9 update on the 26th March at the Birnam Institute I was initially a bit taken back to say the least on seeing proposals so vastly different to the Community's Preferred Route Option. Alternatives which would have a direct detrimental impact on my family's health and wellbeing, and likewise of everyone in our community. Given alternative routes were being considered I asked why the 2nd and 3rd respective choices from the community vote were not being explored to which the answer was it was not possible to build them. Can you confirm this and the reason for these routes being designed in the first place?</p> <p>After having a look through the information on your fact file sheet there are a few other areas I would like further information on. You have said that the at-grade A9 option does not show any problems from SEPA or SNH, but I beg to differ. In light of recent research, harmful nitrogen oxide gases can be displaced around surrounding areas and when breathed in can cause severe breathing and respiratory problems. The Queen Anne University in London have just published a journal saying that there are also foetus problems with passive nitrogen oxide gases travelling through the air onto nearby areas from roads. I queried at the exhibition the environmental impact of an exposed dual carriageway with the predicted increase of traffic on people's health, I was told if I forwarded on further information it would be looked at; as you were unaware of any impact of nitrogen oxide gases on residents living next to a road. Can you tell me how nitrogen oxide gases from car emissions are being considered during the design process and consultations?</p> <p>I am willing to gather information on any nitrogen oxide studies that have been done in order to help your knowledge and understanding of the potential dangers of the road being exposed as per the at-grade A9 proposal, as opposed to the preferred tunnel options which reduce exposure to pollutants. Please let me know if I can assist.</p> <p>To summarise, my wife and I are deeply disappointed with the at-grade A9 route being proposed as a viable option, it feels as if despite the Co-Creative Process, we are having the very opposite of the Community's Preferred Route Option being crept upon us. The way the alternative routes have been presented has made me sceptical of what the Co-Creative Process has been used for, there is now a growing sense in the community that people's time and effort involved with the Co-Creative Process have been wasted and is at risk of being a tokenistic exercise in community consultation.</p> <p>I however sincerely hope during the next phase of the consultation process that Jacobs and Transport Scotland can prove my growing cynicism wrong.</p> <p>I look forward to your response to my feedback and the Consultations planned for the 16th and 17th May.</p>
79	<p>Whilst my family and I were unable to attend the recent Transport Scotland exhibition at Birnam Arts, we have taken the opportunity to look at the presentation material now available on the Transport Scotland website. We all participated in the Co-Creative Process last year, a very welcome opportunity for us as a community to engage with Transport Scotland during the design development, and over the years have supported the A9 Birnam to Ballinluig Community Group.</p>

Reference	Feedback
	<p>We were very pleased to see the new material on the Community's Preferred Route Option which we continue to value as an innovative and widely supported solution to this difficult and sensitive section of the A9 Dualling Programme. The evolution of the Community's Preferred Route Option has been extensively and closely considered within this community against a range of key Transport Scotland and Community Objectives during the Co-Creative Process. There was always going to be cost, construction complexity and community resilience factors to be reconciled, but this was in pursuit of a solution that would sustain this community into the future and in no way diminish the importance and the ambience of this place and the iconic route that this road inevitably needs to take.</p> <p>We were therefore, equally disappointed to see a number of additional junction and location specific 'options' exhibited alongside the Community's Preferred Route Option– ostensibly as 'solutions' to problems and concerns raised in respect of the Community's Preferred Route Option.</p> <p>Firstly, many of these additional options were considered during the Co-Creative Process and all pretty much rejected at the early stages. Some were not even part of the Co-Creative, even at Stage 1, and were deemed so problematic to the wider community when first proposed three years ago, that the Co-Creative Process came into existence.</p> <p>Secondly, the reason given for the introduction of the additional options by Transport Scotland is apparently in response to 'stakeholder, resident and business concerns' relating to the Community's Preferred Route Option. However, no information on the nature of these concerns is presented or shared in the exhibition with no debate or dialogue therefore not possible to determine whether there are opportunities to mitigate against them. Having been involved in all stages of the Co-Creative Process, where the concerns of hundreds of local residents and businesses were aired, shared and debated in collectively determining the Community's Preferred Route Option, the lack of transparency in the process by which these additional options are now presented to us is deeply disturbing. It seems to demonstrate a clear lack of regard for the Co-Creative Process and outcome in which a considerable proportion of this community worked hard to engage.</p> <p>We felt there was a lack of balance in the way information was presented in this exhibition. The focus was heavily weighted towards the Transport Scotland objectives and the construction phase of the project. There was a language of negativity around the Community's Preferred Option, choosing to focus almost exclusively around the construction phase issues such as disruption, noise and timescales, with very little effort to balance this with the positives enshrined in that solution. It was difficult to see where the exhibition material addressed any of the values expressed within the Community Objectives which very much looked to the long-term future relationship between the road and the community. There was nothing that explored or acknowledged, in any way, the potential impact on our community of building a number of the proposed additional options.</p> <p>Conversely, the additional options were presented in a wholly positive way – very much accentuating their benefits in respect of the Transport Scotland objectives without really touching on the significant negatives that many of them pose, particularly when evaluated against the Community Objectives.</p> <p>We are concerned that the endeavour and outcomes of the Co-Creative Process are now being side-lined and that the concerns and views of this community, as the project continues, will be marginalized in favour of time, cost and transport efficiency priorities driven by Transport Scotland's original agenda. Contrary to what the exhibition boards state, we feel none of the additional options presented can be combined in such a way as to create additional whole route options that in any way 'seek to maintain the key principles of the Community's Preferred Route Option'.</p>
80	<p>Someone described the Community's Preferred Route Option as "madcap". But the real madcap scheme is the idea of running a dual carriageway road through, and you might say, on top of a town - the centre of the south Highland holiday and tourist industry. I strongly advocate that one of the options put to the Minister is a single carriageway road being left with roundabout access at Birnam, Dunkeld and Dalguise road end. Additionally, this could act as a buffer for the Inveralmond roundabout which is already a major disruption feature.</p>

Appendix P. Stakeholder Event Invitation Letter

«Name»
«Address_1»
«Address_2»
«Address_3»
«Address_4»
«Address_5»
«Address_6»
«Post_Code»

Our ref:
A9/PCCEV/PBtoTC/«Person_ID»

Date:
11th March 2019

Dear Sir / Madam,

**A9 Dualling Programme: Perth to Inverness
Pass of Birnam to Tay Crossing
Community Engagement Events**

We are writing to invite you to an event to update you on progress on the A9 Dualling: Pass of Birnam to Tay Crossing scheme since the completion of the A9 Co-Creative Process in June 2018.

As part of the scoping work, the various elements of the Community's Option have been examined in consultation with local residents living in close proximity to the A9 and key stakeholders. 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 wider stakeholder and community feedback and may help address some of the technical difficulties and concerns that dualling through Dunkeld and Birnam may bring.

You will probably be aware from our previous events or discussions that the dualling of the A9 will require the compulsory purchase of land and generate a range of environmental impacts to be mitigated. Ultimately we must be able to justify that land take and the impacts on the individual that the dualling may create - both from the short term construction and for the life of the road. The inclusion of additional options in the formal (Design Manual for Roads and Bridges) route options assessment simply ensures that the process is robust and that decisions are made in full consideration of the choices available.

We value the open and transparent relationship that was built during the A9 Co-Creative Process with the community and, in that spirit, we wish to share this early work with the community, before any formal options assessment work is undertaken, with the intention of furthering that collaboration. I would like to reassure you that feedback received following community events will be taken in to account during the assessment process.

Community engagement events will be held to share the outcomes of the initial scoping work, including the views of key stakeholders and some of the challenges associated with the Community's Option. The additional options developed to address these challenges will also be presented at these events for comment. Details of the events are given below:

Venue	Birnam Arts & Conference Centre, Station Road, Birnam, PH8 0DS
Date	Tuesday 26 th March 2019
Open to Public	11am to 9pm

Venue	Birnam Arts & Conference Centre, Station Road, Birnam, PH8 0DS
Date	Wednesday 27 th March 2019
Open to Public	11am to 9pm

Alongside the community engagement events we are also holding a Stakeholder Event at the Dewar's Centre in Perth on the 28th March 2019 from 10am to 3pm – please note that this event is not open to the public. This event will give key stakeholders an opportunity to view the materials presented at the Community Engagement events, discuss this with members of the project team and provide feedback. Please extend this invitation to anyone within your organisation who may be interested in attending or able to provide useful feedback to inform the ongoing assessment

Transport Scotland officials and representatives from Jacobs, will be present to answer any questions. If you are unable to attend, the materials on display will be available to view on the Transport Scotland website from 11am on Tuesday 26 March 2019. The information can be viewed at transport.gov.scot/a9dualling.

If you have any further questions, please contact our Consultant's Stakeholder Team, by email a9dualling@jacobs.com or by telephone 07833 936 426.

Yours sincerely,



Gordon Ramsay
Project Manager

cc Jacobs

Appendix Q. List of Stakeholders

A9 Pass of Birnam to Tay Crossing February 2019 Stakeholder Event – Invitees

Type Of Organisation	Name
Accessibility	People Friendly Design
Accessibility	Mobility and Access Committee Scotland and Guide Dogs
Accessibility	Scottish Disability Equality Forum
Bus Company	First Scotland East
Bus Company	Stagecoach
Bus Company	Citylink
Community Council	Dunkeld & Birnam Community Council
Community Council	Birnam to Ballinluig A9 Community Group
Emergency Services	Police Scotland
Emergency Services	Scottish Ambulance Service
Emergency Services	Perth Fire Brigade
Emergency Services	Police Scotland
ESG	SEPA
ESG	Historic Environment Scotland
ESG	Scottish Natural Heritage (SNH)
ESG	Perth & Kinross Council
Haulage	Freight Transport Association
Haulage	Road Haulage Association
Local Authority	The Perth and Kinross Heritage Trust Historic Environment Record (HER)
Local Authority	Environmental Health
Local Authority	Perth and Kinross Access Forum
Local Authority	Perth & Kinross Council Community Greenspace
Local Authority	Perth and Kinross Heritage Trust
Local Authority	Perth and Kinross Countryside Trust
NHS	Tayside NHS Board
NMU	British Horse Society (BHS)
NMU	Sustrans
NMU	Scotways
NMU	ByCycle The Perth and Kinross Cycle Campaign
NMU	John Muir Trust
NMU	Cycling Scotland
NMU	Living Streets Scotland
Operator	A9 Safety Group
Operator	Traffic Scotland
Operator	BEAR Scotland
Operator	TRBO
Other	Forestry Commission
Other	RSPB Tayside and Fife
Other	National Trust for Scotland
Rail	Transport Scotland (Rail)
Rail	Network Rail
Utility	Scottish and Southern Energy Networks (SSE)

Type Of Organisation	Name
Utility	Scottish Power
Utility	Scotland Gas Networks PLC
Utility	National Grid
Utility	BT
Utility	Transco
Utility	Arquiva
Utility	Scottish Water