A9 DUALLING PROGRAMME

PASS OF BIRNAM TO TAY CROSSING

AUGUST 2024 COMMUNITY ENGAGEMENT EVENT

CONSULTATION SUMMARY REPORT

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A9 Dualling Programme: Pass of Birnam to Tay Crossing

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1. Introduction

1.1 Purpose of the Report

This report provides details of the engagement process and summarises key findings and feedback received from the public during the Community Engagement Events held in August 2024.

In-person Community Engagement Events for the A9 Dualling Pass of Birnam to Tay Crossing project were held in the Birnam Arts and Conference Centre, Station Road, Birnam, PH8 0DS between 11am and 8pm on Wednesday 21 and between 10am and 6pm on Thursday 22 August 2024. These events were hosted by Transport Scotland and Jacobs, and were attended by around 200 people. An accompanying Virtual Exhibition, with the same information as shown at the Community Engagement Events, was available from 21 August to 6 October 2024, and was viewed by around 2,000 people.

These events informed local communities and road users of the Design Manual for Roads and Bridges (DMRB) Stage 3 design development and refinement work that has taken place since the preferred route for the scheme was announced in December 2023, and provided an opportunity for the public to share their views and comments. This included details on access and side road arrangements, facilities for walkers, wheelers, cyclists and horse-riders (WCH), drainage design, and access proposals to Dunkeld and Birnam Railway Station.

The findings of this document will be used, along with other design and assessment work, to feed into and inform the ongoing design development and refinement of the Pass of Birnam to Tay Crossing section of the A9 Dualling Programme.

This document aims to accurately reflect the feedback received during the engagement. It is not an endorsement or criticism of any of the specific views expressed by respondents to the engagement.

1.2 About the Scheme

The A9 is regarded by many as the spine of the Scottish road network providing a vital strategic link carrying over 40,000 vehicles per day (over 65,000 people) between Perth and Inverness. The A9 Dualling Programme will upgrade approximately 129 kilometres of road from single to dual carriageway. The Pass of Birnam to Tay Crossing section forms 8.4 kilometres of the overall A9 Dualling Programme. Our programme is designed to deliver economic growth through improved road safety and quicker and more reliable journey times, as well as providing better links to public transport and active travel facilities.

We followed the normal trunk road scheme development process and progressed in accordance with guidance in the DMRB. This three-stage assessment process covers engineering, environment, traffic and economic considerations. Throughout this process, we engaged with a diverse range of stakeholders and interested parties including the local community and community groups as well as other interest groups on topics such as heritage, the environment and active travel including pedestrians, equestrians and cyclists.

Following initial identification of route options to be considered at DMRB Stage 2, in Autumn 2016 Transport Scotland, in partnership with the Birnam to Ballinluig A9 Community Group, undertook an A9 Co-Creative Process to bring skills, experience and local knowledge to reach a solution with the community. This commenced in January 2018 and concluded in July 2018 with the identification of the Community's Preferred Route Option.

Following the conclusion of the A9 Co-Creative Process, scoping work identified a number of challenges and concerns regarding the Community's Preferred Route Option. As a result of the challenges identified, many of which are difficult to mitigate, three additional route options, taking into account the objectives of the community and the A9 Dualling Programme, were developed and assessed alongside the Community's Preferred Route Option within the DMRB Stage 2 Route Options Comparative Assessment.

The Preferred Route for the Pass of Birnam to Tay Crossing section of the A9 Dualling Programme was identified and announced on 20 December 2023, with public exhibitions held in January 2024 providing details of the Preferred Route, and outlined the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment process and the A9 Co-Creative process, which informed the development and identification of the Preferred Route Option.

The key features of the Pass of Birnam to Tay Crossing section of the A9 Dualling Programme Preferred Route include:

- The A9 route is generally at-grade (same level as existing) and stays at the current surface level past Dunkeld & Birnam Railway Station;
- The railway station will be accessible from Birnam via Station Road. The new replacement car park will have provision for both public transport and active travel facilities. A new pedestrian underpass, incorporating stairs and a lift, will provide a link for pedestrians from the car park to the railway station building and platform;
- Underbridge connecting the existing private access to Murthly Castle to the B867;
- Grade-separated Birnam Junction just south of the existing B867 and Perth Road junctions with northbound entry and exit slips and southbound entry only slip;
- A roundabout at Dunkeld Junction close to the current surface level (at-grade) providing connections between the A9, A923, A822 and the road to Inver;
- Improved at-grade junction layout providing access to The Hermitage; and
- Grade-separated Dalguise Junction just south of the existing junction with the B898 with entry and exit slip roads in all directions.

The DMRB Stage 3 design development of the Preferred Route Option and subsequent engineering, environmental, economic and traffic assessment is now underway. An extensive Environmental Impact Assessment (EIA) will be undertaken alongside the DMRB Stage 3 scheme development and assessment, which will assess the preferred option against a range of topic areas. This work will inform the preparation of draft Orders for the proposed scheme, which will be published along with the EIA Report in Spring 2025, commencing the statutory process for the proposed scheme. Publication will be followed by a statutory

consultation period, during which further in-person and virtual public exhibitions will be held to provide information regarding this key project milestone.

1.3 Purpose of Engagement Events

The Community Engagement Events held in August 2024 provided an update on the ongoing DMRB Stage 3 design development and assessment work which has taken place since the announcement of the preferred route for the project in December 2023.

Since the Preferred Route exhibition in January 2024, the project team has been undertaking further design development as part of the DMRB Stage 3 development and assessment. This included consideration of the feedback received to the January 2024 events, consultation with relevant statutory bodies, and design refinements to optimise the scheme proposals and define the required boundary etc. The key design changes presented at the engagement events included:

- Refinements to the A9 carriageway, junctions, side roads and accesses;
- Drainage proposals;
- Provisions for walkers, wheelers, cyclists and horse-riders (WCH);
- Access proposals to Dunkeld and Birnam Railway Station and car parking facilities; and
- Factors included in the Environmental Impact Assessment.

As part of the ongoing development and assessment process, the project team will be undertaking an extensive Environmental Impact Assessment (EIA) of the impacts and identifying suitable mitigation for these.

The purpose of the community engagement events was to seek views on the design work undertaken so far and to help inform the ongoing refinement and subsequent assessment process.

A feedback form was developed to seek the views of the public on the developing proposals in general and also on a number of specific elements, and was designed to encourage people to participate in the engagement event. Attendees were given the opportunity to complete a feedback form and return it either in-person at the event, or by emailing or posting it to the Jacobs Stakeholder team. Online feedback forms were also available and could be accessed through the Virtual Exhibition.

Following the conclusion of the in-person Community Engagement Events, a feedback box remained in Birnam Arts & Conference Centre until the formal closing of the engagement period on 6th October 2024. Blank feedback forms were also left next to this box and continuously replenished to ensure everyone had the opportunity to provide feedback if they wished to do so.

The Virtual Exhibition remained live until 6 October 2024. Following the conclusion of the feedback period, a holding message was added to the virtual room's welcome page directing visitors to the Story Map website. All exhibition materials were uploaded to the Story Map.

1.4 Event Materials

The Community Engagement Events and Virtual Exhibition presented the same materials but in different formats.

The materials presented at the in-person Community Engagement Events consisted of 11 roller banners (Appendix A), detailed scheme maps and drawings (Appendix B), a brochure, and feedback form (Appendix C). The main heading of the 11 roller banners were:

- Welcome;
- The Assessment Process;
- Previous Consultation;
- Plan of the Route;
- General Design Development;
- Walkers, Wheelers, Cyclists and Horse-Riders (WCH) Provisions;
- Dunkeld and Birnam Railway Station;
- Protecting the Environment;
- Community Objectives;
- What Happens Next; and
- Your Views Matter to Us.

The roller banners were converted into digital boards for the Virtual Exhibition (Appendix A), with the detailed scheme maps and drawings available as PDFs. Similarly, a PDF version of the event brochure and feedback form were also available in the virtual exhibition room.

All of the information made available for the Community Engagement Events is available to view on the Transport Scotland A9 Dualling Pass of Birnam to Tay Crossing Project website, and can be accessed via the following link: Exhibition materials - Community engagement events - August 2024 - Pass of Birnam to Tay Crossing - A9 Dualling | Transport Scotland

Pictures of the in-person Community Engagement Events are shown in Figures 1, 2 and 3, with a screenshot of the virtual exhibition shown in Figure 4.

Figure 1 Community Engagement Event August 2024, entrance to hall

Figure 2 Community Engagement Event August 2024, room layout

Figure 3 Community Engagement Event August 2024, typical activity during event

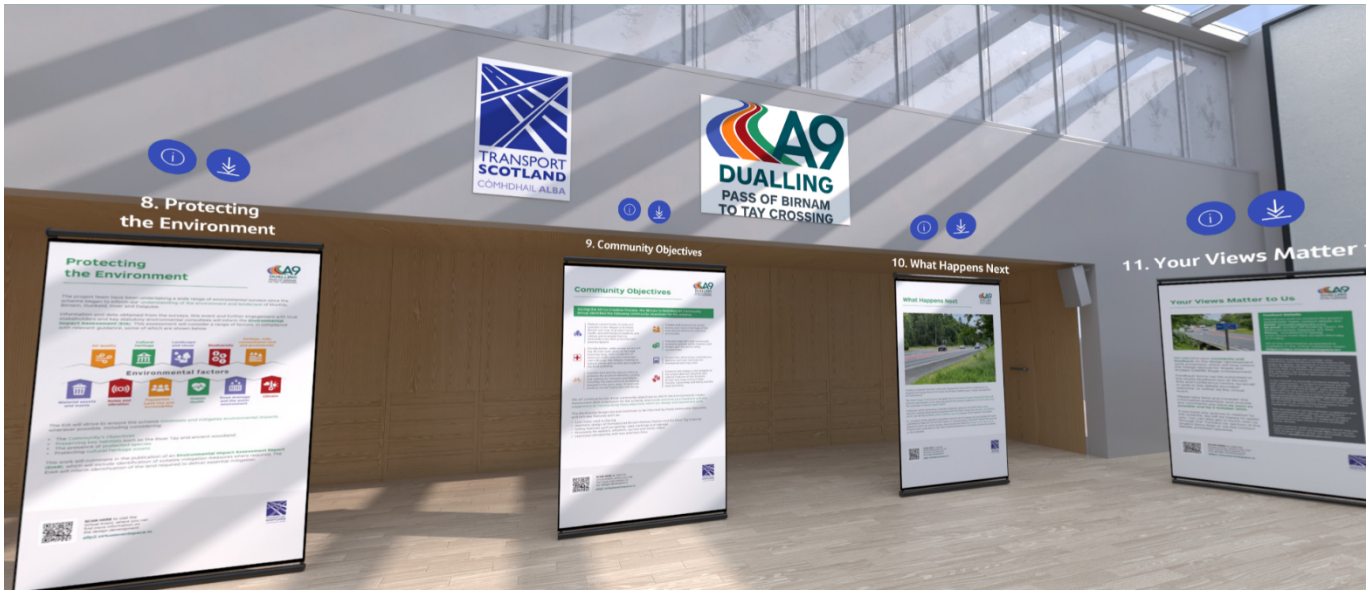


Figure 4 Virtual exhibition August 2024, typical view

1.5 Promotion of the Engagement Period

To promote the start of the consultation, emails to businesses and community stakeholders were issued to those who previously requested to be kept informed of the project's progress. A copy of the email is provided in Appendix D.

The A9 Pass of Birnam to Tay Crossing Story Map for the project includes a latest news page, which continues to be updated. The Story Map directed site visitors to the online feedback form, the Virtual Exhibition and provided the details for the in-person events.

Transport Scotland also issued a press release to national and local media. This was also hosted on Transport Scotland's website, and was shared across Transport Scotland's social media channels. The press release generated coverage in The Courier. The press release, the advertisement in The Courier and social media can be seen in Appendix D. Transport Scotland's designated A9 Dualling website also hosts updates to the whole programme with a specific A9 Dualling Engage page.

Physical advertising materials were also distributed around Dunkeld, Birnam and Perth, including the Community Engagement Event Brochure which contained information presented at the virtual exhibition and in-person events, a leaflet providing a QR code to the virtual exhibition and information on the in-person events, and a larger poster sharing the same information as the leaflet.

1.6 Previous Engagement

On 20 December 2023, the then Cabinet Secretary for Transport, Net Zero and Just Transition announced the Preferred Route for the Pass of Birnam to Tay Crossing section of the A9 Dualling Programme.

An in-person Public Exhibition to present the Preferred Route and information regarding how it was chosen took place at Birnam Arts & Conference Centre, Station Road, PH8 0DS between 11am and 8pm on Monday, 29 January and between 10am and 6pm on Tuesday, 30 January 2024. These events were attended by around 200 people.

An accompanying Virtual Exhibition was live from 20 December 2023 until 17 March 2024. Across this period, the virtual exhibition space was visited by around 2,000 people.

The aim of the exhibitions was to provide local communities, stakeholders and road users with information regarding the Design Manual for Roads and Bridges (DMRB) Stage 2 route option assessment process and the resultant Preferred Route identified for the project. The exhibitions also provided the opportunity to comment on the outcome of the route option assessment work.

Key points raised in the feedback following these exhibitions included:

- General comments on the Preferred Route, including comparison to the Community's Preferred Route;
- Opinions regarding the inclusion of Dunkeld Roundabout;
- Suggestions regarding access to the Dunkeld & Birnam Railway Station;
- Comments on the project timescales;
- Suggestions for active travel improvements;
- Expression of environmental concerns; and
- Comments on the proposed speed limit.

The feedback received was collected, analysed, and summarised in a Consultation Summary Report available on the Transport Scotland website (Consultation Report - Preferred Route Exhibition - Pass of Birnam to Tay Crossing - A9 Dualling | Transport Scotland). The feedback received continues to inform the ongoing design development and assessment work for the project.

2. Methodology

This chapter sets out how we handled the responses received to the engagement exercise.

2.1 Summary of Feedback Responses

The formal engagement period ran from 21 August 2024 until 6 October 2024 inclusive, with feedback invited throughout this time. The feedback form, which can be found in Appendix C for reference, asked four separate questions which were purposefully open in nature. The questions sought respondents' views on general design development and community objectives, as well as more specific elements of the scheme such as the proposals for walkers, wheelers, cyclists and horse-riders, and the Dunkeld and Birnam Railway Station car park and access proposals. During this time, a total of 72 responses were received, via the online and physical feedback forms (22 and 28 responses respectively), with responses also received via email (22 responses). Table 1 below outlines the number of responses which were received to each of the questions within the feedback form.

Responses were received from a wide range of communities and stakeholders including individual members of the public, a number of organisations, landowners, statutory consultees, businesses and recreational groups. Where multiple questionnaires were received from one respondent, these were merged and treated as one response for the purpose of this report.

QUESTION	NO. OF COMMENTS
TOTAL NUMBER OF RESPONDENTS	**72**
1. We would appreciate your feedback on the General Design Development.	69
2. We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.	30
3. We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.	33
4. We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.	25

Table 1 Number of responses received to each question

2.2 How Feedback was Analysed

All feedback received as part of the engagement process has been shared with the project team for their consideration as well as to inform ongoing design and assessment work.

The feedback received was considered in detail through a process of qualitative analysis called 'coding'. This involved reading each submission individually before identifying, categorising, and logging the points raised to enable further analysis (see heat map below).

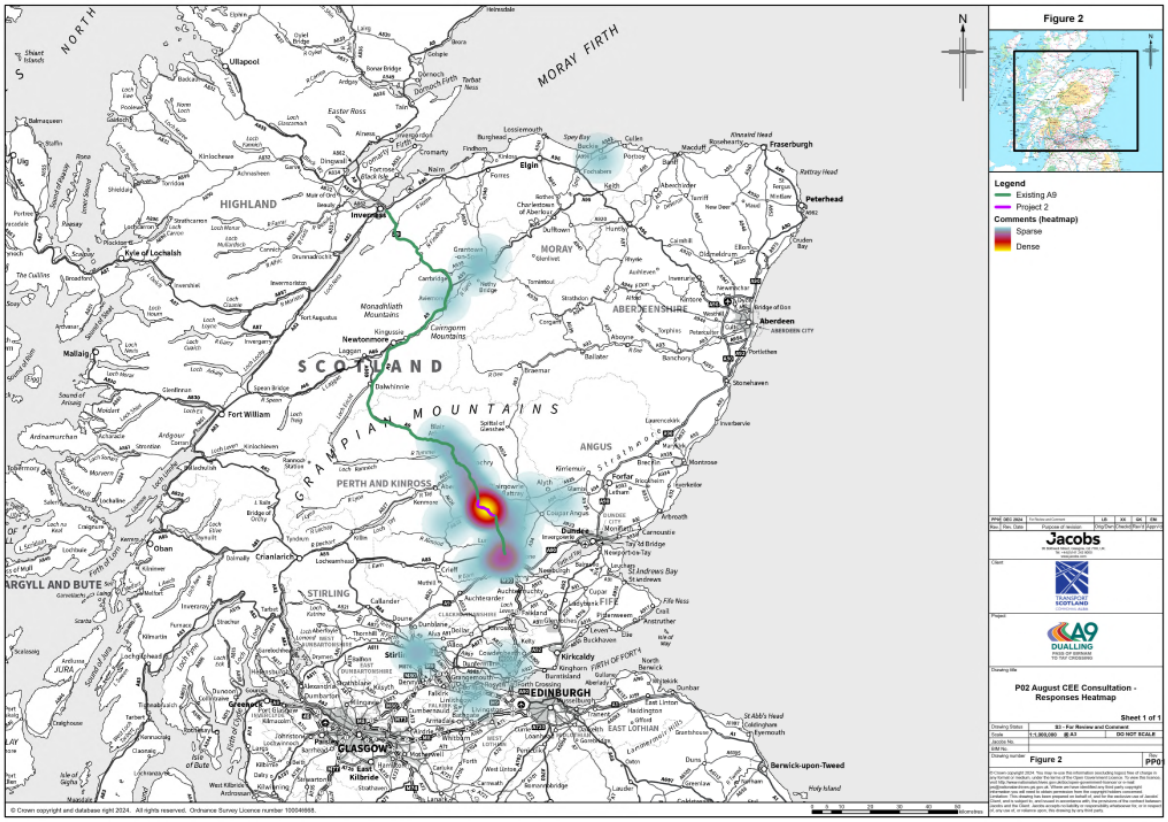


Figure 5 View of the whole A9 showing where feedback was received from

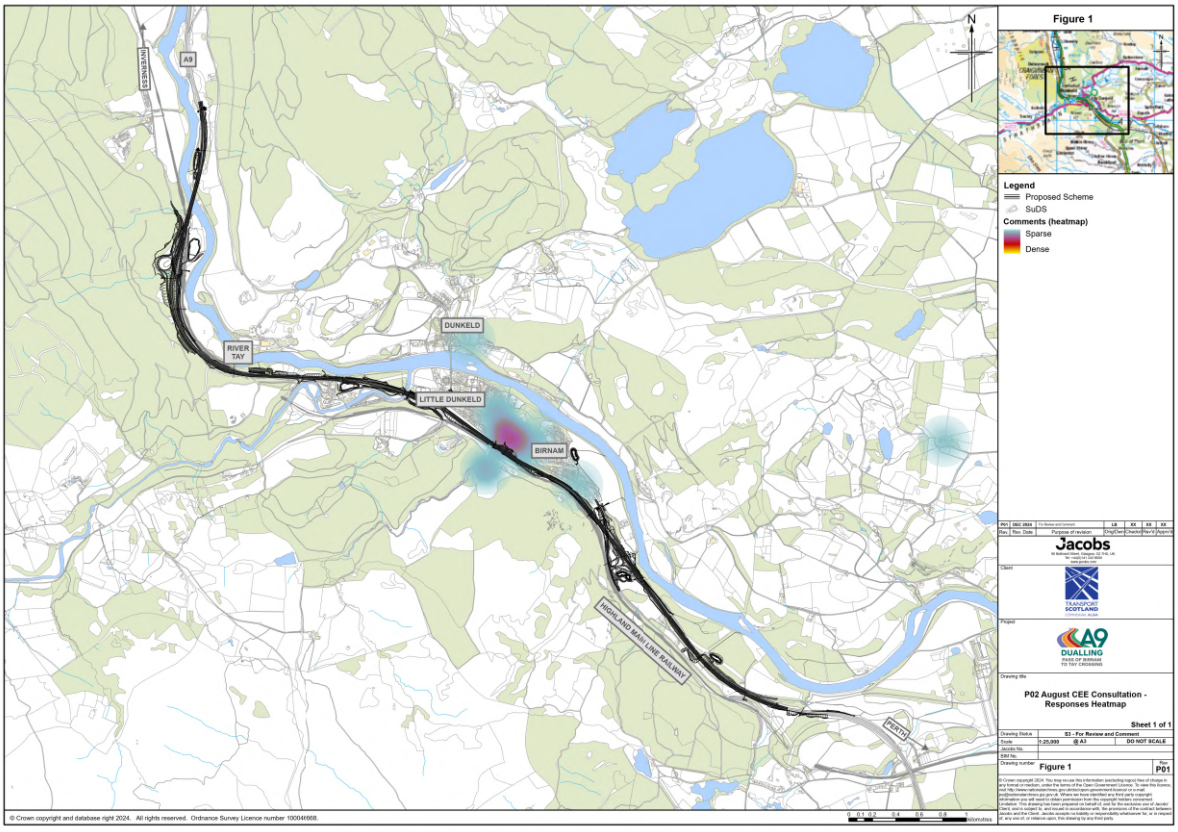


Figure 6 View showing the scheme layout and where feedback was received from

Coding is the first stage in a thematic analysis of open-text feedback. Each 'code' represents a particular concern, suggestion or other issue raised. Codes are grouped by themes into a structured list called the 'code frame', designed to be as intuitive as possible to ensure that codes are applied consistently.

Coding is an iterative and collaborative process, with new codes being created and others renamed as the team of analysts come across new issues in responses. Analysts work together to ensure codes are applied consistently and accurately including through quality checking of coding. The process involves a level of subjectivity and judgement by the analysts.

2.3 Responding to specific questions raised in responses

The project team has reviewed the feedback and provided responses to each of the individual pieces of feedback received during the engagement period, these can be seen in Appendix E.

Where detailed questions were asked, or requests were made, technical leads were able to provide responses through a mix of digital correspondence and in-person meetings.

3. Analysis of Responses

This section presents our analysis of the responses to the 4 open questions asked on the feedback form.

> ***1. We would appreciate your feedback on the General Design Development.***
>
> ***2. We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.***
>
> ***3. We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.***
>
> ***4. We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.***

The responses to each of the questions found on the feedback form were individually analysed and the findings of this analysis are detailed in this chapter. Some representative examples are given of the feedback which was received under each of the questions and sub-categories, however full (where necessary, anonymised) detail of every piece of feedback received, and Transport Scotland's responses to those points raised, can be found in Appendix E. Please note that all feedback within this report is quoted exactly as it was provided.

Note: The total number of comments does not necessarily match the total number of responses, as the coding process (described in the previous chapter) allows more than one code to be assigned to a response.

3.1 Question 1 analysis

> ***We would appreciate your feedback on the General Design Development.***

In total, 69 of the 72 respondents responded to this question. Our coding resulted in 155 comments being identified, the table below shows the number of comments in each theme.

THEME	NO. OF COMMENTS
AGAINST THE ROUNDABOUT	**56**
DESIGN ELEMENTS	**24**
CONCERNS REGARDING ENVIRONMENTAL IMPACTS	**20**
GENERAL POSITIVES	**17**
GENERAL NEGATIVES	**16**
EXHIBITION/ENGAGEMENT ACTIVITIES AND MATERIALS	**9**
DUNKELD & BIRNAM RAILWAY STATION	**3**
OTHER TOPICS	**10**

Table 2 Number of comments made to Q1 by theme

The most mentioned themes related to the proposed roundabout (56 comments), design elements (24 comments), environmental concerns (20 comments) and statements of general positivity (20 comments) and general negativity (16 comments). There were also comments about the exhibition and other general comments.

Comments against the roundabout

The table below shows how the comments about the proposed roundabout split across a number of groups or sub-themes.

AGAINST THE ROUNDABOUT	**56**
Increased congestion and slow traffic	27
Air pollution and environmental concerns	7
Money is being prioritised over safety	6
Noise pollution	4
No specific reason given	12

Table 3 Breakdown of responses under Against the Roundabout theme

Nearly half of the comments against the roundabout relate to concerns that it will slow traffic flow and result in increased congestion. Some examples of the typical comments made are:

> *The roundabout design is inappropriate in this setting and will create unnecessary congestion for North/South A9 drivers,* **UID044**
>
> *I'm concerned introducing a roundabout at Dunkeld will cause delays similar to Perth.* **UID049**
>
> *I am a resident of Birnam and do not support these plans. I believe it will cause huge congestion at this junction similar to that which we see at the Inveralmond and Broxden roundabouts. I would like to see a proper flyover and slip road at this junction which would help the traffic flow better both on the A9 and for those joining the road at the junction at Dunkeld* **UID058**
>
> *I am a Pitlochry resident who commutes to Dunkeld daily so I use the Dunkeld junction to get on / off the A9 multiple times every day… I believe [the proposed roundabout] will create disastrous issues with queuing traffic travelling north & south who are already on the A9.* **UID060**

Others asked for evidence of the modelling done on traffic flows at the roundabout:

> *Please email the projections for the times to pass through the roundabout at busy periods (all directions)* **UID001**

There were 7 comments related to concerns about air pollution and environmental concerns as a result of the roundabout proposal, typical comments were:

> *… environmental impact as vehicles stop and restart. Strongly against this plan.* **UID048**

> *There is also the environmental cost of all those countless tonnes of traffic all having to bring itself down from 60/70 mph to zero, only to have to regain their road speed after negotiating the roundabout! What is the impact and cost of this?* **UID051**

A further 6 comments stated the respondent's concern that safety was being seen as secondary to cost savings. A typical comment was:

> *In my opinion a junction similar to that at Ballinluig would be the best option although clearly not the cheapest it would be at least safe and keep traffic flowing.* **UID062**

Comments about general design elements

The table below shows how the comments about other design elements split across a number of groups or sub-themes.

DESIGN COMMENTS	24
Speed of traffic	7
Noise and visuals	7
Dunkeld and Birnam Station Pedestrian Underpass	5
Walker, Wheeler, Cyclist and Horse-Rider (WCH) Provisions	4
General design comment	1

Table 4 Breakdown of responses under Design Comments theme

The majority of comments in this theme related to concerns about the speed of traffic (7 comments), either on the A9 or within the villages themselves, or the noise and visual impact (7 comments) of the proposals. Feedback comments were also received in respect of the Walker, Wheeler, Cyclists and Horse-Rider (WCH) provisions, and the Dunkeld and Birnam Station Pedestrian Underpass, however to avoid repetition within this report they have been collated and summarised in sections 3.2 and 3.3 below respectively. Typical comments were:

> *I have to cross the A9 at least twice a week as i volunteer in Birnam. It is very dangerous and difficult to judge the speed of oncoming traffic in dark and very wet weather. I would welcome changes here.* **UID016**

> *Disappointingly, no traffic calming provisions preventing speeding through our villages and up Station Road are included.* **UID030**

> *I strongly oppose dualling this section of the A9. It's the only section that is so close to a village and building a larger road beside Dunkeld & Birnam will have permanent negative impacts.*

> *The loss of trees and screening between the village and road, the increased noise and pollution …* **UID026**

Comments about the environmental impacts of the proposed scheme

The table below shows how the comments about the environmental impacts of the proposed scheme are split across a number of groups or sub-themes.

ENVIRONMENT	**20**
Tree felling	4
Damage to natural heritage	3
General environmental concerns	13

Table 5 Breakdown of responses under Environment theme

The most frequently mentioned concerns were around the impact of felling trees (4 comments) and damage to natural heritage (3 comments). Some typical comments were:

> *The roundabout should minimise the impacts on the environment and specifically ancient woodland areas around the existing Birnam Junction, north side as this is a very sensitive habitat for red squirrels, otters and pine martens.* **UID037**

> *Alongside the Inver Mill Lade are several large lime trees which are very valuable for roosting and nesting birds in spring and throughout the winter. I am concerned that these trees will be felled during the dualling process. They are not in the immediate line of the road and so could easily be avoided but experience from elsewhere shows that many trees are felled indiscriminately. I ask that these trees, and where possible other ancient and valuable trees, are left standing.* **UID067**

Others made more general comments about potential environmental impacts, for example:

> *Disagree with widening of verges - central reserve - makes the whole road wider causing increased environmental damage.* **UID002**

General positives and negatives

There were 17 general positive statements, where respondents expressed either general approval, that they were happy with the proposal or that the design developments are an improvement on the previous design.

There were 16 general negative statements, where respondents feel the design is short-sighted (9 comments) or that the community's wishes are not being listened to (5 comments).

Some examples of the general statements received in the feedback responses are:

As part of the dualling programme it is much welcome & a positive step in supporting growing commercial and tourist traffic.
Process of engagement is welcomed and provided valuable information& insight. **UID018**

The further design developments are an improvement on the previous design. **UID041**

As a professional driver who uses the full length of A9, from Inverness to Perth, several times a week, I would like to add my objection to this incredibly short-term solution to issues faced with dualling the road at Dunkeld & Birnam and the junctions there-at. **UID051**

About the exhibition/engagement

There were 9 comments about the exhibition itself and engagement activities. Of these, 5 were positive about the experience, 3 made comments about improving the materials and 1 comment on the need for better advertising to let people know about the engagement events.

Other topics raised

A number of comments were also received which did not fall naturally into any of the above-discussed sub-categories.

Some examples of these general comments are:

Priority is getting work started **UID025**

What is the cost Benefit ratio for these proposals? **UID029**

3.2 Question 2 analysis

We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders (WCH)

Out of a total of 72 responses, 30 people answered this question. Our coding resulted in 53 comments being identified, the table below shows the number of comments in each theme.

THEME	NO. OF COMMENTS
GENERAL DESIGN ELEMENTS	**20**
GENERAL POSITIVES	**12**
SAFE PROVISION FOR WCH	**9**
WCH PROVISION IN RELATION TO DUNKELD & BIRNAM RAILWAY STATION	**8**
MATERIALS PRESENTED AT THE ENGAGEMENT EVENT	**2**
GENERAL NEGATIVES	**1**
OTHER TOPICS	**1**

Table 6 Number of comments made to Q2 by theme

The most mentioned themes related to design elements of the WCH provision (20 comments), safe provision for WCH along the length of the scheme (9 comments), provision for WCH at the station (8 comments), general statements of positivity regarding WCH provision (12 comments) and 1 comment of general negativity regarding WCH provision (1 comment). There were also a few comments about the exhibition itself and other general subjects.

Comments about general design elements

The most mentioned design elements were footpaths/cycleways (6 comments) and the underpass (5 comments).

Comments about footpaths were mainly about ensure safe provision, for example:

> *Concerned that only 2.7m between cyclist and road near station. Unsafe for cyclists?* **UID013**

With the other main concern being retaining existing provision, for example:

> *The current access we have is a very important amenity to residents and visitors and has not been presented in enough detail within the current designs.* **UID030**

Among the general design comments, 3 specifically mention a wish for the bridge across the River Braan to be re-instated as part of the scheme.

> *it would be good if the footbridge where the Braan joins the Tay was reinstated to improve walking access from dunkeld – hermitage* **UID014**

General positive comments

There were 12 comments expressing approval of the WCH design proposals, some typical comments were:

> *Looks good a big improvement. A lot of thought has gone into it.* **UID023**

> *Like:*
> *1 - path link to [Murthly] Castle*
> *2 - Retained modified cycle path north of A9 + links to station*
> *3 - like provision to cross the braan*
> *4 - happy with link to the Heritage*
> *5 -like NMU provision around Dalguise junction* **UID012**

> *Much better than it currently is so I think they look good.* **UID071**

Although some expressed concern around ability to deliver the proposals:

> *Excellent. We hope that they do not suffer from Scottish government cut backs.* **UID010**

Comments about safe provision for walkers, wheelers, cyclists and horse-riders (WCH)

Nearly all of the 9 comments about safe provision related to segregating WCH provision from the road. Typical comments were:

> *I think a physical barrier is needed on footway between Birnam Junction and Station - no way children can encouraged to use it without this provision.* **UID008**
>
> *Any path near road, please keep soft shrubs and trees to create barrier* **UID015**
>
> *Not looking forward to cycling through Birnam Perth road. Would prefer separate path as now* **UID024**
>
> *I was expecting that the plans for the upgrading for this bridge … to include for an improved and segregated cycleway/pedestrian route. This should be a key design principle in such a new crossing. … I urge you to reconsider this and to make provision for fully separated provision, of which there are many good examples elsewhere. Improved safety provision for non-vehicular users should be an essential part of the project.* **UID068**

Comments about WCH provision at the station

There were 8 comments relating to WCH provision at the station, these included:

> *A ramp to the station is essential for when the lift is under maintenance or broken down* **UID002**
>
> *The distance of the car park to the platform is unacceptable for those with mobility problems* **UID033**
>
> *Will Transport Scotland Cycle by Design standards be applied through out the works? ... Where you say standards will be met "where possible" which locations is this not possible? What are you intentions at those places.* **UID029**
>
> *cycle route to tie in with recent Network Rail proposals for ramps and steps with gutter at side of steps for bike wheels.* **UID039**
>
> *Changes are good but still difficult of access to the opposite side of the track from the station. Need to address the both sides with good paths, lighting and lifts* **UID019**

3.3 Question 3 analysis

> ***We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals***

Out of a total of 72 responses, 33 people provided an answer to this question. Our coding resulted in 62 comments being identified, the table below shows the number of comments in each theme.

THEME	NO. OF COMMENTS
STATION ACCESS AND CAR PARK DESIGN	**32**
GENERAL DESIGN ELEMENTS	**16**
GENERAL POSITIVES	**6**
GENERAL NEGATIVES	**2**
ENVIRONMENT	**1**
OTHER TOPICS	**5**

Table 7 Number of comments made to Q3 by theme

The most mentioned themes related to the station access and car park design (32 comments), comments about general design elements (16 comments), safe provision for walkers, wheelers, cyclists and horse riders (2 comments) and statements of general positivity (6 comments) and 2 comments which were generally negativity. There were also 5 comments about other general subjects.

Comments about station access and car park design

The most frequent comments about the station access and car park design were an expression of general support (8 comments), typical comments include:

> *It appears to be a neat solution and in some ways ties the railway station more into the community rather than the current separation* **UID020**
>
> *Looks great. Well thought out design with parking on the other side of the A9.* **UID049**
>
> *Plenty of parking facilities is good* **UID045**
>
> *Plans suggest an appealing design, if properly realised, and good accessibility.* **UID048**

There were 4 comments about the impacts of increased traffic going to the station, including:

> *the increased traffic on Station Road due to the station access is concerning particularly due to a lack of traffic calming measures.* **UID030**
>
> *[Increased numbers of] vehicles and people coming and going, car doors closing, general noise, [and] lights of the vehicles* **UID070**

There were several comments about disabled accessibility (6 comments). A typical comment was:

> *The train station is no good for disabled people who will have to walk from the car park to the get to the platform. Disabled people need to be dropped off right at the station building* **UID032**

Comments about general design elements

The design element referred to the most was the underpass connecting the car park to the station (4 comments). The comments were split between those appreciating the station access being moved further from the houses on Station Road and those who feel it would be better positioned so it can be seen from Station Road.

The 3 comments around speed expressed concerns about reducing the speed of traffic, either through traffic calming or speed restrictions, for example:

> *Speed restrictions put in place sooner than later* **UID022**

Among the 7 general design comments were concerns about the feasibility of buses accessing the station:

> *I understand the inter-city buses are about to be enlarged and these may not make to turn circle shown unless the turning circle shown is only for smaller local buses* **UID039**

General positives and negatives

The 6 positive comments were respondents stating they liked the proposed design. The 2 negative comments related to the design not listening to the community's preferred route.

3.4 Question 4 analysis

> ***We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work***

Of the 72 total respondents, 25 provided a response to this question. Our coding resulted in 44 comments being identified, the table below shows the number of comments in each theme.

THEME	NO. OF COMMENTS
GENERAL POSITIVES	**9**
GENERAL NEGATIVES	**9**
ENVIRONMENT	**6**
GENERAL DESIGN ELEMENTS	**5**
AGAINST THE ROUNDABOUT	**3**
DUNKELD & BIRNAM RAILWAY STATION	**3**
EXHIBITION/ENGAGEMENT	**3**
OTHER TOPICS	**6**

Table 8 Number of comments made to Q4 by theme

Some respondents took the opportunity in the response to summarise concerns they had raised in previous comments. The most mentioned themes were general positives and negatives about the incorporation of community objectives and involvement of the community in the design process (9 comments in each theme), the environment (6 comments) and comments about various design elements.

General positive and negative comments

There were similar numbers of comments from those who stated that the project had met its objectives and those who stated the objectives had not been met, with typical comments being:

> *Very good to involve the community* **UID016**

> *Community objectives seemed to be at the forefront of engagement and is welcomed. Continued engagement with community councils needs to be ongoing and constant.* **UID018**

> *Based on these designs, none of the objectives are really being met at this time.* **UID030**

> *It feels like you only want community objectives it they agree with you.* **UID032**

The other generally positive comments included:

> *All elements of the various A9 junctions etc seem to be accepted* **UID039**

And the comments that the community had been ignored included:

> *You have ignored the community response of 700+ people to drop the A9 and imposed a pedestrian subway without warning.* **UID033**

Comments on the environment

The comments about general environmental concerns included:

> *Please omit the swale adjacent to the [Niel Gow] statue. this is valuable green space.* **UID002**

> *I am yet to be convinced that the current designs offer meaningful biodiversity net gain.* **UID031**

The comments about damage to natural heritage included:

> *Dualling the road completely contradicts the community objective to protect the beauty and natural heritage of the area.* **UID026**

4. Summary of engagement with children and young people

This chapter presents a summary of the engagement with young people that took place as part of the wider community engagement events. The full report can be found in Appendix F.

4.1 Introduction

There was an opportunity on this project to engage with children and young people to gain children and young people specific feedback.

The information from this engagement will inform the completion of:

- **Child Rights and Wellbeing Impact Assessment (CRWIA):** This process identifies, researches, analyses and documents the potential impacts of the Scottish Statutory Instruments relating to proposed scheme on the rights and wellbeing of children and young people.

- **Environmental Impact Assessment Report (EIAR):** This document outlines the potential environmental impacts of the proposed scheme as part of the Environmental Impact Assessment process. It ensures a thorough assessment of significant environmental effects, proposes measures to mitigate adverse impacts, and ensures public participation in the decision-making process.

4.2 Approach used

The engagement with children and young people was conducted on **Tuesday 27 August** and **Tuesday 3 September 2024**. Three schools were chosen to take part in this engagement based on their proximity to the scheme and their prior engagement with the Academy9 programme:

- Royal School of Dunkeld: All students within the upper year groups at the closest primary school to the project (45 students took part);
- Breadalbane Academy: All students within the upper year groups at the closest secondary school to the project (38 students took part); and

- Pitlochry High School: Select number of students involved with extra-curricular groups and clubs, who will also be relocating to Breadalbane Academy for their final Academic school year (6 students took part).

When asked why they are using the A9, the most mentioned reasons are listed below:

- School travel;
- After school activities;
- Leisure;
- Going to Dunkeld and Birnam Railway Station;
- Shopping; and
- Exercise.

There were a number of common themes in the discussion that took place. The table below shows which themes were discussed at each location.

THEME	DUNKELD	BREADALBANE	PITLOCHRY
Safety	✓	✓	✓
Traffic	✓	✓	
Dangerous driving	✓	✓	✓
Biodiversity	✓	✓	
Active travel	✓	✓	✓
Accessibility	✓		
Tree preservation	✓	✓	
Sustainability	✓		
Noise & vibration	✓	✓	✓
Signage		✓	✓
Tourism		✓	✓
Flooding		✓	

Table 9 Topics discussed with students at each location

Some typical comments made during the discussions are shown below.

With regard to general feelings about the Pass of Birnam to Tay Crossing section of the A9 Dualling Programme, comments included:

> *I think building a double road would be a great accomplishment because everyone will be a lot safer, I like the idea.* **Dunkeld student**

I'm worried about speeding and racing on the new road. **Pitlochry student**
A9 should stay as it is, if it gets too safe people might go faster and cause more crashes. **Dunkeld student**

I worry about motorcyclists who take advantage of the A9. **Pitlochry student**

Can congestion and traffic be reduced during big exhibitions or events? **Pitlochry student**

Clearer signs are needed around speed limits and turn-offs, especially for tourists. **Breadalbane student**

Could the new road attract too much tourism? **Breadalbane student**

Some typical comments about walker, wheeler, cyclist and horse-rider considerations:

It's impossible to cross the A9 safely as a pedestrian or a driver. **Breadalbane student**

I only used the footpaths by the A9 once as it's too loud. **Breadalbane student**

I am worried about crossing the A9. **Pitlochry student**

Will there be space between the pathways and the A9? **Pitlochry student**

Example comments about environmental factors:

Will widening the road mean cutting down trees? **Dunkeld student**

Is the dualling going to make climate change worse? **Dunkeld student**

I'm worried about delays when the road floods. **Breadalbane student**

Will noise defences be put in as the new road could be noisier? **Pitlochry student**

Requests for provision within the new car park at Dunkeld and Birnam Railway Station:

Are there going to be electric chargers? **Dunkeld student**

An example comment about school related travel:

There needs to be more junctions for school busses to cross the A9 and more bus stops close to the town for tourists. **Dunkeld student**

Design ideas for consideration

In total, the students presented 30 ideas for consideration, including:

- Overhead lights or traffic lights at junctions, crossings and the roundabout;
- Clearer signs for speeding, overhead direction signs and arrow markings on the road;
- Better road surface or skid reduction;
- Wind turbines at the side of the road;
- Noise control measures;
- Deer fences to protect them from the road traffic;
- Making the existing underpass at Dunkeld station safer, better lit and less muddy;
- More speed cameras; and
- Spread the word that speeding isn't cool.

Appendices

Appendix A – Information materials from community engagement event
Appendix B – Scheme maps and drawings
Appendix C – Brochure and feedback form
Appendix D – Promotion materials (Press release, social media and press coverage) and Advertising materials for promoting the engagement events
Appendix E – Responses to concerns raised in feedback
Appendix F – Young Person's engagement (CRWIA) report

APPENDIX A
Information materials from public engagement events

A.1 Banners presented at the in-person community engagement events

Welcome

Welcome to this engagement event for the
A9 Dualling Pass of Birnam to Tay Crossing scheme.

In January 2024 we held exhibitions to present the Preferred Route following conclusion of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.

This event will provide an update on the DMRB Stage 3 design development and assessment which has taken place since then.

Your views are important to us and we are seeking feedback on the developing design, including provisions for walkers, wheelers, cyclists and horse-riders, and access proposals to Dunkeld & Birnam Railway Station.

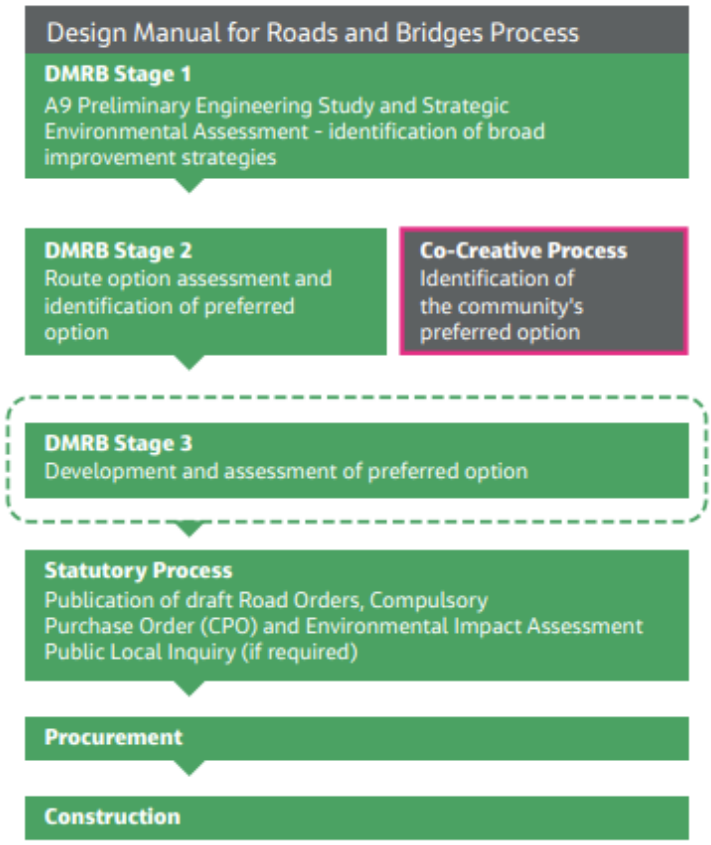
Transport Scotland staff and their technical advisors, Jacobs, will be happy to assist you with any queries you may have.

SCAN HERE to visit the Virtual Event, where you can find more information on the design development
a9p2.virtualeventspace.io

The Assessment Process

We are following the standard trunk road scheme development process and progressing in accordance with guidance in the **Design Manual for Roads and Bridges (DMRB)**, which covers engineering, environmental, traffic and economic considerations.

We are currently undertaking further design development work as part of the DMRB Stage 3 assessment. This stage of the project is expected to conclude in Spring 2025 with the publication of draft Orders and Environmental Impact Assessment Report.



SCAN HERE to visit the Virtual Event, where you can find more information on the design development

a9p2.virtualeventspace.io

Previous Consultation

The exhibitions in January 2024 provided details of the Preferred Route, and outlined the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment process and the A9 Co-Creative process, both of which informed the development and identification of the Preferred Route.

Key points raised in the feedback following these exhibitions included:

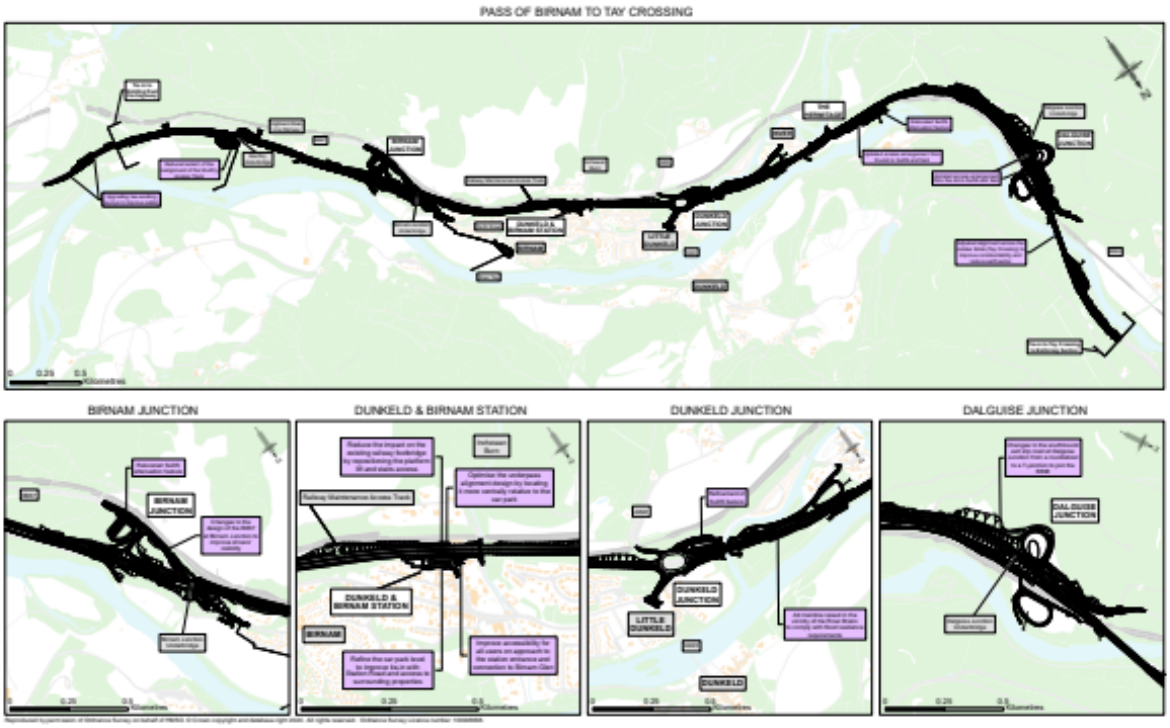
- General comments on the Preferred Route, including comparison to the Community's Preferred Route
- Opinions regarding the inclusion of Dunkeld Roundabout
- Suggestions regarding access to the Dunkeld & Birnam Railway Station
- Comments on the project timescales
- Suggestions for active travel improvements
- Expression of environmental concerns
- Comments on the proposed speed limit

The feedback received was collected and analysed, and has been summarised in a **Consultation Summary Report** available on the Transport Scotland website. This continues to inform the ongoing design development and assessment work for the project.

SCAN HERE to visit the Virtual Event, where you can find more information on the design development

a9p2.virtualeventspace.io

Plan of the Route



SCAN HERE to visit the Virtual Event, where you can find more information on the design development

a9p2.virtualeventspace.io

General Design Development

Since the Preferred Route exhibitions the project team have been undertaking further design development as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 development and assessment. The subsequent banners detail specific elements which have been developed, including:

A9 carriageway

- Vertical alignment refined to reduce visual impacts
- Widen the verge and central reserve for safety
- Upgrade two existing lay-by's
- Adjust alignment across the Jubilee Bridge to improve constructability and reduce earthworks

Junctions, side roads and accesses

- Refine all junction designs
- Alter the B867 at Birnam Junction to improve visibility
- Dalguise Junction southbound exit slip changed from a roundabout to a t-junction joining the B898
- Reduced extent of the realignment of the Murthly Access Track
- Design accesses to properties, fields, and Sustainable Drainage System (SuDS) features

Drainage proposals

- Design developed in accordance with SuDS guidance
- Locations of drainage features have been refined to reduce impacts and maximise effectiveness.

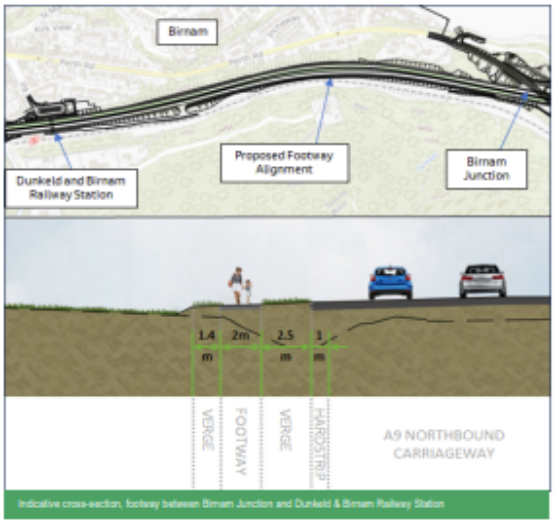
SCAN HERE to visit the Virtual Event, where you can find more information on the design development

a9p2.virtualeventspace.io

Walkers, Wheelers, Cyclists and Horse-riders (WCH) Provisions

The ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 assessment will assess impacts to routes used by **walkers**, **wheelers**, **cyclists and horse-riders (WCH)**, and the design will aim to maintain or improve the existing provision and connectivity where possible. Current proposals under consideration include:

- Footway between Birnam Junction and Dunkeld & Birnam Railway Station
- Diversion of National Cycle Route NCN77 along Perth Road
- Improved connectivity of the Core Path network at the River Brann crossing, between Dunkeld and Inver
- Maintain existing provision over the River Tay (Jubilee Bridge)
- Alterations and improvements to facilities in the scheme vicinity to maintain and enhance user experience.



Indicative cross-section, footway between Birnam Junction and Dunkeld & Birnam Railway Station

The current proposals have been informed by consultation with a range of key stakeholders. **We welcome your feedback on the proposals shown**, which along with further consultation will assist the design team in progressing the DMRB Stage 3 design development and assessment.

Further details on the WCH proposals can be found on the drawings situated on the tables within the room.

SCAN HERE to visit the Virtual Event, where you can find more information on the design development
a9p2.virtualeventspace.io

Dunkeld & Birnam Railway Station

The design of access provisions to Dunkeld & Birnam Railway Station and the car parking facilities at the top of Station Road, identified in the Preferred Route, is ongoing. Key elements of the design that have been developed since the previous exhibitions include:

- Refine the car park level to improve tie-in with Station Road and access to surrounding properties
- Optimise the underpass alignment design by locating it more centrally relative to the car park
- Reduce the impact on the existing railway footbridge by repositioning the platform lift and stairs access
- Improve accessibility for all users on approach to the station entrance and connection to Birnam Glen.

Artist impression of the access to the station and car park

Artist impression of the access to the station and car park from the top of Station Road

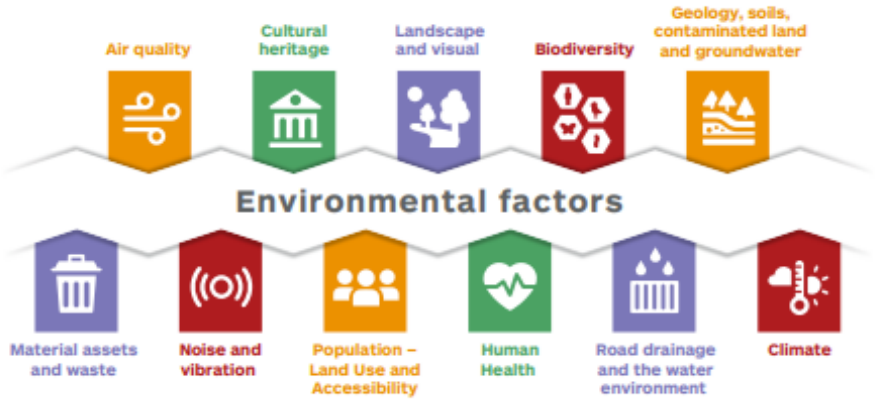
The car park design provides approximately 50 car parking spaces, and includes potential provisions for public transport and cyclists. The design proposals for all users of Dunkeld & Birnam Railway Station will continue to evolve, and **we welcome your feedback on the draft proposals presented**. Your feedback, along with further consultation with the local community and other key stakeholders, will assist the design team in the continued development of the proposals.

SCAN HERE to visit the Virtual Event, where you can find more information on the design development
a9p2.virtualeventspace.io

Protecting the Environment

The project team have been undertaking a wide range of environmental surveys since the scheme began to inform our understanding of the environment and landscape of Murthly, Birnam, Dunkeld, Inver and Dalguise.

Information and data obtained from the surveys, this event and further engagement with local stakeholders and key statutory environmental consultees will inform the **Environmental Impact Assessment (EIA)**. This assessment will consider a range of factors, in compliance with relevant guidance, some of which are shown below.



The EIA will strive to ensure the scheme minimises and mitigates environmental impacts wherever possible, including considering:

- The Community's Objectives
- Preserving key habitats such as the River Tay and ancient woodland
- The presence of protected species
- Protecting cultural heritage assets

This work will culminate in the publication of an **Environmental Impact Assessment Report (EIAR)**, which will include identification of suitable mitigation measures where required. The EIAR will inform identification of the land required to deliver essential mitigation.

SCAN HERE to visit the Virtual Event, where you can find more information on the design development

a9p2.virtualeventspace.io

Community Objectives

During the A9 Co-Creative Process, the Birnam to Ballinluig A9 Community Group identified the following community objectives for the scheme.

- Reduce current levels of noise and pollution in the villages of Dunkeld, Birnam and Inver to protect human health, and well-being of residents and visitors and to enable them to peacefully enjoy their properties and amenity spaces.
- Provide better, safer access on and off the A9 from both sides of the road ensuring easy, safe movement of vehicular traffic and non-motorised users through the villages, helping to reduce stress and anxiety and support the local economy.
- Examine and identify opportunities to enhance the levels of wheeling, cycling and walking for transport and leisure, including the improvement of existing footpaths and cycle ways, to promote positive mental health and well-being.
- Protect and enhance the scenic beauty and natural heritage of the area and its distinctive character and quality.
- Promote long term and sustainable economic growth within Dunkeld and Birnam and the surrounding communities.
- Ensure that all local bus, intercity bus services and train services are maintained and improved.
- Preserve and enhance the integrity of the unique and rich historical and cultural features of the Dunkeld, Birnam and Inver communities, thereby supporting well-being and the local economy.

We will continue to use these community objectives to inform the Environmental Impact Assessment (EIA) undertaken for the scheme, and would welcome your feedback and any suggestions on incorporating these objectives within our design and assessment work.

The developing design has and continues to be informed by these community objectives, and includes features such as:

- Low-noise road surfacing
- Aesthetic design of Dunkeld and Birnam Railway Station and the River Tay crossing
- Safety features such as lighting, road markings and signage
- Provisions for walkers, wheelers, cyclists and horse-riders
- Improved connectivity with bus and train links

SCAN HERE to visit the Virtual Event, where you can find more information on the design development
a9p2.virtualeventspace.io

What Happens Next

Feedback received from this Community Engagement Event will be considered as we progress the Design Manual for Roads and Bridges (DMRB) Stage 3 design development and assessment.

The DMRB Stage 3 assessment, alongside the Environmental Impact Assessment (EIA), will allow the identification of the land required for the scheme, preparation of draft Orders and the publication of the EIA Report (EIAR).

Publication will be followed by a statutory objection period for the draft Orders and a statutory representation period associated with the EIAR. During this statutory consultation period, we will host another public exhibition event to display all the relevant information.

On conclusion of the statutory consultation period, we will engage with any parties who have submitted an objection to the draft Orders or representation to the EIAR. Should there be any objections which we cannot resolve, there may be the need for a Public Local Inquiry (PLI). Progress after publication of the draft Orders will depend on the formal comments received on the proposals.

SCAN HERE to visit the Virtual Event, where you can find more information on the design development

a9p2.virtualeventspace.io

Your Views Matter to Us

Contact Details

Should you wish to contact the project stakeholder team, contact details are:
Email: A9dualling@jacobs.com
By post: Jacobs, A9 Dualling Team, 95 Bothwell Street, Glasgow, G2 7HX
Phone: 01316591579 during work hours from 9am to 5pm (Monday to Friday)

All of the information presented is available in the virtual exhibition room: **https://a9p2.virtualeventspace.io/**

We welcome your **comments and feedback** on the design development work presented, which will help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment.

Feedback forms can be submitted in the onsite feedback box at Birnam Arts and Conference Centre, by email or post to the details provided opposite, or online via the virtual event.

Please take time and consider the information presented, and provide any comments you have **as soon as possible and by 6 October 2024.**

If you have any queries in relation to the scheme, we will be happy to assist you. You can also get in touch with us through the 'Contact Us' section of the project Story Map or via the contact details provided opposite.

Transport Scotland will consider your comments and feedback to help inform the ongoing design development and assessment of the Preferred Route. All submissions will be shared with our technical advisors as required. We may also use your submission to inform future reports or public documents related to this activity.

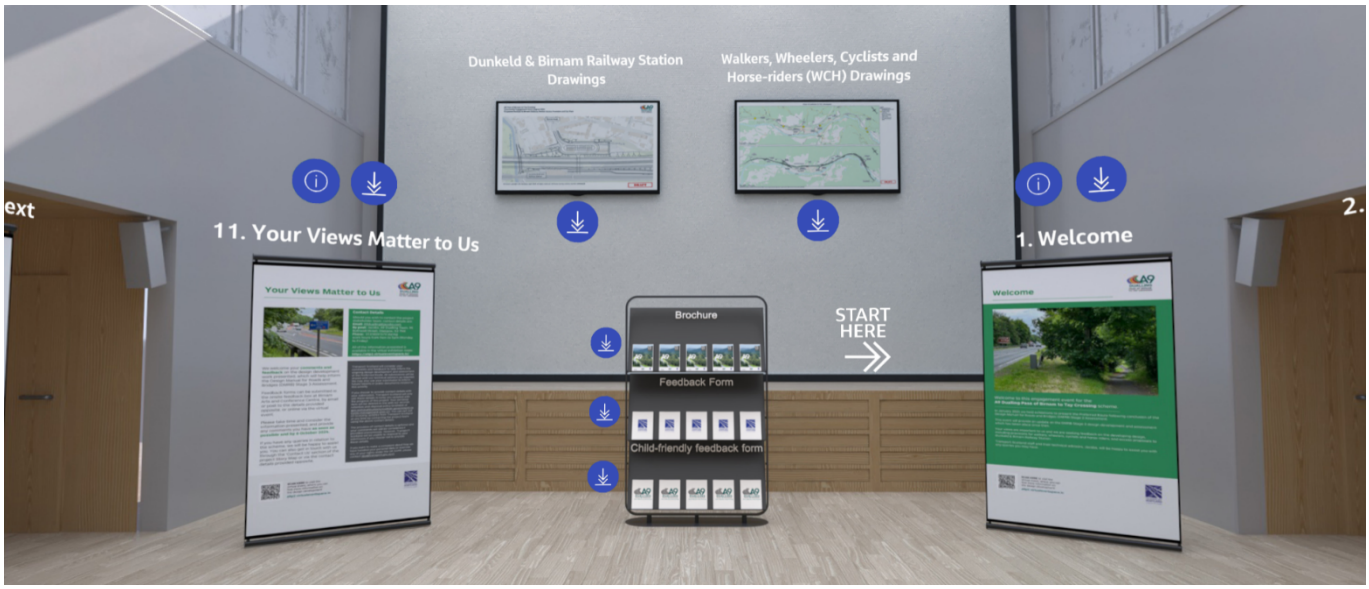
If you choose to provide contact details with your submission, Transport Scotland will only use these details to keep you updated with the progress of this project. Your personal data will be deleted in line with our records retention and disposal policy (available at gov.scot/publications/scottish-government-records-management-plan-2/). You can opt out of receiving updates from Transport Scotland at any time by contacting the project team using the above contact details.

The provision of contact details is optional and your comments will still be considered if provided anonymously. However, Transport Scotland will be unable to respond to your submission if you choose not to provide these details.

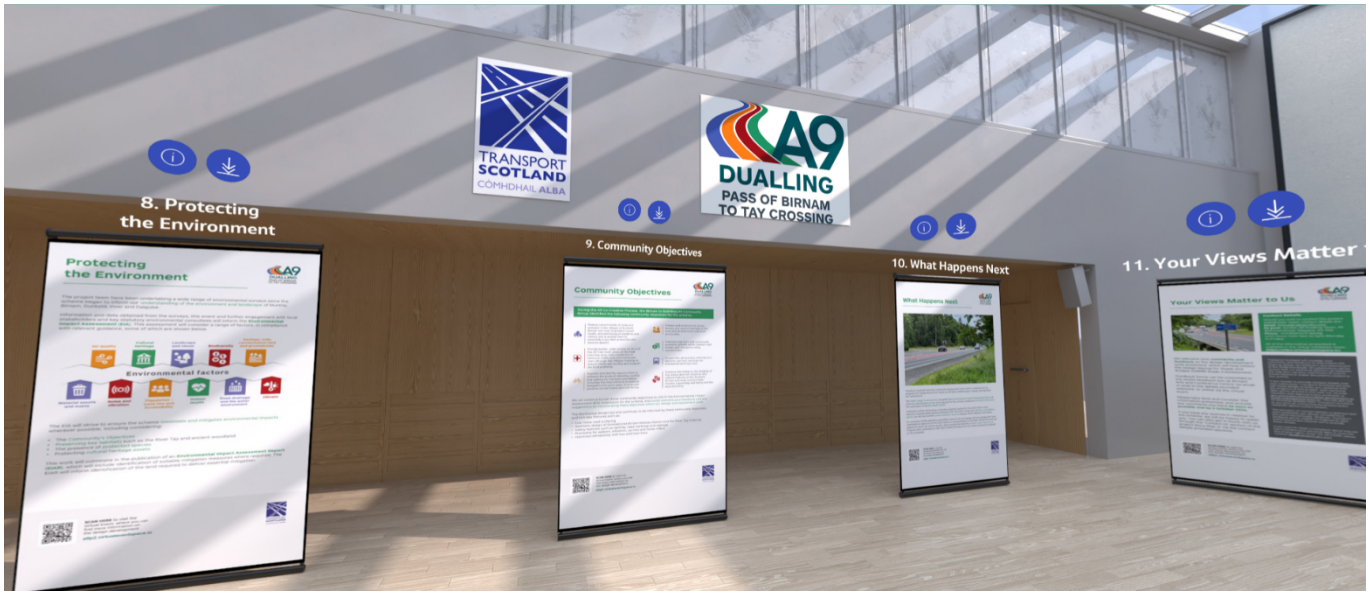
If you want to make a complaint about how we have handled your personal data or exercise any of your rights under the UK GDPR, please contact dpa@transport.gov.scot.

SCAN HERE to visit the Virtual Event, where you can find more information on the design development
a9p2.virtualeventspace.io

A.2 Pictures of the Virtual Exhibition




Route
5. General Design Development
6. Walkers, Wheelers, Cyclists and Horse-riders (WCH) Provisions
7. Dunkeld & Birnam Railway Station


8. Protecting the Environment
TRANSPORT SCOTLAND
COMHDHAIL ALBA
A9 DUALLING
PASS OF BIRNAM TO TAY CROSSING
9. Community Objectives
10. What Happens Next
11. Your Views Matter

APPENDIX B
Scheme maps and drawings

Scheme Overview Drawings
https://www.transport.gov.scot/media/x03jbrho/a9-p2-community-engagement-events-scheme-overview-drawing.pdf

Plan and Profile Drawings
https://www.transport.gov.scot/media/obwcbg0f/a9-p2-community-engagement-events-plan-and-profile-drawings.pdf

Railway Station Proposal Drawings
https://www.transport.gov.scot/media/d40htjyh/a9-p2-community-engagement-events-railway-station-proposal-drawings.pdf

Walkers, wheelers, cyclists and horse-riders Proposal Drawings
https://www.transport.gov.scot/media/sowkkz0n/a9p2-c-4.pdf

APPENDIX C
Brochure and feedback form

C.1 Brochure layout

Introduction

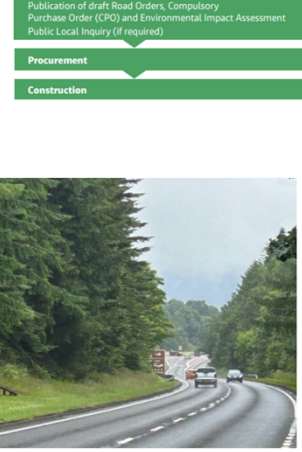
In January 2024 we held exhibitions to present the Preferred Route for the A9 Dualling Pass of Birnam to Tay Crossing scheme following conclusion of the Design Manual for Roads and Bridges (DMRB) Stage 2 Assessment.

This brochure provides an update on the DMRB Stage 3 design development and assessment work which has taken place since then. Your views are important to us and we are seeking feedback to help inform the ongoing development of the proposed scheme.

This stage of the project is expected to conclude in Spring 2025 with the publication of draft Orders and Environmental Impact Assessment Report (EIAR).

Publication will be followed by a statutory consultation period, during which we will host another public exhibition event to display all relevant information.

On conclusion of the statutory consultation period, should there be any objections which we cannot resolve through engagement then there may be the need for a Public Local Inquiry (PLI). Progress after publication of the draft Orders will depend on the formal comments received on the proposals.



Design Manual for Roads and Bridges Process

DMRB Stage 1
A9 Preliminary Engineering Study and Strategic Environmental Assessment - identification of broad improvement strategies

DMRB Stage 2
Route option assessment and identification of preferred option

Co-Creative Process
Identification of the community's preferred option

DMRB Stage 3
Development and assessment of preferred option

Statutory Process
Publication of draft Road Orders, Compulsory Purchase Order (CPO) and Environmental Impact Assessment Public Local Inquiry (if required)

Procurement

Construction

General Design Development

Since the Preferred Route exhibitions the project team have been undertaking further design development as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 development and assessment.

Specific elements which have been developed include:

A9 carriageway

- The level of the dual carriageway refined to reduce visual impacts
- Widen the verge and central reserve for safety
- Upgrade two existing lay-by's
- Adjust alignment across the Jubilee Bridge to improve constructability and reduce earthworks

Junctions, side roads and accesses

- Refine all junction designs
- Alter the B867 at Birnam Junction to improve visibility
- Dalguise Junction southbound exit slip changed from aroundabout to a t-junction joining the B898
- Reduced extent of the realignment of the Murthly Access Track
- Design accesses to properties, fields, and Sustainable Drainage System (SuDS) features

Drainage proposals

- Design developed in accordance with SuDS guidance
- Locations of drainage features have been refined to reduce impacts and maximise effectiveness.

SCAN HERE to visit the Virtual Event, where you can find more information on the design development
a9dp2.virtualeventspace.io

Walkers, Wheelers, Cyclists and Horse-riders (WCH) provisions

The ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 assessment will assess impacts to routes used by **walkers, wheelers, cyclists and horse-riders (WCH)**, and the design will aim to maintain or improve the existing provision and connectivity where possible.

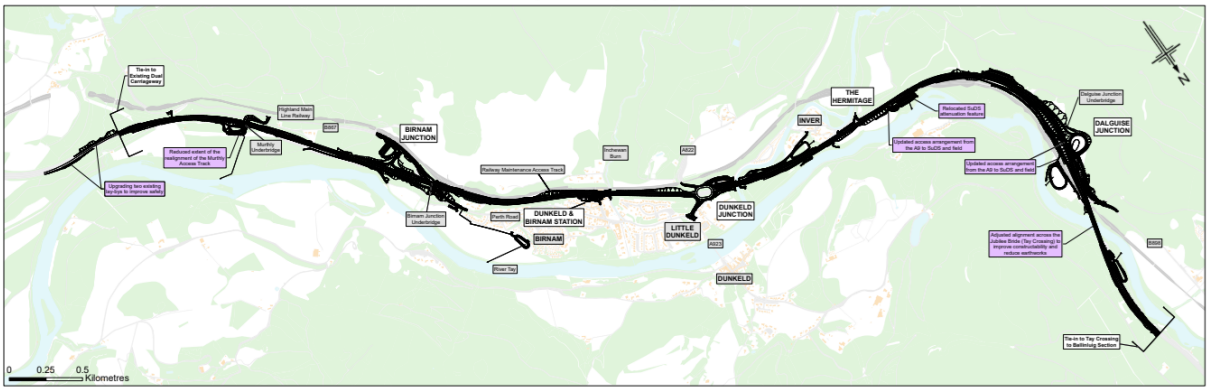
Current proposals under consideration include:

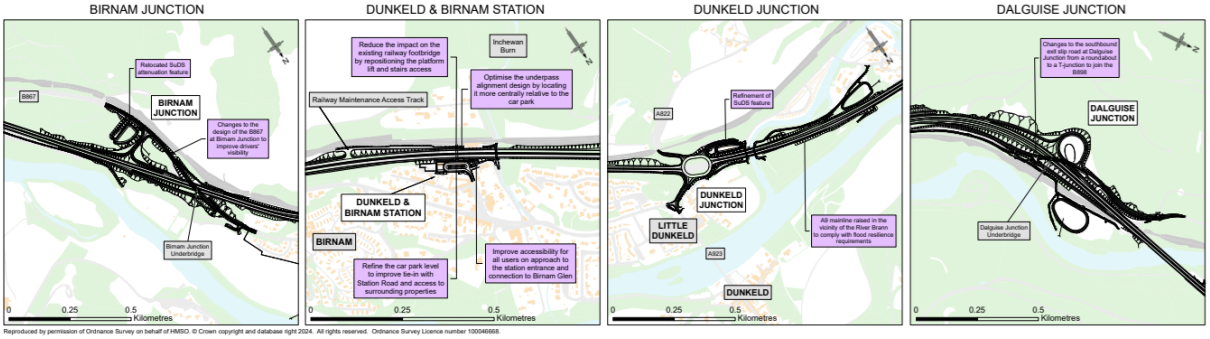
- Footway between Birnam Junction and Dunkeld & Birnam Railway Station
- Diversion of National Cycle Route NCN77 along Perth Road
- Improved connectivity of the Core Path network at the River Brann crossing, between Dunkeld and Inver
- Maintain existing provision over the River Tay (Jubilee Bridge)
- Alterations and improvements to facilities in the scheme vicinity to maintain and enhance user.

The current proposals, which can be viewed via the virtual event, have been informed by consultation with a range of key stakeholders. **We welcome your feedback on the proposals**, which will assist the design team in progressing the DMRB Stage 3 design development and assessment.

Plan of the Route

PASS OF BIRNAM TO TAY CROSSING



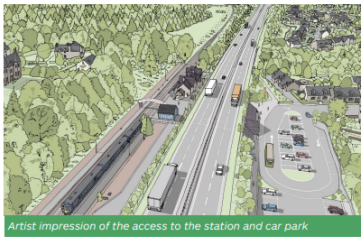


Dunkeld & Birnam Railway Station

The design of access provisions to Dunkeld & Birnam Railway Station and the car parking facilities at the top of Station Road, identified in the Preferred Route, is ongoing. Key elements of the design that have been developed since the previous exhibitions include:

Refine the car park level to improve tie-in with Station Road and access to surrounding properties

Optimise the underpass alignment design by locating it more centrally relative to the car park



Artist impression of the access to the station and car park

Reduce the impact on the existing railway footbridge by repositioning the platform lift and stairs access

Improve accessibility for all users on approach to the station entrance and connection to Birnam Glen.

Artist impression of the access to the station and car park from the top of Station Road

The car park design provides approximately 50 car parking spaces, and includes potential provisions for public transport and cyclists. The design proposals for access to Dunkeld & Birnam Railway Station will continue to evolve, and **we welcome your feedback on the draft proposals** presented. Your feedback, along with further consultation with the local community and other key stakeholders, will assist the design team in the continued development of the proposals.

Protecting the Environment

The project team have been undertaking a wide range of environmental surveys since the scheme began to inform our understanding of the environment and landscape of Murthly, Birnam, Dunkeld, Inver and Dalguise.

Information and data obtained from the surveys, this event and further engagement with local stakeholders and key statutory environmental consultees will inform the **Environmental Impact Assessment (EIA)**, further details of which can be found on the virtual event.

The EIA will strive to ensure the scheme minimises and mitigates environmental impacts wherever possible, including considering:

- The Community's Objectives
- Preserving key habitats such as the River Tay and ancient woodland
- The presence of protected species
- Protecting cultural heritage assets

This work will culminate in the publication of an **Environmental Impact Assessment Report (EIAR)**, which will include identification of suitable mitigation measures where required. The EIAR will inform identification of the land required to deliver essential mitigation.

Community Objectives

During the A9 Co-Creative Process, the Birnam to Ballinluig A9 Community Group identified the following community objectives for the scheme.

Reduce current levels of noise and pollution in the villages of Dunkeld, Birnam and Inver to protect human health, and well-being of residents and visitors and to enable them to peacefully enjoy their properties and amenity spaces.

Provide better, safer access on and off the A9 from both sides of the road ensuring easy, safe movement of vehicular traffic and non-motorised users through the villages, helping to reduce stress and anxiety and support the local economy.

Examine and identify opportunities to enhance the levels of wheeling, cycling and walking for transport and leisure, including the improvement of existing footpaths and cycle ways, to promote positive mental health and well-being.

Protect and enhance the scenic beauty and natural heritage of the area and its distinctive character and quality.

Promote long term and sustainable economic growth within Dunkeld and Birnam and the surrounding communities.

Ensure that all local bus, intercity bus services and train services are maintained and improved.

Preserve and enhance the in tegrity of the unique and rich historical and cultural features of the Dunkeld, Birnam and Inver communities, thereby supporting well and the local economy.

We will continue to use these community objectives to inform the Environmental Impact Assessment (EIA) undertaken for the scheme, and would welcome your feedback and any suggestions on incorporating these objectives within our design and assessment work.

The developing design has and continues to be informed by these community objectives, and includes features such as:

- Low-noise road surfacing
- Aesthetic design of Dunkeld and Birnam Railway Station and the River Tay crossing
- Safety features such as lighting, road markings and signage
- Provisions for walkers, wheelers, cyclists and horse-riders
- Improved connectivity with bus and train links

Your Views Matter to Us

Contact Details

Should you wish to contact the project stakeholder team, contact details are:

Email: A9dualling@jacobs.com

By post: Jacobs, A9 Dualling Team, 95 Bothwell Street, Glasgow, G2 7HX

Phone: 0131 659 1579 during work hours from 9am to 5pm (Monday to Friday)

All of the information presented is available in the virtual exhibition room:

https://a9p2.virtualeventspace.io/

We welcome your **comments and feedback** on the design development work presented, which will help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment.

Feedback forms can be submitted in the onsite feedback box at Birnam Arts and Conference Centre, by email or post to the contact details provided above, or online via the virtual event.

Please take time to consider the information presented, and provide any comments and feedback you have **by 6 October 2024**.

If you have any queries in relation to the scheme, we will be happy to assist you. You can also get in touch with us through the 'Contact Us' section of the project Story Map or via the contact details provided above.

Transport Scotland will consider your comments and feedback to help inform the ongoing design development and assessment of the Preferred Route. All submissions will be shared with our technical advisors as required. We may also use your submission to inform future reports or public documents related to this activity.

If you choose to provide contact details with your submission, Transport Scotland will only use these details to keep you updated with the progress of this project. Your personal data will be deleted in line with our records retention and disposal policy (available at gov.scot/publications/scottish-government-records-managementplan-2/). You can opt out of receiving updates from Transport Scotland at any time by contacting the project team using the above contact details.

The provision of contact details is optional and your comments will still be considered if provided anonymously. However, Transport Scotland will be unable to respond to your submission if you choose not to provide these details.

If you want to make a complaint about how we have handled your personal data or exercise any of your rights under the UK GDPR, please contact dpa@transport.gov.scot.

SCAN HERE to visit the Virtual Event, where you can find more information on the design development
a9p2.virtualeventspace.io

C.2 Feedback form

A9 Dualling Programme:
Pass of Birnam to Tay Crossing

Community Engagement Events

Feedback form

Thank you for visiting our Community Engagement Event for the Pass of Birnam to Tay Crossing section of the A9 Dualling Programme.

We welcome your **comments and feedback** on the design development work presented here today, which will help inform the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment.

Please take time and consider the information presented, and provide any comments you have **as soon as possible and by 6 October 2024**.

If you have any queries in relation to the scheme, Transport Scotland staff, and its technical advisors from Jacobs, will be happy to assist you today. You can also get in touch with us through the 'Contact Us' section of the project Story Map or via the contact details provided overleaf.

Your details (optional)

Name:

Address:

Postcode:

Telephone:

Email:

1. We would appreciate your feedback on the General Design Development.

2. We would appreciate your feedback on the WCH proposals.

3. We would appreciate your feedback on the proposals for Dunkeld & Birnam Railway Station.

4. We would appreciate your feedback on the Environmental Impact Assessment process.

Hard copies of the feedback form are located around the room, and these can be posted in the onsite feedback box. Alternatively, you can scan the QR code below or visit bit.ly/a9p2storymap to complete the online feedback form **by 6th October 2024**. You can also download a digital version of the feedback form which can be submitted by email or by writing **by 6th October 2024**.

Email to: **A9dualling@jacobs.com**
Or by post to: **Jacobs, A9 Dualling Team, 95 Bothwell Street, Glasgow, G2 7HX**

All of the information presented at today's event is available in the virtual exhibition room:
https://a9p2.virtualeventspace.io/

Transport Scotland will consider your comments and feedback to help inform the design development for the long-term solution and progress towards delivering the medium-term solution. All submissions will be shared with our technical advisers as required. We may also use your submission to inform future reports or public documents related to this activity.

If you choose to provide contact details with your submission, Transport Scotland will only use these details to keep you updated with the progress of this project. Your personal data will be deleted in line with our records retention and disposal policy (available at **gov.scot/publications/scottish-governmentrecords-management-plan-2/**). You can opt out of receiving updates from Transport Scotland at any time by contacting the team using the above contact details.

The provision of contact details is optional and your comments will still be considered if provided anonymously. However, Transport Scotland will be unable to respond to your submission if you choose not to provide these details.

If you want to make a complaint about how we have handled your personal data or exercise any of your rights under the UK GDPR please contact **dpa@transport.gov.scot**

APPENDIX D

Promotional materials (advert, press release, social media and press coverage)

D.1 Advert in Perth Courier

32 BUSINESS

THE COURIER & ADVERTISER
Wednesday, August 7, 2024

Construction industry sees growth surge

BY HENRY SAKER-CLARK

'STRONG RECOVERY': The sector benefited from a rebound in new housing projects.

The UK's construction sector grew at its fastest pace for more than two years, according to the latest data.

The industry recorded its fifth consecutive month of growth as it benefited from a rebound in new housing projects.

The latest S&P Global construction purchasing managers' index (PMI) scored 55.3 in July, jumping from 52.2 in June.

Any score above the 50.0 threshold indicates that activity in the industry is increasing, while anything below means it is shrinking.

It was significantly ahead of the 52.9 reading predicted by a consensus of economists.

It came after a slight slowdown in growth in June, which had been blamed on caution among firms to commit heavily to projects as they awaited the outcome of the general election.

The survey found growth accelerated in July, with particular improvement in housebuilding, which is expected to buoyed by increased targets for new homes from the Labour Government.

Andrew Harker, economics director at S&P Global Market Intelligence, said: "The election-related slowdown in growth seen in June proved to be temporary, with the pace of expansion roaring ahead in July.

"Firms saw the strongest increases in new orders and activity since 2021 as paused projects were released amid reports of improved customer confidence."

The report showed that all the three key parts of the construction sector: housing, commercial building and civil engineering, grew in July.

The fastest increase was witnessed in civil engineering, which saw the sharpest growth for two-and-a-half years.

Housebuilders also saw growth improve, with new housing projects returning to growth after a recent slump driven by high interest rates.

Firms said there was a general improvement in market demand over the month, with many suggesting that customer confidence had strengthened, allowing previously paused projects to restart.

Rising workloads also led construction firms to expand purchasing activity and take on more workers.

Meanwhile, increased demand "put pressure on suppliers" during the month and led input cost inflation to pick up slightly.

Mr Harker added: "The strength of demand moved the sector closer to capacity, bringing a recent period of improving supplier performance to an end."

Peter Arnold, EY UK's chief economist, said: "After a challenging couple of years, the construction sector appears to be in the early stages of a strong recovery."

A9 DUALLING
PASS OF BIRNAM TO TAY CROSSING

Community Engagement Event for the A9 Dualling: Pass of Birnam to Tay Crossing

We will be holding Community Engagement Events for the next stage of the A9 Dualling: Pass of Birnam to Tay Crossing programme. These in-person events will take place at Birnam Arts & Conference Centre, Station Road, PH8 0DS, between 11am and 8pm on Wednesday, 21st August and between 10am and 6pm on Thursday, 22nd August 2024. Here, you will find more details as we progress towards the completion of the next stage of the programme on this section of the A9.

If you are unable to attend, or if you wish to view the information in greater detail and give feedback, you can visit our Virtual Exhibition on a9p2.virtualeventspace.io which will also be live from Wednesday, 21st August.

Feedback forms will also be located at Birnam Arts & Conference Centre, Station Road, PH8 0DS, and these can be posted in the onsite feedback box.

TRANSPORT SCOTLAND

D.2 Press release

A9 Dualling exhibitions

Following the announcement of the preferred route option for the A9 Dualling Pass of Birnam to Tay Crossing scheme, and the exhibitions held in Birnam earlier this year, local communities and road users will have the chance to see and comment on the development of the design for this challenging section of the A9 later this month.

This will include details on access and side road arrangements, facilities for walkers, wheelers, cyclists and horse-riders, drainage design and access proposals to Dunkeld and Birnam Railway Station.

Face-to-face public exhibitions are being held in Birnam on 21 and 22 August, and an online exhibition will go live on 21 August.

Cabinet Secretary for Transport Fiona Hyslop said:

"Work continues to deliver our ambitious A9 Dualling programme with the award of the construction contract for the Tomatin to Moy scheme, the next section to be dualled, and procurement having commenced for the Tay Crossing to Ballinluig scheme.

"The challenging section of the route between Pass of Birnam and Tay Crossing was subject to a co-creative process working with the community before we identified the preferred route option.

"We remain committed to maintaining the positive community relationship and the public exhibitions later this month will let the public see and comment on the design updates that have been developed as part of the ongoing design work.

"I would encourage anyone with an interest in this scheme to visit one of the exhibitions later this month or view the design updates online and give us their views on them. We are particularly keen to hear the views of the next generation of A9 users and would welcome comments from children and young adults on the proposals.

"This consultation will help inform the ongoing design development and assessment of the preferred route option which will conclude with the publication of draft Orders in Spring 2025 for comment."

Details of the A9 Dualling Pass of Birnam to Tay Crossing public exhibitions

- Wednesday 21 August 2024 11am – 8pm
- Thursday 22 August 2024 10am – 6pm

Birnam Arts & Conference Centre
Station Rd
Birnam
Dunkeld
PH8 0DS

https://www.transport.gov.scot/news/a9-dualling-exhibitions/

D.3 Social media posts

Transport Scotland
7 August 2024 ·

Upcoming engagement events will give local communities and road users the chance to see, and comment, on the developing design for the #A9 Dualling Pass of Birnam to Tay Crossing scheme.

This includes details on:

- access and side road arrangements
- facilities for walkers, wheelers, cyclists and horse-riders
- drainage design
- access proposals to Dunkeld and Birnam Railway Station

Face-to-face community engagement events are being held in Birnam on 21 and 22 August.

An online exhibition will go live on 21 August.

Read more https://bit.ly/3Agyb1l

#A9Dualling See less

Transport Scotland
20 August 2024 ·

Public engagement events tomorrow (11am to 8pm) and Thursday (10am to 6pm), in Birnam Arts and Conference Centre.

They are a chance for local communities and road users to see, and comment, on the developing design for the #A9Dualling Pass of Birnam to Tay Crossing scheme.

This includes details on:

- Access proposals to Dunkeld and Birnam Railway Station
- Enhancing active travel routes
- Improving safety on this section of the #A9

An online exhibition will go live on 21 August.

Read more bit.ly/3Agyb1l See less

Transport Scotland
21 August 2024 ·

Public engagement events today (11am to 8pm) and Thursday (10am to 6pm), in Birnam Arts and Conference Centre.

They are a chance for local communities and road users to see, and comment, on the developing design for the **#A9Dualling** Pass of Birnam to Tay Crossing scheme.

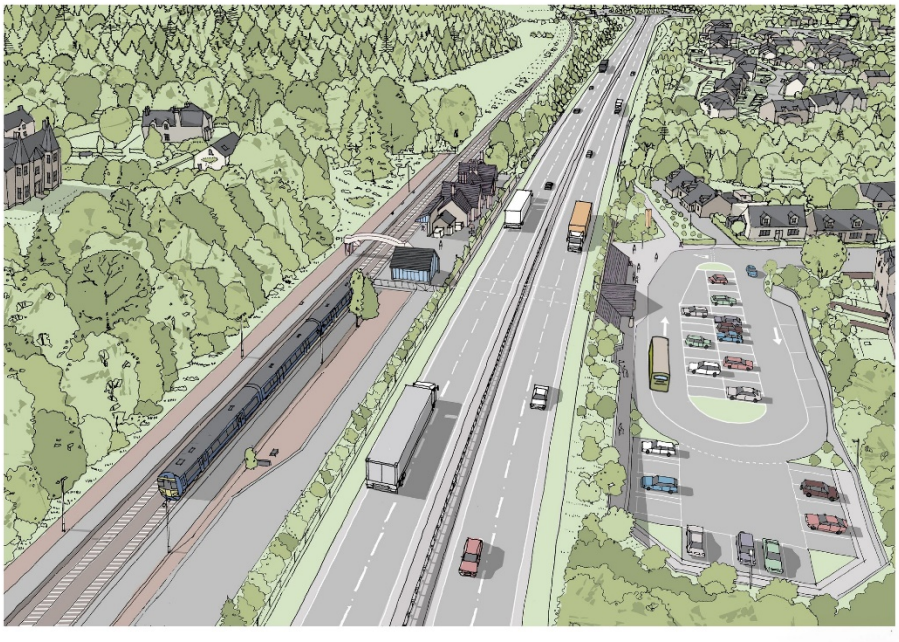
This includes details on:

- Access proposals to Dunkeld and Birnam Railway Station
- Enhancing active travel routes
- Improving safety on this section of the **#A9**

You have until the 6 October to comment.

An online exhibition is now live ➡️
https://a9p2.virtualeventspace.io/

Read more ➡️ bit.ly/3UrvsKe See less



Transport Scotland
22 August 2024 ·

Our second public engagement event is today in Birnam Arts and Conference Centre 10am-6pm.

They are a chance for local communities and road users to see, and comment, on the developing design for the **#A9Dualling** Pass of Birnam to Tay Crossing scheme.

This includes details on:

- Access proposals to Dunkeld and Birnam Railway Station
- Enhancing active travel routes
- Improving safety on this section of the **#A9**

You have until the 6 October to comment.

An online exhibition is now live ➡️
a9p2.virtualeventspace.io/

Read more ➡️ bit.ly/3MhTgv0 See less

D.5 Website update

Exhibition materials - Community engagement events - August 2024 - Pass of Birnam to Tay Crossing - A9 Dualling

Community Engagement Events for the A9 Dualling Pass of Birnam to Tay Crossing project are being held in the Birnam Arts and Conference Centre on 21 and 22 August 2024. An online virtual event will also be available from 21 August to 6 October 2024. These events will let local communities and road users see the work that has taken place since the preferred route option for the scheme was announced in December 2023, including details on access and side road arrangements, facilities for walkers, wheelers, cyclists and horse-riders, drainage design, and access and car park proposals at Dunkeld and Birnam Railway Station.

Details of the community engagement events:

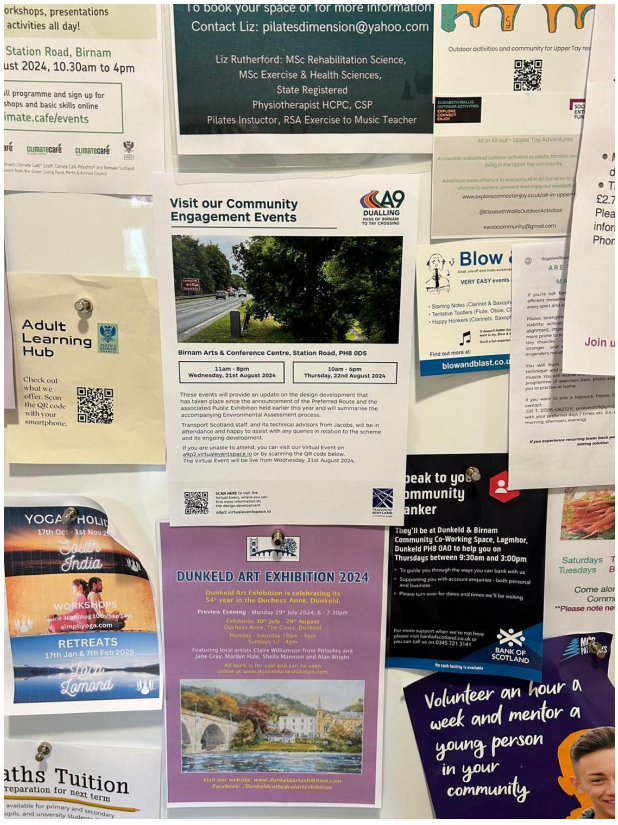
- Wednesday 21 August, 11am to 8pm
- Thursday 22 August, 10am to 6pm

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

Visit the virtual event or one of the in-person events.

Find more information on the Pass of Birnam to Tay Crossing Story Map

D.6 Promotion in the community




Visit our Community Engagement Events
Birnam Arts & Conference Centre, Station Road, PH8 0DS
11am - 8pm Wednesday, 21st August 2024
10am - 6pm Thursday, 22nd August 2024
These events will provide an update on the design development that has taken place since the announcement of the Preferred Route and the associated Public Exhibition held earlier this year and will summarise the accompanying Environmental Assessment process.
Transport Scotland staff, and its technical advisors from Jacobs, will be in attendance and happy to assist with any queries in relation to the scheme and its ongoing development.
If you are unable to attend, you can visit our Virtual Event on a9d2.virtualeventspace.io or by scanning the QR code below. The Virtual Event will be live from Wednesday, 21st August 2024.
A9 Dualling Programme
Visit our Community Engagement Events


A9 Dualling Programme
Visit our Community Engagement Events
Birnam Arts & Conference Centre, Station Road, PH8 0DS
11am - 8pm Wednesday, 21st August 2024
10am - 6pm Thursday, 22nd August 2024
Visit our Community Engagement Events

D.7 Email

From: A9 Dualling <A9Dualling@jacobs.com>
Sent:
To:
Subject: A9 Dualling: Pass of Birnam to Tay Crossing - Community Engagement Event

A9 Dualling: Perth to Inverness
Pass of Birnam to Tay Crossing

We are pleased to inform you that we will be hosting a Community Engagement Event for the Pass of Birnam to Tay Crossing section of the A9 Dualling Programme at Birnam Arts & Conference Centre, Station Road, PH8 0DS between 11am and 8pm on Wednesday, 21st and between 10am and 6pm on Thursday, 22nd August 2024 alongside an updated Virtual Exhibition that will also go live on Wednesday, 21st August 2024.

These events will provide an update on the design development that has taken place since the announcement of the Preferred Route and the associated Public Exhibition held earlier this year and will summarise the accompanying Environmental Assessment Process.

Transport Scotland staff, and its technical advisors from Jacobs, will be in attendance and happy to assist with any queries in relation to the scheme and its ongoing development.
If you are unable to attend, you can visit our Virtual Event on a9p2.virtualeventspace.io or by scanning the QR code below. The Virtual Event will be live from Wednesday, 21st August 2024.

We will be seeking feedback on various elements of the developing design, and hard copies of the feedback form will be located at Birnam Arts & Conference Centre, Station Road, PH8 0DS, and can be posted in the onsite feedback box. Alternatively, you can return completed feedback forms to us in the post, electronically via email, or by filling out the feedback form on the virtual exhibition.

We would be grateful if you could take the time to provide any feedback on the current proposal for the A9 Dualling: Pass of Birnam to Tay Crossing project by Sunday, 6th October 2024.

Yours faithfully,

A9 Dualling Project Team

APPENDIX E

Responses to comments raised in feedback

Unique ID	Feedback	Response
001	**We would appreciate your feedback on the General Design Development.** Please email the projections for the times to pass through the roundabout at busy periods (all directions)	Thank you for your feedback. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the Design Manual for Roads and Bridges (DMRB) Stage 2 route option assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. The DMRB Stage 2 Scheme Assessment Report, Volume 1, Part 4: Traffic and Economic Assessment concluded that some delays to through traffic on the A9 are anticipated at the proposed roundabout at Dunkeld Junction, which would be an average of approximately 15 seconds across the day in both northbound and southbound directions. The traffic modelling also concluded that queuing would not be experienced on a day-to-day basis. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment and will be published in the DMRB Stage 3 assessment report in Spring 2025.
002	**We would appreciate your feedback on the General Design Development.** Disagree with widening of verges - central reserve - makes the whole road wider causing increased environmental damage. please design the road to be as narrow as possible. **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** A ramp to the station is essential for when the lift is under maintenance or broken down **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** Very important that the entrance to the underpass is re-located to be in line with top of station road. Underpass could curve to south to avoid railway footbridge **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** please omit the swale adjacent to the Niel Gow statue. this is valuable green space.	Thank you for your feedback. We note your concern that wider verges and central reserve require a larger land area with resultant environmental impacts, and your preference for keeping the road as narrow as possible. Whilst we acknowledge the desire to minimise the amount of land required for delivery of the project, the developing design takes account of industry standards and best-practice guidance in respect of the safety of all users. As such, in some locations widening of verges and central reserve are necessary for a variety of reasons, such as to provide suitable visibility for drivers on the dual carriageway, so improving driver safety. In other instances, wider verges allow greater separation between vehicle traffic and paths and footways that are used for Walkers, wheelers, cyclists and horse-riders (WCH), where appropriate, thereby improving safety of these users and amenity of the active travel networks that are provided as part of the proposed scheme. With regards to your comment on access to the station during maintenance or break down of the lift, such details regarding the operation and maintenance methods will be discussed and refined with key stakeholders in due course. Provision of WCH options for local and core paths, including links from Birnam Glen to the railway station building and Station Road, were presented at the community engagement event in August 2024. These proposals will continue to be assessed as part of the ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 design development and will be published in the DMRB Stage 3 assessment report in Spring 2025. In respect of your comment regarding the location of the pedestrian underpass entrance in-line with the top of Station Road, when we announced the Preferred Route Option in December 2023 it was noted that the angle and position of the underpass would be developed further. As part of the ongoing DMRB Stage 3 design development, a number of factors have informed the location of the underpass entrance now being proposed, including the impact this has on the design levels for the A9 carriageway, constructability improvements in respect of a reduction in underpass length and structural complexity, minimising the interface with the Listed Building/footbridge, and improved integration with the car park due to being more centralised. For context, the revised location of the proposed underpass entrance is approximately 20 metres from the top of Station Road. The proposed swale, located at the junction of Perth Road and the A923 in the land you noted to be adjacent to the Niel Gow statue, forms part of the proposed drainage network. This drainage feature provides treatment of surface water runoff, necessary for compliance with the relevant Sustainable Urban Drainage System (SuDS) requirements, from the A923 to improve water quality prior to connecting to the existing drainage network that outfalls to the River Tay. Whilst the design will continue to be refined, efforts will be made to design in such a way to complement and integrate with the local environment.

Unique ID	Feedback	Response
003	**We would appreciate your feedback on the General Design Development.** No roundabout. Feedback from a9 road users has been ignored, we were promised a grade separated dual carriageway from Inverness to Perth. A roundabout will generate more noise, more pollution, slow traffic and become a road blocker in summer. It is not the solution and will lead to a re-evaluation within the decade. **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** This and the previous events (Jan 24) were not widely advertised and many missed the opportunity to view and comment. Adverts in P&J are essential for Inverness, Aviemore and many road users	Thank you for your feedback. As detailed during previous public engagement, the Pass of Birnam to Tay Crossing section included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to the constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route option identified is the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB Stage 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. We can also confirm that in line with current DMRB standards the provision of a roundabout on the standard of road proposed for the A9 is permitted. Although traffic on the A9 will have to slow to negotiate the proposed roundabout at Dunkeld, the traffic modelling undertaken at DMRB Stage 2 suggests that queuing would not be experienced on a day-to-day basis and therefore fewer accidents are expected as a result. Additionally, during the on-going DMRB Stage 3 design development, appropriate advanced warning indicators are being developed, in consultation with an independent Road Safety Auditor, and incorporated to reduce the risk of accidents in relation to the proposed roundabout. In the DMRB Stage 2 route options assessment, there were no significant effects predicted for air quality with regard to human health for the Preferred Route or the other three whole route options assessed. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment (EIA) is being undertaken. The EIA Report will consider the impacts and effects of the proposed scheme, including associated road traffic noise, on a range of factors including noise and air quality. Baseline and predicted noise and air quality assessments are currently on-going, the outcome of which will determine if mitigation will be required. Should the assessment deem mitigation is required, then there are a number of potential methods which could be considered. The potential impacts and residual effects (after mitigation) will be reported the EIA Report to be published in Spring 2025. We appreciate your comments on the need for more advertising for public engagement events. The approach taken to advertising for these public engagement events was in-line with that which has been employed for previous engagement activities on this project and wider A9 Dualling projects. We will however continue to review our approach and take account of such feedback to ensure suitable coverage for future events.

Unique ID	Feedback	Response
004	**We would appreciate your feedback on the General Design Development.** I would like to know if consideration has been taken for the increased noise levels rom buses and extra traffic on Perth and station road, most of the houses are listed and have single glazing.	As part of Design Manual for Roads and Bridges (DMRB) Stage 3 process, we are undertaking an assessment of the environmental impacts and effects of the proposed scheme across a range of environmental factors, including changes in traffic flows and speeds and the impacts and effects on noise and vibration at noise sensitive receptors. Potential impacts will be reported in the Environmental Impact Assessment Report (EIAR). Should the noise and vibration assessment identify mitigation as being required, then there are a range of potential measures which could be considered depending on various factors such as the nature, location and severity of the impact. Mitigation measures identified, and the resulting residual effects of the proposed scheme (accounting for the implementation of mitigation), will be reported in the EIAR. We note your comment regarding potential increased traffic flow on Perth Road and Station Road. The traffic modelling undertaken as part of the DMRB Stage 2 assessment did record an anticipated increase in the Annual Average Daily Traffic (AADT) travelling along Perth Road due to a combination of the proposed scheme and an anticipated increased vehicle usage. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development and the EIAR (including assessment of noise and vibration) and which will be published in Spring 2025.
005	**We would appreciate your feedback on the General Design Development.** Just provide the information in a simple PDF format, this virtual space is a pain!	Thank you for your feedback regarding the Virtual Exhibition Space. We strive to provide materials in an inviting and engaging manner, however please note that all exhibition materials are also available as PDFs on the Transport Scotland website at Exhibition materials - Community engagement events - August 2024 - Pass of Birnam to Tay Crossing - A9 Dualling | Transport Scotland.
006	**We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** Very disappointed we are not getting the statue back	Thank you for your feedback. It is not immediately clear from your feedback which statue you are referring to, however we have assumed it is in relation to the Niel Gow statue in Birnam village. We are aware of this statue and are taking its location into account when developing the necessary proposals in this area, and will seek to avoid any impact on it.
007	**We would appreciate your feedback on the General Design Development.** Actually seems ok **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** Cyclists will hopefully be directed to cycle route. Not sure what wheeler is? if electric scooter's maybe not. **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** Perhaps make it useable for increased tourism/visits to Dunkeld/Birnam	We note your positive feedback on the information presented and the general design development of the proposed scheme. The ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 design development and refinement, in combination with the Environmental Impact Assessment Report (EIAR), will consider integration with and connection to existing facilities for walkers, wheelers, cyclists and horse-riders (WCH). Where necessary, appropriate signage will also be provided for such facilities, however these proposals will be developed and refined at a later stage of scheme development. With regard to your query about the term 'wheelers/wheeling', the term has been used when referring to wheelchair and mobility scooter users, to reflect our aim for inclusive designs. Sustrans provide a good explanation of the term on their website (How we're making our language more inclusive - Sustrans.org.uk). Noting your feedback regarding the replacement Dunkeld & Birnam Station car park, this is proposed to provide approximately 50 parking spaces, which would be an increase from the approximately 30 parking spaces provided within the existing station car park. Consultation with key stakeholders through the ongoing DMRB Stage 3 design development and assessment will help to inform the design and layout of the replacement car park, its integration with active travel and public transport networks, and potential facilities such as EV charging or secure bike parking.

Unique ID	Feedback	Response
008	**We would appreciate your feedback on the General Design Development.** Looking good, great to see roundabout retained. Please could thought be given to how to slow traffic down coming off roundabout and heading to Birnam or Dunkeld. **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** I think a physical barrier is needed on footway between Birnam Junction and Station - no way children can encouraged to use it without this provision. **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** If cycle route diverted through Perth road, can you have with council for cycle pathways **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** Lots of charging in station car park please provision for e-bike? can you outline park for construction please?	Thank you for your positive feedback on the general design development of the proposed scheme. We note your feedback regarding how to slow down traffic coming off the Dunkeld roundabout. The speed limit on the local road network is defined by the local road authority, which in this location is Perth and Kinross Council. As part of the Design Manual for Roads and Bridges (DMRB) Stage 3 design development and assessment process, consultation is being undertaken with the local authority (Perth and Kinross Council) to identify any mitigating measures required to address impacts from the proposed scheme, including consideration of speed limits on the local road network and any potential changes. In addition, during the ongoing DMRB Stage 3 design development and assessment, appropriate advance warning indicators will be developed in consultation with an independent Road Safety Auditor, and incorporated into the design to assist with advising road users that they are approaching the roundabout and should adjust their speed accordingly. We note your comments on the provision of a physical barrier separating the A9 from the footway between Birnam Junction and the station. The developing design takes account of industry standards and best-practice guidance in respect of the safety of all users, including the separation/buffer between vehicle traffic and paths and footways that are used for walkers, wheelers, cyclists and horse-riders (WCH). The current proposals for this route include standard-compliant segregation/buffer width between the carriageway edge and the path for the majority of the route, which negates the need for a physical barrier. As part of the ongoing DMRB Stage 3 design development and assessment, the design of WCH provisions throughout the proposed scheme, including buffer/segregation widths, will continue to be refined. An independent Road Safety Audit will also be undertaken which will consider the safety of all users and inform the ongoing design development. Further details on the provisions for WCH will be published in the DMRB Stage 3 report and Environmental Impact Assessment Report (EIAR) to be published in Spring 2025. With respect to your comment regarding the provision of cycle pathways on Perth Road, this road lies within the local road network and is therefore managed and operated by Perth and Kinross Council. Consultation is being undertaken with key stakeholders throughout the ongoing DMRB Stage 3 assessment to assist with and inform the design development of the proposals, including those for WCH provision throughout the scheme. As noted above, further details on the WCH provisions will be published in the DMRB Stage 3 report and EIAR to be published in Spring 2025. Thank you for your positive feedback about the car park design and your suggestions of potential facilities in the proposed new car park at Dunkeld and Birnam Railway Station. The design of the car park itself will be refined during the ongoing DMRB Stage 3 design development and assessment process, and will be detailed within the DMRB Stage 3 report to be published in Spring 2025. Specific details regarding facilities incorporated into the car park, such as EV charging and cycle provisions, will be further developed in consultation with the relevant stakeholders in subsequent refinement of the scheme proposals. We appreciate your suggestions and will take this into consideration at the appropriate time. As part of the ongoing DMRB Stage 3 scheme assessment, initial consideration will be given to how the scheme could be constructed to inform the identification of necessary mitigations which may be required during the construction phase. The precise construction methodology and phasing, including parking arrangements for station users, will however be developed by the construction contractor appointed in due course for this section of the A9 Dualling Programme.

Unique ID	Feedback	Response
009	**We would appreciate your feedback on the General Design Development.** I have concerns on whether design proposals take the recent 2025 flooding into account - i live in the Ballinluig section of the A9 where we experienced huge water pooling and we rely on an area of land beside the A9 collecting excess water.	Thank you for your feedback. As part of the Design Manual for Roads and Bridges (DMRB) Stage 3 design development and assessment, an Environmental Impact Assessment (EIA) is being undertaken which assesses the impacts and effects of the proposed scheme in a range of environmental categories, including flood risk. The flood assessment work is undertaken based on industry guidance, and in consultation with key stakeholders, and includes a detailed assessment on a range of flood events up to the 0.5%AEP (200-year) plus climate change flood event It is not practical to assess individual historical events. Where adverse impacts are predicted, and if the assessment identifies that mitigation is required, then there are a range of potential measures which could be considered, such as compensatory flood storage areas and flood relief culverts, to counter any adverse impacts of the proposed scheme. Mitigation measures identified, and the resulting residual effects of the proposed scheme (accounting for the implementation of mitigation), will be reported in the EIA Report.
010	**We would appreciate your feedback on the General Design Development.** We feel that this is progressing well and the Community Engagement Events have been very helpful in this respect. **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** Excellent. We hope that they do not suffer from Scottish government cut backs. Given the predicted increase in traffic along Perth Road, we feel that there is a greater need for a 20mph speed limit particularly if the National Cycle Route (NCN77) is to be diverted along it. **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** A far better layout and the revised access to the station is very attractive. **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** The developing design continues to be informed by the community objectives and the developing design features proposed are much appreciated, particularly the aesthetic design of the Dunkeld and Birnam Railway Station and the River Tay crossing.	Thank you for your feedback on the engagement events, we are pleased to hear that you found the information presented helpful. We appreciate your positive feedback about the layout of the car park, the access to the station, and the incorporation of the Community Objectives within our ongoing design development and assessment work. We note your concern regarding traffic volume and speeds along Perth Road. The speed limit on the local road network is defined by the local road authority, which in this location is Perth and Kinross Council. As part of the Design Manual for Roads and Bridges (DMRB) Stage 3 design development and assessment process, consultation is being undertaken with the local authority (Perth and Kinross Council) to identify any mitigating measures required to address impacts from the proposed scheme, including consideration of speed limits on the local road network.
011	**We would appreciate your feedback on the General Design Development.** I object the footpath on the bridge and no new separate footbridge for pedestrians and no barrier between pedestrians & traffic there either.	We note your feedback regarding the lack of a separate or segregated footway, which we understand is in relation to provision on the Tay Crossing bridge at the northern end of the proposed scheme. This feedback will be used, as part of the ongoing DMRB Stage 3 design development and assessment work, to inform the continued development of walkers, wheelers, cyclists and horse-riders provision throughout the proposed scheme. Detailed explanation of the design and assessment of such provisions will be published in the Design Manual for Roads and Bridges (DMRB) Stage 3 report and Environmental Impact Assessment Report (EIAR) in Spring 2025.

Unique ID	Feedback	Response
012	**We would appreciate your feedback on the General Design Development.** Happy **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** 1. important that safe provision is made for all NMUs crossing the underpass to use Castle grounds. 2: Birnam junction - important that safe provision for walkers and cyclists at the underpass and to link in with the much used Dunk/10 path around the river 3: as ref: 3400 preferred **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** i think its important to liaise with plans to make both platforms more accessible, raised platforms etc **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** Appreciate your effort. personally i am happy. Found everyone at the consultation very helpful.	We note and appreciate your positive feedback regarding the general design development of the proposed scheme, and in relation to the efforts and helpfulness of those present at the public exhibition events. Thank you for your comments on the need for safe walking, wheeling, cycling and horse riding (WCH) provisions. As part of the ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 assessment we have undertaken further consultation with relevant national and local bodies to inform the continued design development of WCH provisions across the scheme. This includes at the locations mentioned in your feedback, namely the proposed underpass access to Murthly Castle grounds and the proposed Birnam Junction underpass. Initial plans showing the proposals under consideration in these areas were available at the engagement events, and the feedback in response to these will be used to inform the design development and refinement of these proposals. The current proposals at the underpass beneath the A9 which provides access to Murthly Estate comprise a shared-use access due to the low anticipated traffic volume and speeds along the proposed access track. The current proposals in the area of Birnam Junction include a footpath in the verge of the B867/Perth Road, between the local paths identified as DUNK/14 and DUNK/103, to provide a safe crossing under the A9 carriageway. Consultation is being undertaken with key stakeholders throughout the ongoing DMRB Stage 3 design development and assessment regarding the proposed WCH facilities and integration and connection with existing routes. Additionally, an independent Road Safety Audit will be undertaken to understand any additional safety requirements going forward to inform the design development. Further details on the WCH provisions will be provided in the DMRB Stage 3 report and Environmental Impact Assessment Report (EIAR) to be published in Spring 2025. We note your comment regarding liaison with plans regarding platform levels and accessibility at Dunkeld and Birnam Railway Station. The work to raise platform levels is being taken forward by Network Rail, but these proposals are also being taken into account in the ongoing DMRB Stage 3 design development process. This process has included consideration of a joined-up approach for improved access to and around the Station. The existing access to Platform 2 is not impacted by the proposed scheme, therefore provision of an alternative access to this platform did not form part of the route options developed and assessed as part of the DMRB Stage 2 Route Option Assessment. Whilst the underpass extension to Platform 2 is not required as a direct result of the proposed scheme, Transport Scotland recognises that it presents a unique opportunity to consider a total transport system approach to accessibility to and around the station. Transport Scotland is therefore including an extension of the proposed underpass to Platform 2 within the developing design for the project. A number of details are however still to be confirmed, such as the most suitable and assured mechanism via which the underpass extension could be promoted by Scottish Ministers. Draft Orders and EIAR for the project will be published in Spring 2025, at which time Transport Scotland will seek to provide a further update regarding the potential underpass extension.

Unique ID	Feedback	Response
013	**We would appreciate your feedback on the General Design Development.** Good to see junctions are being addressed **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** Will there be a pavement under the bankfoot/Birnam under bridge? Concerned that only 2.7m between cyclist and road near station. Unsafe for cyclists? **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** Will it accommodate more cars than currently? Electric car charges that are fast chargers, cycle stands? **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** Happy that pavement to Quarry Car Park is included. Unhappy that Dunkeld Junction is not priority before all the other dualling projects.	We note your positive feedback on the general design development of the proposed scheme. We note your comments on the need for safe walkers, wheelers, cyclists and horse-riders (WCH) provision. The current proposals in the area of Birnam Junction include a footpath in the verge of the B867/Perth Road, between the local paths identified as DUNK/14 and DUNK/103, to provide a safe crossing under the A9 carriageway. Consultation is being undertaken with key stakeholders throughout the ongoing DMRB Stage 3 design development and assessment regarding the proposed WCH facilities and integration and connection with existing routes. Cycle by Design 2021 provides guidance on segregation/buffer widths between vehicle traffic and paths and footways that are used for WCH, where appropriate, and for the A9 carriageway the desirable provision is 3.5m. We can confirm that the buffer width of 3.5m is predominantly provided between the footway from Birnam Junction to Dunkeld and Birnam Railway Station and the A9 carriageway, with the exception of the small length of localised narrowing to 2.7m due to a number of constraints including the close proximity of the Highland Main Line Railway. The design development within this area is still ongoing and we are looking to optimise the buffer width and will continue to consult with key stakeholder on this. Further details on the WCH provisions will be published in the DMRB Stage 3 report and Environmental Impact Assessment Report (EIAR) in Spring 2025 Noting your feedback regarding the replacement Dunkeld & Birnam Station car park, this is proposed to provide approximately 50 parking spaces, which would be an increase from the approximately 30 parking spaces provided within the existing station car park. Consultation with key stakeholders through the ongoing DMRB Stage 3 design development and assessment will help to inform the design and layout of the replacement car park, its integration with active travel and public transport networks, and potential facilities such as EV charging or secure bike parking. Changes to the proposed design and further details on the design will be published within the DMRB Stage 3 report and EIAR in Spring 2025.
014	**We would appreciate your feedback on the General Design Development.** Positive **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** 1 - the underpass will help with access for cyclists and walkers going to Caputh 2 - it would be good if the footbridge where the Braan joins the Tay was reinstated to improve walking access from dunkeld – hermitage **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** The proposal for 50 car park spaces for station is welcomed. Accessible safer. **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** They appear to have been taken into account.	Thank you for your feedback, we note your positive comments regarding the general design development information presented at the engagement event in August, the underpass enabling access to Caputh, the number of spaces in the car park, and the incorporation of the Community Objectives within our ongoing design and assessment work. We note your comments on the walking, wheeling, cycling, and horse-riding (WCH) provision over the River Braan to facilitate access between Dunkeld and The Hermitage. The WCH drawings presented at the engagement event in August 2024 included crossings over the River Braan in both verges of the A9 carriageway, with a 2.5m buffer from the carriageway. The current proposals improve the resilience of these routes in future flood events, and improve connectivity and integration with existing routes to Dunkeld and to The Hermitage via Inver. As part of the ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 assessment we will continue to develop the design of WCH provisions along the scheme. Further details on the WCH provisions will be published in the DMRB Stage 3 report and Environmental Impact Assessment Report (EIAR) in Spring 2025.

Unique ID	Feedback	Response
015	**We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** Any path near road, please keep soft shrubs and trees to create barrier **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** Likes fine. Will lift be big enough for bikes?	Thank you for your feedback. We note your comments regarding the need for barrier provision where any path is near a road. As part of the ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 assessment we will continue to develop the design of walkers, wheelers, cyclists and horse-riders (WCH) provision throughout the proposed scheme, including buffer/segregation widths, with reference to the relevant and appropriate design standards and guidance. Further details on the WCH provisions will be published in the DMRB Stage 3 report and Environmental Impact Assessment Report (EIAR) to be published in Spring 2025. We note your comment on the lifts being sized to accommodate bikes. It is best practice for the lifts to be designed to accommodate bikes and the design will be further developed in consultation with the relevant stakeholders during the ongoing DMRB Stage 3 assessment. The refinements to the proposed design and further details on the design will be published within the DMRB Stage 3 report and EIAR in Spring 2025.
016	**We would appreciate your feedback on the General Design Development.** I have to cross the A9 at least twice a week as i volunteer in Birnam. It is very dangerous and difficult to judge the speed of oncoming traffic in dark and very wet weather. I would welcome changes here, underpasses, roundabouts, traffic lights, anything would be better **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** Sounds much better tout needs to take northbound platform in aswell. For passengers with luggage it is a distance to walk from the new car park to the station **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** Very good to involve the community	We appreciate your positive feedback on the information presented at the engagement event in August and the involvement of the community in our ongoing design and assessment work. We note your comment regarding linking the northbound platform to the new pedestrian underpass. The ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 design development process has included consideration of a joined-up approach for improved access to and around the Station. The existing access to Platform 2 is not impacted by the proposed scheme, therefore provision of an alternative access to this platform did not form part of the route options developed and assessed as part of the DMRB Stage 2 Route Option Assessment. Whilst the underpass extension to Platform 2 is not required as a direct result of the proposed scheme, Transport Scotland recognises that it presents a unique opportunity to consider a total transport system approach to accessibility to and around the station. Transport Scotland is therefore including an extension of the proposed underpass to Platform 2 within the developing design for the project. A number of details are however still to be confirmed, such as the most suitable and assured mechanism via which the underpass extension could be promoted by Scottish Ministers. Draft Orders and Environmental Impact Assessment Report (EIAR) for the project will be published in Spring 2025, at which time Transport Scotland will seek to provide a further update regarding the potential underpass extension. We note your comments regarding the need for safe means of crossing the A9. One of the key objectives of the A9 Dualling programme is to improve safety for motorised and non-motorised users by reducing accident severity and reducing driver stress. These objectives have been taken into consideration throughout all of the design development to date and will continue to be considered within the ongoing DMRB Stage 3 design development and assessment. Additionally, an independent Road Safety Audit will be undertaken to understand any additional safety requirements going forward to inform the design development Further details on the pedestrian provisions for walkers, wheelers, cyclists and horse-riders (WCH) will be published provided in the DMRB Stage 3 report and EIAR to be published in Spring 2025.

Unique ID	Feedback	Response
017	**We would appreciate your feedback on the General Design Development.** Clearly a change needs to be made as safety is a primary concern for access to the villages. The plans do not go far enough to consider the impact to the local community. **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** It is a positive that the groups are being considered and access to existing footpath needs to be incorporated. These users should not Should not need to walk along the A9 to continue **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** Linking the service to the community is important to ensuring opportunities for leisure for the community is at the heart of the plans **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** These are key and should be the primary concern of the project. The current road is affecting communities terribly	Thank you for your feedback about the importance of opportunities for leisure being at the heart of the plans for the car park and new pedestrian underpass at the station. We note your comments regarding safety is a primary concern for access to the villages. One of the key objectives of the A9 Dualling programme is to improve safety for motorised and non-motorised users by reducing accident severity and reducing driver stress. These objectives have been taken into consideration throughout all of the design development to date and will continue to be considered within the ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 design development and assessment. As detailed in the DMRB Stage 2 Scheme Assessment report, the proposed A9 dual carriageway will be a Dual 2-lane All-purpose (D2AP) road. The design for the proposed scheme is being developed in accordance with the relevant design standards and guidance, for example through the removal of gaps in the central reserve and the development of suitable standard-compliant junction arrangements to safe access and egress to the A9. In addition, during the ongoing DMRB Stage 3 design development and assessment, an independent Road Safety Audit will be undertaken to review the design proposals from the perspective of ensuring safety of all users. This will feed into the design development and refinement process, for example through the identification of measures to assist with advising road users that they are approaching a junction and should adjust their speed accordingly. As part of DMRB Stage 3 process, we are undertaking an assessment of the environmental impacts of the proposed scheme across a range of environmental factors. Potential impacts will be reported in the Environmental Impact Assessment Report (EIAR). Should the assessment identify mitigation as being required, then there are a range of potential measures which could be considered depending on various factors such as the nature, location and severity of the impact. Mitigation measures identified, and the resulting residual effects of the proposed scheme (accounting for the implementation of mitigation), will be reported in the EIAR to be published in Spring 2025. We note your comments on the need for safe provision for walkers, wheelers, cyclists and horse-riders (WCH) users as part of the proposed scheme. As part of the ongoing DMRB Stage 3 assessment we continue to develop the design of WCH provisions. The provisions presented at the August 2024 consultation event included routes alongside the A9, however we have undertaken further consultation with relevant national and local bodies to inform the continued design development to provide appropriate buffer/segregation width between the road and WCH provisions. Further details on the pedestrian provisions will be published in the DMRB Stage 3 report and EIAR in Spring 2025.

Unique ID	Feedback	Response
018	**We would appreciate your feedback on the General Design Development.** As part of the dualling programme it is much welcome & a positive step in supporting growing commercial and tourist traffic. Process of engagement is welcomed and provided valuable information& insight. Q - why does it require 9-10 professional staff to be on hand? what is the estimated cost? **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** there has to be a common argument to have a national cycle route that goes the whole length of the A9. There are sections currently disconnected prohibiting full cycle access **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** Disabled access would be an issue with distance from car park to platform's. Why does the underpass not provide access to far platform? **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** Community objectives seemed to be at the forefront of engagement and is welcomed. Continued engagement with community councils needs to be ongoing and constant.	Thank you for your feedback. We note both your concerns and your positive feedback on the information presented at the engagement event in August. We note your comment regarding the number of staff present at the engagement events. The purpose of these events is to allow members of the public an opportunity to engage directly with the project team, view the proposals, ask questions and express their opinions. In order to provide a valuable and informative opportunity for members of the public to seek information on the proposals, we supplement the core project team with technical specialists in areas of the proposals in which we anticipate receiving interest and questions. We note your suggestion of a national cycle route that goes the whole length of the A9. This is beyond the current scope of the A9 Dualling programme and we cannot comment further at this time. The ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 design development and refinement, in combination with the Environmental Impact Assessment Report (EIAR), will consider integration with and connection to existing facilities for walkers, wheelers, cyclists and horse-riders. The ongoing DMRB Stage 3 design development process has included consideration of a joined-up approach for improved access to and around the Station. The existing access to Platform 2 is not impacted by the proposed scheme, therefore provision of an alternative access to this platform did not form part of the route options developed and assessed as part of the DMRB Stage 2 Route Option Assessment. Whilst the underpass extension to Platform 2 is not required as a direct result of the proposed scheme, Transport Scotland recognises that it presents a unique opportunity to consider a total transport system approach to accessibility to and around the station. Transport Scotland is therefore including an extension of the proposed underpass to Platform 2 within the developing design for the project. A number of details are however still to be confirmed, such as the most suitable and assured mechanism via which the underpass extension could be promoted by Scottish Ministers. Draft Orders and EIAR for the project will be published in Spring 2025, at which time Transport Scotland will seek to provide a further update regarding the potential underpass extension.

Unique ID	Feedback	Response
019	**We would appreciate your feedback on the General Design Development.** We think that the roundabout, even with separate access route from Dunkeld, it will make it very difficult to turn right across to the 822 without traffic lights due to traffic volume. **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** Changes are good but still difficult of access to the opposite side of the track from the station. Need to address the both sides with good paths, lighting and lifts "	Thank you for your feedback. We note your concerns regarding the roundabout at Dunkeld and access to and from Dunkeld and Birnam Railway Station. The Pass of Birnam to Tay Crossing section included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to the constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route option identified is the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. Drivers on a roundabout have priority over those on the approaches, but no approach arm has priority over the others. Traffic approaching the roundabout on the A9 will have to slow and give way to traffic already on the roundabout, and this will create gaps in the A9 traffic flow that will allow traffic from the local roads, including travelling from Dunkeld, to safely enter the roundabout. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment and will be published in the DMRB Stage 3 assessment report in Spring 2025. The ongoing DMRB Stage 3 design development process has included consideration of a joined-up approach for improved access to and around the Station. The existing access to Platform 2 is not impacted by the proposed scheme, therefore provision of an alternative access to this platform did not form part of the route options developed and assessed as part of the DMRB Stage 2 Route Option Assessment. Whilst the underpass extension to Platform 2 is not required as a direct result of the proposed scheme, Transport Scotland recognises that it presents a unique opportunity to consider a total transport system approach to accessibility to and around the station. Transport Scotland is therefore including an extension of the proposed underpass to Platform 2 within the developing design for the project. A number of details are however still to be confirmed, such as the most suitable and assured mechanism via which the underpass extension could be promoted by Scottish Ministers. Draft Orders and Environmental Impact Assessment Report (EIAR) for the project will be published in Spring 2025, at which time Transport Scotland will seek to provide a further update regarding the potential underpass extension.
020	**We would appreciate your feedback on the General Design Development.** The design solutions presented seem well thought out **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** All seems reasonable **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** It appears to be a neat solution and in some ways ties the railway station more into the community rather than the current separation **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** No comment to make	We note and appreciate your positive feedback on the design proposals presented at the engagement event in August 2024, and how the proposed new pedestrian underpass better links the railway station to the community.

Unique ID	Feedback	Response
021	**We would appreciate your feedback on the General Design Development.** Excellent considering the obvious difficulties but i fear the roundabout is a big mistake **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** The roundabouts i imagine public opinion has obviated commonsense	Thank you for your positive comments about the design development. The Pass of Birnam to Tay Crossing section included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to the constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route option identified is the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. The DMRB Stage 2 Scheme Assessment Report, Volume 1, Part 4: Traffic and Economic Assessment concluded that some delays to through traffic on the A9 are anticipated at the proposed roundabout at Dunkeld Junction, which would be an average of approximately 15 seconds across the day in both northbound and southbound directions. The traffic modelling also concluded that queuing would not be experienced on a day-to-day basis. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment and will be published in the DMRB Stage 3 assessment report in Spring 2025.
022	**We would appreciate your feedback on the General Design Development.** Sooner rather than alter **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** Speed restrictions put in place sooner than later	We appreciate your feedback and thank you for your support. We note your feedback regarding speed restrictions, which we have interpreted to relate to the local roads rather than specifically the new car park. The speed limit on the local road network is defined by the local road authority, which in this location is Perth and Kinross Council. As part of the Design Manual for Roads and Bridges (DMRB) Stage 3 design development and assessment process, consultation is being undertaken with the local authority (Perth and Kinross Council) to identify any mitigating measures required to address impacts from the proposed scheme, including consideration of speed limits on the local road network.
023	**We would appreciate your feedback on the General Design Development.** Happy with it. **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** Looks good a big improvement. A lot of thought has gone into it. **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** Hope the residents on the access road are happy, as there will be a lot more traffic going past them **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** It all looks good	Thank you for your positive feedback on the general design development presented at the engagement event in August, including the proposals for walkers, wheelers, cyclists and horse-riders (WCH) provision, and how we have incorporated the Community Objectives into our work. We note your feedback regarding increased traffic using Station Road to access the proposed new car park, and the impact this will have on residents in this location. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development and assessment, which will provide informed projections of the anticipated increased traffic levels on Station Road. This will be used to inform the Environmental Impact Assessment (EIA) which is being undertaken as part of the ongoing DMRB Stage 3 development and assessment work. The EIA Report will consider the impacts and effects of the proposed scheme, on a range of factors including noise and air quality. Baseline and predicted assessments are currently on-going, the outcome of which will determine if mitigation will be required. The potential impacts and residual effects (after mitigation) will be reported the EIA Report to be published in Spring 2025

Unique ID	Feedback	Response
024	**We would appreciate your feedback on the General Design Development.** It was useful to be told about the cycle and footpaths **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** Not looking forward to cycling through Birnam Perth road. Would prefer separate path as now **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** Car park will quickly fill with mountain bikers. Is there a way people getting the train can get priority?	We note your positive feedback on the information your received about cycle and footpaths at the engagement event in August. We also note your comments on the provision of a separate path between Birnam Junction and the station. We can confirm that the current proposals for this route shown at the August 2024 event, includes a separate path alongside the dualled A9 between Birnam Junction and the station with a segregation/buffer width between the carriageway edge and the path for the majority of the route. As part of the ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 design development and assessment, the design of walkers, wheelers, cyclists and horse-riders (WCH) provisions throughout the proposed scheme, will continue to be refined, and will be detailed in the DMRB Stage 3 Report to be published in Spring 2025. We note your comment regarding priority for station users in the new car park. Matters regarding the management and operation of the proposed car park will be discussed and developed with the relevant stakeholders in due course, and cannot be commented upon at this time.
025	**We would appreciate your feedback on the General Design Development.** Ideas all good. Priority in getting work started	We appreciate your feedback and thank you for your support. The publication of draft Orders and the Environmental Impact Assessment Report (EIAR) for the project in Spring 2025 will mark the formal commencement of the statutory process for the project. The current programme for the project indicates construction contract award in Autumn 2028, with this section of the A9 Dualling operational by the end of 2032, however the programme for the project is subject to completion of the statutory process and cannot be confirmed until that time. Further details on the A9 delivery can be found on the A9 Dualling website here

Unique ID	Feedback	Response
026	**We would appreciate your feedback on the General Design Development.** I strongly oppose dualing this section of the A9. It's the only section that is so close to a village and building a larger road beside Dunkeld & Birnam will have permanent negative impacts. The loss of trees and screening between the village and road, the increased noise and pollution and the loss of green space and woodland will harm people and planet. Safely measures can be made without dualling the road. The road will be too close to the river, harming fragile riparian habitat. The Dalguise junction is so excessive for the number of vehicles that use the road. It will have a big carbon footprint and will require a large area of semi native woodland to be felled. A junction with waiting lane is all that's needed to improve safety. Mistakes have been made so many times with large scale road 'improvement' projects in the past that are now being undone at huge cost. The M8 through Glasgow, the main roads along the waterfronts in Dundee and Fort William. Don't make another mistake. **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** I find the maps really hard to understand, will the orange lines marked as core paths be kept or are they being replaced by the pink lines in some places? E.g opposite the Dunkeld house hotel; will you have to walk up to and along beside the road or will the river side path still be usable? In general I think that the road is far too close to the river in many places and so options for walking/cycling will be much more limited. The plans mention keeping the current pedestrian access on Tay bridge at Dalguise. It is so dangerous having pedestrians and a marked NCN cycle route beside fast traffic with no barrier. Surely this can be improved rather than keeping it as it is. **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** I don't agree with the car park causing local business premises to be demolished without replacement. I think that be loss of screening from trees between the road and the village by the station will be bad for people's health, tourism and the feel of the village. Just improve the rail service and station, then we're won't need a bigger road. **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** The community have made it clear that noise and air pollution are key concerns. Pretending to address this with 'low noise road surfacing' is a joke! Consider real options like a tunnel, enclosed road or better yet, no dialling and better public transport instead. Dualling the road completely contradicts the community objective to protect the beauty and natural heritage of the area.	Thank you for your feedback, and we note your opposition to the scheme. The wider A9 Dualling Programme involves the upgrade of single-carriageway sections of the A9 between Perth and Inverness to dual carriageway. The objectives of the A9 Dualling are to: • Improve the operational performance of the A9 by reducing journey times and improving journey time reliability; • Improve safety for motorised and non-motorised users by reducing accident severity and reducing driver stress; • Facilitate active travel within the corridor; and • Improve integration with public transport facilities. In order to deliver on these objectives for the wider A9 Dualling Programme, delivery of each of the individual sections of the Programme, including the Pass of Birnam to Tay Crossing section, is necessary. As detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, route options were developed and included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route. As detailed in the DMRB Stage 2 Scheme Assessment report, the proposed A9 dual carriageway will be a Dual 2-lane All-purpose (D2AP) road. The design for the proposed scheme, including the proposed Dalguise Junction arrangement to which you refer, is being developed in accordance with the relevant design standards and guidance, for example through the removal of gaps in the central reserve and the development of suitable standard-compliant junction arrangements to provide safe access and egress to the A9. Additionally, an independent Road Safety Audit will be undertaken to understand any additional safety requirements going forward to inform the design development. As part of DMRB Stage 3 process, we are undertaking an assessment of the environmental impacts of the proposed scheme across a range of environmental factors. The Environmental Impact Assessment Report (EIAR) will detail any potential impacts as a result of the proposed scheme, and will assess the need or otherwise for mitigation. Should the assessment identify that mitigation is required, potential methods and measures to mitigate will be considered depending on various factors such as the nature, location and severity of the impact. Mitigation measures identified, and the resulting residual effects of the proposed scheme (accounting for the implementation of mitigation), will also be reported in the EIAR, which will be published in Spring 2025. Some of the factors which the EIAR will assess and report on, particularly relevant to the matters raised in your feedback, include: • Population and Land Use (potential impacts and effects on private property and housing, community land and assets, development land and businesses and agricultural holdings); • Biodiversity (potential impacts and effects on habitats and species); • Cultural Heritage (potential impacts and effects on archaeological remains, historic buildings and historic landscapes); • Air Quality, Noise and Vibration (potential impacts and effects on noise and vibration sensitive receptors); and • Climate (impact on greenhouse gas emissions and vulnerability to climate change).

Unique ID	Feedback	Response
		Where habitat such as woodland (including that providing visual screening and that adjacent to rivers and streams) is lost due to the proposed scheme, this will be replaced by compensatory planting providing mitigation for landscape and visual effects and habitat loss. Additionally, the EIAR will model the potential for noise and vibration impacts and mitigation will be developed where identified as being required. This can include use of measures such as low noise road surfacing, but other alternative and supplementary measures are also available where deemed appropriate and necessary. Impacts and effects associated with noise and vibration and air quality will be reported in the EIAR. The EIAR includes an assessment of potential impacts and residual effects on Population – Land Use. This assessment includes reporting the potential impacts and residual effects of the change in land use at Birnam Industrial Estate to provide the Dunkeld & Birnam Station replacement car park. The provision of a replacement car park is necessary to ensure the continued operation of Dunkeld & Birnam Station. We note your feedback regarding the lack of a separate or segregated footway on the Tay Crossing bridge. This feedback will be used, as part of the ongoing DMRB Stage 3 design development and assessment work, to inform the continued development of walkers, wheelers, cyclists and horse-riders (WCH) provision throughout the proposed scheme. Detailed explanation of the design and assessment of such provisions will be published in the DMRB Stage 3 report and EIAR in Spring 2025. Whilst the proposals continue to be refined as part of the ongoing DMRB Stage 3 design development and assessment process, we can confirm that the WCH provision throughout the scheme is being developed in accordance with the relevant design standards, namely the DMRB, Cycle by Design 2021, Roads for All 2013, and in consultation with key WCH stakeholders. However, in some locations, it may not be possible to provide a design fully compliant to standards due to the existing topography and numerous local constraints (Highland Main Line railway, River Tay, River Braan, Birnam etc.). In these situations, the WCH proposals are being designed in consultation with the relevant stakeholders to optimise the provision as close to the standards as possible. As part of the scheme design development, an Equality Impact Assessment will be undertaken.
027	**We would appreciate your feedback on the General Design Development.** Very informative. Staff excellent and informative.	Thank you for your positive feedback on the information presented at the engagement event in August.
028	**We would appreciate your feedback on the General Design Development.** An at road level video of progress of Dunkeld Junction would be useful	Thank you for your feedback. We note your request for a road level video of Dunkeld Junction, and will take this into consideration for future public exhibitions, such as those which will be held following the publication of the draft Orders and Environmental Impact Assessment Report (EIAR) for the project in Spring 2025.

Unique ID	Feedback	Response
029	**We would appreciate your feedback on the General Design Development.** What is the cost Benefit ratio for these proposals? Is there better CBR for upgrading the adjacent rail network? Is this plan taking land that could be better used to upgrade the rail network? **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** Will Transport Scotland Cycle by Design standards be applied through out the works? Will works be compliant with Equalities Act specifically not creating physical barriers to those disabled riders using non standard cycles Where you say standards will be met ""where possible which locations is this not possible? What are you intentions at those places. Where construction works require existing Walker Wheelers Cyclist & horse rider routes to be closed for health & safety reasons will alternative safe routes be signposted. If alternative safe routes are not available will onward safe transport be supplied such as Dutch authorities supply a free bus service for people using cycles to bypass major works? If not why not? https://theafsluitdijk.com/nieuws/cycle-path-closure-untill-2025/ "	Thank you for your feedback. The Design Manual for Roads and Bridges (DMRB) Stage 2 assessment report included a comparison of the Economic Performance for each option and included an Indexed Benefit to Cost Ratio (BCR) against the four route options under consideration. We can confirm that out of these options, the Preferred Route scored the highest. Further details can be found with the DMRB Stage 2 Assessment Report, Volume 1, Part 4: Traffic and Economic Assessment found on the Transport Scotland website. This project is part of the wider A9 Dualling Programme, the objectives of which aim to provide a number of other benefits – it will assist economic growth by improving journey times, journey time reliability, safety and potentially saving costs for businesses. Further refined economic assessment of the proposals will be undertaken as part of the ongoing DMRB Stage 3 Assessment, which will be reported in the DMRB Stage 3 Report to be published in Spring 2025. We note your comments suggesting that the Highland Main Line (HML) railway should be upgraded by the Scottish Government instead of progressing the A9 Dualling. The proposal to dual the A9 between Perth and Inverness emerged from the Strategic Transport Projects Review (STPR), which is a multi-modal transport study. STPR also identified improvements to the HML as a priority intervention for the Perth to Inverness corridor. The improvements to the HML have been completed in two phases. Phase one of the project delivered two additional services each way per day and average journey time improvements of 6 minutes. Phase 2 delivered signalling upgrades at Aviemore and Pitlochry stations, along with an extension of the passing loop at Aviemore and the reconfiguration and extension of the platforms at Pitlochry, enabling simultaneous arrival of trains at both these stations. Whilst Transport Scotland are progressing with the A9 Dualling Programme, improvements to the HML are also being delivered concurrently. Whilst there are currently no active rail enhancement projects on the HML, Transport Scotland continues to revise its programme of rail works against priorities in the context of available funding, and remains committed to the continued investment in rail and improving rail services in Scotland in order to provide more sustainable and reliable forms of travel for people in Scotland. We note your comments on the design of standard compliant facilities for walkers, wheelers, cyclists and horse-riders (WCH). Whilst the proposals continue to be refined as part of the ongoing DMRB Stage 3 design development and assessment process, we can confirm that the WCH provision throughout the scheme is being developed in accordance with the relevant design standards, namely the DMRB, Cycle by Design 2021, Roads for All 2013, and in consultation with key WCH stakeholders. However, in some locations, it may not be possible to provide a design fully compliant to standards due to the existing topography and numerous local constraints (HML railway, River Tay, River Braan, Birnam etc.). In these situations, the WCH proposals are being designed in consultation with the relevant stakeholders to optimise the provision as close to the standards as possible. As part of the scheme design development, an Equality Impact Assessment will be undertaken. As presented at the Community Engagement Event in August 2024, the ongoing design development will assess impacts to routes used by WCH, and the design will aim to integrate and connect with existing provision where possible. Further details on the WCH provisions will be published in the DMRB Stage 3 report and Environmental Impact Assessment Report (EIAR) to be published in Spring 2025. During construction, programming of construction activities and any associated impact on WCH routes within the construction area will be the responsibility of the appointed Contractor, who will have an obligation to coordinate and manage impacts to ensure the safety of all users.

Unique ID	Feedback	Response
030	**We would appreciate your feedback on the General Design Development.** Some positives whereby A9 junction safety is improved. For residents much seems overlooked by a lack of detail in design and crucial local amenities being overlooked entirely. Construction traffic will negatively impact Station Road and the villages for years. Noise and congestion really affected daily life in Birnam when SGN replaced the gas line in 2024. The increased construction vehicle trips up Station Road were very noticeable too. WRT permanent change, Station Road street will become busier with busses and cars accessing the street much more frequently due to the parking and Station access. Disappointingly, no traffic calming provisions preventing speeding through our villages and up Station Road are included. Is there southbound access via the Birnam junction? If only from the Dunkeld junction, congestion in Dunkeld will affect those seeking to access Birnam from the A9. Currently it's possible to head south to the Birnam junction to avoid Dunkeld junction congestion. **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** As one of many keen cyclists and runners in the village, many of us are not confident that something as good as now is being offered. It is difficult to tell exactly from the plans how or if free access under the A9 will be maintained. At the consultation in early 2024 many of us remember some of your team members not even being aware of the existing access behind the Birnam Arts Centre to get up Inchewan Burn and Birnam Hill. This was concerning particularly as this is a popular PKC Public Right of Way, so what is really being considered in the designs? The current access we have is a very important amenity to residents and visitors and has not been presented in enough detail within the current designs. We recently lost a key access bridge over the River Braan in the 2023/24 winter storms connecting Inchewan. If a new bridge access could be included within future design proposals, a clear improvement to safety of walkers / cyclists / horse-riders would be demonstrated. **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** It's difficult to tell what the full details are from what has been provided. I'm concerned that the industrial estate is being replaced for a car park, with no alternative or community grant being proposed. This means the loss of some small businesses space which does not seem to be addressed at all, how is long term and sustainable economic growth being promoting through this design? As stated in 1, the increased traffic on Station Road due to the station access is concerning particularly due to a lack of traffic calming measures. I asked at the in-person consultation about possibly having the speed limit in Birnam reduced to 20mph (as is in Dunkeld already) and was told this would only be up to PKC. I know this is something which could be included in your proposals and found this response lazy. Surely this would be appropriate to propose, to ensure safety of cyclists, hikers and pedestrians who use the street already to access local amenities and the PKC rights of way. **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** Based on these designs, none of the objectives are really being met at this time.	Thank you for your feedback and we note your concerns. We note your feedback on the general design development information including improved A9 junction safety, concerns with construction traffic and the layout at Birnam Junction. On your feedback regarding the impacts of the vehicles including public transport going to the new car park on Station Road, as part of the Design Manual for Roads and Bridges (DMRB) Stage 3 design development, consultation is being undertaken with the local authority (Perth and Kinross Council) to identify any mitigating measures required as a result of the new proposals, including traffic calming measures. Regarding your suggestion of lower speed limits along the roads within Little Dunkeld and Birnam, speed limits on these local roads are the responsibility of Perth and Kinross Council, and as it is beyond the current scope of the A9 Dualling programme we cannot comment further at this time. We can confirm that a southbound diverge from the A9 is not provided at Birnam Junction. The DMRB Stage 2 route option assessment considered three grade-separated junction options for Birnam Junction, taking account of constraints, potential environmental, engineering, and traffic and economic effects to identify a preferred junction option. The DMRB Stage 2 assessment concluded that traffic volume was not considered a significant factor in determining the preferred junction option, however the preferred option was found to have less impact on ancient woodland loss and encroachment on the River Tay flood plain. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment, and this will be published within the DMRB Stage 3 Assessment Report in Spring 2025. As part of DMRB Stage 3 process, we are undertaking an assessment of the environmental impacts of the proposed scheme across a range of environmental factors. The Environmental Impact Assessment Report (EIAR) will detail any potential impacts as a result of the proposed scheme, and will assess the need or otherwise for mitigation. Should the assessment identify that mitigation is required, potential methods and measures to mitigate will be considered depending on various factors such as the nature, location and severity of the impact. Mitigation measures identified, and the resulting residual effects of the proposed scheme (accounting for the implementation of mitigation), will also be reported in the EIAR, which will be published in Spring 2025. Some of the factors which the EIAR will assess and report on, particularly relevant to the matters raised in your feedback, include: • Population and Land Use (potential impacts and effects on private property and housing, community land and assets, development land and businesses and agricultural holdings); • Biodiversity (potential impacts and effects on habitats and species); • Cultural Heritage (potential impacts and effects on archaeological remains, historic buildings and historic landscapes); • Air Quality, Noise and Vibration (potential impacts and effects on noise and vibration sensitive receptors); and • Climate (impact on greenhouse gas emissions and vulnerability to climate change). Where habitat such as woodland (including that providing visual screening and that adjacent to rivers and streams) is lost due to the proposed scheme, this will be replaced by compensatory planting providing mitigation for landscape and visual effects and habitat loss. Additionally, the EIAR will model the potential for noise and vibration impacts and mitigation will be developed where identified as being required. This can include use of measures such as low noise road surfacing, but other alternative and supplementary measures are also available where deemed appropriate and necessary. Impacts and effects associated with noise and vibration and air quality will be reported in the EIAR.

Unique ID	Feedback	Response
	For example, it's not clear what makes the design environmentally sound, and I cannot see any design measures which would reduce road noise or pollution, particularly if the solution is to have a large roundabout at the Dunkeld junction. The increased construction traffic may dissuade visitors attending our village and negatively impact the local economy. There do not seem to be any community grants or proposals at this time proposed to negate this effect. No measures outlined will enhance the scenic beauty and natural heritage as many trees and habitats will need removed with no clear improved replacement proposed aside from a few trees being planted (the current seems far removed from biodiversity net gain principles). There is no clear improvement demonstrated toward enhancing wheeling / cycling / walking, maybe a bit of a revamp by necessity along the A9, but no clear enhancements.	The EIAR includes an assessment of potential impacts and residual effects on Population – Land Use. This assessment includes reporting the potential impacts and residual effects of the change in land use at Birnam Industrial Estate to provide the Dunkeld & Birnam Station replacement car park. The provision of a replacement car park is necessary to ensure the continued operation of Dunkeld & Birnam Station. We note your comments on the need for safe walkers, wheelers, cyclists and horse-riders (WCH) access to existing footpaths and amenities. All existing WCH grade-separated (under the A9) crossing of the A9 carriageway are being retained within the proposed design, and three new grade-separated WCH crossings have been added at Birnam Junction, Dunkeld & Birnam Station underpass, and Dalguise Junction We note your comments on the WCH provision over the River Braan. The WCH drawings presented at the engagement event in August 2024 included WCH crossings over the River Braan in both verges of the A9 carriageway, with a 2.5m buffer from the carriageway. These routes have been included in the design over the reinstatement of the previous footbridge to improve the resilience of this route during future flood events, and improve connectivity to the proposed northbound bus layby, Inver, and The Hermitage. An independent Road Safety Audit will be undertaken to understand any additional safety requirements going forward to inform the design development As part of the ongoing DMRB Stage 3 assessment we will continue to develop the design of WCH provisions along the scheme. Further details on the WCH provisions will be published in the DMRB Stage 3 report and Environmental Impact Assessment Report (EIAR) in Spring 2025.

Unique ID	Feedback	Response
031	**We would appreciate your feedback on the General Design Development.** Safety at A9 junctions is welcomed, however there is a massive impact and change on the small village of Birnam which I feel is not being taken into consideration with the revised proposals. The noise and construction traffic will massively impact on the village for years. The massive traffic layout change for Station Road has not be taken into account. The change of routing traffic into the quiet street of Station Road will now be subject to frequent busses, station customers and general access to the station. It is incredibly disappointing and frustrating to see that the use of this road has been proposed to be changed with no traffic calming measures attributed to it. It is also unclear from the drawings and narrative if there is southbound access from the A9 Birnam Junction – which again will result in increased traffic through the already congested Perth Road between Birnam and Little Dunkeld. **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** The plans are unclear as to what the cycle route is in the village. As a keen cyclist and runner, I make daily use of the excellent path network around Birnam Hill from the Bankfoot junction to the station, as well as the underpass near the station. It is difficult to ascertain from the drawings what path – if any – will be maintained. At the consultation in January 2024 many of us remember some of your team members not even being aware of the existing access behind the Birnam Arts Centre to get up Inchewan Burn and Birnam Hill. This was concerning particularly as this is a popular PKC Public Right of Way. One team member also expressed surprise that there was already an existing underpass to the station from Station Road, which is extremely concerning. The current access we have is a very important amenity to residents and visitors and has not been presented in enough detail within the current designs. **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** As a resident of Station Road and as mentioned above, I have major concerns above the huge changes planned for the street. The proposed change of routing traffic into the quiet street of Station Road – which currently only serves residents, Birnam Arts customers and the Birnam industrial estate – will mean it will be subject to a huge increase in traffic, and it is incredibly disappointing and frustrating to see that the use of this road has been proposed to be changed with no traffic calming measures attributed to it. The significant increase in traffic - which carries a greater and more likely risk of speeding and greater risk to vulnerable pedestrians negotiating this change of road use – at the moment, has no additional safety measures attributed towards it. I strongly oppose the proposals. Regardless of the safety implications, it is also disappointing that several well-loved and established local businesses will be forced to relocate as a result of these proposals. **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** I am yet to be convinced that the current designs offer meaningful biodiversity net gain. The increased construction traffic may dissuade visitors attending our village and negatively impact the local economy. There do not seem to be any community grants or proposals at this time proposed to negate this effect.	Thank you for your feedback and we note your concerns. The Environmental Impact Assessment Report (EIAR) will assess and report potential impacts and residual effects across a range of environmental factors. These include People and Communities – Accessibility (potential impacts and effects on walkers, wheelers, cyclists and horse riders), Biodiversity (potential impacts and residual effects on habitats and species), Air Quality, and Noise and Vibration (potential impacts and effects on noise and vibration sensitive receptors). Where habitat such as woodland is lost to the proposed scheme, this will be replaced by compensatory planting and will be reported in the EIAR when it is published in Spring 2025. Additionally, the EIAR will model the potential for noise and vibration impacts and mitigation will be developed where identified as being required. This can include use of measures such as low noise road surfacing and noise barriers. Impacts and effects associated with noise and vibration and air quality will be reported in the EIAR. On your feedback regarding the impacts of the vehicles including public transport going to the new car park on Station Road. As part of the Design Manual for Roads and Bridges (DMRB) Stage 3 design development, consultation is being undertaken with the local authority (Perth and Kinross Council) to identify any mitigating measures required as a result of the new proposals, including traffic calming measures. We can confirm that a southbound diverge from the A9 is not provided at Birnam Junction. The traffic modelling undertaken at DMRB Stage 2 expects that the increase in traffic on Perth Road due to the omission of a southbound diverge slip road at Birnam Junction, would be offset by the reduction of traffic destined for the north of Birnam, Little Dunkeld and Dunkeld on Perth Road. The DMRB Stage 2 assessment concluded that it is expected that the increase in traffic on Perth Road due to the omission of a southbound diverge slip road at Birnam Junction, would be offset by the reduction of traffic destined for the north of Birnam, Little Dunkeld and Dunkeld on Perth Road. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment and will be published within the DMRB Stage 3 Assessment Report in Spring 2025. We note your comments on the continued pedestrian and cyclist access to existing footpaths and amenities and can confirm that this access will continue. We can also confirm that we are aware of the existing access behind the Birnam Arts Centre to Inchewan Burn and Birnam Hill. Provision of walkers, wheelers, cyclists and horse-riders (WCH) options for local and core paths, including links from Birnam Glen to Station Road, were presented at the community engagement event in August 2024. As part of the ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 assessment we will continue to develop the design of WCH provisions along the scheme. Further details on the WCH provisions will be published in the DMRB Stage 3 report and Environmental Impact Assessment Report (EIAR) in Spring 2025.

Unique ID	Feedback	Response
	No measures outlined will enhance the scenic beauty and natural heritage as many trees and habitats will need removed with no clear improved replacement proposed aside from a few trees being planted (the current seems far removed from biodiversity net gain principles). There is no clear improvement demonstrated toward enhancing wheeling / cycling / walking, maybe a bit of a revamp by necessity along the A9, but no clear enhancements.	
032	**We would appreciate your feedback on the General Design Development.** After your consultation through the creative process, much good work had been negated by ignoring the number one priority of dropping the road to allow station road be connected to the station. Please abandons this bonkers proposal and wait until you have a resolution to get vehicles to the station. **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** Absolutely awful. Please think again. The train station is no good for disabled people who will have to walk from the car park to the get to the platform. Disabled people need to be dropped off right at the station building **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** It feels like you only want community objectives it they agree with you.	We note your feedback on the preferred route, access for disabled people to Dunkeld and Birnam station and the Community Objectives. The Pass of Birnam to Tay Crossing section of the A9 Dualling Programme included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. The section of the corridor in the vicinity of the station is particularly constrained. As detailed during the Preferred Route Exhibitions held in January 2024, the Design Manual for Roads and Bridges (DMRB) Stage 2 route option assessment assessed four whole route options. These included the Community's Preferred Route Option, and three further whole route options which were developed taking into account the feedback and outcomes from the A9 Co-Creative process with the local community, including the community Objectives for the proposed scheme. The route options were then assessed and evaluated comparatively to consider factors such as potential environmental, engineering and traffic and economic factors. The identification of the Preferred Route Option was the culmination of an extensive and robust assessment process. We note your comment about access to Dunkeld and Birnam Railway Station for people with disability. The designs for the station access shown at the community engagement event in August 2024 include stairs and a lift linking the station buildings and platform to Station Road and the proposed replacement car park via the new pedestrian underpass. As part of the design development, consultation with key stakeholders including accessibility groups is undertaken to inform the design. Further detail on the accessibility to the station will be published in the DMRB Stage 3 Assessment Report in Spring 2025. We also note your comments regarding incorporation of the community objectives for the proposed scheme. The developing design has and continues to be informed by these community objectives, and the design includes features such as those listed below which aim to address some of those objectives: • Low-noise road surfacing; • Aesthetic design of Dunkeld and Birnam Railway Station and the River Tay crossing; • Safety features such as lighting, road markings and signage; • Provisions for walkers, wheelers, cyclists and horse-riders; and • Improved connectivity with bus and train links.

Unique ID	Feedback	Response
033	**We would appreciate your feedback on the General Design Development.** It is extremely unsafe especially for the lone travellers. who designs a pedestrian subway to make way to a car in these times? it will be a master for antisocial behaviour. D you press the button for help to sate loudly and clearly that you are scared of the person beside you? **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** The distance of the car park to the platform is unacceptable for those with mobility problems/ What is the plan for when the lift is out of order? These will be likely as it is so isolated. **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** You have killed the active plans on the community to bring the station back in use with the design. The station is isolated to the village with no vehicle access **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** You have ignored the community response of 700+ people to drop the A9 and imposed a pedestrian subway without warning.	Thank you for your feedback and we note your concerns regarding access to and from Dunkeld and Birnam Railway Station. The Pass of Birnam to Tay Crossing section of the A9 Dualling Programme included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. The section of the corridor in the vicinity of the station is particularly constrained. As detailed during the Preferred Route Exhibitions held in January 2024, the DMRB Stage 2 route option assessment assessed four whole route options. These included the Community's Preferred Route Option, and three further whole route options which were developed taking into account the feedback and outcomes from the A9 Co-Creative process with the local community, including the community Objectives for the proposed scheme. The route options were then assessed and evaluated comparatively to consider factors such as potential environmental, engineering and traffic and economic factors. The identification of the Preferred Route Option was the culmination of an extensive and robust assessment process. We note your comment about access to Dunkeld and Birnam Railway Station for people with disability. The designs for the station access shown at the community engagement event in August 2024 include stairs and a lift linking the station buildings and platform to Station Road and the proposed replacement car park via the new pedestrian underpass. Consultation with key stakeholders including accessibility groups, Network Rail and ScotRail is being undertaken to inform the design development of the station underpass and includes consideration of mitigation measures such as lighting and width of the underpass. Further detail on the accessibility to the station will be published in the DMRB Stage 3 Assessment Report in Spring 2025. With regards to your comment on access to the station during maintenance or break down of the lift, such details regarding the operation and maintenance methods will be discussed and refined with key stakeholders in due course. These options will continue to be assessed as part of the ongoing DMRB Stage 3 design development. We note your comments on the community objectives. The developing design has and continues to be informed by these community objectives, and the design includes features such as: • Low-noise road surfacing; • Aesthetic design of Dunkeld and Birnam Railway Station and the River Tay crossing; • Safety features such as lighting, road markings and signage; • Provisions for walkers, wheelers, cyclists and horse-riders; and • Improved connectivity with bus and train links.

Unique ID	Feedback	Response
034	**We would appreciate your feedback on the General Design Development.** It is disappointing that the two elements of the community preferred route: sinking the A9 and giving vehicles uses access to the station - have been dropped for your final design	Thank you for your feedback and we note your concerns regarding access to and from Dunkeld and Birnam Railway Station. The Pass of Birnam to Tay Crossing section of the A9 Dualling Programme included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. The section of the corridor in the vicinity of the station is particularly constrained. As detailed during the Preferred Route Exhibitions held in January 2024, the Design Manual for Roads and Bridges (DMRB) Stage 2 route option assessment assessed four whole route options. These included the Community's Preferred Route Option, and three further whole route options which were developed taking into account the feedback and outcomes from the A9 Co-Creative process with the local community, including the community Objectives for the proposed scheme. The route options were then assessed and evaluated comparatively to consider factors such as potential environmental, engineering and traffic and economic factors. The identification of the Preferred Route Option was the culmination of an extensive and robust assessment process. The section of the corridor in the vicinity of the Dunkeld and Birnam Railway Station is very constrained and as such the existing at-grade junction to the station from the existing A9 carriageway, together with the car park, is removed due to the proposed A9 mainline alignment. One of the key aspirations through the A9 Co-Creative Process was to improve connectivity to the Dunkeld & Birnam Railway Station. The railway station will be accessible from Birnam via Station Road. A new replacement car park, with approximately 50 parking spaces, will have provision for both public transport and active travel facilities. A new pedestrian underpass, incorporating stairs and a lift, will provide a link for pedestrians from the car park to the railway station building and platform. Consultation with key stakeholders through the ongoing DMRB Stage 3 assessment will assist with designing the layout of the replacement car park and its facilities (EV charging, secure bike parking etc).
035	**We would appreciate your feedback on the General Design Development.** Hello I have a copy of your 8 page brochure with proposed scheme and have seen the online exhibition - please may I ask the following: 1. Approximately how many trees will be planted along the route? 2. Will these trees be planted with a stake and tree protector? 3. How long will the stakes and tree protectors be in place? 4. What commitment is there to remove the tree protectors and stakes once they are no longer required for the health of trees? 5. Who will be responsible for removing the tree protectors? Please may I comment about earlier dualling works north of Perth when trees were planted with tree protectors: some of the trees failed to establish and are now dead but tree protectors remain in place. And other, healthy trees, have now outgrown the tree protectors - it appears that nobody is responsible for removing these plastic protectors, stakes and nylon ties. I expect to see you address these issues in the Environmental Impact Assessment Report. Thank you for your attention Warmest regards	Thank you for your feedback and we note your concerns regarding the planting of trees and maintenance of tree protectors. The Environmental Impact Assessment Report (EIAR) will assess and report potential impacts and residual effects across a range of environmental factors including Biodiversity (potential impacts and residual effects on habitats and species). Where habitat such as woodland is impacted by or lost as a result of the proposed scheme, mitigation will be provided through the provision of compensatory planting. The EIAR for the proposed scheme will detail the assessment of impacts of the proposed scheme, including identification of the areas of woodland lost or impacted by the scheme, and will also detail the identification and quantification of areas of compensatory planting to be provided. With regard to how trees will be planted, it is acknowledged that tree protectors and stakes can be utilised to support the establishment of young trees. These are not always necessary or beneficial, depending on factors such as the species and maturity of the trees planted, and these details will not be determined until later in the development of the scheme proposals. Should tree protectors be required, there are a variety of products which are available, including biodegradable tree protectors. In respect of the requirements and timing around removal of tree protectors, and the responsibility to do so, this would typically be defined in the relevant contract for the planting works.

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036	**We would appreciate your feedback on the General Design Development.** To whom it may concern. I write to note my objections on a roundabout being built as part of the A9 Dunkeld Junction. As a resident of Dunkeld & Birnam I use the A9 daily. History shows (M80 Glasgow for one) that roundabouts only create traffic on busier days (for the A9 this being Fri-Mon) to build up and therefore create long queues and not forgetting the impact this has on the climate too. This needs to be thought through more and to say that the residents voted for this is misleading as it was proposed as a temporary measure in the interim not permanent. I would like my objections noted	Thank you for your feedback and we note your concerns regarding the proposed roundabout at Dunkeld Junction. As detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the DMRB Stage 2 route option assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. Although traffic on the A9 will have to slow to negotiate the proposed roundabout at Dunkeld, the traffic modelling undertaken at DMRB Stage 2 suggests that queuing would not be experienced on a day-to-day basis. Peak traffic conditions on the A9 were also assessed as part of the DMRB Stage 2 assessment. It was determined through testing that satisfactory operation would still be achieved at the roundabout under normal peak operations. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment and will be published within the DMRB Stage 3 Assessment Report in Spring 2025. Potential and residual impacts and effects on the environment, including climate, will be reported in the Environmental Impact Assessment Report (EIAR) which will also be published in Spring 2025.

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037	**We would appreciate your feedback on the General Design Development.** Dear Sir/madam I wish to submit the following concerns/objections about the above and ongoing consultations on the design process at Birnam. The current designs do not reflect the community wishes we voted for in 2022. 1. Birnam junction The roundabouts should minimise the impacts on the environment and specifically ancient woodland areas around the existing Birnam Junction, north side as this is a very sensitive habitat for red squirrels, otters and pine martens. There are many protected sites for red squirrels in this area and active breeding dreys. This wildlife corridor should remain intact and the best use is to use the existing slip road (i.e the old currently disused slip road out of Birnam for south bound) and minimise impacts on the woodlands in this area. This slip road could even be cut deeper to allow it to be tunnelled to maintain the wildlife corridor. The north bound exit to Birnam should utilise the original community preferred route of a new exit near the entry to Murthly Estate with an underpass at the current junction but minimising landtake in this area to the existing road. It may be possible to remove all embankments completely and have rock faces here to minimise damage to ancient woodland. Road traffic impacts on wildlife here are already significant with otter, pine marten, deer and red squirrel deaths on the road at very high levels. There is a very good case for a green bridge and or underpass near the Birnam junction, ideally on the south side near the Murthly junction to link these woodlands. Reason - To minimise impacts on ancient woodland and protected species above. 2. Dunkeld/Inver junction I have not yet seen a design acceptable to me as I believe the traffic congestion on a roundabout at the junction with current designs would be unacceptable. I foresee major flaws in this design, and believe a flyover (or underpass) is needed at this junction to allow traffic to pass freely past Dunkeld. This would alleviate issues with traffic congestion. I agree on the difficult issues here with the margins between the River Braan and junction being a major consideration but the land to the south on the Inver side could be utilised more effectively. The noise issues are also a concern. However, the built up in traffic at this junction with this design would in my view give the same issues as in Perth at Inveralmond, with large queues building up in summer causing even more congestion. The knock on effect on traffic build up extending back into Birnam and Little Dunkeld and then onto the old Telford bridge is also a major concern. Currently traffic can build up in summer and extend way back into Dunkeld bringing the whole place to gridlock. This is unacceptable. General comments This section passes through an area designated as National Scenic Area NSA. The design of the road here is therefore guided I hope by an understanding to maintain this character. This should retain and minimise damage to the natural environment. There will be significant ecological and landscape impacts with this dualling. I believe embankments are not always necessary and cutting routes through some areas with hard rock revetments may be a better option to minimise loss to valuable habitats. I would also ask you to reflect on the cumulative Environmental Impact Assessment of the whole A9 dualling process. I believe this has not been addressed and could therefore be legally challenged. I have some major concerns about this process and the various sensitivities in key areas such as Birnam, Pitlochry and The Cairngorms National Park. Key animal species such as wildcats, pine marten red squirrels and capercaillie could be affected as well as several protected sites e.g. River Tay SSSI/SAC, Craigellachie SSSI. There also appears to be little information about flood risk assessment. In a related topic, recently woodlands and forests have been clear-felled in the area and this very much relates to flood risk on the A9. There should be a policy of no clearfell along the A9 corridor as this further contributes to increased risk of flooding on the Tay catchment with the old A9 recently being severely damaged. More thoughtful and clever design should be incorporated into the catchment management planning for the dualling,	Thank you for your feedback and we note your concerns about the design developments presented at the community engagement events. The Pass of Birnam to Tay Crossing section of the A9 Dualling Programme included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. As detailed during the Preferred Route Exhibitions held in January 2024, the Design Manual for Roads and Bridges (DMRB) Stage 2 route option assessment assessed four whole route options. These included the Community's Preferred Route Option, and three further whole route options which were developed taking into account the feedback and outcomes from the A9 Co-Creative process with the local community, including the community Objectives for the proposed scheme. The route options were then assessed and evaluated comparatively to consider factors such as potential environmental, engineering and traffic and economic factors. The identification of the Preferred Route Option was the culmination of an extensive and robust assessment process. The ongoing DMRB Stage 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction and the arrangement of Birnam Junction. With regards to Birnam Junction, as part of the Co-Creative Process a number of junction options were considered (and subsequently voted for by the public), which resulted in a grade separated junction being the preferred option in proximity to the existing Birnam Junction for the community. This junction was included in the Community's Preferred Route Option. As part of the DMRB Stage 2 an assessment, including engineering and environmental aspects, on the Murthly/Birnam Junction options, including the community's option, was undertaken and this is presented in the Design Manual for Roads and Bridges (DMRB Stage 2) report which is available to view on Transport Scotland's website at the following location: https://www.transport.gov.scot/media/gokornm4/06-dmrb-stage-2-vol-01-part-06-appendices.pdf. Noting your comments in respect of the proposed roundabout at Dunkeld Junction, whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the DMRB Stage 2 route option assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. Although traffic on the A9 will have to slow to negotiate the proposed roundabout at Dunkeld, the traffic modelling undertaken at DMRB Stage 2 suggests that queuing would not be experienced on a day-to-day basis and therefore fewer accidents are expected as a result. Peak traffic conditions on the A9 were assessed as part of the DMRB Stage 2 assessment. It was determined through testing that satisfactory operation would still be achieved at the roundabout under normal peak operations. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment, and will be reported on in the DMRB Stage 3 Report to be published in Spring 2025. As part of DMRB Stage 3 process, we are undertaking an assessment of the environmental impacts of the proposed scheme across a range of environmental factors, including biodiversity, landscape noise and vibration, and the water environment (including flood risk). The Environmental Impact Assessment Report (EIAR) will detail any potential impacts as a result of the proposed scheme, and will assess the need or otherwise for mitigation. Should the assessment identify that mitigation is required, potential methods and measures to mitigate will be considered depending on various factors such as the nature, location and severity of the impact. Mitigation measures identified, and the resulting residual effects of the proposed scheme (accounting for the implementation of mitigation), will be reported in the EIAR, which will be published in Spring 2025.

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	including better management of run-off and creation of wetlands adjacent to the road to alleviate flood risk. I have not seen any design of this in the plans to date. Any flood management and run-off control should also be in areas of low quality habitat such as arable/improved pasture or low ecological value habitat. Regards	Additionally, the assessment will report the potential for cumulative effects in relation to combined effects of the proposed scheme on environmental receptors and the combined effects of the proposed scheme with other developments, in accordance with the relevant Environmental Impact Assessment legislation and guidance. Flood assessment work is undertaken based on industry guidance, and in consultation with key stakeholders. Where adverse impacts are predicted, and if the assessment identifies that mitigation is required, then there are a range of potential measures which could be considered, such as compensatory flood storage areas and flood relief culverts, to counter any adverse impacts of the proposed scheme. Mitigation measures identified, and the resulting residual effects of the proposed scheme (accounting for the implementation of mitigation), will be reported in the EIAR.
038	**We would appreciate your feedback on the General Design Development.** The roundabout is a bad idea, just look at Perth on a Friday evening. Why not spill the flow, have southbound leave and join at Dunkeld and then restore the junction at Inver for Northbound on off, with an underpass to the 822 **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** Looks good **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** Love it.	Thanks for your feedback and we note your concerns regarding the roundabout at Dunkeld. We also note your positive feedback in respect of the proposals for walkers, wheelers, cyclists and horse-riders, and that you are satisfied with the Dunkeld and Birnam Railway Station car park and access proposals. In relation to the proposed roundabout at Dunkeld Junction, as detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the DMRB Stage 2 route option assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. Although traffic on the A9 will have to slow to negotiate the proposed roundabout at Dunkeld, the traffic modelling undertaken at DMRB Stage 2 suggests that queuing would not be experienced on a day-to-day basis and therefore fewer accidents are expected as a result. Additionally, during the ongoing DMRB Stage 3 design development, appropriate advanced warning indicators, in consultation with an independent Road Safety Auditor, will be developed and incorporated to reduce the risk of accidents in relation to the proposed roundabout. Peak traffic conditions on the A9 were assessed as part of the DMRB Stage 2 assessment. It was determined through testing that satisfactory operation would still be achieved at the roundabout under normal peak operations. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment.

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039	**We would appreciate your feedback on the General Design Development.** (see notes enclosed) General Design Development - approved **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** A77 cycle route to tie in with recent Network Rail proposals for ramps and steps with gutter at side of steps for bike wheels. See also photo, of model enclosed (again) which shows all proposed route to Birnam Hill and Glen whilst preserve ng the building on Station Road **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** The loss of the existing station car park (32 spaces) along with the on-street spaces in Station Road will result in a nett loss of spaces (see explanatory notes enclosed). I understand the inter-city buses are about to be enlarged and these may not make to turn circle shown unless the turning circle shown is only for smaller local buses The hole required to reduce the levels for the underpass looks to be approx. 4m deep (below the existing A9 level) to accommodate a pedestrian tunnel, services etc. Apart from the visual impact, the access to the adjoining properties on Station Road will be seriously compromised. Winter access would also be difficult. Opinions I have heard indicate that an underpass is not popular especially with elderly travellers. These proposals give no access for disabled passengers to Platform 2. **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** All elements of the various A9 junctions etc seem to be accepted including the re-routing of cycle route A77 down to Birnam via Perth Road.	Thanks for your feedback. We note your positive feedback on the information presented at the engagement event in August. We note your comments about the National Cycle Route NCN77 tie-in to the walkers, wheelers, cyclists and horse-riders (WCH) provision proposed by Network Rail at Dunkeld and Birnam Station. We are aware of, and in consultation with Network Rail regarding the accessibility improvements being considered at the railway station, however the progression and integration of these with existing provisions is out-with the remit of Transport Scotland. In respect of integration with the proposed A9 Dualling project, the ongoing Design Manual for Roads and Bridges (DMRB) Stage 3 design development and refinement, in combination with the Environmental Impact Assessment Report (EIAR), will consider integration with and connection to existing facilities for WCH. Further details on the pedestrian provisions will be published in the DMRB Stage 3 report and EIAR in Spring 2025. We note the photograph of the model provided in your feedback. An outline design has been developed based on this photograph to consider its viability, with consideration of appropriate design standards including headroom clearance to the structure over the proposed A9 carriageway. For A9 Dualling schemes, a minimum high load route headroom clearance of 6.45m is required for structures passing over the A9 carriageway. In the outline design of this proposal, the industrial estate and access roads to the railway station and car park would require to be of a significantly longer length than that indicated in the model to facilitate tie-in's and appropriate gradients on approach to the structure over the A9 mainline. This area of the proposed scheme is constrained due to the presence and close proximity of various features including the industrial units, surrounding properties and limited distance between the proposed A9 carriageway and the railway station platform. As a result, substantial engineering works, including retaining walls of approximately 7.5m in height for each of the access ramps, would be required to minimise the design footprint of the proposal. It is also indicated that, contrary to the model which suggests the industrial estate units as remaining in place, the footprint and magnitude of the engineering works required to achieve the outline design would impact on the operational viability of these units. The outline design developed for this proposal also indicates that, as a result of the footprint of the required engineering works, the number of car parking spaces which could be provided would be significantly less than that mentioned in the proposed model, and railway operations in and around the station would also be heavily impacted. The proposal would also result in an increased walking distance for railway station users not arriving by car, and would not include the proposed integration with public transport and active travel proposals. Following consideration of the outline design, the associated impacts mentioned above, and consideration of the likely environmental impacts of the proposal, it is considered that the outline design proposal would not provide any additional benefits in respect of satisfying the scheme objectives when compared to the proposed scheme.. The ongoing DMRB Stage 3 design development process has included consideration of a joined-up approach for improved access to and around the Station. The existing access to Platform 2 is not impacted by the proposed scheme, therefore provision of an alternative access to this platform did not form part of the route options developed and assessed as part of the DMRB Stage 2 Route Option Assessment. Whilst the underpass extension to Platform 2 is not required as a direct result of the proposed scheme, Transport Scotland recognises that it presents a unique opportunity to consider a total transport system approach to accessibility to and around the station. Transport Scotland is therefore including an extension of the proposed underpass to Platform 2 within the developing design for the project. A number of details are however still to be confirmed, such as the most suitable and assured mechanism via which the underpass extension could be promoted by Scottish Ministers. Draft Orders and EIAR for the project will be published in Spring 2025, at which time Transport Scotland will seek to provide a further update regarding the potential underpass extension. Noting your feedback regarding the replacement Dunkeld & Birnam Station car park, this is proposed to provide approximately 50 parking spaces, which would be an increase from the approximately 30 parking spaces provided within the existing station car park. The ongoing DMRB Stage 3 design development takes constructability into

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		consideration including access to properties in close proximity to the replacement car park. Consultation with key stakeholders through the ongoing DMRB Stage 3 design development and assessment will help to inform the design and layout of the replacement car park, its integration with public transport networks. Further details in this regarding will be provided within the DMRB Stage 3 Report and EIAR to be published in Spring 2025.

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040	**We would appreciate your feedback on the General Design Development.** See attached. LAYBYS so constituted are too narrow for Commercial Vehicles. On/off slips need to be more like those for a motorway. NB, Agricultural traffic and cycles will be entitled to use the dual carriageway. The current junction is not lit at night. It should be. In peak times it has been taken me up to 30 minutes to enter the A9 northbound and southbound consists of both commercial traffic and car users over the 24 hour period. The current plan suggests that a roundabout is to be built accommodating both traffic from Dunkeld and from Crieff directions. I suggest that when driving on a dual carriageway road, drivers adopt a style of driving akin to driving on a motorway. There are no roundabouts on a motorway. Other dual carriageway trunk roads throughout Britain have replaced roundabouts with either graded junctions or upgrades to motorway status. A roundabout at the Dunkeld junction is not the best way of upgrading this road. It should be a graded junction with the north south through trunk traffic being on the upper level and joining and leaving traffic at the lower level. Other roundabouts on the A9 suffer from vehicle accidents and many more near misses. They cause delay during peak traffic times. The Keir at Dunblane, Broxden and Inveralmond at Perth, Kessock Bridge and A9 A96 junction at Inverness, all exhibit these traits. I maintain that if a roundabout is built, it will be because monetary restraint has been put into the mix. In the building industry we have seen the folly of using short life concrete or flammable cladding. The A90 from Perth via Dundee to Aberdeen has seen so many accidents because the cheap option of construction has been taken. Graded junctions have had to be constructed retrospectively and in the case of laurencekirk on the A90, years of campaigning for change to the junction was finally accepted some years ago but no work has yet commenced. Build a substandard design and problems will mount in the future. Drivers also take part of the blame but construction should have cognisance that the same mistakes will occur so the road should be built to minimise adverse actions. I believe a graded junction should be built here. Comments such as it is not suited to the rural environment does not hold water. The A9 carries daily supplies to the north of the country. It takes a huge tourist traffic. It supports a population that may work in the Central Belt and lives in highland areas. Government policy has not supported a rail network that will take any pressure off the A9 road in the future. Test bores for the new A9 alignments were undertaken ten years ago. The Government work on a system of annual budgets that can work against efficiency and cost. Issuing a contract for a small section of road is short sighted. A contract should be issued for completing the remaining sections between Perth and Inverness. Assembling Manpower, Equipment and supplies of materials is costly and to disperse the physical items and labour expertise is equally costly. The Government need to have the appropriate financial cost restraints built into a contract that can be amended over the longer period but the cost should be underwritten from the start. This road was scheduled to be finished by 2025 when the commitment to dual the A9 was agreed. Are we supposed to believe it will be finished by 2035? Perhaps someone will see the light, that is if the new road at this junction is lit at night. !!" **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** Is there access for buses? Will buses call at station? Will the lift service both platforms?	Thank you for your feedback and we note your concerns. As detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the DMRB Stage 2 route option assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. We can also confirm that in line with current DMRB standards the provision of a roundabout on the standard of road proposed for the A9 is permitted Although traffic on the A9 will have to slow to negotiate the proposed roundabout at Dunkeld, the traffic modelling undertaken at DMRB Stage 2 suggests that queuing would not be experienced on a day-to-day basis and therefore fewer accidents are expected as a result. Additionally, during the ongoing DMRB Stage 3 design development, appropriate advanced warning indicators, in consultation with an independent Road Safety Auditor, will be developed and incorporated to reduce the risk of accidents in relation to the proposed roundabout. Peak traffic conditions on the A9 were assessed as part of the DMRB Stage 2 assessment. It was determined through testing that satisfactory operation would still be achieved at the roundabout under normal peak operations. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route. The design, including the junctions, slip roads and lay-bys, are developed using the relevant design standards, The proposed roundabout at Dunkeld Junction is proposed to include lighting which will also be designed in line with the relevant design standards. The upgrade of two existing lay-bys located to the south of the scheme were presented at the community engagement event in August 2024. The upgraded type A lay-by consists of a segregation island between the carriageway and the lay-by to increase separation from parked vehicles and the live traffic. This type of lay by will provide sufficient width and length to accommodate commercial vehicles. In respect of the overall delivery of this project and the wider A9 Dualling Programme as a whole, in December 2023 the Scottish Ministers announced a Delivery Plan for completion of the A9 Dualling Programme, including the delivery of the Pass of Birnam to Tay Crossing section. Further detailed information regarding the A9 Delivery Plan and the work done to inform it can be found on the A9 Dualling website here The ongoing DMRB Stage 3 design development process has included consideration of a joined-up approach for improved access to and around the Station. The existing access to Platform 2 is not impacted by the proposed scheme, therefore provision of an alternative access to this platform did not form part of the route options developed and assessed as part of the DMRB Stage 2 Route Option Assessment. Whilst the underpass extension to Platform 2 is not required as a direct result of the proposed scheme, Transport Scotland recognises that it presents a unique opportunity to consider a total transport system approach to accessibility to and around the station. Transport Scotland is therefore including an extension of the proposed underpass to Platform 2 within the developing design for the project. A number of details are however still to be confirmed, such as the most

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		suitable and assured mechanism via which the underpass extension could be promoted by Scottish Ministers. Draft Orders and Environmental Impact Assessment Report (EIAR) for the project will be published in Spring 2025, at which time Transport Scotland will seek to provide a further update regarding the potential underpass extension. Consultation with key stakeholders through the ongoing DMRB Stage 3 assessment is assisting with the design and layout of the replacement car park and its facilities including public transport provisions.
041	**We would appreciate your feedback on the General Design Development.** The further design developments are an improvement on the previous design. **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** The proposals are welcomed. **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** I consider the change of design to be an improvement. However, I am concerned that the car park may simply be used by general users requiring car parking spaces to Birnam Arts, and will therefore cause problems for rail users. **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** I can see that there has been a response to these objections.	Thank you for your feedback. We note your positive comments on the information presented at the engagement event in August and the developing design. In relation to your concerns on the car park being used as parking for Birnam Arts visitors, matters regarding the management and operation of the proposed car park will be discussed and developed with the relevant stakeholders in due course, and cannot be commented upon at this time. It should however be noted that the replacement Dunkeld & Birnam Station car park will provide approximately 50 parking spaces, which would be an increase from the 30 parking spaces provided within the existing station car park area.
042	Not used.	
043	**We would appreciate your feedback on the General Design Development.** Take aware large piece of grass to let cars go on to the A9 south.	Thank you for your feedback. We have noted your comment and would be happy to discuss this further if you want to contact us again either by email or at a future community event.
044	**We would appreciate your feedback on the General Design Development.** The roundabout design is inappropriate in this setting and will create unnecessary congestion for North/South A9 drivers, and likely cause different safety issues, eg drivers not expecting congestion. A junction with no north / south disruption is required. **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** No comment **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** No comment. **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** The local objectives, are currently outweighing the national objectives for the design and therefore this design is inappropriate and North / South Travel should be prioritised. A separate junction with slip roads is required to ensure the A9 flows safely	Thank you for your feedback and we note your concerns regarding the roundabout at Dunkeld. As detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Although traffic on the A9 will have to slow to negotiate the proposed roundabout at Dunkeld, the traffic modelling undertaken at DMRB Stage 2 suggests that queuing would not be experienced on a day-to-day basis and therefore fewer accidents are expected as a result. Additionally, during the ongoing DMRB Stage 3 design development, appropriate advanced warning indicators, in consultation with an independent Road Safety Auditor, will be developed and incorporated to reduce the risk of accidents in relation to the proposed roundabout. Peak traffic conditions on the A9 were assessed as part of the DMRB Stage 2 assessment. It was determined through testing that satisfactory operation would still be achieved at the roundabout under normal peak operations. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment.

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045	**We would appreciate your feedback on the General Design Development.** I strongly disagree with the proposal to build a roundabout at the Dunkeld junction, which will cause traffic congestion & more accidents. It is not necessary as there is plenty of space to build a proper over/under pass junction - please reconsider this. **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** Generally good - all sections of road should have walking/cycling routes located nearby, but ideally with sections of trees/bushes between cycle routes and roads to provide safety and a more enjoyable experience for users. **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** Plenty of parking facilities is good - also ensuring that this is free 24 hours a day to encourage park and ride with the train routes - better for car emission reduction. **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** It is important to ensure that the community objectives are closely considered at every step - I agree with this incorporation. But at the same time it is important that works progresses swiftly to get this important section of the A9 dualled.	Thank you for your feedback. As detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Although traffic on the A9 will have to slow to negotiate the proposed roundabout at Dunkeld, the traffic modelling undertaken at DMRB Stage 2 suggests that queuing would not be experienced on a day-to-day basis and therefore fewer accidents are expected as a result. Additionally, during the ongoing DMRB Stage 3 design development, appropriate advanced warning indicators, in consultation with an independent Road Safety Auditor, will be developed and incorporated to reduce the risk of accidents in relation to the proposed roundabout. Peak traffic conditions on the A9 were assessed as part of the DMRB Stage 2 assessment. It was determined through testing that satisfactory operation would still be achieved at the roundabout under normal peak operations. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment. With regards to your comments on the inclusion of trees/bushes between the walking/cycling routes and road, as part of the ongoing DMRB Stage 3 design development we will continue to refine the segregation/buffer provision in accordance with the relevant design standards and guidance. Provision of vegetation such as trees or bushes within these areas would need to take into consideration a number of other factors, including the availability of sufficient space, potential impact on visibility for all users, and the ongoing maintenance and operation implications. We will continue to refine the design proposals, and further details on the provisions for walkers, wheelers, cyclists and horse-riders (WCH) will be published in the DMRB Stage 3 report and Environmental Impact Assessment Report (EIAR) in Spring 2025 We note your comment on the car park being free of charge. Consultation with key stakeholders through the ongoing DMRB Stage 3 design development and assessment is assisting with the design and layout of the replacement car park. Matters regarding the management and operation of the proposed car park will be discussed and developed with the relevant stakeholders in due course, and cannot be commented upon at this time.

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046	**We would appreciate your feedback on the General Design Development.** A9 should be in a cutting past the railway station, with a surface level car park (like Stirling Station) and the Dunkeld junction should be grade separated with the A9 continuing through, as per the other proposed junctions. Its meant to be an upgrade. **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** Irrelevant to the thousands of vehicles everyday passing through. I appreciate that politically these must be catered for. But over bridges and underpasses with parallel segregated shared footways are more than sufficient. **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** Ridiculous, as above hiding the station building won't satisfy the heritage folks, separating the parking from the A9 is good. But lower the A9 into a cutting (like Stirling station) and provide surface level access to the station from the village. **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** Waste of time, this isn't a local bypass around a sleepy hamlet. It's a national transport corridor. Some locals will never like a project, they didn't like the original A9 project.	Thank you for your feedback. As detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, as well as feedback from the public and other stakeholders, amongst the four whole route options included within the DMRB Stage 2 route options assessment were a lowered main carriageway passing the railway station, the roundabout at Dunkeld Junction, and a grade separated junction option at Dunkeld. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction.
047	**We would appreciate your feedback on the General Design Development.** The design is severely flawed purely because of the proposed roundabout, I worked for many years as a long distance LGV driver where I witnessed the delays and devastation from tragic accidents on the A1 where roundabouts were sited but have been removed **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** Acceptable. **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** Acceptable. **We would appreciate your feedback and any suggestions on our incorporation of the Community Objectives within our ongoing design and assessment work.** The A9 Dualling project must be about saving lives' NO ROUNDABOUTS PLEASE'	Thank you for your positive feedback about the walker, wheeler, cyclist and horse-rider (WCH) design developments and the proposed access at Dunkeld and Birnam Railway Station that were presented at the community engagement events. Regarding the proposed roundabout, as detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the DMRB Stage 2 route option assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. Although traffic on the A9 will have to slow to negotiate the proposed roundabout at Dunkeld, the traffic modelling undertaken at DMRB Stage 2 suggests that queuing would not be experienced on a day-to-day basis and therefore fewer accidents are expected as a result. Additionally, during the ongoing DMRB Stage 3 design development, appropriate advanced warning indicators, in consultation with an independent Road Safety Auditor, will be developed and incorporated to reduce the risk of accidents in relation to the proposed roundabout. Peak traffic conditions on the A9 were assessed as part of the DMRB Stage 2 assessment. It was determined through testing that satisfactory operation would still be achieved at the roundabout under normal peak operations. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment.

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048	**We would appreciate your feedback on the General Design Development.** The smaller aspects - station, walkers / cyclists provision is actually pretty good, the choice of a roundabout is concerning. This will result in heavy traffic, and environmental impact as vehicles stop and restart. Strongly against this plan. **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** Though not a frequent cyclist, the plans seem widely accessible/ **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** Plans suggest an appealing design, if properly realised, and good accessibility.	We note your positive feedback on the design developments for station access and walker, wheeler, cyclist and horse-rider provision presented at the engagement event in August. Regarding the proposed roundabout, as detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the DMRB Stage 2 route option assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. Although traffic on the A9 will have to slow to negotiate the proposed roundabout at Dunkeld, the traffic modelling undertaken at DMRB Stage 2 suggests that queuing would not be experienced on a day-to-day basis. Peak traffic conditions on the A9 were assessed as part of the DMRB Stage 2 assessment. It was determined through testing that satisfactory operation would still be achieved at the roundabout under normal peak operations. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment. As part of DMRB Stage 3 design development an assessment, an Environmental Impact Assessment is being undertaken to assess and evaluate the environmental impacts of the proposed scheme across a range of environmental factors. Potential impacts will be reported in the Environmental Impact Assessment Report (EIAR). Should the assessment identify mitigation as being required, then there are a range of potential measures which could be considered depending on various factors such as the nature, location and severity of the impact. Mitigation measures identified, and the resulting residual effects of the proposed scheme (accounting for the implementation of mitigation), will be reported in the EIAR to be published in Spring 2025.

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049	**We would appreciate your feedback on the General Design Development.** I travel to Glasgow and Edinburgh on the A9 regularly. I'm concerned introducing a roundabout at Dunkeld will cause delays similar to Perth. Could you provide me with the analytics on traffic flow estimates to help me understand the decision, please? **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** Looks great. Well thought out design with parking on the other side of the A9.	Thank you for your positive feedback about the new car park layout at Dunkeld and Birnam Railway Station. Regarding the proposed roundabout, as detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the DMRB Stage 2 route option assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. The DMRB Stage 2 Scheme Assessment Report, Volume 1, Part 4: Traffic and Economic Assessment concluded that some delays to through traffic on the A9 are anticipated at the proposed roundabout at Dunkeld Junction, which would be an average of approximately 15 seconds across the day in both northbound and southbound directions. The traffic modelling also concluded that queuing would not be experienced on a day-to-day basis. Further details on the DMRB Stage 2 traffic can be found on the A9 Dualling website: https://www.transport.gov.scot/media/fnudvehh/04-dmrb-stage-2-vol-01-part-04-traffic-and-economic-assessment.pdf. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment and will be published in the DMRB Stage 3 assessment report in Spring 2025.

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050	**We would appreciate your feedback on the General Design Development.** Dear Sirs, I strongly object to the proposed roundabout for the Dunkeld junction on the A9 dialling project. It beggars belief that in the 21 century, any progressive government agency or those working for them would even consider a roundabout as a feasible option for the trunk road network. I cannot understand why Transport Scotland are not actively planning to do away with the likes of the Keir, Broxden, Inverlalmond and the 6 roundabouts and 2 traffic lit junctions on the A90 at Dundee to improve connectivity, improve competitiveness, attract investment and reduce journey times. The A9, A90 and A96 are crucial pieces of national infrastructure north of the central belt, not some side roads of no significance which is how they are being managed in places. To add yet another roundabout to the trunk road network is a complete farce and will only cause more delays, more pollution, more frustration, increase journey times, reduce competitiveness, deter investment and maintain Scotland as the current laughing stock of the Western world when it comes to trunk road networks. I still look forward to the day where I can drive from Dover to Inverness or Aberdeen without using pieces of joke infrastructure either put in place or not dealt with by some very backward thinking people who are supposed to be working on my and my fellow citizens behalf to make our lives better. Yours sincerely,	Thank you for your feedback. Regarding the proposed roundabout, as detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. We can also confirm that in line with current DMRB standards, the provision of a roundabout on the standard of road proposed for the A9 is permitted. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the DMRB Stage 2 route option assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. Although traffic on the A9 will have to slow to negotiate the proposed roundabout at Dunkeld, the traffic modelling undertaken at DMRB Stage 2 suggests that queuing would not be experienced on a day-to-day basis and therefore fewer accidents are expected as a result. Additionally, during the ongoing DMRB Stage 3 design development, appropriate advanced warning indicators, in consultation with an independent Road Safety Auditor, will be developed and incorporated to reduce the risk of accidents in relation to the proposed roundabout. Peak traffic conditions on the A9 were assessed as part of the DMRB Stage 2 assessment. It was determined through testing that satisfactory operation would still be achieved at the roundabout under normal peak operations. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment. As part of DMRB Stage 3 design development an assessment, an Environmental Impact Assessment is being undertaken to assess and evaluate the environmental impacts of the proposed scheme across a range of environmental factors. Potential impacts will be reported in the Environmental Impact Assessment Report (EIAR). Should the assessment identify mitigation as being required, then there are a range of potential measures which could be considered depending on various factors such as the nature, location and severity of the impact. Mitigation measures identified, and the resulting residual effects of the proposed scheme (accounting for the implementation of mitigation), will be reported in the EIAR to be published in Spring 2025.

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051	**We would appreciate your feedback on the General Design Development.** Dear Sir/Madam As a professional driver who uses the full length of A9, from Inverness to Perth, several times a week, I would like to add my objection to this incredibly short-term solution to issues faced with dualling the road at Dunkeld & Birnam and the junctions there-at. To insert a roundabout at this location on what would, otherwise, be a 100+ mile unbroken stretch of dual carriageway seems like penny pinching in the extreme. I can reliably predict massive queues building here at busy times, leading to frustration, bad decisions and accidents. Just look at the terminal roundabouts at Inverness and Perth at present, for an idea of what it will be like just after it opens. And then, project on to what it will be like with the traffic flows in, say 20 years? Further, there is also the environmental cost of all those countless tonnes of traffic all having to bring itself down from 60/70 mph to zero, only to have to regain their road speed after negotiating the roundabout! What is the impact and cost of this? OK the cost is spread out over each vehicle owner but it's still a combined cost to the economy! And all that brake dust and CO2 being dumped into what is, arguably, one of the most environmentally sensitive stretches of the A9. Please re-think this short-term, blinkered, bean-counter view of a ""solution"", and let's have a proper grade-separated junction here. We've waited long enough; surely we deserve it! Yours Faithfully	Thank you for your feedback. Regarding the proposed roundabout, as detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. We can also confirm that in line with current DMRB standards, the provision of a roundabout on the standard of road proposed for the A9 is permitted. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the DMRB Stage 2 route option assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. Although traffic on the A9 will have to slow to negotiate the proposed roundabout at Dunkeld, the traffic modelling undertaken at DMRB Stage 2 suggests that queuing would not be experienced on a day-to-day basis and therefore fewer accidents are expected as a result. Additionally, during the ongoing DMRB Stage 3 design development, appropriate advanced warning indicators, in consultation with an independent Road Safety Auditor, will be developed and incorporated to reduce the risk of accidents in relation to the proposed roundabout. Peak traffic conditions on the A9 were assessed as part of the DMRB Stage 2 assessment. It was determined through testing that satisfactory operation would still be achieved at the roundabout under normal peak operations. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment. As part of DMRB Stage 3 design development an assessment, an Environmental Impact Assessment is being undertaken to assess and evaluate the environmental impacts of the proposed scheme across a range of environmental factors. Potential impacts will be reported in the Environmental Impact Assessment Report (EIAR). Should the assessment identify mitigation as being required, then there are a range of potential measures which could be considered depending on various factors such as the nature, location and severity of the impact. Mitigation measures identified, and the resulting residual effects of the proposed scheme (accounting for the implementation of mitigation), will be reported in the EIAR to be published in Spring 2025.

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052	**We would appreciate your feedback on the General Design Development.** One hates to jump on a bandwagon just "....'cos it's there...." but if, as I understand, the A9 dualling project is to feature a roundabout rather than a grade-separated junction for access to D&B then I really must. Given that there's already such a junction for Ballinluig and Aberfeldy it is hard to understand why D&B should not also have the safer, faster option and I call on the planners to ensure that it does.	Thank you for your feedback. With regard to your comment on the inclusion of a roundabout at Dunkeld junction, as detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the DMRB Stage 2 route option assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take.
053	**We would appreciate your feedback on the General Design Development.** I live in Dunblane and travel north via the A9 regularly due to family and friends living in Grantown On Spey. I use the Keir roundabout daily and it can be a nightmare at different points throughout the day, I have seen it take 20 minutes and more to be able to access it when it gets busy, regardless of what junction used. Adding a roundabout to the new layout will only cause further congestion and not reduce journey times or frustration for drivers. If you are to build a new road then it should be undertaken correctly from the beginning so no changes will be required in the years to come. Slip road/fly overs are the only correct option. A roundabout will just cause a complete bottleneck, therefore should not even be considered. Please use this email as an objection to the current plans. Thank you for your time Regards.	Thank you for your positive feedback about the new car park layout at Dunkeld and Birnam Railway Station. Regarding the proposed roundabout, as detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the DMRB Stage 2 route option assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. The DMRB Stage 2 Scheme Assessment Report, Volume 1, Part 4: Traffic and Economic Assessment concluded that some delays to through traffic on the A9 are anticipated at the proposed roundabout at Dunkeld Junction, which would be an average of approximately 15 seconds across the day in both northbound and southbound directions. The traffic modelling also concluded that queuing would not be experienced on a day-to-day basis. Further details on the DMRB Stage 2 traffic can be found on the A9 Dualling website: https://www.transport.gov.scot/media/fnudvehh/04-dmrb-stage-2-vol-01-part-04-traffic-and-economic-assessment.pdf. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment and will be published in the DMRB Stage 3 assessment report in Spring 2025.

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054	**We would appreciate your feedback on the General Design Development.** Hello I'd like to comment on the proposed roundabout for the A9 Dunkeld junction. I feel that a roundabout here, rather than a grade separated junction is a poor solution for both people passing on the A9 and those joining at the junction. There will be congestion, look at Inveralmond, Broxden and the Roundabout at the South end of the Kessock Bridge in Inverness. There will be collisions as people slow down for the roundabout. This seems like a poor solution, based on cost rather than functionality and safety. A full grade separated junction would be much better.	Thank you for your positive feedback about the new car park layout at Dunkeld and Birnam Railway Station. Regarding the proposed roundabout, as detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the DMRB Stage 2 route option assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. The DMRB Stage 2 Scheme Assessment Report, Volume 1, Part 4: Traffic and Economic Assessment concluded that some delays to through traffic on the A9 are anticipated at the proposed roundabout at Dunkeld Junction, which would be an average of approximately 15 seconds across the day in both northbound and southbound directions. The traffic modelling also concluded that queuing would not be experienced on a day-to-day basis. Further details on the DMRB Stage 2 traffic can be found on the A9 Dualling website: https://www.transport.gov.scot/media/fnudvehh/04-dmrb-stage-2-vol-01-part-04-traffic-and-economic-assessment.pdf. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment and will be published in the DMRB Stage 3 assessment report in Spring 2025.

Unique ID	Feedback	Response
055	**We would appreciate your feedback on the General Design Development.** Dear Sir, We are writing to strongly oppose the idea of a roundabout at Birnam. In England, they have just spent millions removing all the roundabouts on the A1, and vastly improved the safety of the route as a consequence! Why put in something which is a known hazard, when a tunnel for the local routes and slip roads onto a dual carriageway would be so much safer? Unless there are some serious bends in the roundabout, local traffic is never going to be able to get out safely. Perhaps you are unaware that a large portion of road users on the A9 are foreign tourists? Their rules are different, and, to our cost in places like Orkney, they do not observe the British Highway Code and give way to the right! They would charge straight onto a roundabout and cause mayhem! The whole purpose of dualling the A9 from Perth to Inverness was to make the road safer and enable a smooth transit of traffic, whether business or leisure... If you need lessons in how to improve safety and create a local tunnel, you only have to consult the Swiss or Italians! Your proposals are a false economy, which will only lead to yet further heartbreak, and defeat the object in the first place! Kindly rethink - and then do a properly advertised consultation, so that locals and regular users of the route (like ourselves) can have a proper say in the project. Yours sincerely,	Thank you for your positive feedback about the new car park layout at Dunkeld and Birnam Railway Station. Regarding the proposed roundabout, as detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the DMRB Stage 2 route option assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. The DMRB Stage 2 Scheme Assessment Report, Volume 1, Part 4: Traffic and Economic Assessment concluded that some delays to through traffic on the A9 are anticipated at the proposed roundabout at Dunkeld Junction, which would be an average of approximately 15 seconds across the day in both northbound and southbound directions. The traffic modelling also concluded that queuing would not be experienced on a day-to-day basis. Further details on the DMRB Stage 2 traffic can be found on the A9 Dualling website: https://www.transport.gov.scot/media/fnudvehh/04-dmrb-stage-2-vol-01-part-04-traffic-and-economic-assessment.pdf. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment and will be published in the DMRB Stage 3 assessment report in Spring 2025.

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056	**We would appreciate your feedback on the General Design Development.** As person who drives this road I would like to comment that I believe the plans to be ill thought out. In my experience roundabouts on major route dual carriageways cause problems. I lived in North Wales just off the A55 dual carriageway for 8 years. My village was one of only 2 on that road to have access by roundabout, all the other towns and villages have slip roads. Allegedly these are the only 2 roundabouts on the whole TransEuropean Network route from Eastern Europe to the port at Holyhead. The junctions at Penmaenmawr and Llanfairfechan would have been upgraded to slip roads around now if the UK had not left the EU and the Welsh Government had not consequently lost the funding. The roundabouts cause delays and build ups in heavy traffic even although the traffic barely slows down on approach. Poor line of sight and speed of approaching traffic make it very difficult to pull out especially if attempting to turn right around the roundabout. I would urge you to reconsider your plans.	Thank you for your positive feedback about the new car park layout at Dunkeld and Birnam Railway Station. Regarding the proposed roundabout, as detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the DMRB Stage 2 route option assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. The DMRB Stage 2 Scheme Assessment Report, Volume 1, Part 4: Traffic and Economic Assessment concluded that some delays to through traffic on the A9 are anticipated at the proposed roundabout at Dunkeld Junction, which would be an average of approximately 15 seconds across the day in both northbound and southbound directions. The traffic modelling also concluded that queuing would not be experienced on a day-to-day basis. Further details on the DMRB Stage 2 traffic can be found on the A9 Dualling website: https://www.transport.gov.scot/media/fnudvehh/04-dmrb-stage-2-vol-01-part-04-traffic-and-economic-assessment.pdf. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment and will be published in the DMRB Stage 3 assessment report in Spring 2025.
057	**We would appreciate your feedback on the General Design Development.** Good afternoon Please future proof the design and do side roundabouts here. There is enough short sightedness in some of the Scottish road designs-eg the new Queensferry crossing. Why it was not 3 lanes each way is beyond me as we have the same traffic jams as we had with the Forth road bridge. In England all the main routes a1M, a338 etc have had their roundabouts converted to flyovers etc. In addition we have enough problems with roundabouts in Dunblane, Perth and Inverness so let's learn the lesson now please.	Thank you for your feedback and we note your concerns relating to the roundabout at Dunkeld. As detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment and will be published in the DMRB Stage 3 assessment report in Spring 2025.

Unique ID	Feedback	Response
058	**We would appreciate your feedback on the General Design Development.** To Whom It May Concern, I'm emailing to provide feedback on the proposed plans for a roundabout at Dunkeld junction on the A9. I am a resident of Birnam and do not support these plans. I believe it will cause huge congestion at this junction similar to that which we see at the Inveralmond and Broxden roundabouts. I would like to see a proper flyover and slip road at this junction which would help the traffic flow better both on the A9 and for those joining the road at the junction at Dunkeld. Regards	Thank you for your positive feedback about the new car park layout at Dunkeld and Birnam Railway Station. Regarding the proposed roundabout, as detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the DMRB Stage 2 route option assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. The DMRB Stage 2 Scheme Assessment Report, Volume 1, Part 4: Traffic and Economic Assessment concluded that some delays to through traffic on the A9 are anticipated at the proposed roundabout at Dunkeld Junction, which would be an average of approximately 15 seconds across the day in both northbound and southbound directions. The traffic modelling also concluded that queuing would not be experienced on a day-to-day basis. Further details on the DMRB Stage 2 traffic can be found on the A9 Dualling website: https://www.transport.gov.scot/media/fnudvehh/04-dmrb-stage-2-vol-01-part-04-traffic-and-economic-assessment.pdf. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment and will be published in the DMRB Stage 3 assessment report in Spring 2025.
059	**We would appreciate your feedback on the General Design Development.** Hi, I think the proposed roundabout on the new A9 section at Dunkeld may turn out to be a mistake I think that road safety should be prioritised over cost consideration. Thanks.	Thank you for your feedback and we note your concerns relating to the roundabout at Dunkeld. As detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. We can also confirm that in line with current DMRB standards the provision of a roundabout on the standard of road proposed for the A9 is permitted. Additionally, during the ongoing DMRB Stage 3 design development, appropriate advanced warning indicators, in consultation with an independent Road Safety Auditor, will be developed and incorporated to reduce the risk of accidents in relation to the proposed roundabout.

Unique ID	Feedback	Response
060	**We would appreciate your feedback on the General Design Development.** Hello I am a Pitlochry resident who commutes to Dunkeld daily so I use the Dunkeld junction to get on / off the A9 multiple times every day. I note that the current proposal includes a roundabout which will make it marginally safer for vehicles trying to join the A9. However I believe it will be create disastrous issues with queuing traffic travelling north & south who are already on the A9. Last year there were traffic lights on a rolling stretch just North of Dunkeld which regularly (every Friday & Monday) caused delays of 4 hours and caused absolute carnage for road users. The lights had to be removed every Sat & Sunday because the whole stretch from Perth to Pitlochry ground to a halt. Now I understand that a roundabout won't cause cars to stop for the same length of time as traffic lights but I do believe there will still be a significant queueing issue caused by a roundabout that will lead to impatience and won't reduce the number of accidents from people pulling out in too small a gap. This section really needs to have flyovers and slip roads and I would urge you strongly to consider options other than a roundabout. Many Thanks	Thank you for your feedback and we note your concerns relating to the roundabout at Dunkeld. As detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. The DMRB Stage 2 Scheme Assessment Report, Volume 1, Part 4: Traffic and Economic Assessment concluded that some delays to through traffic on the A9 are anticipated at the proposed roundabout at Dunkeld Junction, which would be an average of approximately 15 seconds across the day in both northbound and southbound directions. The traffic modelling also concluded that queuing would not be experienced on a day-to-day basis. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment and will be published in the DMRB Stage 3 assessment report in Spring 2025. We can also confirm that in line with current DMRB standards the provision of a roundabout on the standard of road proposed for the A9 is permitted. Additionally, during the ongoing DMRB Stage 3 design development, appropriate advanced warning indicators, in consultation with an independent Road Safety Auditor, will be developed and incorporated to reduce the risk of accidents in relation to the proposed roundabout. Drivers on a roundabout have priority over those on the approaches, but no approach arm has priority over the others. Traffic approaching the roundabout on the A9 will have to slow and give way to traffic already on the roundabout, and this will create gaps in the A9 traffic flow that will allow traffic from the local roads, including travelling from Dunkeld, to safely enter the roundabout.

Unique ID	Feedback	Response
061	**We would appreciate your feedback on the General Design Development.** Having looked at plans it would seem difficult to understand why a roundabout would be the solution at Dunkeld? Surely an underpass/ flyover, although more expensive, would be better option to let main carriageway run uninterrupted? To have this amount of traffic having to slow down and accelerate alone, plus potentially creating standing queues and an increased in acceleration and deceleration noise must trigger environmental concerns? Second point would be safety, as simple fact statistically must be an increase in accidents as other roundabouts have shown? My vote would be to let it flow using another solution. As a regular user of this road, the sooner the road built the better. Very positive that this moving forward.	Thank you for your feedback and we note your concerns relating to the roundabout at Dunkeld. As detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. The DMRB Stage 2 Scheme Assessment Report, Volume 1, Part 4: Traffic and Economic Assessment concluded that some delays to through traffic on the A9 are anticipated at the proposed roundabout at Dunkeld Junction, which would be an average of approximately 15 seconds across the day in both northbound and southbound directions. The traffic modelling also concluded that queuing would not be experienced on a day-to-day basis. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment and will be published in the DMRB Stage 3 assessment report in Spring 2025. We can also confirm that in line with current DMRB standards the provision of a roundabout on the standard of road proposed for the A9 is permitted. Additionally, during the ongoing DMRB Stage 3 design development, appropriate advanced warning indicators, in consultation with an independent Road Safety Auditor, will be developed and incorporated to reduce the risk of accidents in relation to the proposed roundabout. As part of DMRB Stage 3 design development an assessment, an Environmental Impact Assessment is being undertaken to assess and evaluate the environmental impacts of the proposed scheme across a range of environmental factors. Potential impacts will be reported in the Environmental Impact Assessment Report (EIAR). Should the assessment identify mitigation as being required, then there are a range of potential measures which could be considered depending on various factors such as the nature, location and severity of the impact. Mitigation measures identified, and the resulting residual effects of the proposed scheme (accounting for the implementation of mitigation), will be reported in the EIAR to be published in Spring 2025.

Unique ID	Feedback	Response
062	**We would appreciate your feedback on the General Design Development.** Good afternoon, Having reviewed the proposal for a roundabout at the A9 Dunkeld junction I would like to object to it; i now live in Blairgowrie but still work in Kindallachan and lived on the A9 corridor for over 20 years. In my experience the roundabouts at Inveralmond and Broxden cause a huge amount of traffic tailbacks and I think these issues would be replicated at a roundabout in Dunkeld. I would be interested to know the research behind this proposal. In my opinion a junction similar to that at Ballinluig would be the best option although clearly not the cheapest it would be at least safe and keep traffic flowing. I trust common sense will be used in the decision making and look forward to seeing a much improved proposal. Regards	Thank you for your feedback and we note your concerns relating to the roundabout at Dunkeld. Regarding the proposed roundabout, as detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the DMRB Stage 2 route option assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. The DMRB Stage 2 Scheme Assessment Report, Volume 1, Part 4: Traffic and Economic Assessment concluded that some delays to through traffic on the A9 are anticipated at the proposed roundabout at Dunkeld Junction, which would be an average of approximately 15 seconds across the day in both northbound and southbound directions. The traffic modelling also concluded that queuing would not be experienced on a day-to-day basis. Further details on the DMRB Stage 2 traffic can be found on the A9 Dualling website: https://www.transport.gov.scot/media/fnudvehh/04-dmrb-stage-2-vol-01-part-04-traffic-and-economic-assessment.pdf. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment and will be published in the DMRB Stage 3 assessment report in Spring 2025.

Unique ID	Feedback	Response
063	**We would appreciate your feedback on the General Design Development.** Dear Sir/Madam I am writing to express my concern at the proposed roundabout to be installed at Dunkeld upon the dualling of the A9. The roundabouts at Broxden and Inveralmond are already terrible traffic blackspots for those of us travelling from the Highlands to Edinburgh or Glasgow, please do not add a third. Surely a graded interchange with either tunnel or flyover would be far more effective in maintaining both traffic flow and road user safety. I have recently returned from Madeira, where the use of tunnels is a marvel; I can't understand why we are so reluctant to use the same solution here. Best regards	Thank you for your feedback and we note your concerns relating to the roundabout at Dunkeld. Regarding the proposed roundabout, as detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the DMRB Stage 2 route option assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. The DMRB Stage 2 Scheme Assessment Report, Volume 1, Part 4: Traffic and Economic Assessment concluded that some delays to through traffic on the A9 are anticipated at the proposed roundabout at Dunkeld Junction, which would be an average of approximately 15 seconds across the day in both northbound and southbound directions. The traffic modelling also concluded that queuing would not be experienced on a day-to-day basis. Further details on the DMRB Stage 2 traffic can be found on the A9 Dualling website: https://www.transport.gov.scot/media/fnudvehh/04-dmrb-stage-2-vol-01-part-04-traffic-and-economic-assessment.pdf. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment and will be published in the DMRB Stage 3 assessment report in Spring 2025.
064	**We would appreciate your feedback on the General Design Development.** Dear Sirs, Having just see your online presentation on your proposals for a roundabout at the A9 Dunkeld turn-off I offer you 2 profound quotes: 1. If a job's worth doing it's worth doing well. 2. Do it once and do it right. Now, can Transport Scotland and the design engineers at Jacobs honestly say they have full confidence they are following these 2 statements? I think the answer to that is a definite NO. They don't have to look very far away at similar situations to know that a roundabout is not the answer!	Thank you for your feedback and we note your concerns relating to the roundabout at Dunkeld. As detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction.

Unique ID	Feedback	Response
065	**We would appreciate your feedback on the General Design Development.** To whom it may concern, Thank you for the online Information I am writing however to raise significant concern about the at level roundabout on the A9. The speed that cars will approach the roundabout on the A9, leading to heavy breaking and a significant speed differential I believe is not safe enough. On what is a curved part of the A9 there needs to be a flyover for direct traffic and a slip road to allow those who need to slow to take the roundabout. The A9 is used by a significant amount of tourists and those who do not know the road. It would also lead to significant tail backs that can be avoided, albeit a more expensive solution but would be future proofed and safer. Best Regards	Thank you for your feedback and we note your concerns relating to the roundabout at Dunkeld. As detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. The DMRB Stage 2 Scheme Assessment Report, Volume 1, Part 4: Traffic and Economic Assessment concluded that some delays to through traffic on the A9 are anticipated at the proposed roundabout at Dunkeld Junction, which would be an average of approximately 15 seconds across the day in both northbound and southbound directions. The traffic modelling also concluded that queuing would not be experienced on a day-to-day basis. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment and will be published in the DMRB Stage 3 assessment report in Spring 2025. We can also confirm that in line with current DMRB standards the provision of a roundabout on the standard of road proposed for the A9 is permitted. Additionally, during the ongoing DMRB Stage 3 design development, appropriate advanced warning indicators, in consultation with an independent Road Safety Auditor, will be developed and incorporated to reduce the risk of accidents in relation to the proposed roundabout.

Unique ID	Feedback	Response
066	**We would appreciate your feedback on the General Design Development.** Dear team Thanks for the further chance to view plans last week. You advised it is never too soon to comment on some of the ""finessing"" elements of design, in terms of landscaping, choice of materials etc. A few things that are in my mind at present:- 1. The default option in road-building seems to be concrete. Given the significant impact in places of the proposed works (high retaining walls etc) I feel that there is a strong case for stone facings, living walls etc to minimise the impact. It could feel very oppressive and urban in this rural setting if we have too much concrete. I am thinking in particular of the retaining walls near the Dunkeld junction, at the station underpass etc. 2. The proposed underpass to the station has apparently had to be moved off-centre. It will no longer make a potentially interesting architectural ""end point"" to the view up Station Road. At present there will be a view of a plain wall. I feel this in particular, should it remain in such a position, needs very careful design (ideally an engineering solution should be found to move it back to the top of Station Road). I gather there has been some talk of art works that could be used in this area/the underpass. I am not sure I am in favour of this as art work is very subjective, can date/fade/degrade over time etc. I think that there are places where it could be good to incorporate scope for the community to have local information boards etc. This aspect will need very careful consideration to ensure there is a plan for updates/refurbishment etc over time. 3. I still have some concerns about how safe it will feel for people using the underpass in darkness - with the entrance to the underpass moved away from the top of Station Road that concern might be exacerbated. 4. My husband advised that there will apparently be a ""swale"" near the Niel Gow statue near the Dunkeld junction. I had not realised this and am concerned this may not be appropriate for this setting. I feel the community needs to fully understand the implications of this and the extent to which it can become a positive feature rather than something that looks like an ""industrial"" development. 5. Disabled access to the station must be guaranteed - how will this be achieved in the event, say, of the proposed lift being out of action? I hope these comments help inform the design process. With kind regards. Birnam resident (rail user, cyclist, walker, car driver)	We note your comments about the use of more natural materials to potentially enhance the design aesthetics. Consultation with relevant parties will be ongoing through Design Manual for Roads and Bridges (DMRB) Stage 3 design and assessment and later stages of the design work to determine the design finishings. We note your comment on the location of the pedestrian underpass. A number of factors including design levels, reduction in underpass length, increased distance from Listed Building/footbridge and improved integration with the car park, due to being more centralised, have contributed in the underpass entrance moving approximately 20m from the top of Station Road. Consultation is ongoing with relevant stakeholder groups inform the design development including potential finishings at this location. We appreciate your concern for the usage of the pedestrian underpass at night. However, the current proposals will include lighting to industry standards for both the car park and the pedestrian underpass to help improve visibility and safety. The proposed swale, located at the junction of Perth Road and the A923 in the land you noted to be adjacent to the Niel Gow statue, forms part of the proposed drainage network. This drainage feature provides treatment of surface water runoff, necessary for compliance with the relevant Sustainable Urban Drainage System (SuDS) requirements, from the A923 to improve water quality prior to connecting to the existing drainage network that outfalls to the River Tay. Whilst the design will continue to be refined, efforts will be made to design in such a way to complement and integrate with the local environment. With regards to your comment on access to the station during maintenance or break down of the lift, such details regarding the operation and maintenance methods will be discussed and refined with key stakeholders in due course. Provision of walking, cycling and horse-riding (WCH) options for local and core paths, including links from Birnam Glen to the railway station building and Station Road, were presented at the community engagement event in August. These options will continue to be assessed as part of the ongoing DMRB Stage 3 design development and will be published in the DMRB Stage 3 assessment report in Spring 2025. The DMRB Stage 3 design development is ongoing to refine the design and consider the accessibility of all routes. Consultation is ongoing with key stakeholders including accessibility groups will be undertaken Consultation with key stakeholders including accessibility groups is ongoing throughout the DMRB Stage 3 assessment to assist with the design and layout of the station and replacement car park.

Unique ID	Feedback	Response
067	**We would appreciate your feedback on the General Design Development.** Hello Jacobs I have tried to find (without success) the online feedback form advertised on the back of the paper feedback form given out at your Birnam feedback event. The online information says that the consultation is closed. I know this is not the case and we have until 6 October to make comments but this apparent discrepancy is confusing and unhelpful. I would like to record the following comments on the proposals as they affect the area around the village of Inver. A couple of the points below are questions and I would be grateful to receive a reply to these. 1. Noise mitigation. The village of Inver already suffers from high noise levels from the A9. Once trees are removed for the dualling process this noise will only increase. I would ask that sound barriers or lowered speed limits are considered to protect the health of residents and visitors in Inver village. 2. Access to River Tay. At present the River Tay Core Footpath can be accessed via the old mill lade from Inver Village. Without this access we would have a long detour to get to the Tay path safely via the A9 underpass beside the River Braan. I ask that our access via the old Mill Lade is maintained for benefit of residents and visitors. 3. Valuable Trees. Alongside the Inver Mill Lade are several large lime trees which are very valuable for roosting and nesting birds in spring and throughout the winter. I am concerned that these trees will be felled during the dualling process. They are not in the immediate line of the road and so could easily be avoided but experience from elsewhere shows that many trees are felled indiscriminately. I ask that these trees, and where possible other ancient and valuable trees, are left standing. 4. Otter deaths. Several otters have been killed on the A9 100meters or so north of where the north bound railway emerges from the Inver tunnel. This seems to be a particularly dangerous spot for otters crossing. I ask that provision is made to make this area safer for otters following small burns that run into the Tay. 5. Invasive species. Himalayan Balsam, Japanese Knotweed and Piri Piri Bur are all problems in the Dunkeld area. The construction work is highly likely to spread these species. What measures will be taken to reduce the likelihood of these species being spread even more? 6. Tay Core Path screening. The River Tay core path will be severely impacted by the A9 dualling. In several places the noise levels will be considerably increased and the visual impacts will also be detrimental to those using the path. I would ask that consideration is given to screening by hedging or other means to help address both of these concerns in the Dunkeld and Inver areas. 7. Junction safety. Please can you tell me if any attention is being given to improving safety at the Dunkeld and Birnam junctions prior to the dualling process, which is several years away. I look forward to receiving confirmation that these comments have been received and to hearing answers to the questions posed above. Thanks and kind regards	Thank you for your feedback. We apologise for the difficulties you had looking for the online feedback form and thank you for preserving and providing your feedback. As part of Design Manual for Roads and Bridges (DMRB) Stage 3 process, we are undertaking an environmental impacts assessment (EIA) which considers the impact of the proposed scheme across a range of environmental factors, including noise, landscape, wildlife (including otters) and community impacts. Potential impacts will be reported in the Environmental Impact Assessment Report (EIAR). Should the assessment identify mitigation as being required, then there are a range of potential measures which could be considered depending on various factors such as the nature, location and severity of the impact. Mitigation measures identified, and the resulting residual effects of the proposed scheme (accounting for the implementation of mitigation), will be reported in the EIAR to be published in Spring 2025. We are aware that the existing Mill Lade culvert is used as an unofficial pedestrian route between Inver and the River Tay. The culvert is not only sub-standard in height for pedestrian provision but also as its main function is to carry the existing watercourse to the River Tay it is susceptible to flooding. Therefore, it is not feasible to consider the culvert appropriate for pedestrian users as part of the proposed scheme. Proposals for walking, cycling and horse-riding (WCH) were presented at the Community Engagement Event in August 2024 which included access to the River Tay being provided via a footway from Inver passing under the dualled A9 at the River Braan structure. With regards to valuable trees, the EIAR mentioned above will include an Arboricultural Assessment. This will identify trees of significance, these being ancient, veteran or notable trees; large mature trees; trees notable for their ecological/cultural/historic significance and trees covered by tree protection orders. The proposed scheme will be designed to avoid, where practicable, such trees and where there are unavoidable impacts, mitigation will be developed to reduce potential impacts and effects. Reasonable precautions will be taken during construction to avoid spreading of soil-borne pests and diseases; animal and crop diseases; tree pests and diseases; and invasive species. A biosecurity protocol will be developed by the Contractor in consultation with the Animal and Plant Health Agency, the Scottish Government's Environment and Forestry Directorate and the Scottish Government's Agriculture, Food and Rural Communities Directorate, taking cognisance of relevant UK and Scottish Government biosecurity guidance. On 16 December 2022, the then Minister for Transport announced an additional £5m package of targeted shorter-term safety measures to be delivered between Perth and Inverness from then until 2025. Work on these short-term measures commenced in early 2023 and has been progressing at pace, with a range of road marking and signage improvements delivered along the route, including delivery of lining and signing improvements around Dunkeld. The final A9 Short Term Measures are scheduled to commence in March 2025. Transport Scotland commissioned the Operating Company BEAR Scotland to carry out a high-level assessment to investigate potential improvements for traffic joining the A9 from the A923 and A822. The Interim Review Report, which identified and assessed potential improvement options, is currently being reviewed by Transport Scotland and the Birnam and Dunkeld Junctions Action Group. Transport Scotland assesses the safety performance of the trunk road network, including the A9 between Dunblane and Scrabster, on an annual basis. To date, Transport Scotland has installed solar powered illuminated road studs in 2021/22 to provide greater clarity of junction layout at night, along with new/refreshed red infill surface in hatched areas to give greater emphasis to turning areas and separating streams of traffic. In addition, directional traffic signs were improved at the Dunkeld and Inver junctions. Through this process, a number of investigations are currently being progressed on the A9, including some between Perth and Inverness. These locations include Dalnaspidal (near Drumochter) and Lynwilg (near Aviemore).

Unique ID	Feedback	Response
068	**We would appreciate your feedback on the General Design Development.** Reference the recent A9 consultation in Birnam Institute. 2 items of feedback for your consideration: 1. Dunkeld Roundabout My earlier comments to not appear to have been considered (copy attached for ease of reference). The updated project boards and narrative omit any reference to this issue. **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** 2. Proposed Jubilee Bridge Crossing The existing bridge has a narrow pedestrian pavement to one side which also acts as a shared cycleway. As a cycle it is a very uncomfortable and unsafe method of crossing this busy bridge. The separation from significant volumes of fast and heavy vehicle traffic is inadequate, with the subsequent vehicular turbulence proving dangerous to cyclists, many of whom are young children. I was expecting that the plans for the upgrading for this bridge, which will cater for increased vehicle speeds up to 70mph from the present 60mph, to include for an improved and segregated cycleway/pedestrian route. This should be a key design principle in such a new crossing. However I was informed at the walk-in session that the intention was to continue with the present solution with no separation and/or segregation. I urge you to reconsider this and to make provision for fully separated provision, of which there are many good examples elsewhere. Improved safety provision for non-vehicular users should be an essential part of the project.	Thank you for your feedback and we note your concerns. With regards to your previous comments, a response was included in the report on the Preferred Route Announcement engagement, published August 2024: https://www.transport.gov.scot/publication/consultation-report-preferred-route-exhibition-pass-of-birnam-to-tay-crossing-a9-dualling/ . Unfortunately, there were no contact details on your previous feedback and we were unable to respond to you directly. As detailed during previous public engagement, the Pass of Birnam to Tay Crossing section included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to the constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route option identified is the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB Stage 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. The DMRB Stage 2 Scheme Assessment Report, Volume 1, Part 4: Traffic and Economic Assessment concluded that some delays to through traffic on the A9 are anticipated at the proposed roundabout at Dunkeld Junction, which would be an average of approximately 15 seconds across the day in both northbound and southbound directions. The traffic modelling also concluded that queuing would not be experienced on a day-to-day basis. Peak traffic conditions on the A9 were also assessed as part of the DMRB Stage 2 assessment. It was determined through testing that satisfactory operation would still be achieved at the roundabout under normal peak operations. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment and will be published within the DMRB Stage 3 Assessment Report in Spring 2025. In the DMRB Stage 2 route options assessment, there were no significant effects predicted for air quality with regard to human health for the Preferred Route or the other three whole route options assessed. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment (EIA) is being undertaken. The EIA Report will consider the impacts and effects of the proposed scheme, including associated road traffic noise, on a range of factors including noise and air quality. Baseline and predicted noise and air quality assessments are currently on-going, the outcome of which will determine if mitigation will be required. Should the assessment deem mitigation is required, then there are a number of potential methods which could be considered. The potential impacts and residual effects (after mitigation) will be reported the EIA Report to be published in Spring 2025. We note your feedback regarding the provision for pedestrians and cyclists on the Tay Crossing bridge (Jubilee Bridge) at the northern end of the proposed scheme. This feedback will be used, as part of the ongoing DMRB Stage 3 design development and assessment work, to inform the continued development of provision for walkers, wheelers, cyclists and horse-riders throughout the proposed scheme. Detailed explanation of the design and assessment of such provisions will be published in the Design Manual for Roads and Bridges (DMRB) Stage 3 report and EIAR Report in Spring 2025.

Unique ID	Feedback	Response
069	**We would appreciate your feedback on the General Design Development.** Dear Sirs BIRNHAM TO TAY CROSSING DUALLING PROPOSAL I refer to the recent consultation about the design proposals for this section of 'dualling the A9'. I wish to submit my strong objection to the proposal for an 'at-grade' roundabout on this section. I am a regular user of the A9 and believe the dualling of the road is one of the most essential infrastructure projects in Scotland. The link between Perth and Inverness, and beyond, is vital for the continued economic development of the Highlands. Traffic levels have increased significantly over recent years and at periods of peak traffic flow the road is currently unable to cope. The number of serious and fatal accidents is alarming. I fully support the dualling programme However, I cannot believe that a proposal would be out forward that effectively halts all traffic driving the A9 north and south by the inclusion of an 'at-grade' roundabout. How does this meet your environmental objectives? I cannot understand why an engineering proposal cannot be brought forward that incorporates a grade separated roundabout, with joining and departing slip roads. It seems perverse to design in an obstruction, an 'at-grade' roundabout, for the dualling of this section of the road. Apart from the accident risks associated with the roundabout there will be significant environmental and driver costs and queuing problems associated with the requirement to slow down and stop at the roundabout, and then accelerate away. Additional fuel and electricity will be used and there will be significant noise and environmental pollution with both extra fuel use and tyre wear. Why have Transport Scotland allowed you to continue with a proposal that effectively halts all the A9 traffic going both north and south? It seems a very short sighted decision which will adversely affect the long term effectiveness of the dualling programme. The route between Perth and Inverness should be free flowing, without interruption. The Highway Code says, ""When reaching a roundabout you should: Always give priority to the traffic coming from the right, unless you have been directed otherwise by signs, road markings or traffic lights Check if the road markings allow you to proceed without giving way (always look right before joining just in case) Watch out for other road users on the roundabout Check the traffic has moved off in front of you before you proceed to enter the roundabout."" I understand Inverness has one of the fastest growing economies in Europe. Business expansion is important to the Highlands and there is already the on-shore and off-shore wind farm industries the Space Port, the Freeport, increasing tourism and various other developments putting pressure on the A9. Most traffic will need to get to Inverness, and beyond, unhindered by an unnecessary 'at-grade' roundabout. How does this proposal take account of future traffic growth? I feel this is a very short sighted design approach to the dualling of this section. The lessons from motoring history show us that roundabouts on major highways create problems that usually require expensive remedial actions. The A9 is the major and only direct route to the Highlands. South of the border we see such major highways linking cities as motorways but that is not the case for Perth to Inverness - so surely the road should be obstruction free?	Thank you for your feedback and we note your concerns relating to the roundabout at Dunkeld. As detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. The DMRB Stage 2 Scheme Assessment Report, Volume 1, Part 4: Traffic and Economic Assessment concluded that some delays to through traffic on the A9 are anticipated at the proposed roundabout at Dunkeld Junction, which would be an average of approximately 15 seconds across the day in both northbound and southbound directions. The traffic modelling also concluded that queuing would not be experienced on a day-to-day basis. Future year modelling formed part of this assessment. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment and will be published in the DMRB Stage 3 assessment report in Spring 2025. We can also confirm that in line with current DMRB standards the provision of a roundabout on the standard of road proposed for the A9 is permitted. Additionally, during the ongoing DMRB Stage 3 design development, appropriate advanced warning indicators, in consultation with an independent Road Safety Auditor, will be developed and incorporated to reduce the risk of accidents in relation to the proposed roundabout. As part of DMRB Stage 3 design development an assessment, an Environmental Impact Assessment is being undertaken to assess and evaluate the environmental impacts of the proposed scheme across a range of environmental factors. Potential impacts will be reported in the Environmental Impact Assessment Report (EIAR). Should the assessment identify mitigation as being required, then there are a range of potential measures which could be considered depending on various factors such as the nature, location and severity of the impact. Mitigation measures identified, and the resulting residual effects of the proposed scheme (accounting for the implementation of mitigation), will be reported in the EIAR to be published in Spring 2025. A copy of the full Pass of Birnam to Tay Crossing Community Engagement Event Consultation Report is available on the Transport Scotland website.

Unique ID	Feedback	Response
	What is proposed appears to be an incredibly short sighted approach and I urge you to rethink this aspect of the dualling proposal. Please can you acknowledge my response and take account of my objection in your consultation analysis report. Please may I have a copy of the consultation report once it is completed? Kind regards	
070	**We would appreciate your feedback on the General Design Development.** Hi, we are probably one of the properties that is going to be heavily impacted with the development of the new railway station car park and all the other things that is going to happen up here ,lowering of the footpath along the top and bringing it even nearer to our property a thing we are hoping can be avoided , it will be a busier footpath if this development goes ahead this side of A9 a lot more noise impact as cyclists don't seem to be able to talk to each other more shout now if there is no change to latest proposals, would it be possible for a sound deadening type fence on the downside of the footpath to screen us from the public, and as I've said before some type of screening fence ,wall ,along side of A9 on verge area to hide the traffic from us as we notice when we don't see the traffic passing it seems to work better for us than actually seeing the traffic in winter time when the vegetation is bare leaves off the trees I know it sounds daft but not seeing the traffic seems to have a better feeling mentally. There is going to be some type of drainage settlement flood pond does that have to be in the area other side of footpath if yes could it be elongated longer to prevent footpath coming closer .There is ground lowering proposed on the road into station cottages and on the boundary of our property we are really hoping you can avoid this . **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** The view from our property into the new car park isn't going to be great for us either as the artist's impression isn't a true picture to the angles of our property to the car park the wall along the top of the property's on the downside of the carpark where it turns won't screen us very well ,we will be subjected to a lot more activity, and vehicles people coming and going car doors closing general noise lights of the vehicles shining in you windows from a very early time in the morning going for trains we think this is going to have a massive impact on our mental health the only thing we have to protect us from even say a bus running away is our hedge ,what about building a wall on face of our property on pavement side to the height the hedge is now would that be acceptable just a thought .Good points tho the entrance to the station through the underpass has been moved further away ,even if you moved it slightly further not a lot might save doing lowering around our property ,I would like you to email me back if there is any of the questions I have asked have any developments .	Thank you for your feedback and we note your concerns relating to the footpath and station car park. As part of DMRB Stage 3 design development and assessment process, we are undertaking an Environmental Impact Assessment (EIA) to consider and evaluate the environmental impacts of the proposed scheme across a range of environmental factors, including noise, visual and public health impacts. Baseline and forecast assessments are being undertaken which will be reported in the Environmental Impact Assessment Report (EIAR) to be published in Spring 2025. Should the EIA identify mitigation as being required, then there are a range of potential measures which could be considered depending on various factors such as the nature, location and severity of the impact. Mitigation measures identified, and the resulting residual effects of the proposed scheme (accounting for the implementation of mitigation), will be reported in the EIAR in Spring 2025. The drainage feature referred too will be a swale which is currently proposed to be approximately 20 metres long and would be situated immediately alongside the footway between the replacement car park and Birnam Glen Road. The swale would generally be dry and not of a significant depth with gentle grass slopes and could also be designed in such a way to complement its local environment.

Unique ID	Feedback	Response
071	**We would appreciate your feedback on the General Design Development.** Good overall. Is having a large roundabout is the best option for the Dunkeld junction? These normally get really busy because trunk road traffic is mixing with local traffic. I think a grade-separated junction with smaller roundabouts is better here. **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** Much better than it currently is so I think they look good. **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** Good refinement, it seems to have a more flowing and accessible layout now. Though provision of bus and cycle facilities is crucial here so make sure to include them.	Thank you for your feedback and we note your concerns relating to the roundabout at Dunkeld. As detailed during previous public engagement, the Pass of Birnam to Tay Crossing section of the A9 Dualling included a number of unique challenges in the development of route options due to proximity of residential properties, sports club, the railway and Dunkeld & Birnam Railway Station. Due to these constraints, and taking into account the feedback from the A9 Co-Creative process with the local community, a roundabout was included within the Design Manual for Roads and Bridges (DMRB) Stage 2 route options assessment which was assessed alongside a grade separated junction option. The Preferred Route identified was the culmination of an extensive and robust assessment process, which considered a range of engineering, environmental, traffic and economic factors. The ongoing DMRB 3 design development and assessment continues to refine the Preferred Route, including the proposed roundabout at Dunkeld Junction. Whilst it is acknowledged that a roundabout will likely result in slightly less of a journey time saving compared to a grade separated junction, the assessment concluded that the roundabout was the preferred junction option at Dunkeld as it offers reduced construction complexity, reduced landscape and visual impacts and overall reduced land take. The DMRB Stage 2 Scheme Assessment Report, Volume 1, Part 4: Traffic and Economic Assessment concluded that some delays to through traffic on the A9 are anticipated at the proposed roundabout at Dunkeld Junction, which would be an average of approximately 15 seconds across the day in both northbound and southbound directions. The traffic modelling also concluded that queuing would not be experienced on a day-to-day basis. Further refined traffic modelling is being undertaken to inform the ongoing DMRB Stage 3 design development, refinement and assessment and will be published in the DMRB Stage 3 assessment report in Spring 2025. We thank you for your feedback on the WCH provision and replacement Dunkeld and Birnam Railway Station car park. Matters regarding the management and operation of the proposed car park will be discussed and developed with the relevant stakeholders in due course, and cannot be commented upon at this time.
072	**We would appreciate your feedback on the General Design Development.** I'm not sure why you got rid of the roundabout at Dalguise Junction. It would slow cars down and it would give cars a chance to turn around safely if e.g. they took the wrong turn. In fact I think there should be a roundabout at the other T junction too. **We would appreciate your feedback on the proposals for walkers, wheelers, cyclists and horse-riders.** Really positive **We would appreciate your feedback on the Dunkeld and Birnam Railway Station car park and access proposals.** Looks good	Thank you for your feedback and we note your concerns relating to the change in junction provision at Dalguise Junction. As part of Design Manual for Roads and Bridges (DMRB) Stage 3 process, we are undertaking an assessment of the environmental impacts and effects of the proposed scheme across a range of environmental factors, including changes in traffic flows and speeds and the impacts and effects on surrounding infrastructure. As part of the ongoing design development, the proposed junction arrangement between the southbound off-slip at Dalguise Junction and the B898 has been changed to a priority junction. This is considered suitable for the anticipated traffic volumes and speeds forecast for this location and requires a smaller footprint. Advance warning signage including signage at the junction will be provided to ensure vehicles have adequate notice to plan ahead for any changes in direction. We thank you for your positive feedback on the walkers, wheelers, cyclists and horse-riders (WCH) provisions and replacement Dunkeld and Birnam Railway Station car park

APPENDIX F

Young Person's engagement (CRWIA) report

Jacobs Challenging today. Reinventing tomorrow.

P02 Young Persons' Consultation Summary

August – September 2024

Royal School of Dunkeld

Pitlochry High School

Breadalbane Academy

Contents

Background & Context

This Young People's Engagement was conducted on **Tuesday 27 August** and **Tuesday 3 September 2024.**

The information contained within is split by participating schools to ensure findings can be communicated back to teachers and students, as well as inform future required project documentation.

The information from this consultation will inform the completion of:

- **Child Rights and Wellbeing Impact Assessment (CRWIA):** This process identifies, researches, analyses and documents the potential impacts of the Scottish Statutory Instruments relating to proposed scheme on the rights and wellbeing of children and young people.
- **Environmental Impact Assessment Report (EIAR):** This document outlines the potential environmental impacts of the proposed scheme as part of the Environmental Impact Assessment process. It ensures a thorough assessment of significant environmental effects, proposes measures to mitigate adverse impacts, and ensures public participation in the decision-making process.

Participant Selection

Three schools were chosen to take part in this Young Persons' Consultation.

- **Royal School of Dunkeld:** All students within the upper year groups at the closest primary school to the project.
- **Breadalbane Academy:** All students within the upper year groups at the closest secondary school to the project.
- **Pitlochry High School:** Select number of students involved with extra-curricular groups and clubs, who will also be relocating to Breadalbane Academy for their final Academic school year.

Royal School of Dunkeld

P5-7

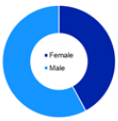
45 students

159 data points

Breadalbane Academy

S5-6

38 students



140 data points

Pitlochry High School

S2-3

6 students

23 data points

Royal School of Dunkeld

Royal School of Dunkeld

Common Themes

Theme Group 1

- Safety
- Traffic
- Dangerous Driving

Theme Group 2

- Biodiversity
- Active Travel
- Accessibility
- Tree Preservation
- Sustainability
- Noise & Vibration

Royal School of Dunkeld

Theme Group 1

Safety
Traffic
Dangerous
Driving

*I think building a double road would be a great accomplishment because everyone will be **a lot safer**, I like the idea.*

*The new road will be way safer, car crashes are **sad** and cause **extra traffic** after they happen.*

*I see lots of car crashes on the A9 and it's **really scary**. There was one car on its roof. I don't like seeing this.*

*There is no need for safety signs, people should use their **common sense**.*

*A9 should **stay as it is**, if it gets too safe people might go faster and cause more crashes.*

*The A9 is safe **as long as I'm not driving**.*

Unconventional feedback

Royal School of Dunkeld

Responses to Theme Group 1

Safety
Traffic
Dangerous
Driving

*Widening the road will provide **safer overtaking opportunities** which will **reduce the number of accidents** and improve overall road safety.*

*Having **turnoffs** and junctions will allow **everyone** to get on and off the A9 safer.*

*We have no doubt that when you learn to drive, **you will drive safer** than many drivers today – you'll overtake only when safe to do so, indicate appropriately, keep to the speed limit and always driving cautiously.*

*Widening the road should make your journeys to school better as the road will be **safer**.*

*We are working with road safety experts to confirm **speed limits** and figure out ways to advise road users to **reduce speeding**.*

Construction will start Autumn 2028 and people will be able to start driving on the road in 2032.

Royal School of Dunkeld

Theme Group 2

Biodiversity
Active Travel
Accessibility
Tree Preservation
Sustainability
Noise & Vibration

*Will widening the road mean **cutting down trees**?*

*People throw their McDonalds out of the car window coming back from Perth and it causes **litter**.*

*Are there going to be **electric chargers**?*

*Concerns over road being built on **animal habitats**.*

*There needs to be more junctions for school busses to cross the A9 and more bus stops close to the town for **tourists**.*

*Is the dualling going to make **climate change** worse?*

Royal School of Dunkeld

Responses to Theme Group 2

Biodiversity
Active Travel
Accessibility
Tree Preservation
Sustainability
Noise & Vibration

*Our Environment team are being sure to minimise the impact on the environment, including figuring out where **trees** may be impacted.*

*We'll consider putting **rubbish bins** in laybys and suggest you talk to Perth and Kinross Council about litter concerns in your area.*

*We are currently figuring out where to put **electric vehicle chargers** at the Railway Station car park.*

*Our Environment team are currently figuring out where to include **animal underpasses** so they can safely cross the road.*

*We are speaking with Perth and Kinross Council and bus companies to figure out where to put **replacement bus stops**.*

*The chosen route has the lowest overall impact on **climate change**.*

Royal School of Dunkeld — Ideas for Consideration

Total of **15** ideas for consideration

- Better **road surface** or skid reduction
- New **white lines** and **cat's eyes**
- Overhead **lights** or **traffic lights** at junctions, crossings and the roundabout
- **Gates**, **bridge** and warning **signs** for walkers and cyclists to keep them safe
- More **safety signs** to make cars slow down
- **Wind turbines** at the side of the road
- **Noise** control measures

Royal School of Dunkeld — Responses to Ideas

- The widened road will use **refreshed surfacing**.
- Road lines will be **freshly painted**, and **reflective road studs** (often called cat's eyes) will be positioned on the road in accordance with all design rules and guidelines.
- Our Lighting Team will propose **lighting requirements** to enhance health and safety, following all design rules and guidelines. The Dunkeld roundabout will likely have road lighting to ensure visibility for approaching traffic at night.
- We will use **new warning signs** and are working with road safety experts to make sure they are clear. We are currently looking at how to improve paths for **walkers** and will have more information soon.
- We've designed **warning signs** to improve driver safety such as "Two-way traffic", "Reduce Speed Now" and "Roundabout ahead". Some signs will be in Gaelic as well as English to celebrate local culture.
- We agree this is an excellent idea and recommend you speak to Perth and Kinross Council about proposing more **wind turbines** in the area.
- We'll check the new road's noise levels according to all design rules. If it's too loud, we'll reduce it using earth mounds, noise barriers and special low-noise road surfaces.

Royal School of Dunkeld — Design Changes Feedback

We explained proposed design changes to the Dunkeld & Birnam Railway Station, as well as the proposed Dunkeld Roundabout. The student's feedback are summarised below.

Station Car Park & Underpass

Students consider the new proposals:

- Helpful if running late
- More accessible
- More appealing

Students also questioned whether a bridge could be an alternative design suggestion.

Roundabout

Thoughts students shared with regards the new proposals:

- Concern that a roundabout would cause congestion.
- Concerns vehicles may not slow down or stop on approach.
- Desire for lights and pedestrian crossings at roundabout.

Royal School of Dunkeld

CONVENTION ON THE RIGHTS OF THE CHILD

The UN Convention on the Rights of the Child (UNCRC) includes additional rights that we used as a framework to gather additional feedback.

- Concerns about **dangerous driving.**
- Experiences of **witnessing fatal accidents.**
- Experiences seeing frequent **roadkill.**
- **Fear** of crossing the A9.
- **Winter conditions** intensifying accidents.

- Daily use to access **school** by bus, car or walk next to the A9.
- Regularly cross A9 to get **home.**

- Daily/frequent use to visit **friends** and **family.**
- Frequent use to access **shops.**

- Footways next to the A9 used for **cycling** and **dog walking.**
- Access to participate in **clubs** and after-school activities.

Royal School of Dunkeld

Breadalbane Academy

Breadalbane Academy

Common Themes

Theme Group 1

- Safety
- Traffic
- Dangerous Driving

Theme Group 2

- Biodiversity
- Signage
- Tourism
- Tree Preservation
- Flooding
- Noise & Vibration

Breadalbane Academy

Theme Group 1

Safety
Traffic
Dangerous Driving

*It's **impossible to cross the A9 safely** as a pedestrian or a driver.*

*The A9 is **sort of safe** but there are some people who **shouldn't be driving**.*

*The **Dunkeld junction** is very unsafe, I have **seen lots of accidents** there.*

***Tourists** and others **unfamiliar** with the road make the A9 and Dunkeld junction particularly unsafe as it can be confusing, particularly during **peak tourism** times.*

*Sometimes I **don't feel safe** on a **bus**.*

*How **safe I feel** depends on who is driving.*

Breadalbane Academy

Responses to Theme Group 1

Safety
Traffic
Dangerous
Driving

*Having **turnoffs** and junctions will allow **everyone** to get on and off the A9 safer.*

*We have no doubt that when you learn to drive, **you will drive safer** than many drivers today – you'll overtake only when safe to do so, indicate appropriately, keep to the speed limit and always driving cautiously.*

*Turning the **Dunkeld junction** into a **roundabout** should improve road safety and reduce accidents.*

*We have designed **warning signs** to improve driver safety.*

*Widening the road will provide **safer overtaking opportunities** which will **reduce the number of accidents** and improve overall road safety.*

*Dualling should **reduce journey times** while also **improving safety**.*

Breadalbane Academy

Theme Group 2

Biodiversity
Signage
Tree Preservation
Tourism
Noise & Vibration
Flooding

*I'm concerned **too many animals** are **hit** on the A9, such as deer and rodents.*

*I'm worried about preserving the local **trees**.*

*I only used the footpaths by the A9 once as it's **too loud**.*

***Clearer signs** are needed around speed limits and turn-offs, especially for **tourists**.*

*I'm worried about **delays** when the road **floods**.*

*Could the new road attract too much **tourism**?*

Breadalbane Academy

Responses to Theme Group 2

Biodiversity
Signage
Tree Preservation
Tourism
Noise & Vibration
Flooding

*Our Environment Team is currently figuring out where to include **animal underpasses** and **deer fences** so animals can safely cross the road.*

*Our Environment team are being sure to minimise the impact on the environment, including figuring out where **trees** may be impacted.*

*The Environmental team is currently figuring out ways to reduce noise and vibration levels during construction and this will most likely include **noise barriers**.*

*We are working with road safety experts to ensure **signage is clear.***

*We'll add ponds, pipes and storage areas to protect the road from **floods** and climate change.*

*The new road will strengthen the connection between Perth and Inverness **for all**, including tourists. The roads will be safer, more reliable and reduce driver frustration.*

Breadalbane Academy

Ideas for Consideration

Total of
10
Ideas for consideration

- The new junctions and roundabout should be **floodlit** to make them safer (like those at Auchterarder).
- More clearer **signs for speeding,** overhead **direction signs** and **arrow markings** on the road to help people slow down and know when to turn off. .
- New **deer fences** to protect them from the road traffic.
- The **existing underpass** at Dunkeld station could be safer, better lit and less muddy.

Breadalbane Academy

Responses to Ideas

We will consider putting **floodlights** at the new junctions and roundabouts, similar to that at Auchterarder.

We've designed **warning signs** to improve driver safety such as "Two-way traffic", "Reduce Speed Now" and "Roundabout ahead". Some signs will be in Gaelic as well as English to celebrate local culture.

We will soon be identifying locations for **fences**, **mammal underpasses** and **culverts** to protect wildlife.

We will be building a new **Dunkeld underpass** which will have stairs and a lift. We're also making it safer by increasing the space to let in more natural light.

Breadalbane Academy

Design Changes Feedback

We explained proposed design changes to the Dunkeld & Birnam Railway Station, as well as the proposed Dunkeld Roundabout. The student's feedback are summarised below.

Station Car Park & Underpass

Thoughts students shared with regards the new underpass and car park:

- Concerns about temporary access to Birnam Hill for hillwalking and local residents during construction.

Roundabout

Thoughts students shared with regards the new roundabout:

- Suggestions to have floodlights
- Design plans agreed make it safer and quicker.

Breadalbane Academy

The UN Convention on the Rights of the Child (UNCRC) includes additional rights that we used as a framework to gather additional feedback.

Article 6 (life, survival and development) – Road safety

- Concerns about **dangerous drivers.**
- Awareness of frequent **crashes** and **roadkill** at the Dunkeld junction, leading to personal **safety concerns.**
- Understanding that Summer periods can be more dangerous due to the influx of **tourists**.

Article 15 (freedom of association)- meeting friends and family

- Regular use to visit **shops** and other amenities such as the **dentist**.
- Weekend travel to reach Perth for **entertainment** and other activities.

Article 28 (right to education) getting to and from school

- Daily use to access **school** either by bus or other means.

Article 31 (leisure, play and culture) participating in sports & hobbies

- Regular use to participate in **clubs** and after-school extra-curricular activities such as cadets, football and hockey practice.
- Weekend travel to reach Perth for entertainment and other activities.

Breadalbane Academy

Pitlochry High School

PITLOCHRY High School

Common Themes

Theme Group 1

- Safety
- Dangerous Driving

Theme Group 2

- Signage
- Tourism & Traffic
- Noise & Vibration
- Active Travel

PITLOCHRY High School

Theme Group 1

Safety
Dangerous
Driving

*I'm worried about **speeding** and **racing** on the new road.*

*I am worried about **crossing** the A9.*

*People go **too fast** on the **narrow side roads**.*

*Being in a **layby** is **dangerous** when a fast lorry goes by.*

*I worry about **motorcyclists** who take advantage of the A9.*

*I **do feel safe** on the A9*

Unconventional feedback

PITLOCHRY High School

Responses to Theme Group 1

Safety
Dangerous
Driving

*Widening the road will provide **safer overtaking opportunities** which will **reduce the number of accidents** and improve overall road safety.*

*Having **turnoffs** and junctions will allow **everyone** to get on and off the A9 safer.*

*We have no doubt that when you learn to drive, **you will drive safer** than many drivers today – you'll overtake only when safe to do so, indicate appropriately, keep to the speed limit and always driving cautiously.*

*We will be **upgrading laybys** to improve safety next to the new road.*

*Dualling should **reduce journey times** while also **increasing safety** and **journey time reliability**.*

*Widening the road should make all your journeys on the A9 better as the road will be **safer**.*

PITLOCHRY High School

Theme Group 2

Signage
Tourism
& Traffic
Noise & Vibration
Active Travel

*Will **noise defences** be put in as the new road could be noisier?*

*Can congestion and traffic be reduced during **big exhibitions** or **events**?*

*Will there be **space** between the **pathways** and the A9?*

*We need **clear signs** for **tourists**.*

***Tractors** still need to use the single track A9 right now.*

PITLOCHRY High School

Responses to Theme Group 2

Signage
Tourism
& Traffic
Noise & Vibration
Active Travel

*The Environmental team is currently figuring out ways to **reduce noise and vibration** levels during construction and this will most likely include **noise barriers**.*

*Dualling will result in the safe movement of traffic, hopefully resulting in **less congestion**.*

*There will be **grass** and **non-grass space** between the A9 and the pathways.*

*We are working with road safety experts to ensure **signage is clear.***

*We continue to speak with **farmers** and during construction we will ensure one lane on each side of the road will remain open.*

PITLOCHRY High School

Ideas for Consideration

Total of **5** ideas for consideration

- We need **clear signage** for tourists.
- There should be more **speed cameras** as well as hidden speed cameras to control traffic.
- Spread the word that **speeding isn't cool**.
- Can there be **police** in the **laybys**.

PITLOCHRY High School

Responses to Ideas

- We've designed **warning signs** to improve driver safety such as "Two-way traffic", "Reduce Speed Now" and "Roundabout ahead". Some signs will be in Gaelic as well as English to celebrate local culture.
- After construction of the new road, Police Scotland may consider introducing **speed cameras**. We already know that they have reduced speeding on the A9 by 97%.
- We agree and our road safety experts are figuring out ways to **advise road users** to reduce speeding.
- This is a good suggestion, and we recommend you raise this with **Police Scotland**.

PITLOCHRY High School

Design Changes Feedback

We explained proposed design changes to the Dunkeld & Birnam Railway Station, as well as the proposed Dunkeld Roundabout. The student's feedback are summarised below.

Station Car Park & Underpass

Thoughts students shared with regards the new underpass and car park:

- Questions around users access the new Station car park

Roundabout

Thoughts students shared with regards the new roundabout:

None

PITLOCHRY High School

CONVENTION ON THE RIGHTS OF THE CHILD

The UN Convention on the Rights of the Child (UNCRC) includes additional rights that we used as a framework to gather additional feedback.

- Concerns about **crossing** the A9.
- Concerns of **speeding** and dangerous driving, including **motorcyclists** and **lorry drivers**.

- Daily use to access **school**.

- Regular use to visit **family**.

- Regular use to participate in **after-school activities**.
- Interest in using the adjacent pathways for **active travel**.

PITLOCHRY High School

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FURTHER INFORMATION

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