Pass of Birnam to Tay Crossing

Welcome

Welcome to this drop-in session for the Pass of Birnam to Tay Crossing section of the A9 Dualling Programme. We are here today to present the additional Whole Route Options that will be considered, alongside the Community's Preferred Route Option, in the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment. These additional Whole Route Options have been compiled by combining the components that were presented at the previous community engagement event held in late March 2019. These routes comprise all practical combinations of these components.

To ensure that the DMRB Stage 2 route options assessment process is robust and to ensure that decisions are made in full consideration of all options available, a number of options must be assessed, hence the inclusion of additional Whole Route Options. Community feedback obtained through the community engagement event held in March 2019 and previous events will be taken in to account during the assessment process.

Please take your time to study the information on display and speak to the members of the team present today.

View of A9 at The Hermitage Junction

View of the A9 at Existing Birnam Junction

Whole Route Options

Whole Route Options have been compiled using the options shown at the public consultation event in March 2019, considering how they naturally fit together. The table below indicates what junction options can be accommodated with the A9 mainline options.

The Community's Preferred Route Option will be presented to Scottish Minister's for consideration unchanged.

	A9 Underpass (150 metres long)	At-grade A9
BIRNAM JUNCTION		
Grade separated junction at Murthly, facilitating all vehicle movements	✓	✓
Grade separated junction at Birnam, with no southbound exit slip road	✓	✓
Grade separated junction at Birnam, facilitating all vehicle movements	✓	✓
DUNKELD JUNCTION		
At-grade roundabout, facilitating all vehicle movements	✓	✓
Grade separated junction, facilitating all vehicle movements	× (see text below)	✓

A grade separated junction at Dunkeld, with an underbridge, cannot be accommodated with the A9 underpass (150 metres long) option, as it does not allow a safe, compliant alignment over the realigned A822/A923. A grade separated junction with an overbridge, would require the A9 to remain low and would require significant retaining walls, up to 12.5 metres high, adjacent to the Highland Main Line railway and residential properties. To avoid the need for ground anchors, which would extend within the track support zone and privately owned properties, more complex solutions would need to be investigated.

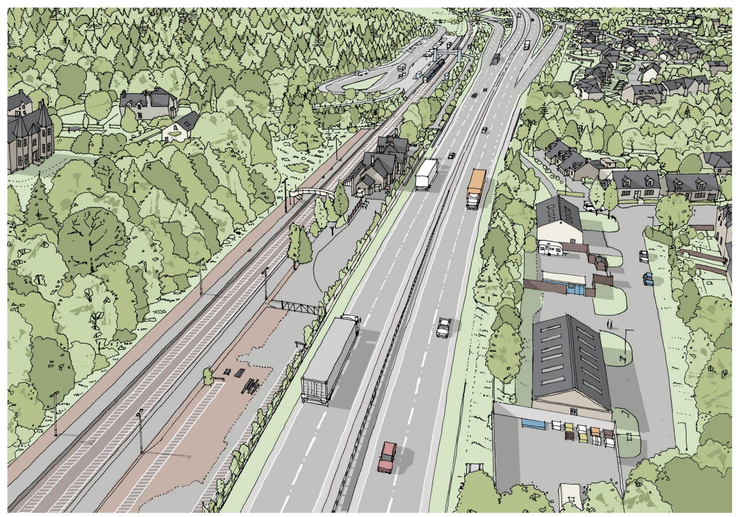
Dunkeld & Birnam Station

Alongside the Community's Preferred Route Option (lowered A9 with the re-connection of Station Road) two additional options were considered for Dunkeld & Birnam Station, which were shown at the March 2019 event. These additional options would only be used with an at-grade dual carriageway.

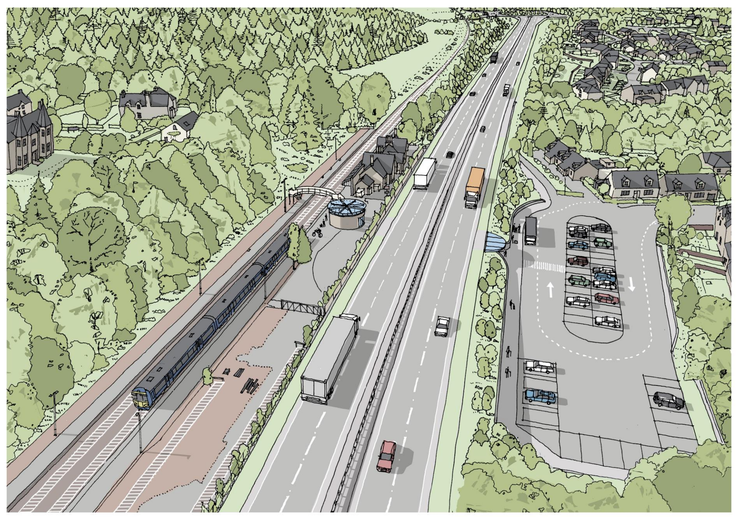
- Relocated Dunkeld & Birnam Station, with access to the station from the A822; and
- Birnam Industrial Estate car park with new pedestrian underpass incorporating stairs and a lift.

A comparative assessment has been undertaken of the engineering, environmental and traffic impacts of these additional station options. For the key reasons listed below, the Relocated Dunkeld & Birnam Station Option has been removed from further consideration and is not included in the Whole Route Options.

- Does not meet a key principle from the A9 Co-Creative Process to re-connect Station Road to the station;
- Involves works to track, signalling and platforms, that would impact the operation of the Highland Main Line railway and adding to the scheme complexity;
- Adverse impact on the Category A Listed station building, which may impact the future viability of the building;
- Greater changes to the landscape character, impacting the visual amenity for residents of Telford Gardens and Stell Park Road;
- Impact on Ladywell Landfill site, with potential to encounter contaminated soils and groundwater; and
- A review of the feedback from the consultation event in March 2019 suggests other options are favoured by the local community.



Relocated Dunkeld & Birnam Station



Birnam Industrial Estate

What Happens Next?

The Community's Preferred Route Option, and the additional Whole Route Options, will be subject to a DMRB Stage 2 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 consider 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;
- Geology & Soils; and
- Traffic & Economics.

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 during and after construction. 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 Preferred Route 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.

Further Information

Further information on the A9 Dualling Programme, Pass of Birnam to Tay Crossing project, along with the panels and drawings 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:

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Any feedback can be sent via e-mail or post to the address below.

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