DUALLING
PASS OF BIRNAM
TO TAY CROSSING

A9 Dualling Programme

Pass of Birnam to Tay Crossing
Preferred Route Exhibition
Consultation Report
A9P02-JAC-XXX-X_ZZZZZ_XX-RP-SE-0001
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August 2024

A9 Dualling Programme: Pass of Birnam to Tay Crossing

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1 Introduction

Purpose of the Report

The Preferred Route for the Pass of Birnam to Tay Crossing section of the A9 Dualling Programme was announced by The Cabinet Secretary for Transport, Net Zero and Just Transition on 20th December 2023 (Appendix A). The consultation process commenced with a virtual exhibition launched alongside the announcement with in-person Public Exhibition held on 29th and 30th January 2024 at Birnam Arts and Conference Centre. The aims of the exhibitions were to provide local communities, stakeholders and road users the opportunity to view and comment on the outcome of the route option assessment work.

This report provides details of the consultation process and summarises key findings and feedback received from the public. The findings of this document will be used, along with other design and assessment work, to inform future decision making for the Pass of Birnam to Tay Crossing section of the A9 Dualling Programme.

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

Scheme Background

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

The A9 dualling between Perth and Inverness comprises the upgrading of approximately 129km of single carriageway, including all ancillary and associated works.

In August 2014, Jacobs was awarded a contract to develop the design of a section of the A9 Dualling Programme between the Pass of Birnam and Glen Garry. This section is split up into four individual projects for the design stages of which, Pass of Birnam to Tay Crossing (approximately 8.4km) is the subject of this consultation.

Transport Scotland, in partnership with the Birnam to Ballinluig A9 Community Group, undertook an A9 Co-Creative Process in 2018. This involved the community suggesting ideas for the A9 Dualling for the Pass of Birnam to Tay Crossing project. The process was open to everyone, and the Birnam to Ballinluig A9 Community Group has been involved in each stage of the process. The A9 Co-Creative Process consisted

of five stages, beginning in January 2018 and concluding in July 2018, with the identification of the Community's Preferred Route Option (CPRO), which was presented at a public consultation event in March 2019 along with the outcome of initial assessment work.

Following the conclusion of the A9 Co-Creative Process, scoping work was undertaken on the CPRO. The scoping work identified a number of challenges as well as highlighting concerns raised by key stakeholders and some local residents living alongside the A9. As a result of the challenges identified, many of which are difficult to mitigate, three additional route options were developed by Jacobs to be considered alongside the CPRO within the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment.

As the dualling of the A9 requires the Scottish Government to compulsory purchase land from private individuals, land take and the impacts on any individual that the dualling may create, both in the short-term construction and the life of the road, must be justifiable. The inclusion of these additional options in the formal route options assessment (DMRB Stage 2 assessment) ensured that the assessment process was robust and that decisions were made in full consideration of the choices available and that the Preferred Route is defendable through the statutory process.

The Pass of Birnam to Tay Crossing section has recently completed the DMRB Stage 2 assessment, which was the appraisal of four whole route options, leading to the recommendation of a Preferred Route. The aim of the DMRB Stage 2 assessment was to identify the factors to be taken into account when choosing alternative routes or improvement schemes, and to identify the environmental, engineering, economic and traffic benefits and constraints associated with those routes or schemes.

Based on the findings of the DMRB Stage 2 assessment, and considering feedback from the public and other stakeholders, the Preferred Route for the Pass of Birnam to Tay Crossing section of the A9 Dualling Programme is Additional Whole Route Option 3, Option ST2D. The key features of the 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;
- National speed limit (70mph) throughout;
- 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.

Public Exhibitions

The in-person Public Exhibition took place at Birnam Arts & Conference Centre, Station Road, PH8 0DS between 11am and 8pm on Monday, 29th January, 2024 and between 10am and 6pm on Tuesday, 30th January, 2024 and was attended by around 200 people, hosted by Transport Scotland and Jacobs. Following the conclusion on the in-person Public Exhibition, a feedback box remained in Birnam Arts until the formal closing of the consultation period on Sunday, 17th March 2024. Feedback forms were also left next to this box and were continuously replenished. The Virtual Exhibition also remained live until Sunday, 17th March 2024 and while the link is still active, a holding page thanking attendees for visiting remains in place.

2 The Public Exhibition and Consultation Launch

Public Exhibition Aims and Objective

The public exhibitions, virtual and in-person, presented the Preferred Route and information on the assessment process. The specific objectives of the exhibitions were to:

- Give the public the opportunity to view the Preferred Route, including mainline and junctions;
- Provide an opportunity for the public to discuss their opinions and concerns of the Preferred Route; and
- Provide an opportunity for attendees to speak to members of the project team, to understand the assessment process that has identified the Preferred Route, and feed into the design development that will be progressed through to publication of Draft Orders and the Environmental Impact Assessment Report (EIAR).

Attendees were given the opportunity to complete a feedback form and return it either at the exhibitions or by returning it to the Jacobs Stakeholder team by email or post after the exhibition. Online feedback forms were also available.

Exhibition Materials

The in-person Public Exhibition and Virtual Exhibition shared the same materials but in different formats. The contents of the TV screens and the Preferred Route fly through visualisation remained the same but the roller banners were converted into digital boards for the Virtual Exhibition.

The materials presented at the in-person Public Exhibition consisted of 11 roller banners (Appendix A), 4 TV screens (Appendix B), Preferred Route fly through visualisation, brochure (Appendix C), feedback form (Appendix D), advertising leaflets and posters (Appendix I). A hardcopy of the DMRB Stage 2 Report was also available.

The main heading of the 11 roller banners were:

- Welcome;
- About the A9 Dualling Programme;

- A9 Co-Creative Process;
- The Assessment Process;
- The Preferred Route;
- Plan of the Preferred Route;
- Benefits of the Preferred Route;
- How the A9 Co-Creative Process informed the Preferred Route;
- Dunkeld & Birnam Railway Station;
- Next Steps; and
- Your Views Matter to Us.

All of the information made available for the public consultation is available to view on the Transport Scotland A9 Pass of Birnam to Tay Crossing Project website, and can be accessed via the following link:

A9 Pass of Birnam to Tay Crossing (transport.gov.scot)

Screenshots of the virtual exhibition are shown in Figures 2.1 and 2.2, with pictures of the in-person exhibition shown in Figures 2.3 and 2.4.

Figure 2.1: Screenshot of the Virtual Exhibition room layout

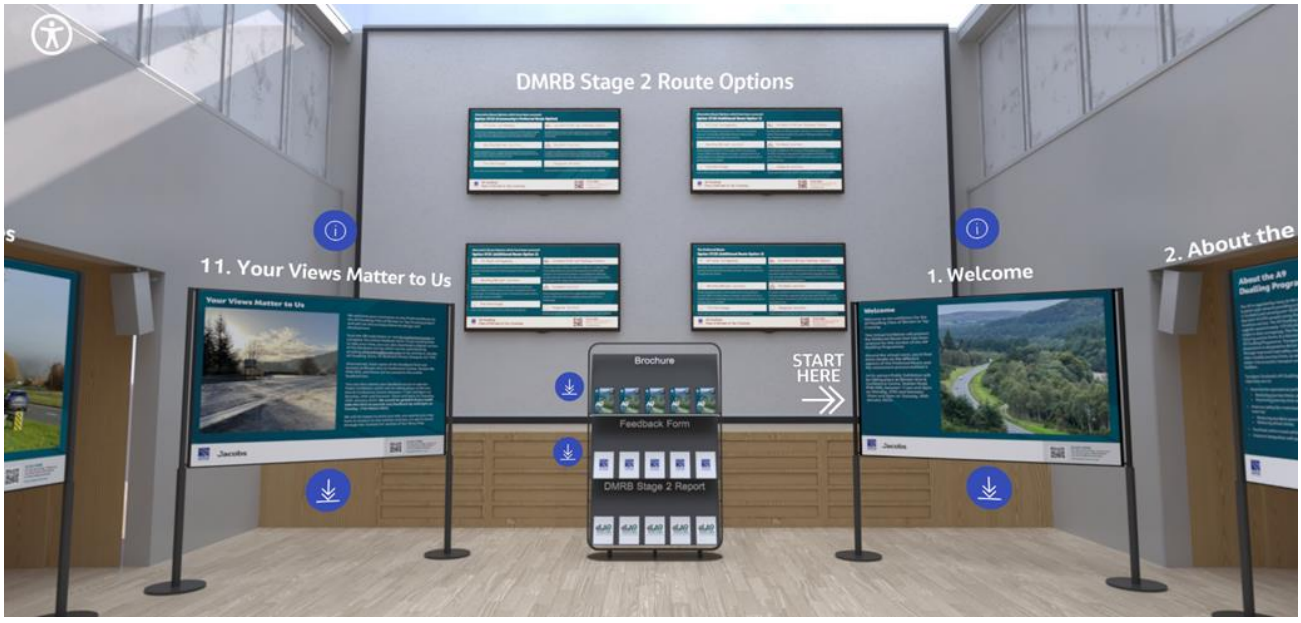


Figure 2.2: Screenshot of the Virtual Exhibition room layout

Figure 2.3: Picture of the entrance to the in-person exhibition

Figure 2.4: Picture showing the exhibition material and visualisation at the in-person exhibition

Exhibition Materials

As part of the Minister for Transport's Preferred Route announcement (Appendix F) on 20th December 2023, the public were made aware that the virtual exhibition for the Pass of Birnam to Tay Crossing section was launched. Details on the in-person Public Exhibition at Birnam Arts and Conference Centre were also published.

Alongside the announcement, the A9 Pass of Birnam to Tay Crossing Story Map for the project also went live. The Story Map includes a latest news page, which continues to be updated, together with details on scheme development, DMRB Stage 2 route options, the Preferred Route, Dunkeld and Birnam Railway Station and information on future assessments. The Story Map also directed site visitors to the online feedback form, thus officially opening the consultation period. Information made available for the public consultation is still available on the Story Map.

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 E of this report.

Transport Scotland 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. The press release generated

extensive Public Relations (PR) coverage in The Press and Journal and The Courier. The Transport Scotland press release can be seen in Appendix F, and the social media posts can be seen in Appendix G.

Similar advertisements were published in a local magazine, The Bridge (Appendix I) and a national newspaper, The Courier (Appendix H) with the consultation itself also receiving broader coverage on social media (Appendix G).

Physical advertising materials were also distributed around Dunkeld, Birnam and Perth, including the Preferred Route Brochure (Appendix C) which contains information presented at the virtual and in-person exhibitions, a leaflet (Appendix I) providing a QR code to the virtual exhibition and information on the in-person exhibition, and a larger poster (Appendix I) sharing the same information as the leaflet. The locations where these materials were left are detailed in Appendix I.

3 Consultation Responses

Number of Responses

The formal consultation period ran from 20th December 2023, until 17th March 2024. Responses were received from a wide range of communities and stakeholders including members of the public and several organisations, landowners, statutory consultees, businesses and recreational groups.

During this time, 112 responses were collected, both via an online questionnaire and a physical feedback form which could be completed on the day or picked up and returned to Birnam Arts and Conference Centre, the venue for the In-Person Exhibition. The breakdown of responses is shown below in Table 1. During the initial assessment, the team checked all questionnaires for duplicate responses. Where multiple questionnaires were received from one respondent, these were merged and treated as one response for the purpose of this report.

Table 1 : Type of Submission Responses

Response Type	Number of Responses
Online form filled out anonymously	9
Physical form filled out anonymously	5
Online form filled out with name	47
Physical form filled out with name	41
Emailed responses not in feedback form	10
Total Responses	112

Most people who completed the feedback form provided a response for question one: Do you have any comments and feedback on the design of the Preferred Route for the A9 Pass of Birnam to Tay Crossing? Out of 112 responses collected, 109 responses were received for this question.

60 people answered the second question: *Is there anything else that you think we should know about the A9 Pass of Birnam to Tay Crossing project?*

Responses by Location

Respondents were asked to provide their contact details and address including a postcode, to allow follow-up responses and engagement on the matters raised. 73 respondents provided this information, and Table 2 below shows the breakdown of the towns where respondents were based.

Table 2 : Locations of Respondents

Town Name	Number of Responses
Dunkeld	36
Birnam	12
Perth	5
Blairgowrie	3
Pitlochry	2
Edinburgh	2
Aberfeldy	2
Dalguise	2
Lanark	1
Carrbridge	1
Aviemore	1
Stirling	1
Isle of Colonsay	1
Motherwell	1
Bankfoot	1
Buckie	1
Glasgow	1

The majority of respondents who provided their town are from Dunkeld, then followed by residents of Birnam. Of the 79 respondents who provided their postcode, 55 were PH8 postcodes, a region which covers Dunkeld and Birnam. This is likely due to the proximity of these addresses to the venue of the in-person exhibition and confirms that our consultation reached participants who are likely to be directly impacted by the scheme.

Figure 5: Geographic Spread of Feedback Received in Scotland

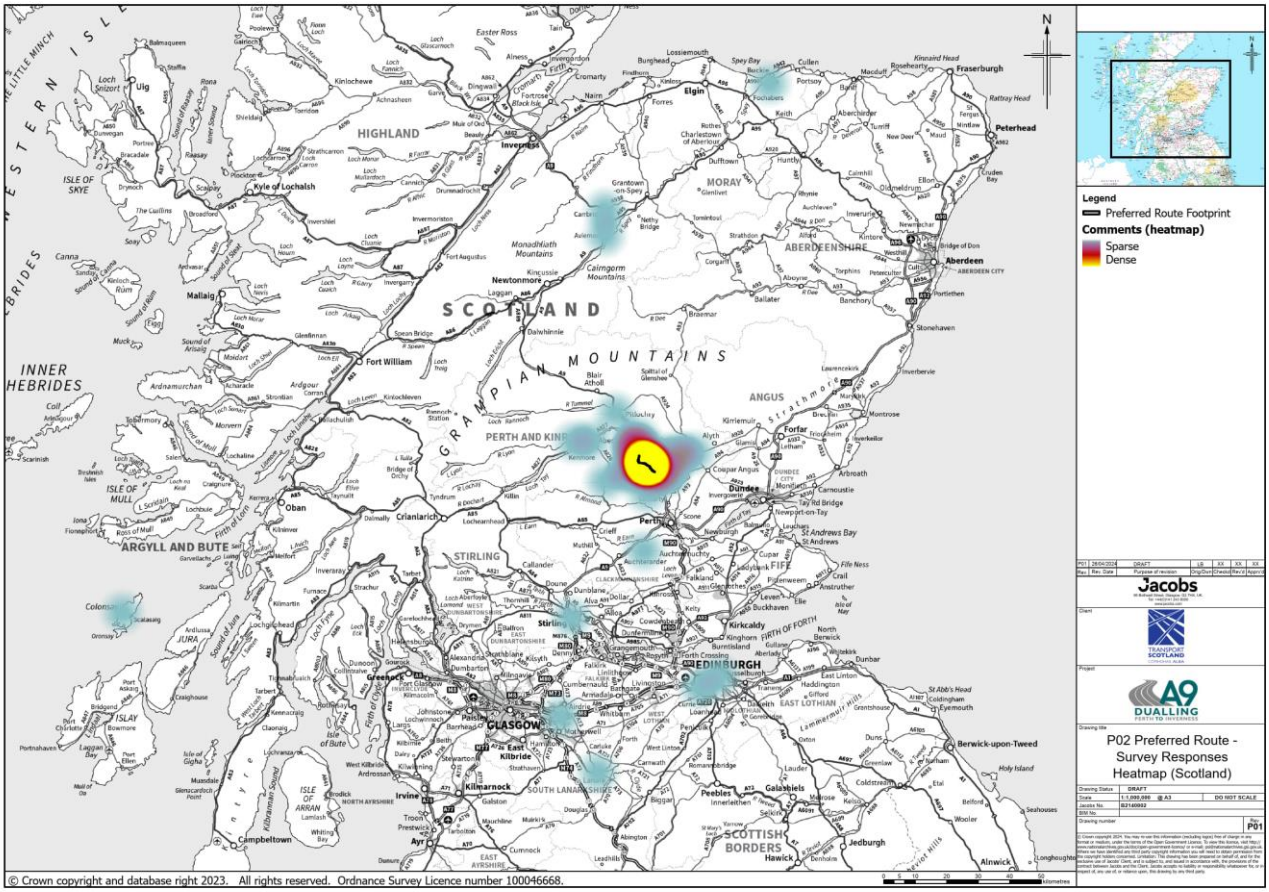
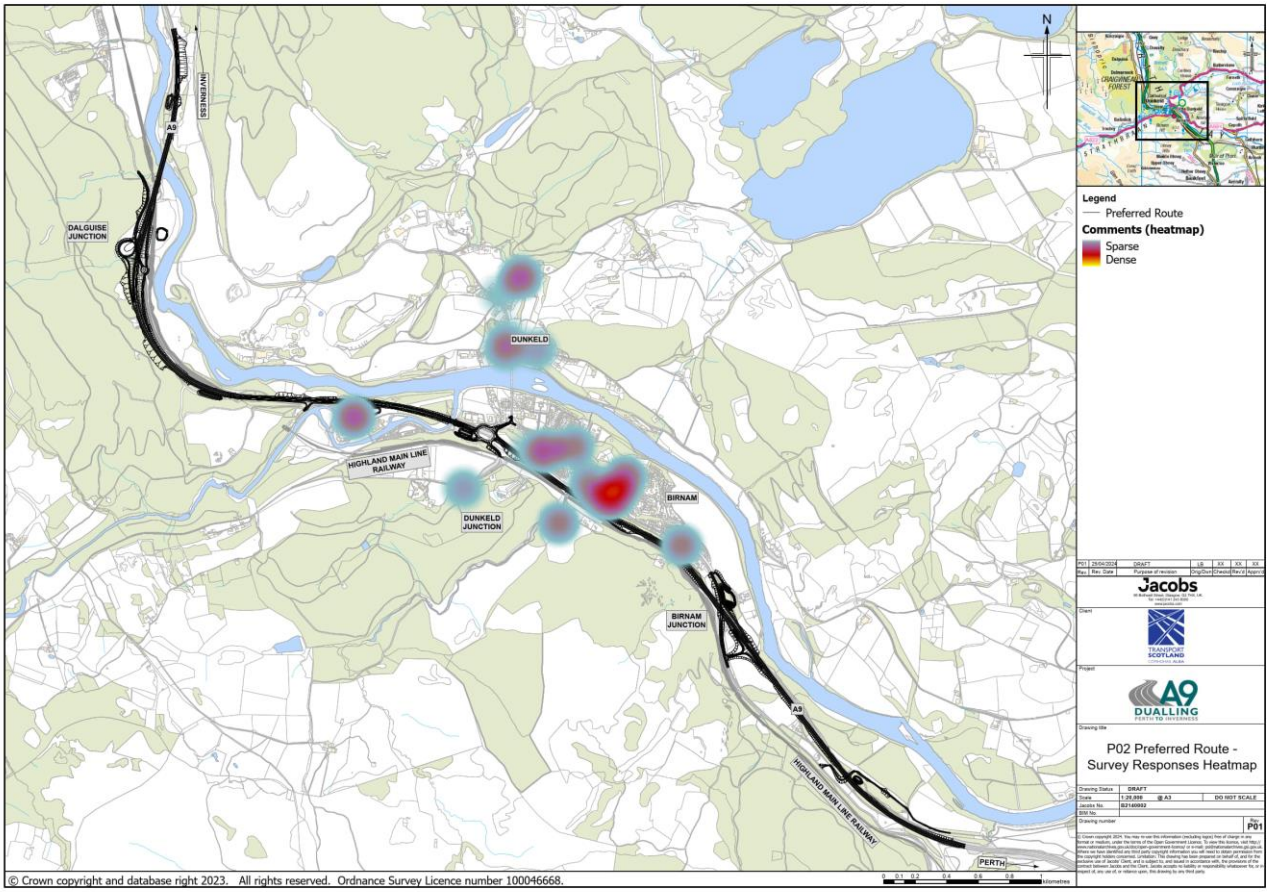


Figure 6: Geographic Spread of Feedback Received Along the Preferred Route



Responses Channels

Stakeholders were able to provide feedback through three different channels. We developed a feedback form designed to encourage people to participate in the public consultation. These were handed out during the in-person exhibition and could be scanned and emailed to A9Dualling@jacobs.com or returned to the venue of the in-person exhibition at Birnam Arts and Conference Centre and placed in a feedback collection box.

Respondents were able to submit their views using the following methods:

- Using the online feedback form;
- Submitting a physical feedback form; or
- Emailing a copy to a dedicated A9 Dualling inbox.

4 Analysis of Responses

How We Analysed Feedback

All feedback received as part of the consultation process has been shared with the project team for their consideration as well as to inform ongoing design and assessment work. The chapter below explains the process the consultation team follows when analysing and interpreting the consultation responses.

The consultation questions were open in nature, asking respondents to comment on the design of the Preferred Route and asking for general comments and feedback in relation to the A9 Pass of Birnam to Tay Crossing project.

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.

The project team have reviewed the feedback and provided responses to concerns raised during the consultation period, these can be seen in Appendix J.

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.

The type of feedback the respondents were asked to provide and the way this has been analysed should be kept in mind when reading the summary of feedback received in the following chapters of the report.

What Coding Involves

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 group by theme (or category) 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.

5 Question One Analysis

Do you have any comments and feedback on the design of the Preferred Route for the A9 Pass of Birnam to Tay Crossing?

In total, 109 out of 112 respondents provided a response to this question.

The table below provides a list of code descriptions in order from most commented to least commented for this question.

The total number of comments does not match the total number of responses, as there can be more than one code assigned to a response. The table below shows all of the comments that were derived from the coding exercise, and the text below the table provides more details about the themes identified.

Table 3: Code Frequency for Question One

Theme	Code description	No. of comments
Preferred Route Option Design		**90**
	Detailed design suggestions, incl mitigations	28
	General support for the scheme/preferred route design	24
	Support for specific design details of the scheme	14
	Refers to similar designs or junctions	9
	Concerns about future traffic	8
	Comments about speed limit	7
Dunkeld & Birnam Railway Station		**64**
	Concern around proposals for train station, incl access	26
	Suggestion for train station improvements, incl. mitigations/parking	18
	Support proposal for train station	11
	Comments about train station's car park	9
Proposed Dunkeld Roundabout		**31**
	Against the roundabout at Dunkeld	24
	Support the roundabout at Dunkeld	7

Theme	Code description	No. of comments
Environment		**29**
	Concerns about noise/pollution levels	12
	Suggestion for active travel improvements	9
	Concerns for climate impact	8
Comments about the Co-Creative process and its outputs		7

Preferred Route Option Design

The most mentioned theme related to the design of the Preferred Route Option, 90 comments were received.

Detailed design suggestions, which also included mitigation suggestions, were made 28 times. Those suggestions related to various topics across the whole scheme. The most commonly mentioned suggestions included noise barriers/mitigations as well as pollution mitigations and light barriers/mitigations in various places along the route (i.e. between Birnam Junction and Dunkeld Roundabout or from Station Road to the south). Some comments asked for the planting or replanting of trees due to safety and aesthetic reasons along with climate impact mitigations. Trees were also mentioned in reference to noise and pollution mitigation. Two comments proposed design changes to Dalguise Junction. Some comments raised concerns and suggested the mainline, in the vicinity of the Dunkeld and Birnam Railway Station, should be the cut and cover or short tunnel option. Details of these design suggestions, and responses, can be found in Appendix J.

A total of 24 comments were received in support of the Preferred Route. The comments included those that were satisfied with the proposals and others expressed the opinion that it is a good compromise, and the overall solutions are good considering the challenges. In addition, 14 comments supported specific parts of the scheme including the access to Murthly Castle and the Birnam, Hermitage and Dalguise Junctions.

Comments were also received in relation to concerns about an increase in the future traffic volumes, details on the traffic modelling and impacts on privately owned property.

Dunkeld and Birnam Railway Station

A total of 64 comments were received in relation to Dunkeld and Birnam Railway Station. Of these, 11 were in general support and noted that access to the station will be improved with the new design. Of these comments, 27 raised concerns on the vehicular and pedestrian access to the station.

Nine comments were received in relation to the car park proposals, stating that it would not provide convenient access to the station and will not encourage train usage. The spaces within the car park were also commented on, with 2 comments detailing that the car park is not only used by passengers, but also by tourists and other residents, therefore it should have additional capacity.

Eighteen comments were received on general design features including aesthetics of the station and that the design should be in line with local heritage, extending the underpass to Platform 2, safety, vandalism, EV charging and cycle/pedestrians' access to the station. Other comments in relation to the station were directly linked to the Preferred Route not including the tunnel and reconnecting the Dunkeld and Birnam Railway Station to Station Road. Details of these design suggestions, and responses, can be found in Appendix J.

Proposed Dunkeld Roundabout

A total of 31 comments were received about the proposed roundabout at Dunkeld.

Of these, seven were in support of the roundabout with 24 expressing concerns including tailbacks, traffic jams, and increased journey times. Also mentioned was safety given the 70mph speed limit and the roundabout not being a grade separated junction. Details of these concerns, and responses, can be found in Appendix J.

Nine comments were received as examples of junctions on the existing road network. Mentioned as a good example was Ballinluig Junction, with roundabouts at Keir, Broxden, Sheriffhall, Longman and Inveralmond raised as junctions often having tailbacks and traffic jams. Details of these design suggestions, and responses, can be found in Appendix J.

Environment

A total of 29 comments were received on the environment. Of these, 12 comments were in relation to concerns that the design would increase noise and pollution levels within Dunkeld and Birnam.

Nine comments suggested active travel improvements including improvements to the cycleways and footpaths along the scheme. There were also suggestions that segregated paths are preferred for safety reasons. There were 8 comments on the scheme's impact on climate. Other concerns included impact on the local wildlife and woodlands and the lack of wildlife passes within the design, location of attenuation ponds, and requesting that hedges are not planted due to safety concerns. There were also opinions that building roads in general should not be a priority during a state of climate emergency.

Details of these design suggestions, and responses, can be found in Appendix J.

Co-Creative Process

Seven comments were in relation to the Co-Creative process and its outputs, with 5 of these detailing concerns about the community's decision to include the at-grade Dunkeld roundabout. Three of these

comments critiqued the involvement of the community group as not being indicative of what the majority of locals and road users want.

6 Question Two Analysis

Is there anything else that you think we should know about the A9 Pass of Birnam to Tay Crossing project?

Out of a total of 112 responses, 60 people answered this question.

The table below provides a list of code descriptions in order from most commented to least commented for this question.

The total number of comments does not match the total number of responses, as there can be more than one code assigned to a response. The table below shows all of the comments that were derived from the coding exercise, and the text below the table provides more details about the themes identified.

Table 4: Code Frequency for Question Two

Theme	Code description	No. of comments
Preferred Route Option Design		**38**
	Comments about safety	12
	Concerns about future traffic	8
	Against the roundabout at Dunkeld	7
	Comments about speed limit	6
	General support for the scheme/preferred route design	5
Dunkeld & Birnam Railway Station		**15**
	Concern around proposals for train station, incl. access	6
	Suggestion for train station improvements, incl. Mitigations/parking	6
	Comments about train station's car park	3
Environment		**20**
	Concerns about noise/pollution levels	7
	Promote active travel	9
	Suggestion for active travel improvements	4

Theme	Code description	No. of comments
Wider Project Related Comments		**20**
	Wanting to see the project start soon/Timeline comments	6
	Detailed questions	5
	General objection to dualling the A9	4
	Comments about the Co-Creative process and its outputs	3
	Positive comments about event/engagement	2

Preferred Route Option Design

The majority of responses that contained support for the scheme were seen in question one, but when mentioned in question two, support related to how the Preferred Route will increase safety along with reassurance in the improvement of existing cycle paths.

Specific speed limits were mentioned in feedback responses, with two comments suggesting 70mph is too high for the A9, one comment saying a 20mph speed limit should be introduced on Perth Road, and a lower speed limit (such as 40mph) on approach to the Dunkeld Roundabout.

Safety concerns surrounding the Dunkeld Roundabout mostly consisted of the roundabout being at-grade rather than a grade-separated junction, seven such comments were made in question two.

Concerns about an increase in traffic, tailbacks and congestion as a result of the Preferred Route were mainly focussed on the proposed Dunkeld Roundabout. One response referred to a general increase in traffic during the summer months.

Details of these topics, and responses, can be found in Appendix J.

Dunkeld and Birnam Railway Station

Comments relating to access proposals to the Dunkeld and Birnam Railway Station featured concerns about the proposed pedestrian underpass and one comment referred to the inclusion of a lift at the station without an alternative provision, noting it to be a difficult for cyclists and wheelchair users.

Inclusion of electric vehicle charging, the expansion of the Dunkeld and Birnam Railway Station car park (along with spaces allocated to local residents only) and raising the platform height were each raised once as potential improvements to Dunkeld and Birnam Railway Station.

Details of these design suggestions, and responses, can be found in Appendix J.

Environment

Concerns were raised relating to noise and vibration levels during construction and increased pollution levels as a result of the Dunkeld Roundabout. Similarly with regards to the construction period, concerns about light pollution were raised twice and air pollution once.

Feedback related to active travel considered footpaths and the Inver lade underpass. In addition, feedback advocated to see the Preferred Route promote and improve safe active travel. Two comments suggested that the new pedestrian and cycle paths should be wheelchair and pram friendly.

Details of these topics, and responses, can be found in Appendix J.

Wider Project Related Comments

Similar to responses given for question one, respondents expressed their desire to see construction start and have an operational dualled A9 as soon as possible.

Five detailed design questions were asked with one respondent asking what steps will be taken to protect Red Squirrels in the Birnam Terrace area. A total of six comments were received in relation to the project's timescale. These included expressing the opinion that the dualling should be completed as soon as possible or asking if some parts of the design, such as the Dunkeld Roundabout and Dunkeld and Birnam Railway Station, could be completed as soon as possible.

Two comments were received sharing their positive feedback on the engagement carried out at both the in-person and virtual exhibitions.

Details of these questions, and responses, can be found in Appendix J.

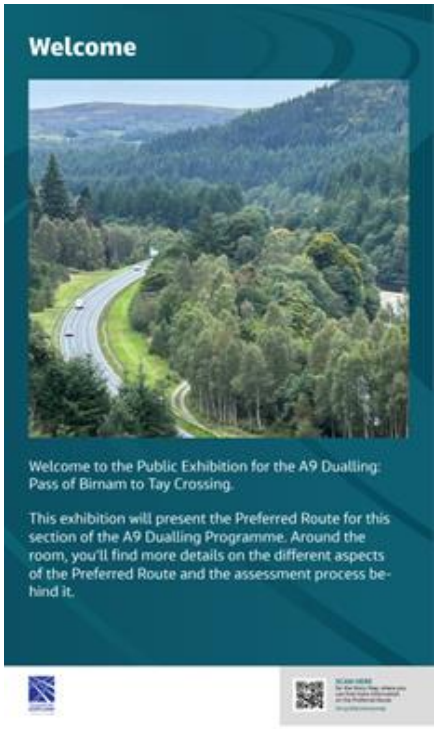
Other

Out with the coding framework, we were able to identify respondents who had specific suggestions with regards to the Preferred Route including:

- Construction of the Dunkeld Roundabout as advance works/temporary roundabout;
- Installation of part time traffic lights at the Dunkeld Roundabout; and
- Prioritising noise, light and air pollution in the design development and assessment.

Details of these design suggestions, and responses, can be found in Appendix J.

Appendix A: Roller Banners

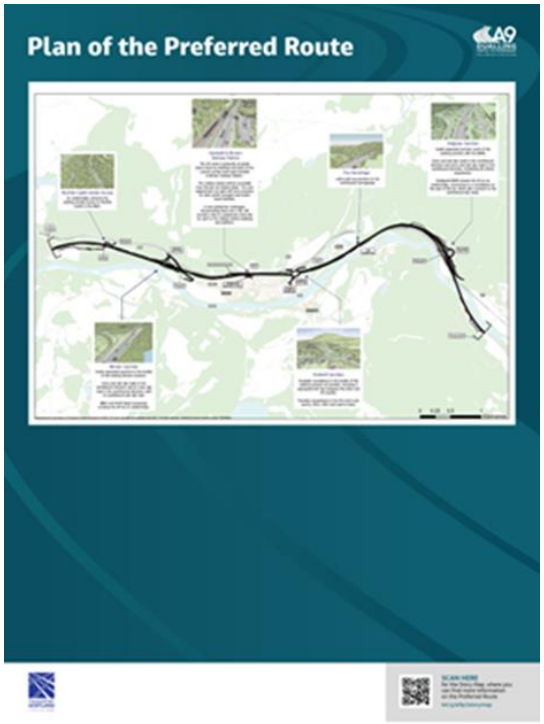

Welcome
Welcome to the Public Exhibition for the A9 Dualling: Pass of Birnam to Tay Crossing.
This exhibition will present the Preferred Route for this section of the A9 Dualling Programme. Around the room, you'll find more details on the different aspects of the Preferred Route and the assessment process be-hind it.


About the A9 Dualling Programme
Transport Scotland's A9 Dualling Programme objectives 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.


A9 Co-Creative Process
Transport Scotland, in partnership with the Birnam to Ballinluig A9 Community Group, undertook an A9 Co-Creative Process in 2018. This involved the community suggesting ideas for the A9 Dualling for the Pass of Birnam to Tay Crossing project and concluded with the identification of the Community's Preferred Route Option (CPRO). The process was open to everyone, and the Birnam to Ballinluig A9 Community Group has been involved in each stage of the process.
The Birnam to Ballinluig A9 Community Group identified the following community objectives for this section of the A9 Dualling Programme:
The A9 Co-Creative Process culminated in the identification of the CPRO which was presented at a public consultation in March 2019 along with the outcome of initial assessment work. That assessment work identified a number of challenges, many of which are difficult to mitigate. As well as the CPRO, we assessed three Additional Whole Route Options to ensure that the ultimate decision on the Preferred Route was robust and fully considered all options available. As part of the design of the A9 Co-Creative Process, it was agreed with the Birnam to Ballinluig A9 Community Group that the CPRO and any additional comparator options would be subject to our usual assessment process.

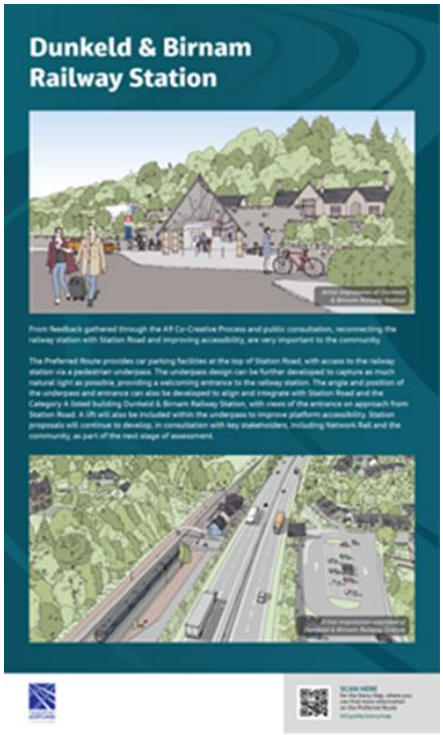

The Assessment Process
We are following the normal trunk road scheme development process and progressing the scheme in accordance with guidance in the Design Manual for Roads and Bridges (DMRB). This is a three-stage assessment process which covers engineering, environment (which includes climate change, communities and human health), traffic and economic considerations.
In total, four Whole Route Options were comparatively assessed at DMRB Stage 2 in order to identify the Preferred Route. A full copy of the DMRB Stage 2 report is available on our Story Map, which can be accessed by scanning the QR code below.
DMRB 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 route option
Stage Complete
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


The Preferred Route
Based on the findings of the DMRB Stage 2 route options comparative assessment, and considering feedback from the public and other stakeholders, the Preferred Route for the Pass of Birnam to Tay Crossing section of the A9 Dualling Programme is Additional Whole Route Option 3, Option ST2D.
The key features of the Preferred Route:
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;
National speed limit (70mph) throughout;
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.


Plan of the Preferred Route


Benefits of the Preferred Route
The Preferred Route meets the A9 Dualling Programme objectives as well as contributing towards the Birnam to Ballinluig A9 Community Group's objectives. We will continue to take into consideration these objectives throughout the DMRB Stage 3 design and environmental assessment. The reasons for the selected Preferred Route include:
Constructability:
Less construction complexity avoiding the need for significant piling works adjacent to residential properties and the Category A listed building Dunkeld & Birnam Railway Station.
Shortest expected construction duration of approximately 2 ½ to 3 years reducing direct and indirect construction impacts and effects on businesses and community assets.
Less excavation and import of material required, therefore less construction vehicle movements and less expensive to construct.
Inchewan Burn:
Maintains the existing integrity of Inchewan Burn, allowing continued fish passage and habitat connectivity.
Biodiversity:
Lowest overall loss of habitat identified on the ancient woodland inventory.
Landscape:
Generally at-grade and closely aligned to the existing A9 retaining the existing landscape character.
Lowest overall effect on the River Tay (Dunkeld), National Scenic Area (NSA) and its Special Qualities (e.g 'Gateway to the Highlands').
Lowest overall effect on visual amenity and views from adjacent visual receptors unchanged.
Climate Change:
Lowest overall effect on material assets, waste and the climate as significantly less concrete and construction vehicle movements are required.
Public Transport and Active Travel:
Improves accessibility to Dunkeld & Birnam Railway Station.


How the A9 Co-Creative Process informed the Preferred Route
The Preferred Route includes a number of key design characteristics voted through the A9 Co-Creative Process and also comprises several elements of the Community's Preferred Route Option (CPRO). A summary of this is provided below:
WELCOME TO
BIRNAM
& DUNKELD
GATEWAY TO THE HIGHLANDS
The grade separated junction at Birnam was based on the community's close second choice junction option. In order to minimise the impact on Perth Road, due to increased volume of traffic, a northbound merge slip road has been incorporated within the Birnam Junction design;
The at-grade roundabout at Dunkeld was the community's first choice junction option;
The left-in left-out junction at the Hermitage was the community's first choice junction option;
The grade separated junction at Dalguise was the community's first choice junction option; and
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 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.


Dunkeld & Birnam
Railway Station
From feedback gathered through the A9 Co-Creative Process and public consultation, reconnecting the railway station with Station Road and improving accessibility are very important to the community.
The Preferred Route provides car parking facilities at the top of Station Road, with access to the railway station via a pedestrian underpass. The underpass design can be further developed to capture as much natural light as possible, providing a welcoming entrance to the railway station. The angle and position of the underpass and entrance can also be developed to align and integrate with Station Road and the Category A listed building Dunkeld & Birnam Railway Station, with views of the entrance on approach from Station Road. A lift will also be included within the underpass to improve platform accessibility. Station proposals will continue to develop, in consultation with key stakeholders, including Network Rail and the community, as part of the next stage of assessment.


Next Steps
Our technical advisors, Jacobs, will take forward the development and assessment of the Preferred Route as part of the DMRB Stage 3 assessment.
As we look to refine, develop and further assess the design of the Preferred Route, further consultation is planned during the DMRB Stage 3 assessment. We will keep you updated through a range of direct communications and consultations.
We will also be considering:
Provision of private means of access;
Proposals for lay-bys;
Proposals for active travel facilities;
The location and layout of road drainage infrastructure, including detention basins and treatment ponds; and
Environmental mitigation measures such as mammal underpasses, landscape planting and noise barriers.
Any additional ground investigation, ecology and other environmental surveys required to help inform the design will be carried out. This will lead to the development and publication of the Environmental Impact Assessment Report. The draft Road Orders will define the line of the developed Preferred Route. The draft Compulsory Purchase Order will define the extent of land needed to deliver the project.


Your Views Matter to Us
We welcome your comments on the Preferred Route for the A9 Dualling: Pass of Birnam to Tay Crossing project and will use this to help inform its design and development.
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.
If you would prefer to take your time, you can download a digital version of the feedback survey which can be submitted by emailing A9dualling@jacobs.com or by writing to Jacobs, A9 Dualling Team, 95 Bothwell Street, Glasgow, G2 7HX.
We would be grateful if you could take the time to provide any feedback by midnight on Sunday, 17th March 2024.
If you have any other queries in relation to the scheme, we will be happy to assist you today. You can also get in touch with us through the 'Contact Us' section of our Story Map.

Appendix B: TV Screens

Option ST2A (Community's Preferred Route Option)

Alternative Route Options which have been assessed:
Option ST2A (Community's Preferred Route Option)

A9 Dual Carriageway

The A9 dual carriageway includes a cut and cover tunnel for approximately 1.5 kilometres with a speed limit of 50 miles per hour on approach and through the tunnel. National speed limit for remainder of the scheme.

Dunkeld & Birnam Railway Station

Dunkeld & Birnam Railway Station retained in its current position with Station Road reconnected to the station. Parking provided on top of the cut and cover tunnel.

Murthly/Birnam Junction

Grade separated junction in the locality of the existing private access to Murthly Castle. Connects the B867 and Perth Road, crossing the A9 at the southern extent of the cut and cover tunnel.

Dunkeld Junction

At-grade roundabout in the locality of the existing junction at Dunkeld, including a segregated left lane between the A923 and A9 south. Provides connections to the A9 (north and south), A923, A822 and road to Inver.

The Hermitage

Left-in left-out junction on the northbound carriageway.

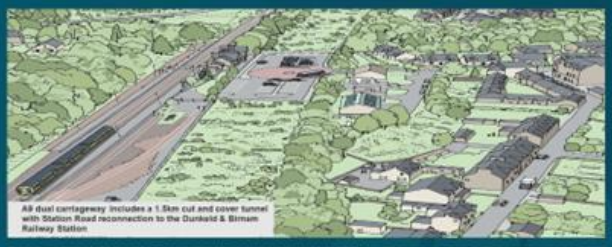
Dalguise Junction

Grade separated junction south of the existing junction with the B898.

A9 Dualling:
Pass of Birnam to Tay Crossing

SCAN HERE
for the Story Map, where you can find more information on the Preferred Route
bit.ly/a9p2storymap

Alternative Route Options which have been assessed:
Option ST2A (Community's Preferred Route Option)



A9 Dualling:
Pass of Birnam to Tay Crossing

SCAN HERE
for the Story Map, where you can find more information on the Preferred Route
bit.ly/a9p2storymap

Option ST2B

Alternative Route Options which have been assessed:
Option ST2B (Additional Route Option 1)

A9 Dual Carriageway

The A9 dual carriageway lowered into a 150m long underpass structure in the locality of Dunkeld & Birnam Railway Station. National speed limit throughout the scheme.

Dunkeld & Birnam Railway Station

Dunkeld & Birnam Railway Station retained in its current position with Station Road reconnected to the station. Parking provided on top of the underpass structure.

Murthly/Birnam Junction

Grade separated junction in the locality of the existing Birnam Junction. B867 and Perth Road connected, crossing the A9 via an underbridge. An underbridge connects the existing private access to Murthly Castle to the B867.

Dunkeld Junction

At-grade roundabout in the locality of the existing junction at Dunkeld, including a segregated left lane between the A923 and A9 south. Provides connections to the A9 (north and south), A923, A822 and road to Inver.

The Hermitage

Left-in left-out junction on the northbound carriageway.

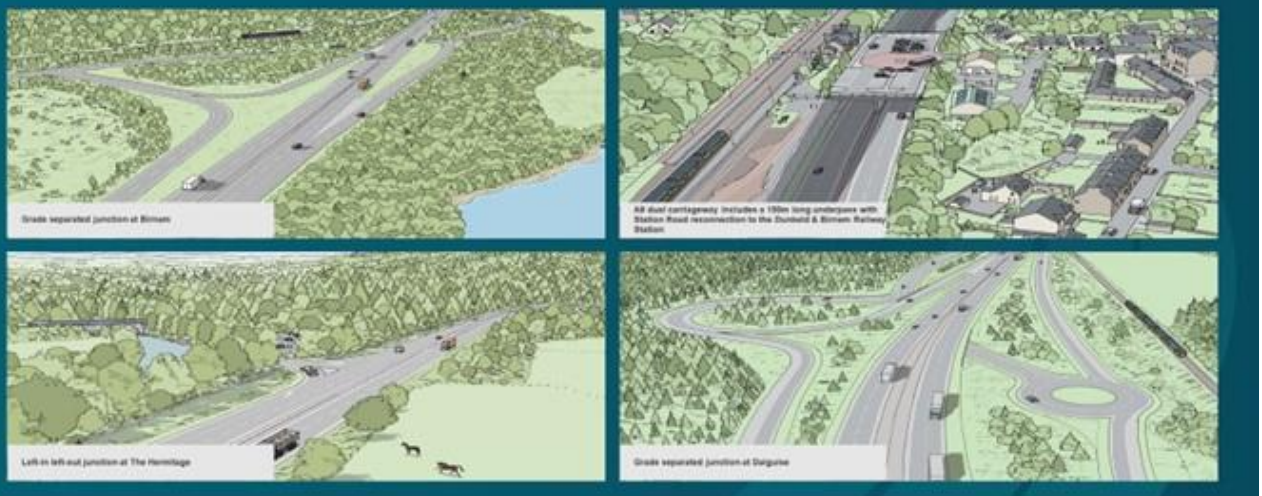
Dalguise Junction

Grade separated junction south of the existing junction with the B898.

A9 Dualling:
Pass of Birnam to Tay Crossing

SCAN HERE
for the Story Map, where you can find more information on the Preferred Route
bit.ly/a9p2storymap

Alternative Route Options which have been assessed:
Option ST2B (Additional Route Option 1)



A9 Dualling:
Pass of Birnam to Tay Crossing

SCAN HERE
for the Story Map, where you can find more information on the Preferred Route
bit.ly/a9p2storymap

Option ST2C

Alternative Route Options which have been assessed:
Option ST2C (Additional Route Option 2)

A9 Dual Carriageway

Generally, the same level as the existing A9 throughout, raised in the locality of Dunkeld Junction. National speed limit throughout the scheme.

Murthly/Birnam Junction

Grade separated junction in the locality of the existing Birnam Junction. B867 and Perth Road connected, crossing the A9 via an underbridge. An underbridge connects the existing private access to the Murthly Castle to the B867.

The Hermitage

Left-in left-out junction on the northbound carriageway.

Dunkeld & Birnam Railway Station

The railway station will be accessible from Birnam via Station Road. A 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.

Dunkeld Junction

Grade separated junction in the locality of the existing Dunkeld Junction. A822 and A923 connected, crossing the A9 via an underbridge.

Dalguise Junction

Grade separated junction south of the existing junction with the B898.

A9 Dualling:
Pass of Birnam to Tay Crossing

SCAN HERE
for the Story Map, where you can find more information on the Preferred Route
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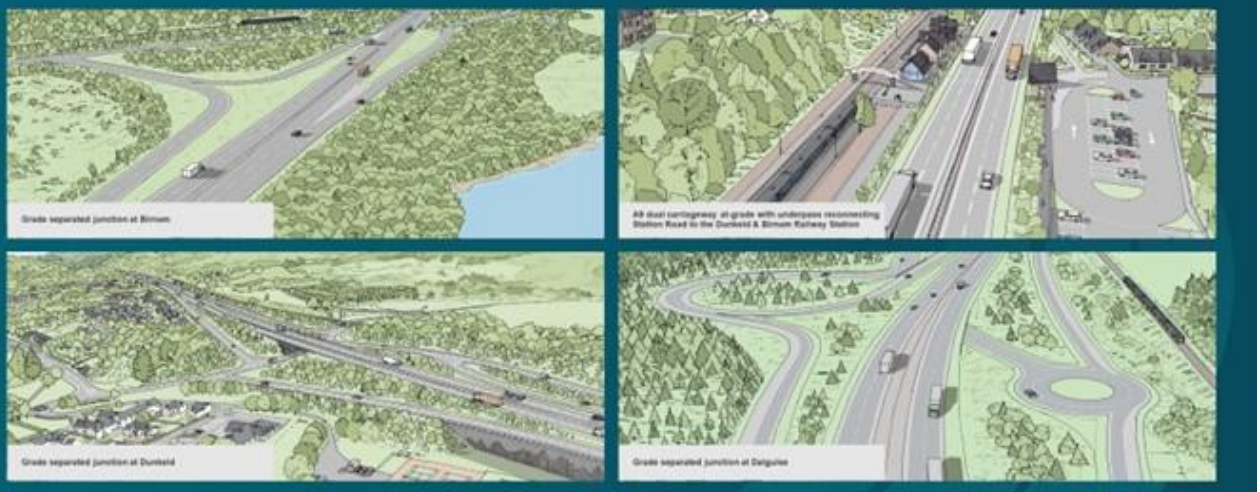
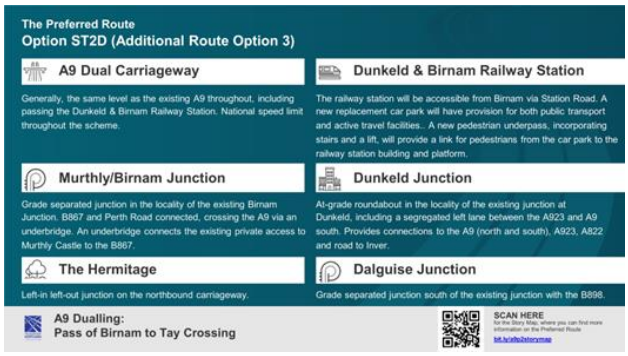
Alternative Route Options which have been assessed:
Option ST2C (Additional Route Option 2)

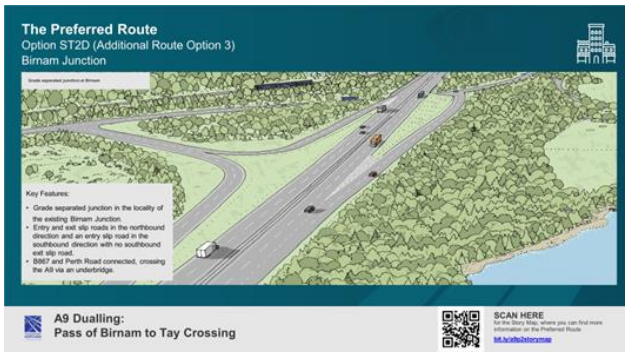


A9 Dualling:
Pass of Birnam to Tay Crossing

SCAN HERE
for the Story Map, where you can find more information on the Preferred Route
bit.ly/a9p2storymap

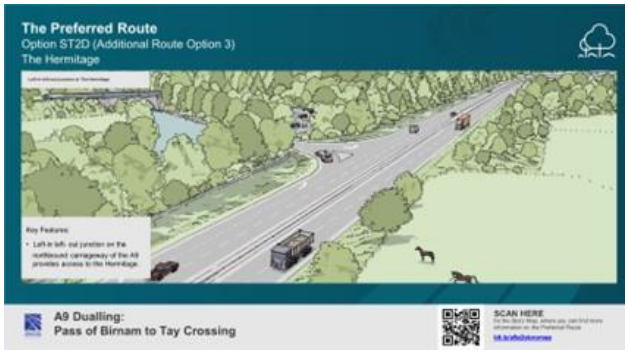
Option ST2D

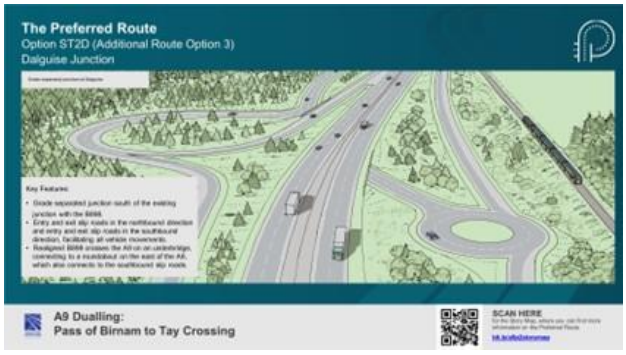

The Preferred Route
Option ST2D (Additional Route Option 3)
A9 Dual Carriageway
Generally, the same level as the existing A9 throughout, including passing the Dunkeld & Birnam Railway Station. National speed limit throughout the scheme.
Dunkeld & Birnam Railway Station
The railway station will be accessible from Birnam via Station Road. A 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.
Murthly/Birnam Junction
Grade separated junction in the locality of the existing Birnam Junction. B867 and Perth Road connected, crossing the A9 via an underbridge. An underbridge connects the existing private access to Murthly Castle to the B867.
Dunkeld Junction
At-grade roundabout in the locality of the existing junction at Dunkeld, including a segregated left lane between the A923 and A9 south. Provides connections to the A9 (north and south), A923, A822 and road to Inver.
The Hermitage
Left-in left-out junction on the northbound carriageway.
Dalguise Junction
Grade separated junction south of the existing junction with the B898.
A9 Dualling:
Pass of Birnam to Tay Crossing
SCAN HERE


The Preferred Route
Option ST2D (Additional Route Option 3)
Birnam Junction
Key Features:
Grade separated junction in the locality of the existing Birnam Junction.
Entry and exit slip roads in the northbound direction and an entry slip road in the southbound direction with no southbound exit slip road.
B867 and Perth Road connected, crossing the A9 via an underbridge.
A9 Dualling:
Pass of Birnam to Tay Crossing
SCAN HERE

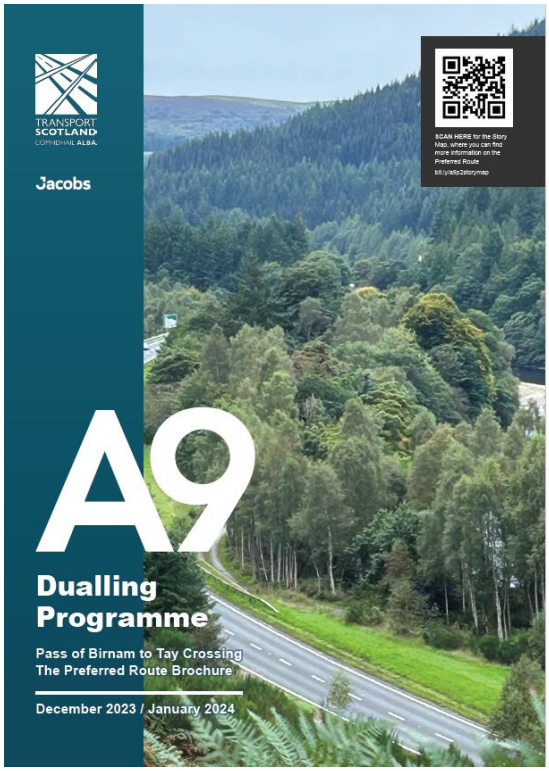

The Preferred Route
Option ST2D (Additional Route Option 3)
A9 mainline and Birnam & Dunkeld Railway Station
Key Features:
An underbridge connects the existing private access to Murthly Castle to the B867.
A9 Dualling:
Pass of Birnam to Tay Crossing
SCAN HERE


The Preferred Route
Option ST2D (Additional Route Option 3)
Dunkeld Junction
Key Features:
Provides connections to the A9 north and south, A923, A822 and road to Inverthe A9 via an underbridge.
At-grade roundabout in the locality of the existing junction at Dunkeld, including a segregated left lane between the A923 and A9 (south).
A9 Dualling:
Pass of Birnam to Tay Crossing
SCAN HERE


The Preferred Route
Option ST2D (Additional Route Option 3)
The Hermitage
Key Features:
Left-in left- out junction on the northbound carriageway of the A9 provides access to the Hermitage.
A9 Dualling:
Pass of Birnam to Tay Crossing
SCAN HERE


The Preferred Route
Option ST2D (Additional Route Option 3)
Dalguise Junction
Key Features:
Grade separated junction south of the existing junction with the B898.
Entry and exit slip roads in the northbound direction and entry and exit slip roads in the southbound direction, facilitating all vehicle movements.
Realigned B898 crosses the A9 on an underbridge, connecting to a roundabout on the east of the A9, which also connects to the southbound slip roads.
A9 Dualling:
Pass of Birnam to Tay Crossing
SCAN HERE

Appendix C: The Preferred Route Brochure



Introduction

The A9 is regarded by many as the spine of the Scottish road network providing a vital strategic link in Scotland and carrying over 40,000 vehicles per day (over 65,000 people) along the Perth to Inverness section. 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. Transport Scotland's 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.

Transport Scotland's A9 Dualling Programme objectives 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.

A9 Co-Creative Process

Transport Scotland, in partnership with the Birnam to Ballinluig A9 Community Group, undertook an A9 Co-Creative Process in 2018. This involved the community suggesting ideas for the A9 Dualling for the Pass of Birnam to Tay Crossing project and concluded with the identification of the Community's Preferred Route Option (CRPO). The process was open to everyone, and the Birnam to Ballinluig A9 Community Group has been involved in each stage of the process.

The Birnam to Ballinluig A9 Community Group identified the following community objectives for this section of the A9 Dualling Programme:

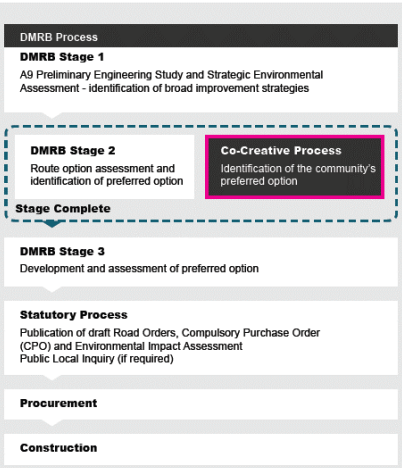
- Reduce current levels of noise and pollution in the villages of Dunkeld, Birnam and Inver to protect human health, and well-being of residents and visitors and to enable them to peacefully enjoy their properties and amenity spaces;
- Protect and enhance the scenic beauty and natural heritage of the area and its distinctive character and quality;
- 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;
- Promote long term and sustainable economic growth within Dunkeld and Birnam and the surrounding communities;
- 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;
- Ensure that all local bus, intercity bus services and train services are maintained and improved; and
- 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.

The A9 Co-creative Process culminated in the identification of the CPRO which was announced in August 2018 and presented at a public consultation in March 2019 along with the outcome of initial assessment work. That assessment work identified a number of challenges, many of which are difficult to mitigate. As well as the CRPO, we assessed three Additional Whole Route Options to ensure that the ultimate decision on the Preferred Route was robust and fully considered all options available. As part of the design of the A9 Co-Creative Process, it was agreed with the Birnam to Ballinluig A9 Community Group that the CPRO and any additional comparator options would be subject to our usual assessment process.

The Assessment Process

We are following the normal trunk road scheme development process and progressing the scheme in accordance with guidance in the Design Manual for Roads and Bridges (DMRB).

This is a three-stage assessment process which covers engineering, environment (which includes climate change, communities and human health), traffic and economic considerations.



In total, four Whole Route Options were comparatively assessed at DMRB Stage 2 in order to identify the Preferred Route. A full copy of the DMRB Stage 2 report is available on our Story Map, which can be accessed by scanning the QR code overleaf.

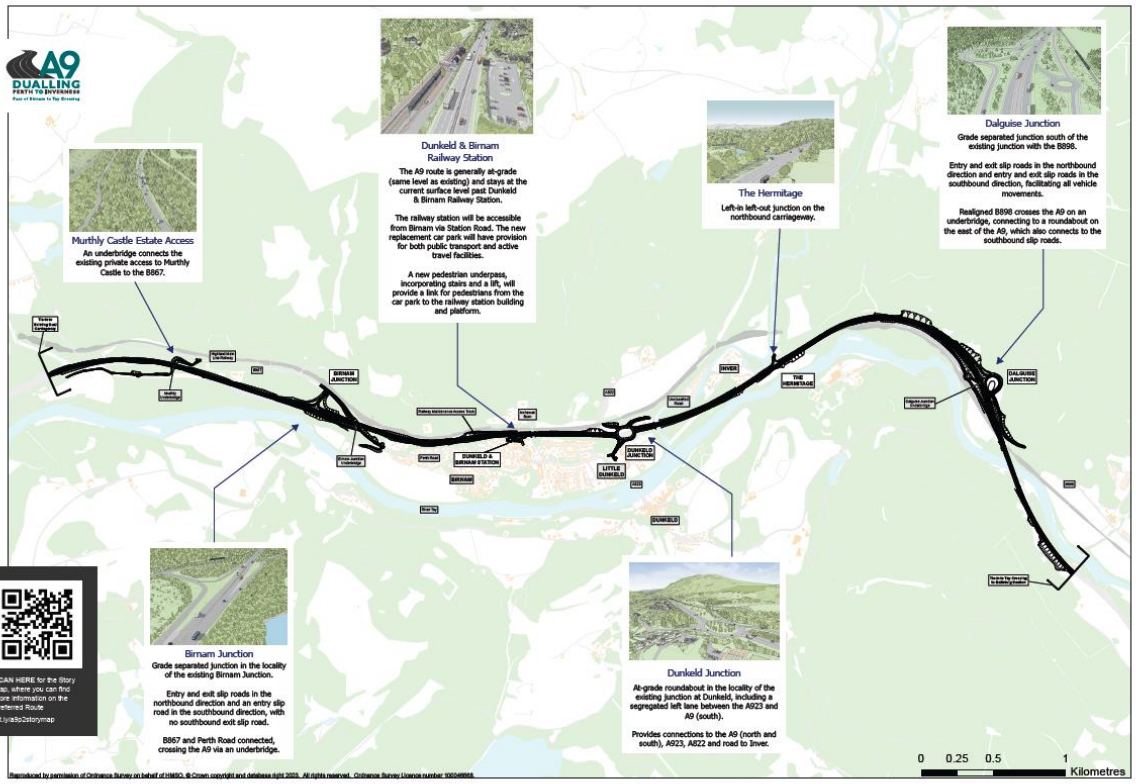
The Preferred Route

Based on the findings of the DMRB Stage 2 route options comparative assessment, and considering feedback from the public and other stakeholders, the Preferred Route for the Pass of Birnam to Tay Crossing section of the A9 Dualling Programme is **Additional Whole Route Option 3, Option ST2D**.

SCAN HERE for the Story Map, where you can find more information on the Preferred Route
bit.ly/a9p2storymap

The key features of the Preferred Route:

- 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;
- National speed limit (70mph) throughout;
- 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.



Benefits of the Preferred Route

The Preferred Route meets the A9 Dualling Programme objectives as well as contributing towards the Birnam to Ballinluig A9 Community Group's objectives. We will continue to take into consideration these objectives throughout the DMRB Stage 3 design and environmental assessment. The reasons for the selected Preferred Route include:

Constructability:
Less construction complexity avoiding the need for significant piling works adjacent to residential properties and the Category A listed building Dunkeld & Birnam Railway Station.

Shortest expected construction duration of approximately 2 ½ to 3 years reducing direct and indirect construction impacts and effects on businesses and community assets.

Less excavation and import of material required, therefore less construction vehicle movements and less expensive to construct.

Inchewan Burn:
Maintains the existing integrity of Inchewan Burn, allowing continued fish passage and habitat connectivity.

Biodiversity:
Lowest overall loss of habitat identified on the ancient woodland inventory.

Landscape:
Generally at-grade and closely aligned to the existing A9 retaining the existing landscape character

Lowest overall effect on the River Tay (Dunkeld), National Scenic Area (NSA), and its Special Qualities (e.g 'Gateway to the Highlands').

Lowest overall effect on visual amenity and views from adjacent visual receptors unchanged.

Climate Change:
Lowest overall effect on material assets, waste and the climate as significantly less concrete and construction vehicle movements are required.

Public Transport and Active Travel:
Improves accessibility to Dunkeld & Birnam Railway Station.

How the A9 Co-Creative Process informed the Preferred Route

The Preferred Route includes a number of key design characteristics voted through the A9 Co-Creative Process and also comprises several elements of the Community's Preferred Route Option (CPRO). A summary of this is provided below:

- The grade separated junction at Birnam was based on the community's close second choice junction option. In order to minimise the impact on Perth Road, due to increased volume of traffic, a northbound merge slip road has been incorporated within the Birnam Junction design;
- The at-grade roundabout at Dunkeld was the community's first choice junction option;
- The left-in left-out junction at the Hermitage was the community's first choice junction option;
- The grade separated junction at Dalguise was the community's first choice junction option; and
- 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 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.

Artist impression of Dunkeld & Birnam Railway Station

Dunkeld & Birnam Railway Station

From feedback gathered through the A9 Co-Creative Process and public consultation, reconnecting the railway station with Station Road and improving accessibility, are very important to the community.

The Preferred Route provides car parking facilities at the top of Station Road, with access to the railway station via a pedestrian underpass. The underpass design can be further developed to capture as much natural light as possible, providing a welcoming entrance to the railway station. The angle and position of the underpass and entrance can also be developed to align and integrate with Station Road and the Category A listed building Dunkeld & Birnam Railway Station, with views of the entrance on approach from Station Road. A lift will also be included within the underpass to improve platform accessibility. Station proposals will continue to develop, in consultation with key stakeholders, including Network Rail and the community, as part of the next stage of assessment.

Artist impression overview of Dunkeld & Birnam Railway Station

Next Steps

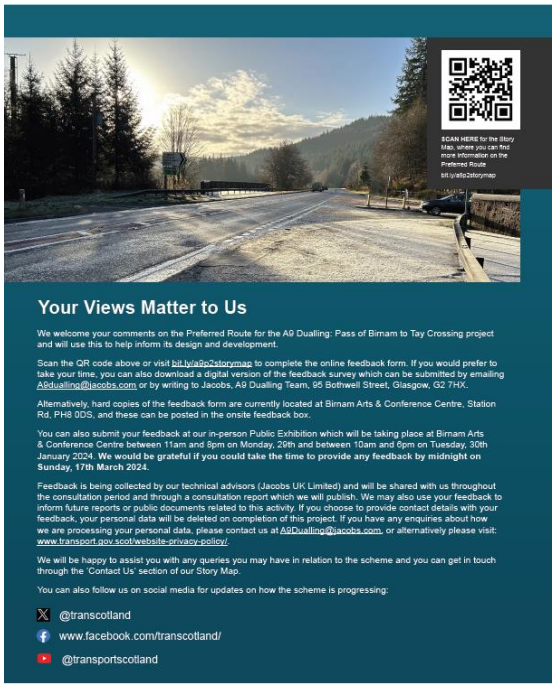
Our technical advisors, Jacobs, will take forward the development and assessment of the Preferred Route as part of the DMRB Stage 3 assessment.

As we look to refine, develop and further assess the design of the Preferred Route, further consultation is planned during the DMRB Stage 3 assessment. We will keep you updated through a range of direct communications and consultations.

We will also be considering:

- Provision of private means of access;
- Proposals for lay-bys;
- Proposals for active travel facilities;
- The location and layout of road drainage infrastructure, including detention basins and treatment ponds; and
- Environmental mitigation measures such as mammal underpasses, landscape planting and noise barriers.

Any additional ground investigation, ecology and other environmental surveys required to help inform the design will be carried out. This will lead to the development and publication of the Environmental Impact Assessment Report. The draft Road Orders will define the line of the developed Preferred Route. The draft Compulsory Purchase Order will define the extent of land needed to deliver the project.


SCAN HERE for the Story Map, where you can find more information on the Preferred Route
bit.ly/a9p2storymap
Your Views Matter to Us
We welcome your comments on the Preferred Route for the A9 Dualling: Pass of Birnam to Tay Crossing project and will use this to help inform its design and development.
Scan the QR code above or visit bit.ly/a9p2storymap to complete the online feedback form. If you would prefer to take your time, you can also download a digital version of the feedback survey which can be submitted by emailing A9dualling@jacobs.com or by writing to Jacobs, A9 Dualling Team, 95 Bothwell Street, Glasgow, G2 7HX.
Alternatively, hard copies of the feedback form are currently located at Birnam Arts & Conference Centre, Station Rd, PH8 0DS, and these can be posted in the onsite feedback box.
You can also submit your feedback at our in-person Public Exhibition which will be taking place at Birnam Arts & Conference Centre between 11am and 8pm on Monday, 29th and between 10am and 6pm on Tuesday, 30th January 2024. We would be grateful if you could take the time to provide any feedback by midnight on Sunday, 17th March 2024.
Feedback is being collected by our technical advisors (Jacobs UK Limited) and will be shared with us throughout the consultation period and through a consultation report which we will publish. We may also use your feedback to inform future reports or public documents related to this activity. If you choose to provide contact details with your feedback, your personal data will be deleted on completion of this project. If you have any enquiries about how we are processing your personal data, please contact us at A9Dualling@jacobs.com, or alternatively please visit: www.transport.gov.scot/website-privacy-policy/.
We will be happy to assist you with any queries you may have in relation to the scheme and you can get in touch through the 'Contact Us' section of our Story Map.
You can also follow us on social media for updates on how the scheme is progressing:
@transcotland
www.facebook.com/transcotland/
@transportscotland

Appendix D: Feedback Form

A9 DUALLING PERTH TO INVERNESS
Pass of Birnam to Tay Crossing

SCAN HERE for the Story Map, where you can find more information on the Preferred Route

Have your say on the Preferred Route for the A9 Dualling: Pass of Birnam to Tay Crossing

We welcome your comments on the Preferred Route for the A9 Dualling: Pass of Birnam to Tay Crossing project. Your views matter to us and we will use this feedback to help inform its design and development. Scan the QR code above or visit bit.ly/a9p2storymap for the Story Map, where you'll find more information on the Preferred Route and the assessment process behind it. 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 you if you choose not to provide these details.

Your Details (Optional)

Title (Mr, Mrs, Ms, etc.)

First Name

Surname

Email Address

Phone Number

Postal Address

Address Line 1

Address Line 2

Town

Postcode

We would like to keep you up to date with news and updates about the A9 Dualling Programme from Perth to Inverness and the Pass of Birnam to Tay Crossing section. Are you happy for us to keep in touch with you by:

- ☐ Email
- ☐ Phone
- ☐ Post

Transport Scotland

Do you have any comments and feedback on the design of the Preferred Route for the A9 Pass of Birnam to Tay Crossing?

Is there anything else that you think we should know about the A9 Pass of Birnam to Tay Crossing project?

This feedback form can be submitted by emailing A9dualling@jacobs.com or by writing to Jacobs, A9 Dualling Team, 95 Bothwell Street, Glasgow, G2 7HX. We would be grateful if you could take the time to provide any feedback by midnight on Sunday, 17th March 2024.

Feedback is being collected by our Technical Advisors (Jacobs) and will be shared with us throughout the consultation period and through a consultation report which we will publish. We may also use your feedback to inform future reports or public documents related to this activity. If you choose to provide contact details with your feedback, your personal data will be deleted on completion of this project. If you have any enquiries about how we are processing your personal data, please contact us at A9Dualling@jacobs.com, or alternatively please visit www.transport.gov.scot/website-privacy-policy.

Appendix E: Email to Stakeholders

From: A9 Dualling <A9Dualling@jacobs.com>
Sent: 20 December 2023
To:
Cc:
Subject: Cabinet Secretary for Transport, Net Zero and Just Transition, Màiri McAllan's announcement

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

Dear Recipient,

We are pleased to inform you that the Virtual Exhibition for the Pass of Birnam to Tay Crossing section of the A9 Dualling Programme is now live.

It has been confirmed that the Preferred Route is Additional Whole Route Option 3, Option ST2D, which has the following key features:

- 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;
- National speed limit (70mph) throughout;
- 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.

To look at this in closer detail and share your feedback online, scan the QR code below or visit a9p2.virtualeventspace.io

You can also download a digital version of the feedback survey which can be submitted by emailing A9dualling@jacobs.com or by writing to Jacobs, A9 Dualling Team, 95 Bothwell Street, Glasgow, G2 7HX. Alternatively, hard copies of the feedback form are currently located at Birnam Arts & Conference Centre, Station Road, PH8 0DS, and can be posted in the onsite feedback box. You can also submit your feedback at our in-person Public Exhibition which will be taking place at Birnam Arts & Conference Centre between 11am and 8pm on Monday, 29th and between 10am and 6pm on Tuesday, 30th January 2024. Feedback is being collected by our consultants (Jacobs UK Limited) and will be shared with us throughout the consultation period and through a consultation report which we will publish. We may also use your feedback to inform future reports or public documents related to this activity. If you choose to provide contact details with your feedback, your personal data will be deleted on completion of this project. If you have any enquiries about how we are processing your personal data, please contact us at A9Dualling@jacobs.com, or alternatively please visit www.transport.gov.scot/website-privacy-policy/. We would be grateful if you could take the time to provide any feedback on the Preferred Route design by midnight on Sunday,17th March 2024.

Yours sincerely,

Appendix F: Scottish Government Press Release 20 December 2023

https://www.transport.gov.scot/news/major-progress-on-design-of-pass-of-birnam-to-tay-crossing-section-of-a9-dualling-programme/

PUBLISHED
20 Dec 2023

TAGS

A9 dualling Perth to Inverness

Major Infrastructure Projects

A9 Pass of Birnam to Tay Crossing

Major progress on design of Pass of Birnam to Tay Crossing section of A9 Dualling programme

The preferred route option for the challenging section of the route between Pass of Birnam and Tay Crossing has been identified.

Public exhibitions are to be held on 29 and 30 January 2024 in Birnam Arts Centre. In the meantime, an online exhibition and Story Map, which includes information on the preferred route option and how it was chosen, has gone live today and the public can leave feedback on our plans here.

Minister for Transport Fiona Hyslop said:

"Design work continues to be progressed at pace across the A9 Dualling Programme, with Ministerial decisions to complete the statutory process confirmed for over 92% of the length to be dualled.

"We will continue to build on the design work already undertaken across the programme by completing the statutory process during 2024 for the outstanding three schemes which have received Ministerial consent and acquiring the necessary land to align with the timescales set out for delivery of the various sections.

"The only section not to have started the statutory process is the Pass of Birnam to Tay Crossing project, which has been the subject of a co-creative process with the local community. I would like to take this opportunity to thank the local community for their work through the co-creative process which has helped broaden our vision for the A9 dualling through this section of the route.

"I recently met the Birnam to Ballinluig A9 Community Group to discuss their concerns ahead of a decision being made on the preferred route option for this section. I truly value the input the Community Group has made during the process.

"I can confirm that the preferred route announced today includes a number of the elements of the community's preferred route option, including a roundabout at Dunkeld and the junction layouts at The Hermitage and Dalguise. Inclusion of these will help meet the community's objective of promoting long-term and sustainable economic growth within Dunkeld, Birnam and the surrounding area.

"Local communities and road users will have the chance to see and comment on our plans for this challenging section of the A9 at face-to-face public exhibitions at the end of January and via an online exhibition which will go live today.

"Going forward as we further develop our plans for this section of the A9, I remain committed to maintaining the positive community relationship built during the co-creative process.

"The next step for the project is the detailed development and assessment of the preferred route option, which is now underway and will conclude with the publication of draft Orders by Spring 2025 for comment."

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

- Monday 29 January 2024 11am to 8pm
- Tuesday 30 January 2024 10am to 6pm

Birnam Arts Centre
Station Rd
Birnam
Dunkeld
PH8 0DS

Appendix G: Social Media Coverage

X (formerly Twitter)

Transport Scotland
@transcotland

Today in @ScotParl, @MairiMcAllan announced the delivery plan for the remaining #A9Dualling projects.

Progress will see nearly 50% of the #Perth to #Inverness route dualled by the end of 2030.

Read more bit.ly/4873E1O

3:13 PM · Dec 20, 2023 · **200.6K** Views

Transport Scotland
@transcotland

Today is the last day of our public exhibition for for the preferred route option for the #A9Dualling Pass of Birnam to Tay Crossing scheme:

- 10am to 6pm Birnam Arts Centre
- Online exhibition and Story Map also available

Leave your feedback bit.ly/3UrvsKe

#A9

12:51 PM · Jan 30, 2024 · **4,561** Views

Transport Scotland
@transcotland

There is still time to have your say on the preferred #A9Dualling route for #PassOfBirnam to #TayCrossing.

Consultation closes 17 March.

Read more and visit virtual exhibition bit.ly/3UrvsKe

11:55 AM · Mar 4, 2024 · **3,515** Views

Facebook


Transport Scotland
30 January
Today is the last day of our public exhibition for for the preferred route option for the #A9Dualling Pass of Birnam to Tay Crossing scheme:
10am to 6pm Birnam Arts Centre
Online exhibition and Story Map also available
Leave your feedback bit.ly/3UrvsKe
#A9
A9 Dualling
Pass of Birnam to Tay Crossing


Transport Scotland
4 March
There is still time to have your say on the preferred #A9Dualling route for #PassOfBirnam to #TayCrossing.
Consultation closes 17 March.
Read more and visit virtual exhibition bit.ly/3UrvsKe
A9 Dualling
Pass of Birnam to Tay Crossing

Appendix H: Print Media Coverage

The Courier

Saints keeper wants to repeat FA Cup heroics
See Sport

Ground-sharing could work for Dundee sides
Jim Spence – Page 26

Local Matters

THE COURIER

Wednesday, January 17, 2024 | Perth & Perthshire edition | No. 53,176 £1.80

Yesterday's wintry weather certainly did not curtail the fun for Aytoun, 8 and Harris, 5, Asquith as they play noughts and crosses on a snow-coated windscreen. Picture by Mhairi Edwards. More on page 4

FM's brother-in-law arrested after man falls from flat
Page 10

Reactions to controversial sports plans
Page 6

Rules would have shut fatal fire hotel
Page 7

Victim's anger at delay to Eljamel inquiry date

Woman who suffered at hands of rogue surgeon says 'a snail moves faster'

BY ALASDAIR CLARK

Irate victims of disgraced surgeon Sam Eljamel have hit out at First Minister Humza Yousaf after he failed to guarantee a public inquiry will be held this year.

Four months after the Scottish Government pledged to hold the inquiry into the former NHS Tayside employee, who is said to have caused irreparable damage to patients, campaigners are "furious" they have had no timeline confirmed.

Jules Rose, pictured, from Kinross said: "Just how long does it take to appoint a chair? All we hear is discussions about appointing a senior chair and that this is at an advanced stage. We heard this weeks ago.

"We all know things are slow and take time in this area, but a snail moves faster than that. The length of time this is taking is totally unacceptable."

Ms Rose was operated on twice by Eljamel.

The surgeon removed her tear gland rather than a tumour in August 2013.

See full story on page 2

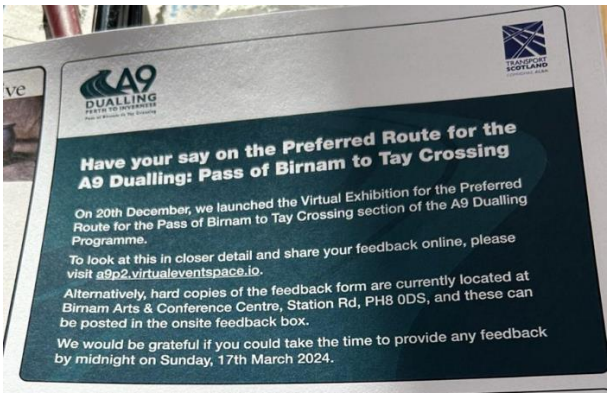
A9 DUALLING PERTH TO INVERNESS Pass of Birnam to Tay Crossing

Have your say on the Preferred Route for the A9 Dualling: Pass of Birnam to Tay Crossing

A Public Exhibition will be taking place at Birnam Arts & Conference Centre, Station Road, PH8 0DS, between 11am and 8pm on Monday, 29th and between 10am and 6pm on Tuesday, 30th January, where we will present the Preferred Route for this section of the A9 Dualling Programme. If you are unable to attend, you can visit our Virtual Exhibition on a9p2.virtualeventspace.io which is currently live.

TRANSPORT SCOTLAND

The Bridge



A9 DUALLING PERTH TO INVERNESS

TRANSPORT SCOTLAND

Have your say on the Preferred Route for the A9 Dualling: Pass of Birnam to Tay Crossing

On 20th December, we launched the Virtual Exhibition for the Preferred Route for the Pass of Birnam to Tay Crossing section of the A9 Dualling Programme.

To look at this in closer detail and share your feedback online, please visit a9p2.virtualeventspace.io.

Alternatively, hard copies of the feedback form are currently located at Birnam Arts & Conference Centre, Station Rd, PH8 0DS, and these can be posted in the onsite feedback box.

We would be grateful if you could take the time to provide any feedback by midnight on Sunday, 17th March 2024.

Appendix I: Physical Advertising Material

A3 Poster

Preferred Route Exhibition

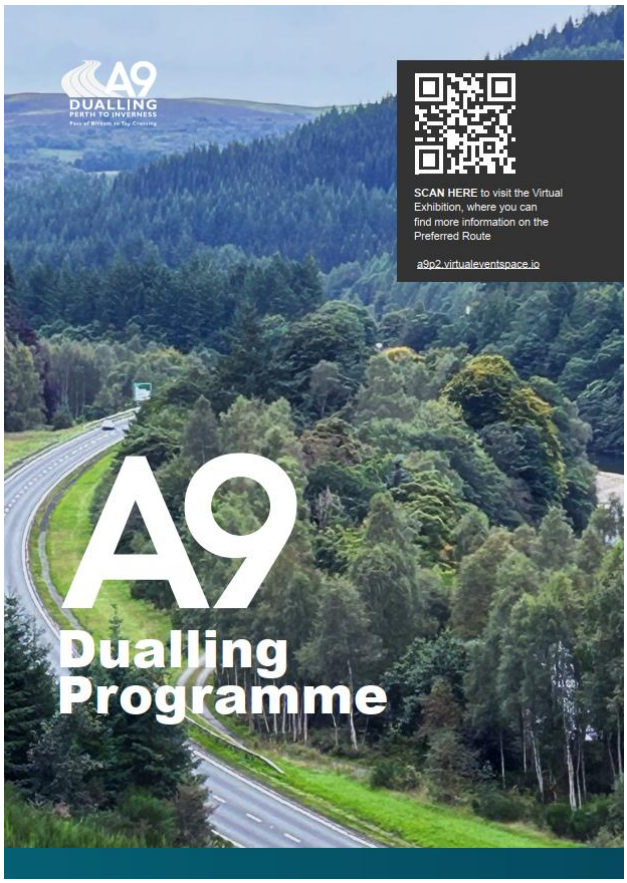
The Virtual Exhibition is now open which will present the Preferred Route that has been selected for this section of the A9 Dualling Programme. Around the virtual room, you'll find more details on the different aspects of the Preferred Route and the assessment process behind it.

To share your feedback online, scan the QR code above or visit a9p2.virtualeventspace.io. Your views matter to us and we will use this to help inform the design and development. Hard copies of the feedback form are currently located at Birnam Arts & Conference Centre, Station Rd, PH8 0DS, and these can be posted in the onsite feedback box.

You can also submit your feedback at our in-person Public Exhibition which will be taking place at Birnam Arts & Conference Centre between 11am and 8pm on Monday, 29th and between 10am and 6pm on Tuesday, 30th January 2024. We would be grateful if you could take the time to provide any feedback by midnight on Sunday, 17th March 2024.

TRANSPORT SCOTLAND

A5 Leaflet



The above A3 poster and A5 leaflets, together with copies of the Preferred Route Brochure, as shown in Appendix C of this report, were left at the following local businesses within the area:

- ARAN Bakery
- Ballinluig Truck Stop
- Bankfoot Post Office
- Birnam Arts & Conference Centre
- Birnam Hotel
- Chattan Tea Room and Post Office
- Craigvinean Surgery
- Dunkeld Butchers
- Dunkeld Co-op
- Erigmore Leisure Park
- Inveralmond Fill Station
- Motor Grill Café Ballinluig
- Pitlochry Tourism Office
- Royal Dunkeld Hotel
- Taste Perthshire Centre Bankfoot
- The Craft Burger.

Appendix J: Feedback and Responses

Unique ID	Feedback	Response
001	There doesn't seem to be any information about *how* the proposal will 'reduce noise and air pollution' despite being claimed. Surely increasing the speed to 70 and adding a roundabout (so all vehicles have to slow) will increase both? Other comments: The speed limit should be 60 or even 40 in the run up to the roundabout, for safety as well as the above-mentioned pollution. For the station, there needs to be substantial EV charging, ideally supplemented by renewables e.g. PV. Further how is 'active travel' encouraged? Covered, secure bike parking? Toilets? Improved bike + pedestrian access from Station Road (currently no bike or footpath for most of the road, which is also in poor condition).	The Preferred Route will be further developed during the on-going Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR. The national speed limit on dual carriageways is 70mph. With regards to the speed limit of the road on approach to the roundabout, during the DMRB Stage 3 design development, appropriate advanced warning indicators, in consultation with an independent Road Safety Auditor, will be developed and incorporated to assist with advising road users that they are approaching the roundabout and should adjust their speed accordingly, reducing the risk of accidents in relation to the proposed roundabout. 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). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. With regard to active travel, the on-going DMRB Stage 3 assessment will assess impacts to routes used by walkers, wheelers, cyclists and horse-riders and the design will aim to maintain or improve the existing provision where possible. However, re-routing of some routes will be required. Further consultation with the community, Perth & Kinross Council, and active travel user groups will be undertaken throughout the on-going design development to inform the design.

Unique ID	Feedback	Response
008	Putting a roundabout in the middle of the A9 is ludicrous and entirely contrary to the purpose of this project, namely achieving smooth uninterrupted traffic flow between Perth & Inverness. You will notice motorways don't have roundabouts in the middle of them for this reason, so why should the main trunk road to the Highlands? It will create delays and traffic jams - I note you have not published traffic models to describe its effects vs a standard slip road/grade separated junction (as used elsewhere on the A9 such as Ballinluig). Furthermore, the deceleration and re-acceleration of vehicles with approaching and leaving the roundabout will cause increased pollution in the form of brake and tyre particles as well as tailpipe emissions - care to release the modelling regarding this too? Please recognise this is a significant mistake and correct it before progressing the design any further. The vast majority of A9 users shouldn't have their journey impeded for one small local community (or are we going to have roundabouts at Pitlochry, Dalwhinnie, Newtonmore, Aviemore and Blair Athol too…)	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. 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, 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. 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 Report (EIAR) will be prepared. The EIAR 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 in the EIAR.

Unique ID	Feedback	Response
010	The current direct access from the a9 to Dunkeld and Birnam station is a very effective and efficient interchange as someone who drives from the south to transfer onto the train. The proposed arrangement involves a significant detour to access the station. The new station car park needs sufficient capacity, and I would be concerned it is close to the town so would be busier with non-rail users. The car park needs to remain free and should include EV chargers. Overall, the changes make it less likely I mode switch to train and instead keep on driving which is a negative.	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 Design Manual for Roads and Bridges (DMRB) Stage 3 assessment will assist with designing the layout of the replacement car park and its facilities (EV charging, secure bike parking etc). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. Road users travelling to the railway station from the south would generally be anticipated to use the new Birnam Junction, located just south of the existing Birnam Junction. Once the road user has exited the proposed A9 at Birnam Junction they can turn right onto the new realigned road, which links the B867 and Perth Road via an underbridge, before travelling along Perth Road to the railway station. There is an increase in route length of approximately 400m compared with the current situation. Access to the station can also be provided via the proposed Dunkeld Roundabout and this would increase the journey length by approximately 1.8km. When returning south from the new railway station car park, road users would be anticipated to use Perth Road and the proposed Birnam Junction entry slip road to join the proposed A9 southbound carriageway. The removal of the direct access on the A9 from the railway station, and the subsequent right turn access and egress, will improve safety for road users.
011	One question I do have is how the fields opposite the Hermitage on the north side of the new A9 will be accessed. I was previously advised that this part of the planning does not take place until the next DMRB stage, can you confirm when that will be please.	The Preferred Route will be further developed during the on-going Design Manual for Roads and Bridges (DMRB) Stage 3 assessment, which will include the design development of private means of access, such as to the field opposite the Hermitage. Consultation will be undertaken with affected landowners to understand the existing use of the access and the requirements going forward to inform the design development. Alternative means of access will be provided in consultation with affected landowners where existing accesses are proposed to be closed.

012	The choice of a roundabout at the Dunkeld / Trochry junction seems very suboptimal. Firstly, it's likely to lead to long tailbacks in heavy traffic, thereby negating some of the benefits of dualling the road. Secondly, I wonder how safe a roundabout would be when nearly all of the traffic is going north / south at speed, and the small amount of traffic going east / west is moving at low speed. Thirdly, it could be very difficult for traffic from Dunkeld to get onto the roundabout when there's a constant flow of traffic heading south. Would it not be better to have a grade-separated junction? Although the Community Consultation voted for a roundabout, the process was pretty flawed. With so many options put on the table, the fact is that a minority of the total votes was for a roundabout at that junction. My other comment relates to vehicular access to the railway station. While it will be improved for people in Dunkeld and Birnam, it will be more difficult to access for those in outlying areas who can only reach the station by car. This is a pity, as most people in Dunkeld and Birnam have realistic alternatives, such as cycling and walking, to reach the station. Those living in outlying areas have no alternative to the car. With respect to the station car park, I hope that you've taken on board the fact that some people attending events at e.g. nearby Birnam Arts (at the bottom of Station Road) or staying at the Merryburn Hotel (at the top of Station Road) are likely to use the station car park. As such, the new car park will need to have greater capacity than the present one and / or be designed to ensure that it's used by railway users rather than as a car park for people going into Birnam for other reasons. Finally, the grade-separated junction at the Birnam / Bankfoot junction is now in the right place and a very good design.	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. 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. 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. 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, 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. 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, an increase from the existing 30 car park spaces at the railway station, 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). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. Road users travelling to the railway station from the south would generally be anticipated to use the new Birnam Junction, located just south of the existing Birnam Junction. Once the road user has exited the proposed A9 at Birnam Junction they can turn right onto the new realigned road, which links the B867 and Perth Road via an underbridge, before travelling along Perth Road to the railway station. There is an increase in route length of approximately 400m compared with the current situation. Access to the station can also be provided via the proposed Dunkeld Roundabout and this would increase the journey length by approximately 1.8km. Access from the north to the railway station will also be provided via the proposed Dunkeld Roundabout. When returning south from the new railway station car park, road users would be anticipated to use Perth Road and the proposed Birnam Junction entry slip road to join the proposed A9 southbound

Unique ID	Feedback	Response
		carriageway. The removal of the direct access on the A9 from the railway station, and the subsequent right turn access and egress, will improve safety for road users. We note your comments that the Birnam/Bankfoot junction is now in the right place and a very good design.
013	I would like to request a pavement for cycling / walking next to the redeveloped A9 between Dalguise and Dunkeld preferably on the same side as the river Tay. This will open an access route towards Ballinluig and Aberfeldy from Dunkeld.	With regard to active travel, the on-going Design Manual for Roads and Bridges (DMRB) Stage 3 assessment will assess impacts to routes used by walkers, wheelers, cyclists and horse-riders and the design will aim to maintain or improve the existing provision where possible. However, re-routing of some routes will be required. Further consultation with the community, Perth & Kinross Council, and active travel user groups will be undertaken throughout the on-going design development to inform the design. We note your comments on the provision of a pavement for cycling/walking next to the A9 between Dalguise and Dunkeld, and will consider options for this section as part of the DMRB Stage 3 walking, wheeling, cycling and horse-riding assessment.

Unique ID	Feedback	Response
014	The idea of a roundabout for the Dunkeld Junction is a mistake. The roundabouts at Keir, Broxden and Inveralmond on the A9 are notorious bottlenecks. The fact there are proposals to replace the Longman roundabout demonstrate how poor decisions can plague future traffic decades later. If this project (A9 dualling) is ever finished, it needs to be completed to a high standard, as a continuous expressway. At grade roundabouts are the wrong way to go. This will increase accidents and delays to long distance travellers (the vast majority of A9 users). This is a national project, more than enough money is being wasted giving villagers access to the station. Scrimping on the Dunkeld junction is fundamentally wrong. The rest of the design is fine, it needs to be built urgently though. Hurry up and build it. There's no need for multiple mammal underpasses.	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 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. 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, 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. Publication of draft Orders and the Environmental Impact Assessment Report for the project, scheduled for Spring 2025, marks the formal commencement of the statutory process for the project. The Delivery Plan for the A9 Dualling Programme indicates that, subject to completion of statutory processes, procurement of the Pass of Birnam to Tay Crossing construction contract is scheduled to commence in Summer 2027, with contract award in Autumn 2028 and dualling to be operational by the end of 2032. The DMRB Stage 3 assessment will inform whether provisions for wildlife such as dry mammal underpasses and culverts are required to avoid or reduce potential impacts to biodiversity. Potential impacts, proposed mitigation measures and residual effects (after mitigation) will be reported in the Environmental Impact Assessment Report (EIAR).

Unique ID	Feedback	Response
016	The roundabout at Dunkeld is a real safety issue/concern. The whole A9 upgrade is supposed to be grade separated. There will be multiply accidents and huge Summer traffic jams here a complete disaster and disappointment. The roundabouts at either end of the A9 upgrade will be grade separated eventually. Nonsense to involve the community group in this decision. Pilling work can take place during the day. The Dunkeld junction must be grade separated like the rest of the excellent design. A9 upgrade purely on safety grounds can't come soon enough. The Dunkeld junction has to be grade separated in an underpass if that helps the community points of view.	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. 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, 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. It was determined through testing that satisfactory operation would still be achieved at the roundabout under normal peak operations. Further traffic modelling is being undertaken throughout the on-going DMRB Stage 3 assessment. Consultation is an important part of the design development throughout all stages of the DMRB, and we will continue to liaise with stakeholders and members of the community throughout the ongoing DMRB Stage 3 assessment.

Unique ID	Feedback	Response
017	Whilst the proposed roundabout at the Dunkeld junction is superior to the current junction, I feel that it is still far from adequate and that a solution similar to that at the Ballinluig junction would represent the best and safest solution.	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. 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, 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.
018	The underpass option at the station not the best for disabled or those with mobility issues as there is not drop off at the station? What on earth is an at grade junction being considered for? Haven't you learned from Sheriffhall, Kier, Inveralmond, Broxden, Longman? ALL junctions should be grade-separated. Too much design by committee, not a long-term solution	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 Design Manual for Roads and Bridges (DMRB) Stage 3 assessment will assist with designing the layout of the replacement car park and its facilities (EV charging, secure bike parking etc). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. 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 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. 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.

Unique ID	Feedback	Response
020	It is disappointing to see the at grade dualling after the strong preference from the community to see the dropped level A9 with station access over the top. It seems likely that this was cost driven, but that cost arises from a very complex construction proposal and might have been possible to construct more efficiently with different designer and a blank sheet. The proposal for the station now looks successful for users and joins the Station back to the village, which is commendable, but it loses the ability to open up a large area for the parking/ public transport on top of the dropped A9, further from the current housing. I note the benefit to leaving the Inchewan Burn intact but given that this often runs near dry in the summer months, the benefits of its wildlife amenity lost by the Community's preferred route is likely to be minimal. Also, the impact on the houses/ B&B at the top of Station Road and on Birnam Terrace etc will be substantially greater. The main A9 noise blight to the village for residents is from Station Road and South, where the A9 is elevated and has no noise protection (north is largely behind a large embankment, which is a very effective noise barrier, such that e.g. Stell Park is little impacted). The elevated roadway broadcasts the noise across the village up to the fuel station. With the dropped A9, this would be mitigated at least for the first part section. It is a key part of the plans to understand what mitigations will be implemented with the preferred route. Presumably a gabion wall or heavy acoustic fencing could be added, with village-side vegetation to lessen its visual impact, along the whole of that section to reduce much of the noise from the still-elevated road. This needs to be agreed, costed and budgeted as part of the route, not left to the next stage because it is integral to the acceptability to the community and should not be optional and liable for cuts when the money runs out. It is hard to assess the proposal fully without seeing the proposed re-routing of active travel routes affected by the new road. The adoption of the roundabout on a 70mph road means that only the most keen cyclist would attempt to use that junction. We need to see what the proposal is to enable cyclists to access Inver and the A822 from Dunkeld. How will access be maintained at Jubilee Bridge from the NCN route from Dunkeld House Hotel onto the A898? As a general comment these proposals need to take account of the fact that this is a destination village, with a significant draw from its walking and mountain biking trails, which could be badly impacted if these proposals do not properly mitigate the impact both from noise and vision pollution. The Pine Cone view point will look down on a large double roundabout for the Dalguise/ A898 access. Not pretty. Flicking between the before / after views on the map really shows the impact of that. The roundabout is fairly segregated from the village by embankments at Stell Park Road and the drop to the Craigvinean Surgery which is helpful, but it means that all traffic at that point will now be braking / accelerating, which will cause a lot of extra impact over the current set up. I understand it was not possible to design a segregated junction within the constraints at that point but please again consider the noise/ visual impact, plus the congestion/ pollution/ carbon from a roundabout design. We now know that the timescale is pushed back around 10 years. Interim safety for the Birnam, Dunkeld and Dalguise junctions must continue to be considered. The improved lighting and line painting are welcome and must be maintained. The next section of dualling to the North will lose us access to the A9 from the North of Dunkeld / Polney Rotmell road. That impacts directly on to the traffic in Dunkeld, taking A923 northbound traffic through the village, which struggles to accommodate current traffic volumes, especially with queueing back from the A9 junction towards the bridge. This needs a solution, perhaps with a longer segregated slip road south. That might require realignment of the carriageway but if so, perhaps could be costed an interim step towards the dualling project rather than a standalone junction project. Perhaps a roundabout could be trialled on the existing single carriageway with the groundworks helping to start the work for the dualled version.	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. 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. With regard to active travel, the on-going DMRB Stage 3 assessment will assess impacts to routes used by walkers, wheelers, cyclists and horse-riders and the design will aim to maintain or improve the existing provision where possible. However, re-routing of some routes will be required. Further consultation with the community, Perth & Kinross Council, and active travel user groups will be undertaken throughout the on-going design development to inform the design. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR. The EIAR will consider the impacts and effects from a Landscape and Visual perspective and identify potential mitigation including planting. The mix of species to be planted will be considered further throughout the on-going DMRB Stage 3 assessment and reported in the EIAR. 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. 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. Transport Scotland is currently in the process of reviewing the recommendations. 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.

Unique ID	Feedback	Response
022	Are you serious about putting a roundabout on the A9? I thought the idea was to ease traffic flow and improve safety. Have you learnt nothing from Broxden and Keir roundabouts that they are blighted by frequent accidents, sometimes leading to closures. They are also very restrictive to traffic flow. Why is this not a standard over or underpass. A roundabout can have no redeeming features to anybody using the A9 and too much emphasis has been left to locals, who are very much in the minority when compared to road user numbers.	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. 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, 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.

023	We are very concerned about what is proposed for the railway station area. Our property is close to the proposed new Railway car park, at the moment it is an industrial estate that is fairly quiet ,the new proposed car park there is going to be a lot more vehicle activity at all different times early morning late at night and we will get full impact of people milling about noise of vehicles coming and going The one thing that really bothers us at the moment is the noise that people make closing their vehicle doors especially early morning the amount of times we are wakened by this is very annoying without the industrial estate being turned into a full time car park ,there is also all the pollution and light pollution that will come with this and station road being a lot more busier and a big visual impact on us .Then the entrance to the station underpass will only be a few metres from our small garden where we sit when weather allows is going to be a big impact on us if the entrance was further away say half way along the new car park it probably wouldn't be so bad and some sort of screening something to make the noise less and visual impact not so bad .as the new carriageway will be following the existing A9 at roughly same level we are going to be impacted by that as well we are hoping that there will be some kind of screening sound deadening between the village and the A9 at the station area to help the properties in the village As we are wanting the Duelling to go ahead we think what has been proposed isn't really the best option for this village the 150 metre underpass was the community preferred option this seems to be a poor substitute . We hope someone from Jacobs will come and visit us so we can point out our concerns. As we have been waiting for years for this section of the A9 option to be released our mental health has been affected the thought of all the things we will have to endure when all this construction right on our doorstep and I mean right on our doorstep gets the go ahead is really worrying and will be for yrs to come it's a thing that is in our thoughts and talked about daily we could go on and on . I hope there is a suitable solution that will make it a bit better for us. Request a meeting to discuss impacts from upgraded Station. Particularly with regards to access proximity to my property as well as noise and light pollution. Please send out compensation guidance. We are very concerned as we live very near to where the proposed pedestrian underpass is going to go through under A9, and the construction of a new parking facility for the railway station ,the disruption this will cause while under construction noise pollution visual impact dust impact on our mental health and what will come after completion all the vehicles coming and going extra pollution noise restricted access to our property all the unknown has turned our lives upside down at the moment we still think the community preferred option would have actually been better even the 150 metre long one if we had a choice. There is also at the other side of the Railway a piece of ground that was an old dumping ground that could be used for a massive vehicle parking area with access off the Crieff road which might be a better option for the railway parking facility ,I'm still not convinced the roundabout is the best option either We still think the 150-metre underpass and lowering the A9 at the railway station area with the station car park on top of it is the better option for the village and a safer option for station road. The land just up from the railway station at the other side of the burn to the left of the line heading north there is a field that was an old dump could be put to good use for a car parking facility for the railway station there could be some form of footbridge constructed to link to railway station and vehicle access off the Crieff road to it .that might be a better option.	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. 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. The DMRB Stage 2 assessment assessed the four whole route options, including the 150-metre underpass option, taking account of constraints, potential environmental (including community and individual human impacts), engineering and traffic and economic effects to identify a Preferred Route. Transport Scotland and the community's objectives have also been considered, as well as feedback from the public and other stakeholders. 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). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. Proposals for the layout of the replacement car park and surrounding area, including landscaping and lighting, will be considered during the on-going scheme development. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR. The EIAR will evaluate the impacts and effects of the proposed scheme on people and communities. The land required to deliver the scheme will be established at the end of the ongoing DMRB Stage 3 assessment. Any matters of compensation as a result of the proposed scheme, including potential relocation of businesses which should it be required is a compensation matter, will be assessed by the District Valuation Office on behalf of the Scottish Ministers. Guidance on the compulsory purchase process and compensation can be found on the Transport Scotland website (https://www.transport.gov.scot/media/9210/guidance-on-the-compulsory-purchase-process-and-compensation.pdf).

Unique ID	Feedback	Response
024	The proposals appear logical and thought-out, although perhaps misleading to state that the route facilitates 'national speed limit (70mph) throughout' when there will be a new roundabout created in the middle of the carriageway! Hopefully this will not create tailbacks similar to Broxden roundabout, presumably unlikely due to the lesser volume of traffic at this location. Would be interested to see how the national cycle route is to be re-routed as this will definitely be affected by the works, but this doesn't appear to be shown.	The national speed limit on dual carriageways is 70mph. On approach to the roundabout 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, 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. With regard to active travel, the on-going DMRB Stage 3 assessment will assess impacts to routes used by walkers, wheelers, cyclists and horse-riders and the design will aim to maintain or improve the existing provision where possible. However, re-routing of some routes will be required. Further consultation with the community, Perth & Kinross Council, and active travel user groups will be undertaken throughout the on-going design development to inform the design.
025	The Dunkeld at-grade junction is a slap in the face for the scheme being branded as continuous dual carriageway to Inverness. If this goes through, then we cannot say there is continuous dual carriageway. Not that it's going to be as bad as Sheriffhall at Edinburgh, but we should not even be entertaining the idea of an at-grade junction anywhere on the A9. If no decision can be made on the Dunkeld junction, I would scrap it completely and force them to use the Birnam junction. The proposed at-grade junction at Dunkeld does nothing but make me not want to drive anywhere past Dalguise and doesn't give me hope for the rest of the A9 dualling process.	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. 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.

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026	The decision not to cut and cover a portion of the A9 is a clear cost-cutting exercise and not in the best interests of the community. It doesn't help to reduce the impact of noise and pollution for the nearby buildings, as well as essentially cuts off the listed station building.	The Design Manual for Roads and Bridges (DMRB) Stage 2 assessment assessed the four whole route options, including the Community's Preferred Route Option, taking account of constraints, potential environmental, engineering and traffic and economic effects to identify a Preferred Route. Transport Scotland and the community's objectives have also been considered, as well as feedback from the public and other stakeholders. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR. 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). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities.
027	There is no NMU shown. It is unacceptable to omit considering climate targets. The A9 is much too close to the station and will make it an unpleasant location. Cut and cover would be better. I do not see any additional wildlife corridors (underpasses or green bridges) another poor decision.	The Design Manual for Roads and Bridges (DMRB) Stage 2 assessment assessed the four whole route options, including the Community's Preferred Route Option, taking account of constraints, potential environmental , engineering and traffic and economic effects to identify a Preferred Route. Transport Scotland and the community's objectives have also been considered, as well as feedback from the public and other stakeholders. The DMRB Stage 3 assessment will also consider provisions for wildlife such as dry mammal underpasses and culverts where possible to avoid or reduce potential impacts to biodiversity. Potential impacts, proposed mitigation measures and residual effects (after mitigation) will be reported in the Environmental Impact Assessment Report (EIAR). With regard to active travel, the on-going DMRB Stage 3 assessment will assess impacts to routes used by walkers, wheelers, cyclists and horse-riders and the design will aim to maintain or improve the existing provision where possible. However, re-routing of some routes will be required. Further consultation with the community, Perth & Kinross Council, and active travel user groups will be undertaken throughout the on-going design development to inform the design.

Unique ID	Feedback	Response
028	The preferred option is a combination of your suggestions. The Dunkeld junction has to be grade separated otherwise tailbacks are likely (see Inveralmond or Longman for example). The underpass at Dunkeld and Birman station is best. The Birnam junction should be grade separated. Why left turn only from Hermitage. This needs to be a real junction not half a junction.	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. 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, 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. The Birnam Junction is a grade separated junction however with the southbound off slip not included. The DMRB Stage 2 assessment considered three grade separated junction options for the Birnam Junction, taking account of constraints, potential environmental, engineering and traffic and economic effects to identify a preferred junction option. Within the assessment traffic volume was not considered a significant factor however the preferred route option has less impact on ancient woodland loss and encroachment on the River Tay flood plain. The Hermitage Junction is proposed to be of a similar layout to that of the existing junction with improved taper lengths and junction radii. Road users travelling from the south can access The Hermitage via the proposed junction and when exiting would travel north and use Dalguise Junction to then travel south. This would result in an increased journey length of approximately 3.6km however this manoeuvre removes the right turn onto the A9 which vehicles currently have to make. Road users travelling from the north would continue to the Dunkeld Roundabout and then head north to access The Hermitage and when exiting travel north. This would result in an increased journey length of approximately 2.5km however this again removes the right turn manoeuvre off of the A9 which vehicles currently make. The removal of a right turn for access and egress into The Hermitage will improve safety for road users, which is one of the key objectives of both the A9 Dualling project and the Birnam to Ballinluig A9 Community Group. Due to a number if constraints within the vicinity of the Hermitage Junction including the River Brann, River Tay and the community of Inver as well as the close proximity of the Dunkeld and Dalguise Junctions, a left in left out junction is the preferred junction at this location.

Unique ID	Feedback	Response
029	For the preferred route to feature an at grade roundabout is embarrassing considering the expenditure on the design process. There is an opportunity to deliver a modern, efficient piece of infrastructure from Perth to Inverness that Scotland can be proud of. Moving forward with this option will result in delays and accidents that could have been easily avoided.	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. 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, 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.
030	My main concern is that the current noise level [from the A9] is quite high and with vehicles, particularly heavy goods, accelerating off the proposed roundabout at the Dunkeld junction heading south (which will be uphill) there will likely be a significant increase in engine noise level. I hope that there can be additional sound barriers put into place like [a high bank,] acoustic panelling, hedging and/or noise absorbing materials that can be used, as well as road surface materials, to hopefully reduce from even the current noise level.	The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR.

Unique ID	Feedback	Response
031	Putting a roundabout in at the Dunkeld Junction, is a ridiculous idea. The volume of traffic using the junction means it should be grade separated. Having a roundabout will only add to the existing issues of trying to get out of Dunkeld and joining the A9, due to the volume of southbound traffic on the A9 currently. I envisage a lot of people will go through Birnam as a rat run to use the proposed grade separated junction there, increasing traffic through Birnam and creating increased risk to pedestrians and other road users.	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. 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, 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. We note your comment regarding potential increased traffic flow on Perth Road and the associated safety concerns for pedestrians and other road users. 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. Consultation with the local road's authority will be on-going throughout DMRB Stage 3 design development to inform the design and any necessary construction-phase requirements.

Unique ID	Feedback	Response
032	Building a brand new At Grade roundabout on a Trunk Road Upgrading project in the 21st Century where the speed limit will be 70mph is ABSOLUTE BONKERS! The number of vehicle collisions will be horrendous although in theory the drivers / passengers shouldn't sustain serious injuries? Those trying to get out of the side roads turning right would be no better off than currently due to the constant level of traffic on the main route so creating the same accident scenario as presently occurring unless you signalised the roundabout? Transport Scotland are trying to remove at grade junctions and roundabouts on other major routes (A9 Keir Roundabout, A720 Sheriffhall Roundabout costing £120million, Dundee Western Bypass, etc). If Sheriffhall can be built in a tight circle, then why can't a brand new one on a wider scale Upgrade / Widening Project do the same? Raith Interchange at J.5 M74 shows what can be done. Do away with the direct connection of the Inver local road onto the new roundabout and build a new section of the A822 to Crieff at right angles to the A9 (so only four accesses / exits) with a new railway bridge or cut and cover tunnel and gently curve it on the other side to meet the existing Crieff bound A822 alignment (the existing railway bridge is of low height at 15'6" and its abutments / embankments will soon be life expired with the whole surrounding location needing major investment soon). The other advantage of this is that the southbound A9 mainstem approach can be moved onto a better alignment that is nearer to the railway so that the elevated main road over the roundabout can be straight. The existing single-track road from the River Braan Bridge heading westwards to meet the A822 could be widened and swing over a new standard single carriageway (wider) bridge over the railway on the Dunkeld side of the existing narrow one to come out onto the A822 at the access to Ladywell Forest so providing the new access to Inver that would only be a couple of hundred yards longer. Yes, all this means cutting works but where this would be required, is offline for the worst bits so allowing construction to be faster. The railway elements (like Lynebeg) could be given to Network Rail to produce and (like Lynebeg) done as advance works? We were promised by the Politicians that AT GRADE roundabouts or junctions would NOT BE BUILT on any of the new dualling sections and that promise needs to be upheld!	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. 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, 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. We have interpreted your suggested alternative arrangement at the proposed Dunkeld Roundabout location and will consider this proposal as part of the on-going DMRB Stage 3 assessment.

Unique ID	Feedback	Response
033	With respect, I believe that `constraining` the A9 to fit between the existing railway station and the (demolished?) Business Park is a mistake, as the road will (presumably) have 4 `Armco` barriers on all sides to prevent vehicles going off road. I also believe that a roundabout is a BAD IDEA as it will cause a pinch point, as it will almost certainly be an accident black spot, (overturned lorries?, electric cars on fire?) driver frustration and a build-up of driver tension, which then becomes a source of irrational behaviour before and after the roundabout. Then if, in the even of an accident, and the sudden build-up of a traffic`jam` how are emergency services going to reach the scene of the accident? and will a helicopter be able to land on the roundabout, with signs and other `street furniture` preventing a landing spot? Will the `constrained` section be lit? and what provision is to be made for the Non-Motorised Lane? Also, as snow, bad weather - and now flooding which will have to be considered, and is currently regularly happening, at the design stages. In the event of inevitable accidents, (which also must be considered at the design stages) with the delays caused by Police investigations, where is the `relief` road, onto which diversions can be directed? If I was to be critical of your presentation, I would take issue with your video `montage` of the odd car travelling along the road, (in bright sunlight! not on a gloomy December evening, when accidents can and do happen) In fact as we all know, traffic on the A9 is often nose to tail, and there are often long lines of faster vehicles waiting to make overtaking manoeuvres on slower HGV`s. As mentioned during my visit to your display yesterday, thank you, I strongly believe that the construction of ANOTHER roundabout so close to Inveralmond, and Broxden will introduce the same kind of build-up of traffic as currently happens at the Kier Roundabout near Dunblane, which , along with these other two roundabouts already cause additional journey times, driver frustration, a wastage of fuel, more wear and tear on vehicles, brakes and transmissions. This proposed new roundabout must be seen as an additional hurdle for drivers and goods vehicles travelling from the Central Belt to Inverness. There cannot be too many underbridges, for pedestrians, cyclists, cycle tourists and even emergency service access, and the provision of an underbridge at the Birnam Junction is good,(It should have been done in the 1980 reconstruction of the A9) but why not make the Grade Separated Junction there and NOT have a roundabout, taking all the traffic off the A9 for the B 867 , Birnam, and Dunkeld and onto the `old` A9 South to Bankfoot, This would invigorate this route South, and re invigorate the main street in Birnam. Any traffic going up the Amulree Road, the A 822 taking a left hand slip off the A 9 near the existing exit, and any right turning traffic coming from Amulree to Birnam, would have to slip onto the Northbound lane of the A9, proceed up to the new grade separated junction at Dalguise and return on the A9 Southbound, taking the existing slip road into Birnam? Clear away trees, and do NOT plant trees or hedges anywhere near the road, they just get overgrown, they become neglected, catch rubbish, obstruct vision, trap snow, hold moisture, interfere with any walkers or anyone taking necessary access along the road, e.g. from a broken-down vehicle or in the event of an accident. They also grow far too tall and obstruct passengers' views of the town and surrounding hills. As mentioned yesterday, in Vietnam they would straight away construct a lined tunnel through Birnam Hill, build a new purpose-built Railway station at near Inver, with parking and over/under bridges, and then they would demolish the old station building and build a sensible safe dual carriageway in the large space then available, Why can't that happen here? Remember that Birnam is a pinch point, and everything has to be done at a human level, with pedestrians in mind. ~Also you could make a STRONG representation to Perth and Kinross Council to clear the blockage/landslip at Rotmell promptly, as it's an important Northern Gateway to Dunkeld AND You could insist that the young Sycamore trees growing out of the Block Work on the Telford Bridge in Dunkeld, are cut, sprayed/painted with weedkiller, before the entire bridge is destroyed, after standing there and doing its job for the last 215 years!	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. 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. We note your concerns with regard to emergency services and can confirm that consultation with emergency services will continue to be undertaken through all stages of the design development. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR. The EIAR will also consider the impacts and effects from a Landscape and Visual perspective and identify potential mitigation including planting. The mix of species to be planted will be considered further throughout the on-going DMRB Stage 3 assessment and reported in the EIAR. With regard to active travel, the on-going DMRB Stage 3 assessment will assess impacts to routes used by walkers, wheelers, cyclists and horse-riders and the design will aim to maintain or improve the existing provision where possible. However, re-routing of some routes will be required. Further consultation with the community, Perth & Kinross Council, and active travel user groups will be undertaken throughout the on-going design development to inform the design. 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, 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
034	The roundabout is a bad idea. The road isn't just a local road for local people. It's a national road for everyone in the UK. People North of Inverness want to get to hospital appointments, move freight around the country, visit family and holiday. And to do that they need a decent road that's quick moving and unimposing to accidents and delays. This roundabout, plonked on the A9 after 100 miles of continuous dual carriageway from the Longman roundabout (another roundabout that is not fit for purpose) in Inverness will undoubtedly result in accidents, just like the roundabout on the Aberdeen bypass. And speaking about the Longman roundabout as a matter of course, this roundabout was fine until traffic levels in Inverness increased. This will happen at this roundabout in the future as people start to migrate out of Perth to live in the commuter villages and towns as the A9 dualling allows people to travel to work in the City, while having the best quality of life while living in the countryside. Why can't the dual carriage way bridge the roundabout? Allow the free flow of A9 traffic and the good people of Dunkeld can join the A9 like everyone else that uses slip roads up and down the country. If they can't even do that, then I respectfully suggest they hand in their licence to the DVLA and allow the rest of the country move forward instead of throwing obstacles in 99.9% of the population way. The route looks good. But. There isn't one roundabout on the current route between Perth and Inverness. Not one. So why adopt this idea? Just replace that ridiculous roundabout with a grade separation junction, otherwise the route will have been sullied by locals. This road will be still there long after we are all dead and gone, including the local people of Dunkeld	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. 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, 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.
035	The idea of a grade-level roundabout at Dunkeld is ridiculous and does not meet the design specification for the dialling of the A9 as promised. A roundabout will lead to hold ups and delays at busy section of the road. A grade-separated junction is essential and there is no point attempting the current proposal as it will never be rectified. Think again!!! The A9 is a vital strategic trunk road and, while local views are important, it is the majority of road users' views that should apply. Get it built right first time with no further delays.	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. 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, 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
037	The Preferred Route is the best solution for the Pass of Birnam to Tay Crossing as was shown during the Co-Creative process. If it is necessary to plant trees across our boundary with the A9, please use low height species such as Hawthorn and Mountain Pine as there is no direct sunlight through November to mid-January due to Birnam Hill! The Jacobs Team have taught us that the design process involved solving many difficult issues and their professionalism, diligence and patience throughout the Co-Creative Process was much appreciated. I am very relieved that the Preferred Route was selected, and common sense has prevailed! I hope that there will be a reduction of road noise from the A9. A mandatory speed limit of 20mph along Perth Road during construction would be appreciated as the current traffic frequently exceeds the current limit.	The Preferred Route will be further developed during the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR will consider the impacts and effects from a Landscape and Visual perspective and identify potential mitigation including planting. The mix of species to be planted will be considered further throughout the on-going DMRB Stage 3 assessment. The potential impacts and residual effects (after mitigation) will be reported in the EIAR. We note your comments regarding the speed limit along Perth Road during the construction phase. Consultation with the local road's authority will be on-going throughout DMRB Stage 3 design development to inform the design and any necessary construction-phase requirements.
039	My main concern is vibration which may affect my property, during the construction of widening the road. Will there be a structural survey of the houses on the road side prior to the work? Or do I instruct on my own?	The Preferred Route will be further developed during the on-going Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR. A scheme of noise and vibration monitoring will be agreed with the Environmental Health Officer of Perth and Kinross Council, and noise and vibration limits will be contained within the Construction Environmental Management Plan for the scheme. The contractor will be required to develop and implement a Noise and Vibration Management Plan to meet these requirements. This may include a requirement for structural surveys.
040	We don't understand how this can be going ahead in a Climate Emergency (recognised by the FM in April 2019). Investment should be in rail and green options not road building. Why has the question of whether this is any longer desirable not been put to the community? Will the Royal School of Dunkeld be involved (kids + parents) to discuss the pollution impacts of the roundabout in particular?	We note your comment in regards to a climate emergency and the inference that investment should not be in road building, however, the A9 Dualling project is not a project aimed at increasing the capacity of the trunk road network. The key objectives of the overall A9 Dualling programme are to improve safety for motorised and non-motorised users, improve journey times and reliability, facilitate active travel, and improve integration with public transport facilities. The analysis of feedback from the exhibitions indicate a general support for the dualling. The Preferred Route will be further developed during the on-going Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR. We can also confirm that consultation material from the ongoing DMRB Stage 3 design development will be shared from local schools and that feedback from children and young people will be considered in the design development.

Unique ID	Feedback	Response
041	Having seen The preferred route I would like to suggest that the proposed roundabout at The Dunkeld Junction Should be a priority and implemented ASAP even if the road is not dualled at this time. Suggest also raising the platform at Dunkeld Station to make access to trains easier for elderly and disabled.	We note your comments with regard to the Preferred Route proposal for the Pass of Birnam to Tay Crossing section and that the proposed roundabout should be a priority and implemented as soon as possible, even ahead of the dualling. Delivery of the proposals, including the roundabout at Dunkeld, is subject to completion of the necessary statutory processes. Publication of draft Orders and the Environmental Impact Assessment Report for the project, scheduled for Spring 2025, marks the formal commencement of the statutory process for the project. 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. 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. Transport Scotland is currently in the process of reviewing the recommendations. 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. We note your comment regarding the height of the existing platform at Dunkeld and Birnam Station. This relates to the on-going operation of and accessibility to, the station and as it does not form part of/is beyond the current scope of the A9 Dualling programme we cannot comment further at this time.
042	I'm really thankful that this stretch of road has been considered thoughtfully thank you. I'm really worried about excessive amounts of trees being chopped down. On the plus side, I like the station plans a great deal and I'm impressed with the Hermitage junction having less impact with the 'left in left out' design. Just a bit worried about how the whole thing may change the feel of our wee beautiful town. ...Just that we love our town dearly and to please help us to keep it lovely!	We note your comments with regard to the Preferred Route proposal for the Pass of Birnam to Tay Crossing section and positive comments on the railway station plans and the Hermitage Junction layout. The Preferred Route will be further developed during the on-going Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR will consider the impacts and effects from any woodland lost to build the scheme and will identify potential mitigation, in the form of planting and compensatory planting. The potential impacts and residual effects (after mitigation) will be reported in the EIAR.

Unique ID	Feedback	Response
043	In an era of climate emergency building more roads cannot be the priority. Make the junctions safer and leave the road single lane. Invest in dualling the railway instead. More roads is not the answer to any of our problems. Lots of people would prefer the dualling to be abandoned and to spend resources elsewhere. The Dunkeld section in particular is just too difficult to dual without adverse impacts. I'm really worried about the businesses in the industrial centre. Where will they go???	We note your comment in regards to a climate emergency and the inference that investment should not be in road building, however, the A9 Dualling project is not a project aimed at increasing the capacity of the trunk road network. The key objectives of the overall A9 Dualling programme are to improve safety for motorised and non-motorised users, improve journey times and reliability, facilitate active travel, and improve integration with public transport facilities. 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 Design Manual for Roads and Bridges (DMRB) Stage 3 assessment will assist with designing the layout of the replacement car park and its facilities (EV charging, secure bike parking etc). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR. The land required to deliver the scheme will be established at the end of the ongoing DMRB Stage 3 assessment. Any matters of compensation as a result of the proposed scheme, including potential relocation of businesses which should it be required is a compensation matter, will be assessed by the District Valuation Office on behalf of the Scottish Ministers. Guidance on the compulsory purchase process and compensation can be found on the Transport Scotland website (https://www.transport.gov.scot/media/9210/guidance-on-the-compulsory-purchase-process-and-compensation.pdf).

Unique ID	Feedback	Response
044	Active travel - Need a safe route (currently NCN) from Bankfoot to Birnam particularly from junction through the underpass - Speed limit = 50mph around roundabout - safety + noise + air pollution Station car park probably too big, current one is rarely used beyond 5-10 cars - Station car park needs covered secured bike parking - " " ticket machines - " " EV chargers	With regard to active travel, the on-going Design Manual for Roads and Bridges (DMRB) Stage 3 assessment will assess impacts to routes used by walkers, wheelers, cyclists and horse-riders and the design will aim to maintain or improve the existing provision where possible. However, re-routing of some routes will be required. Further consultation with the community, Perth & Kinross Council, and active travel user groups will be undertaken throughout the on-going design development to inform the design. 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). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities.
045	Access to the village on bikes and foot should be on segregated paths, particularly coming from Bankfoot into Birnam on the underpass more consideration re: environment - trees, biodiversity, sound + air + light pollution - electric charging should be available @ station car park for electric vehicles. Consider sound, light and air pollution as a priority. - Ensure new cycle routes are safe, sensible and segregated from car users.	With regard to active travel, the on-going Design Manual for Roads and Bridges (DMRB) Stage 3 assessment will assess impacts to routes used by walkers, wheelers, cyclists and horse-riders and the design will aim to maintain or improve the existing provision where possible. However, re-routing of some routes will be required. Further consultation with the community, Perth & Kinross Council, and active travel user groups will be undertaken throughout the on-going design development to inform the design. 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). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR.

Unique ID	Feedback	Response
047	Excellent 3D model/video presentation - much appreciated. Well thought through and considered. Landscaping will be KEY to helping this proposal fit into the location - please consider a range of sizing of nursery stock including some semi-mature tree planting for impact.	We note your positive comments on the visualisation presented at the Preferred Route exhibition. The Preferred Route will be further developed during the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR will consider the impacts and effects from a Landscape and Visual perspective and identify potential mitigation including planting. The mix of species to be planted will be considered further throughout the on-going DMRB Stage 3 assessment. The potential impacts and residual effects (after mitigation) will be reported in the EIAR.
050	I am concerned that the road is coming closer to my house, the trees and vegetation is being taken away and there is no proposal for any kind of barrier to separate the road to my house. The trees at the moment take away carbon and reduce light and noise. I'm happy the A9 is being duelled but unless there is a sort of Tall barrier installed, I will be objecting going forward. I am also concerned what this road will do to my house in terms of sellability. I bought this as an investment and am very concerned the preferred route hasn't been considered.	The Preferred Route will be further developed during the on-going Design Manual for Roads and Bridges (DMRB)Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR will consider the impacts a of the proposed scheme, including noise, air quality and visual impacts. The design will be refined as part of the ongoing DMRB Stage 3 design development to reduce impacts as far as possible. 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 in the EIAR. The land required to deliver the scheme will be established at the end of the ongoing DMRB Stage 3 assessment. Any matters of compensation as a result of the proposed scheme, will be assessed by the District Valuation Office on behalf of the Scottish Ministers. Guidance on the compulsory purchase process and compensation can be found on the Transport Scotland website (https://www.transport.gov.scot/media/9210/guidance-on-the-compulsory-purchase-process-and-compensation.pdf).

Unique ID	Feedback	Response
053	Design seems fit for purpose, and I would welcome implementation asap! a temporary roundabout system would be welcome to reduce accidents and allow a better flow of traffic.	We note your comments with regard to the Preferred Route proposal for the Pass of Birnam to Tay Crossing section being fit for purpose and welcoming its implementation as soon as possible. Publication of draft Orders and the Environmental Impact Assessment Report for the project, scheduled for Spring 2025, marks the formal commencement of the statutory process for the project. Timescales thereafter, including for procurement of the construction contract, are subject to completion of the statutory process. The Delivery Plan for the A9 Dualling Programme indicates that, subject to completion of statutory processes, procurement of the Pass of Birnam to Tay Crossing construction contract is scheduled to commence in Summer 2027, with contract award in Autumn 2028 and dualling to be operational by the end of 2032. 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. 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. Transport Scotland is currently in the process of reviewing the recommendations. 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.

Unique ID	Feedback	Response
054	When this process began, we were told there were to be no roundabouts and there would be uninterrupted traffic flow on a dual carriageway from Perth to Inverness. Roundabouts cause accidents, increase air + noise pollution (from engines) + it will still be difficult to "To whom it may concern, I would like to share my views about the preferred route above. This route does not take into account the deep wishes of the people of Birnam who would like to have their station back in the village. It was an error committed in the 1970s when the A9 was upgraded that, at that time, Birnam became the only village adjacent to the A9 which had the A9 cutting through it and separating it from its station. The proposal to have a 70m underpass for humans to reach the station, and to create no vehicular access to the station is a betrayal of the wishes of the local community. It is extremely worrying that all traffic for the station will have to pass through Birnam village, directly past a primary school and people's homes, a village which already struggles to cope with through traffic. The station serves a wide rural area and should be able to be accessed off the A9 and allow full access for buses, taxis and cars so that it forms a comprehensive travel hub for the area. If the aim is to improve connectivity, then it fails. The artists impression of the pedestrian underpass to the station in your handout gives a misleading impression of how close the entrance of it is in relation to the station, in fact it is more than 70m by the time one has parked, a considerable distance for the elderly and those who have mobility problems, but do not have or require a wheelchair. Like all other similar tunnels, it is likely to rapidly decay and be covered in graffiti and to smell of urine. There is no mention of a maintenance programme and so lighting will fail and may not be replaced immediately. If the lifts fail it will be impossible for people to reach the platform if they are unable to manage stairs, and again the question of maintenance arises for the lifts. The station will become a very isolated and potentially dangerous place to wait for trains, possibly on their own late at night, and with no chance of summoning immediate help should something occur. Cars should go through tunnels, not pedestrians. The preferred route does not fulfil the community objectives of reducing traffic, noise and air pollution, nor does it enhance transport for leisure activities or protect the health and wellbeing of residents and visitors to the area. The increase in traffic through Birnam will certainly not reduce stress and anxiety for its inhabitants. I understand that one criticism of lowering the road is that the Inchewan Burn is an otter and beaver habitat. I have lived on Birnam Glen for nearly 44 years, and I have never seen any evidence of otter or beaver activity above the railway bridge. The increase in human activities such as cycling, and dog-walking mitigates against their finding this area a safe habitat." Cross the A9 because the predominant traffic flow is North South. I have also have concerns about the safety of pedestrians using the underpass pedestrian tunnel the station from the village. I realise financial concerns limit creativity, but Birnam is the only village cut across by the A9 - a solution which avoids the village altogether would be expensive but people's lives would be vastly improved by this It is clear that the desire to limit expense and construction time has led to sacrificing the potential for genuine long-term gain to the community and safe travel in Scotland for a cheap quick-fix option. Driving through Europe on fast, attractive roads which minimise impact on the community and enhance the environment demonstrates the lack of creativity and thought for the future that this preferred option brings. Surely short-term inconvenience and saving money should not constrain the creation of an option which will be in place for many years to come?	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. 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, 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. 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). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR. With regard to active travel, the on-going DMRB Stage 3 assessment will assess impacts to routes used by walkers, wheelers, cyclists and horse-riders and the design will aim to maintain or improve the existing provision where possible. However, re-routing of some routes will be required. Further consultation with the community, Perth & Kinross Council, and active travel user groups will be undertaken throughout the on-going design development to inform the design.

Unique ID	Feedback	Response
055	I would like to see provision of part time traffic lights at Dunkeld roundabout - How will Network Rail vehicles access station pound area which they do at the moment - Can the date for construction to begin be brought forward? The platform at B+D railway station is too low! Can pressure be put on Network Rail to have the level of the platform revised along with the other improvements to the station and its surroundings	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. Additionally, 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. A left-in left-out at-grade junction on the northbound carriageway, located approximately 260m south of the existing railway station junction, will provide Network Rail vehicles access to the railway station building and compound area. Publication of draft Orders and the Environmental Impact Assessment Report for the project, scheduled for Spring 2025, marks the formal commencement of the statutory process for the project. The Delivery Plan for the A9 Dualling Programme indicates that, subject to completion of statutory processes, procurement of the Pass of Birnam to Tay Crossing construction contract is scheduled to commence in Summer 2027, with contract award in Autumn 2028 and dualling to be operational by the end of 2032. We note your comment regarding the height of the existing platform at Dunkeld and Birnam Station. This relates to the on-going operation of and accessibility to the station, and as this is beyond the current scope of the A9 Dualling programme.

Unique ID	Feedback	Response
056	1. A roundabout at the Dunkeld junction, as shown, is a good solution. Ideally this will be achieved as soon as possible prior to the work on the whole section 2. Good solution at Station 3. Dalguise junction - okay, but a second roundabout would be cheaper + better for environment 4. It would surely be wise to lower speed limit for last mile/ 1/2 mile of approach to roundabout. Not all drivers are good ones. SAFETY is more important than speed! 5. Concern about flood risk from run off of new road and clear felling of nearby forestry. 1. Will present occupiers of the business be offered alternative sites as a result of compulsory purchase? Not just compensation. 2. I think that the community, because of overall costs to government, need to accept that current proposals are reasonable although they are less attractive than the original community preferred route. 3. Safety not speed is the most important thing There will continue to be major delays for various reasons - especially at Broxden + Inveralmond	We note your comments on the Preferred Route for the Pass of Birnam to Tay Crossing project which included positive comments on the inclusion of the roundabout and railway station proposal. 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. 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. The national speed limit on dual carriageways is 70mph. On approach to the roundabout 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, 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. The Preferred Route will be further developed during the DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR will consider the impacts and effects on flood risk and potential mitigation. The potential impacts and residual effects (after mitigation) will be reported in the EIAR. The Preferred Route assessment will also evaluate the impacts and effects of the proposed scheme on people and communities. The land required to deliver the scheme will be established at the end of the ongoing DMRB Stage 3 assessment. Any matters of compensation as a result of the proposed scheme, including potential relocation of businesses which should it be required is a compensation matter, will be assessed by the District Valuation Office on behalf of the Scottish Ministers. Guidance on the compulsory purchase process and compensation can be found on the Transport Scotland website (https://www.transport.gov.scot/media/9210/guidance-on-the-compulsory-purchase-process-and-compensation.pdf).
057	We make regular use of the B867 to access shops in Birnam. So, we welcome the provision made, in the Preferred Route, to connect the B867 by underbridge to Perth Road (Birnam). The underbridge will make [our] journeys much safer for us. We are not concerned at the lack of a southbound slip at Birnam Junction. We would expect local traffic to use the B867 when heading south from Birnam, and southbound traffic for Birnam to have left the A9 at the Dunkeld junction. 2. Just a worry at busy times in high summer, the traffic queues building up north of Inveralmond roundabout seem to me to be caused by that roundabout reaching its maximum capacity. Is that going to be the case for the Dunkeld roundabout? Will it cause a build-up of queuing vehicles to the north of Dunkeld? Will the roundabout require traffic lights to maximise its flow? From an environmental point of view traffic lights would be unwelcome, as urban artefacts in a very scenic rural setting.	We note your comments on the Preferred Route for the Pass of Birnam to Tay Crossing project including support for the Birnam Junction and the B867 connect to Perth Road. Although traffic on the A9 will have to slow to negotiate the proposed roundabout at Dunkeld, the traffic modelling undertaken at Design Manual for Roads and Bridges (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, 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
		Peak traffic conditions on the A9 were assessed as part of the DMRB Stage 2. It was determined through testing that satisfactory operation would still be achieved at the roundabout under normal peak operations. Further traffic modelling is being undertaken throughout the on-going DMRB Stage 3 assessment.
059	The present constraints on drivers coming from the Central Belt to Inverness are impacted by congestion, frustration/accident/time delays etc at the Kier Roundabout Dunblane, Broxden Roundabout - which has NEVER worked well (vegetation removal would help!) Inveralmond and the now the possibility/probability of a Dunkeld/Inver roundabout. This is already an issue and likely to negatively impact on Journey times - fuel use - etc in the future. *I have quoted the Irish model which have two lane carriageways, with a white line demarking the 'edge' of the road with all extended area of all 2 metres beyond the white line and the all extensive gravel 'run off' area. Which improves lines of sight, giving drivers confidence and if there is no obstruction in the 'off road lane' a driver can move over to the left and allow a vehicle behind the space to safely overtake. Why are Scottish Roads all bound by a 'hard shoulder' and kerbing? Thank you for your time and patience	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. 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, 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. We note your comment on the Irish model in relation to visibility and overtaking. The proposed scheme will be designed in accordance with the relevant design standards and regulations within the UK. Additionally, the A9 will be dual carriageway along its full length, which will provide sufficient overtaking opportunities.
061	The new route will be even closer to my house [than the current A9] and there is no physical barrier in the plans to alleviate noise and light pollution as well as exhaust gas and tyre residue pollution. The pretty trees in the diagrams are at least 80 years away! I also fear my house value will be significantly reduced and resale difficult or impossible if this proceeds as indicated. Thank you for your anticipated response.	The Preferred Route will be further developed during the on-going Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR. The EIAR will also consider the impacts and effects from a Landscape and Visual perspective and identify potential mitigation including planting. The mix of species to be planted will be considered further throughout the on-going DMRB Stage 3 assessment and reported in the EIAR. The land required to deliver the scheme will be established at the end of the ongoing DMRB Stage 3 assessment. Any matters of compensation as a result of the proposed scheme, including potential relocation of businesses which should it be required is a compensation matter, will be assessed by the

Unique ID	Feedback	Response
		District Valuation Office on behalf of the Scottish Ministers. Guidance on the compulsory purchase process and compensation can be found on the Transport Scotland website (https://www.transport.gov.scot/media/9210/guidance-on-the-compulsory-purchase-process-and-compensation.pdf).
062	I am satisfied with Murthly Castle, Birnam and Dalguise Junctions. I am very satisfied with station road car park and access to station. I am disappointed that the local vote agreed on a roundabout as preferred option at Dunkeld. Inveralmond, Broxden and Keir Roundabout are grim in the summer. Why choose the same for Dunkeld. However, the alternatives would look grim so I'm going to grin and bear it.	We note your comments on the Preferred Route for the Pass of Birnam to Tay Crossing project including positive comments on the Murthly Castle access and Birnam and Dalguise Junctions layouts and also the railway station proposal. 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. 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, 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. It was determined through testing that satisfactory operation would still be achieved at the roundabout under normal peak operations. Further traffic modelling is being undertaken throughout the on-going DMRB Stage 3 assessment.
063	At the railway station there must be a ramp as well as the lift and stair. For disabled access when the lift is broken or vandalised - which is inevitable.	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). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities.
065	Better provision for pedestrians between Murthly underbridge and Birnam. Noting the existing B867 is not suitable for walkers Provision of a footpath on the east of the proposed A9 would be good	With regard to active travel, the on-going DMRB Stage 3 assessment will assess impacts to routes used by walkers, wheelers, cyclists and horse-riders and the design will aim to maintain or improve the

Unique ID	Feedback	Response
		existing provision where possible. However, re-routing of some routes will be required. Further consultation with the community, Perth & Kinross Council, and active travel user groups will be undertaken throughout the on-going design development to inform the design.
066	Design of the car park area is of prime concern. - I would hope you take into account the privacy, lighting, and noise impacts on the properties adjacent to the car park and put in all appropriate mitigations. - Some of the parking was made available to local residents only, perhaps on a permit basis. - Animal underpass for safety of animals and people? – [There are] red squirrels in the gardens, what steps to protect?	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 Design Manual for Roads and Bridges (DMRB) Stage 3 assessment will assist with designing the layout of the replacement car park and its facilities (EV charging, secure bike parking etc). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. As the Preferred Route is further developed during the on-going Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment, in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR will consider the impacts and effects of the proposed scheme, including factors such as landscaping, light pollution, and biodiversity, 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 in the EIAR.
067	On the whole I think it is the best that could be due to the fact that money is the main concern here. I think the roundabout is not a good idea even though is being branded as what the “local community” wants. The local community in this case covers more than the local community the majority of which are seemingly not actually going to be affected other than getting their paper in the morning. I know a lot of local locals who were against it and a few who were for it had been led to believe it was the only way forward with no cons produced just a pro of being able to join or cross the A9 slightly faster than they currently do. I have a few concerns, The environmental pollution, in noise emissions and accidents will inevitably increase with a roundabout and I am sure there were stats saying that elsewhere. It may meet some objectives dualling the A9, for the majority, this roundabout does not meet the objectives. I fear Dunkeld and Birnam will become known for this roundabout just the same as the one at Dunblane. Braking from 70mph and speed up again on other side will have a massive effect on noise in the glen, making it worse for all locals in that aspect. The traffic will build up on busy days throughout the summer and there will be more accidents than there are at the junction currently. Where some accidents, may be less severe, there will however be an increase of accidents, of which there will be a percentage of these which have a chance of being more severe. These maybe spread out over a greater distance than currently so on the queues leading up to roundabout or on the roads in and out. I think the roundabout is a cheaper way out and a better way could have been designed. I do however like the rest including the station access. I am not sure where the large number of people that work from the yard that is there currently as well as the small industrial yard at station. I am sure that there has been talks with the main people involved in those businesses, but has it been discussed throughout the community who may be looking at losing business from this.	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. 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, 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. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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

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		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 in the EIAR. The EIAR will also evaluate the impacts and effects of the proposed scheme on people and communities. The land required to deliver the scheme will be established at the end of the ongoing DMRB Stage 3 assessment. Any matters of compensation as a result of the proposed scheme, including potential relocation of businesses which should it be required is a compensation matter, will be assessed by the District Valuation Office on behalf of the Scottish Ministers. Guidance on the compulsory purchase process and compensation can be found on the Transport Scotland website (https://www.transport.gov.scot/media/9210/guidance-on-the-compulsory-purchase-process-and-compensation.pdf).
068	After 12 years of "consultation" it belies belief that the result reached for the preferred route amounts to merely a widening of the existing road and creating a roundabout on the Birnam/Dunkeld section. Deaths have occurred in this time on this section of road and there should be accountability for the delay to this project. The dualling offers an opportunity to provide safe junctions at both Birnam and at Dunkeld. Including a roundabout is a major error and a missed opportunity. I remember well the series of accidents at Ballinluig junction before the flyover there was created, and such a flyover junction should be put at the Dunkeld. Taking into account the delay already to this section it should be prioritised and not left until 2032 to complete It is the next section going North needing duelled. Why illogically jump to the next section creating discontinuity of duelled road? a major factor in causing accidents	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. 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, 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. Publication of draft Orders and the Environmental Impact Assessment Report for the project, scheduled for Spring 2025, marks the formal commencement of the statutory process for the project. Timescales thereafter, including for procurement of the construction contract, are subject to completion of the statutory process. The Delivery Plan for the A9 Dualling Programme indicates that, subject to completion of statutory processes, procurement of the Pass of Birnam to Tay Crossing construction contract is scheduled to commence in Summer 2027, with contract award in Autumn 2028 and dualling to be operational by the end of 2032.
069	I hope the planned car park at the top of Station Road Birnam is to be made big enough to accommodate all the various users of the existing car park, not just train passengers. It is heavily used by walkers, cyclists and mountain bikers accessing Birnam Glen and surrounding countryside and quiet roads. It is very unfortunate that the car park cannot be where it is now, directly in front of the station building, but the planned underpass and	We note your comments on the Preferred Route for the Pass of Birnam to Tay Crossing project including positive comments on the Murthly Castle access.

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	lift appear to be a reasonable alternative. They will allow people who are less physically able to access the station, however, unless Network Rail raises platform height and installs a ramp or lift to the northbound platform, the layout of Dunkeld and Birnam Station will continue to prevent such people from being able to access trains. This is a major problem. Anything you can do to make the Birnam/B867 junction safer will be welcomed by me and the planned underpass, as in the preferred route, seems to me to be the best option. I am not sure why that junction needs a southbound access to the A9 but not a southbound slip off the A9, when there is to be a major roundabout at the Dunkeld junction. I also welcome the plan to open an underbridge for access to Murthly Castle from the B867	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 Design Manual for Roads and Bridges (DMRB) Stage 3 assessment will assist with designing the layout of the replacement car park and its facilities (EV charging, secure bike parking etc). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. We note your comment regarding the height of the existing platform at Dunkeld and Birnam Station. This relates to the on-going operation of and accessibility to the station, and as it is beyond the current scope of the A9 Dualling programme we cannot comment further at this time. The Birnam Junction is a grade separated junction however with the southbound off slip not included. The DMRB Stage 2 assessment considered three grade separated junction options for the Birnam Junction, taking account of constraints, potential environmental, engineering and traffic and economic effects to identify a preferred junction option. Within the assessment traffic volume was not considered a significant factor however the preferred route option has less impact on ancient woodland loss and encroachment on the River Tay flood plain.
070	It's with huge disbelief the preferred route as regards dropping the road level so that there's a transport link between the village and the station has simply ignored the No.1 priority from the co-creative process. Such a public transport hub was also a leading objective from the government, so the current proposal fails to address this. A process that purported to engage with the community has turned out to ignore its top priority. The idea of a pedestrian subway was not previously presented as an option, so this gives no opportunity to vote out. I feel thoroughly let down by Transport Scotland and the ministers and have no confidence the people involved understand how their community feel about having this thrust upon us. This is an opportunity to correct the appalling 1970s decision to slice the village in two by marooning the station from village transport. I'm afraid a pedestrian subway will deteriorate in the same way as others with graffiti and vandalism and be a poor welcome greeting for community travellers and visitors. It also will make some people feel unsafe particularly after dark and doesn't really solve the needs of the disabled – those with mobility or sight issues need to have transport right to the station entrance. Please do not go ahead with a pedestrian subway. Please recognise transport from the village needs to go to the station itself and find a way of doing this. I do not want this community to have to go another 50 years living with the consequences of poor decision making. Q1 My comments concern the railway station and the need to re-instate vehicle access to it. I've lived in Birnam for thirty-three years and have been a regular user of both the A9 and the station. I wish to make the following points: Four of the outcomes set out for this section of the dualling were to: 1. Provide for a public transport hub at the station. 2. Provide proper disabled access to the station. 3. Provide opportunities for the long term and settled re-use of the Grade A listed station building. 4. Reduce the noise from the road affecting bordering houses.	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. 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 Design Manual for Roads and Bridges (DMRB) Stage 2 assessment assessed the four whole route options, including the Community's Preferred Route Option, taking account of constraints, potential environmental, engineering and traffic and economic effects to identify a Preferred Route. Transport Scotland and the community's objectives have also been considered, as well as feedback from the public and other stakeholders. 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). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR will

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	As far as I can see, the current recommendations fail to recognise these. The community's number one priority remains the road underpass thereby providing vehicle access from Station Road so that Points 1,2 and 3 can be achieved. The current proposals offer less than the current situation and as far as vehicle access to the station building is concerned, are a step backwards as they remove the existing direct access from the A9. The proposal that somehow a 70-metre-long pedestrian only subway is the answer to achieve the original goals is not credible. This was not an option offered before and is unlikely to be a successful compromise. Also, the experience of seeing the deterioration of pedestrian subways elsewhere through anti-social behaviour is not one I would want to see here. As a community we have had to live with the consequences of 1970s thinking that it was OK to split the station off from village vehicle access. The current recommendations perpetuate this and are a wasted opportunity to achieve the four more long lasting aims above through a road underpass. The Scheme Assessment Report gives the impression that the outcome of the co-creative process has been given no more weighting than that of invisible fish in the Inchewan Burn and roadside vegetation. This is sad to see given the length of time and the commitment given by those involved. Please recognise that this late idea of a pedestrian subway is not what's needed and was never given as a prior option nor was it ever raised by the co-creative process as something that would achieve the main aims regarding transport, disabled access, station building re-use and cutting down noise. The subway will make it more dangerous to use the station. My wife has been a frequent user of the late-night sleeper train as she works in London. She will feel decidedly vulnerable knowing the subway is the only means of escape. Its only benefit compared to the road underpass appears to be one of cost. Hence, we have a very big elephant in a very small room. Something so obvious but dare not be admitted. What's needed here is to drop the A9 by way of an underpass as the community have voted for with the timetable put back if necessary if funding is the issue. I do not want to live with the consequences of another round of poor decision making. I live on Birnam Glen to the south of the station along with a dozen other households. Our road will be cut off during the widening works. How will vehicle access to our properties be maintained whilst work is in progress?	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 in the EIAR. We note your comment on vehicle access to Birnam Glen during construction. The on-going DMRB Stage 3 assessment will assess options and include a constructability assessment to maintain vehicle access to the properties on Birnam Glen during construction.
071	I feel the proposed design for the Preferred Route above is splendid, with the junctions at Birnam and Dalguise being particularly noteworthy; also, the abandonment of tunnelling the A9 between the Birnam and Dunkeld junctions as proposed by the Co-creative. I am concerned that keeping the at-grade roundabout at the Dunkeld junction is not solving any of the problems with noise, fumes and pollution, nor the ease of access from the Dunkeld joining traffic, nor the likelihood of frustration for drivers in either direction on the A9. I suspect that you have not carried out a survey of the footfall to and from the Birnam Institute, quite often including young children, in and out of cars parked both sides of Station Road, together with frequently, loading and offloading of bicycles,; and I feel that introducing public transport on this busy but narrow road is at best tempting fate as regards the potential for accidents!	We note your comments on the Preferred Route for the Pass of Birnam to Tay Crossing project supporting the choice of the preferred route option and the Birnam and Dalguise Junction layouts. 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. 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, in consultation

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		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. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR. 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). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities.
072	Very disappointed by the solution for the station. This should be looked at again and brought more into line with the community preferred solution. Noise increase by high road past station lack of consideration to active travel where is the alternative to a lift for disabled access. Lifts are a poor solution for bikes wheelchairs etc.	The Design Manual for Roads and Bridges (DMRB)Stage 2 assessment assessed the four whole route options, including the Community's Preferred Route Option, taking account of constraints, potential environmental (including community and individual human impacts), engineering and traffic and economic effects to identify a Preferred Route. Transport Scotland and the community's objectives have also been considered, as well as feedback from the public and other stakeholders. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR. 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.

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		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). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. With regard to active travel, the on-going DMRB Stage 3 assessment will assess impacts to routes used by walkers, wheelers, cyclists and horse-riders and the design will aim to maintain or improve the existing provision where possible. However, re-routing of some routes will be required. Further consultation with the community, Perth & Kinross Council, and active travel user groups will be undertaken throughout the on-going design development to inform the design.
073	Two points: 1. The tunnel serving the station should be extended below the tracks with a further lift. This would provide disabled access to both platforms. 2. Why is a roundabout being proposed in lieu of a grade separated junction? This will simply lead to an increase in journey times, an increase in local noise and air pollution along with a significant increase in fuel use! A roundabout is not a logical solution on an upgraded trunk route.	We note your comment regarding extending the underpass below the Highland Main Line Railway to Platform 2. This relates to the on-going operation of and accessibility to the station, as this does not form part of the current scope of the A9 Dualling programme we cannot comment further at this time. 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. 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, 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. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR.
075	A9 Pass of Birnam to Tay Crossing. Comments. MURTHLY ESTATE ACCESS	We note your comments on the Preferred Route for the Pass of Birnam to Tay Crossing project including the positive comment on a number of aspects of the Preferred Route option.

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	o Underpass has less visual impact than a flyover bridge and for the volume of traffic using this access; we believe this is ideal. BIRNAM JUNCTION o The topography in this location lends itself perfectly to the grade separated junction. Minimal earthworks are required, with minimal intervention into the ancient woodland nearby. RAILWAY STATION ACCESS o Using the existing Birnam Industrial Estate as the car park is an excellent idea, and removes having to reroute access to Birnam Glen, also a flood risk from Inchewan Burn due to lowering the A9. o Access to station platforms via the underpass will allow most to access the station easily and safely, instead of using a sloping footpath, which in icy conditions, becomes treacherous. o Lift at station side permits disabled / pram access easily. o Car park will also act as an overflow during periods of high traffic caused by Birnam Arts events. o A suggestion could be to continue the underpass to opposite platform, with another lift, to permit disabled / pram access there also? o An increase in traffic using Station Road, by both private vehicles and public transport, will be a disadvantage - especially for those living there. DUNKELD JUNCTION o Given the confined space available, we believe this will be the best option to allow safe access onto and off the A9, from both Dunkeld and Inver whilst allowing through traffic to continue, with minimal delay. o This option will have negligible impact on the residents of Stell Park, against a previous suggested grade separated junction and associated slip roads, which would have greater noise and visual impact. o Now the roundabout option has been decided, could consideration into a temporary one be given, to improve safety at this very dangerous junction, before the main project is completed in several years' time, please? HERMITAGE ACCESS o A safe option for access to / from this tourist hotspot, with minimal backtracking DALGUISE JUNCTION o The topography of this location lends itself to making this junction inconspicuous as well as a safe option to access and exit the A9 GENERAL o Following the previous public consultations and the extensive Co-creative process of 2018, this final decision for the Preferred Route is very welcomed to bring closure for the 6+ years of prolonged uncertainty for not only local community, but other users alike. o Whilst the Co-Creative process identified a "Community Preferred Route" by the general public, the final professional design by Jacobs has taken into account financial constraints by Transport Scotland. o The decided preferred route will allow safer access and exit onto the A9 and the railway station alike. o Minimal visual disturbance for the area. o The sooner the project is commenced, and completed, the better!	We note your comment regarding extending the underpass below the Highland Mainline Railway to platform 2. This relates to the on-going operation of and accessibility to the station, as this does not form part of the current scope of the A9 Dualling programme we cannot comment further at this time. 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. 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. Transport Scotland is currently in the process of reviewing the recommendations. 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. Publication of draft Orders and the Environmental Impact Assessment Report for the project, scheduled for Spring 2025, marks the formal commencement of the statutory process for the project. Timescales thereafter, including for procurement of the construction contract, are subject to completion of the statutory process. The Delivery Plan for the A9 Dualling Programme indicates that, subject to completion of statutory processes, procurement of the Pass of Birnam to Tay Crossing construction contract is scheduled to commence in Summer 2027, with contract award in Autumn 2028 and dualling to be operational by the end of 2032.
078	The preferred option appears to be well designed, on the whole, + best environmentally. As a frequent visitor (most weekends) to Dunkeld for cycling, mountain biking + walking, I would like to confirm that the railway station access (lift + walkway/ramp?) will have room to take my e-bike, which from experience can be very tight, and my disabled friend who also uses an ebike would struggle if the lift is too small + the only option. Whilst I understand that numerous path 'improvements' are proposed, please don't turn them into virtual "pavements" as this will detract from the area on a whole. Any kerbing should be easy for prams, wheelchairs + cyclists. Secure bike parking at the station would be important too. Good pedestrian + cycling (underlined) access should be maintained during construction.	We note your comments on the Preferred Route for the Pass of Birnam to Tay Crossing project that it appears to be well designed, on a whole, and best environmentally. 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 Design Manual for Roads and Bridges (DMRB) Stage 3 assessment will assist with designing the layout of the replacement car park and its facilities (EV charging, secure bike parking etc). The specifications for the proposed lift have not yet been agreed. Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities.

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		With regard to active travel, the on-going DMRB Stage 3 assessment will assess impacts to routes used by walkers, wheelers, cyclists and horse-riders and the design will aim to maintain or improve the existing provision where possible. However, re-routing of some routes will be required. Further consultation with the community, Perth & Kinross Council, and active travel user groups will be undertaken throughout the on-going design development to inform the design.
079	Disappointed that the community preferred route is not being taken forward. Vegetation restoration is very important as part of this project - both where existing trees are being removed and also as noise mitigation - e.g. alongside the River Tay path opposite the Hermitage entrance. Very concerned about pedestrian access both from Inver Village to Dunkeld and also from Inver Village to the river Tay footpath. At present there is a right of way from Inver via the lade culvert to the Tay. This access should be maintained. Also, there should be a footbridge or integrated footbridge over the Braan River beside the road bridge over the Braan. Concerned about mature lime trees along the Inver lade - these trees are very important for biodiversity and should not be filled to make space for the drainage pond.	The Design Manual for Roads and Bridges (DMRB)Stage 2 assessment assessed the four whole route options, including the Community's Preferred Route Option, taking account of constraints, potential environmental, engineering and traffic and economic effects to identify a Preferred Route. Transport Scotland and the community's objectives have also been considered, as well as feedback from the public and other stakeholders. The Preferred Route will be further developed during the on-going Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR. The EIAR will also consider the impacts and effects from a Landscape and Visual perspective and identify potential mitigation including planting. The mix of species to be planted will be considered further throughout the on-going DMRB Stage 3 assessment and reported in the EIAR. With regard to active travel, the on-going DMRB Stage 3 assessment will assess impacts to routes used by walkers, wheelers, cyclists and horse-riders and the design will aim to maintain or improve the existing provision where possible. However, re-routing of some routes will be required. Further consultation with the community, Perth & Kinross Council, and active travel user groups will be undertaken throughout the on-going design development to inform the design.
080	THIS DOES NOT RECTIFY THE MISTAKES OF 1977 WHERE THE STATION WAS CUT OFF. THE USE OF THE BUILDINGS WILL BE COMPROMISED BY NO VEHICULAR ACCESS. THE SHORT UNDERPASS WOULD ENABLE THESE ISSUES TO BE RECTIFIED.	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. 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. 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).

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		Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities.
081	Overall, I think this is a pragmatic, cost effective solution which deals with most of the issues the community identified. The station issues could be dealt with in other ways. Roundabout at Dunkeld Junction is much preferred to alternative. Local views should take higher priority than views of other users. Community should continue to be included for detailed issues.	We note your comments on the Preferred Route for the Pass of Birnam to Tay Crossing project that overall it is a pragmatic, cost effective solution which deals with most of the issues the community identified . 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). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. Consultation with all key stakeholders is on-going to inform the Design Manual for Roads and Bridges (DMRB) Stage 3 design development.
082	Access via the INVER Lade Underpass should be maintained as it is our only access to the river Tay Path from Inver Village. We miss the wooden bridge	With regard to active travel, the on-going Design Manual for Roads and Bridges (DMRB) Stage 3 assessment will assess impacts to routes used by walkers, wheelers, cyclists and horse-riders and the design will aim to maintain or improve the existing provision where possible. However, re-routing of some routes will be required. Further consultation with the community, Perth & Kinross Council, and active travel user groups will be undertaken throughout the on-going design development to inform the design.
083	Option ST2D provides a more affordable option than the community's option and both the Birnam & Dunkeld junctions appear sensible compromises. I am concerned, however that restricted access to Dunkeld & Birnam station building to pedestrian only will effectively prevent any proposals to bring the buildings back into use. No potential tenant is going to consider letting the building when they have reasonable access for commercial purposes. There seems to be reasonable provision for NMUs, but I am concerned that insufficient provision will be made on the replacement Jubilee Bridge for NMUs. There needs to be adequate width to allow cyclists to pass without being thrown off-route by the buggering of vehicles passing or the A9 at 70mph, or more.	We note your comments on the Preferred Route for the Pass of Birnam to Tay Crossing project that it provides a more affordable option than the community's option and both the Birnam & Dunkeld junctions appear sensible compromise. We note your comment regarding the existing listed station building. 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 Design Manual for Roads and Bridges (DMRB) Stage 3 assessment will assist with designing the layout of the replacement car park and its facilities (EV charging, secure bike parking etc). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. Additionally, with regard to active travel, the on-going DMRB Stage 3 assessment will assess impacts to routes used by walkers, wheelers, cyclists and horse-riders and the design will aim to maintain or

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		improve the existing provision where possible. However, re-routing of some routes will be required. Further consultation with the community, Perth & Kinross Council, and active travel user groups will be undertaken throughout the on-going design development to inform the design.
084	Maintenance of non-vehicular crossing is essential. - Inchewan Burn - Braan underpass - Inver mill lade underpass Providing a pedestrian/cycle Braan crossing to replace the Sapper Bridge and maintain Fiddler's Path Planting and restoration of native trees is essential. Existing habitats must be maintained, and contractors held to account for damage outwith the plans.	With regard to active travel, the on-going Design Manual for Roads and Bridges (DMRB) Stage 3 assessment will assess impacts to routes used by walkers, wheelers, cyclists and horse-riders and the design will aim to maintain or improve the existing provision where possible. However, re-routing of some routes will be required. Further consultation with the community, Perth & Kinross Council, and active travel user groups will be undertaken throughout the on-going design development to inform the design. The Preferred Route will be further developed during the DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR will consider the impacts and effects from a Landscape and Visual perspective and identify potential mitigation including planting. The mix of species to be planted will be considered further throughout the on-going DMRB Stage 3 assessment. The potential impacts and residual effects (after mitigation) will be reported in the EIAR.
085	TO PREVENT MASSIVE NOISE + AIR POLLUTION - NO ROUNDABOUT AT GRADE. 4 WAY JUNCTION AT CASTLE GARDENS NECESSARY TO PREVENT HEAVY TRAFFIC THROUGH BIRNAM AT ANY TIME OF DAY. CUT AND COVER AT STATION NECESSARY TO CONNECT WITH VILLAGE. PEDESTRIAN UNDERPASS WILL NOT BE CONSIDERED SAFE AND WILL NOT BE USED BY A NUMBER OF OLDER PEOPLE.	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. 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. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR. 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

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		designing the layout of the replacement car park and its facilities (EV charging, secure bike parking etc). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities.
086	I would be much happier if the station were to be connected as an overpass over a sunk road to Station Road. It would connect Birnam back to the Station. Most of Birnam was built historically to serve the Station. With the Station at its core, and it still bring many important visitors & tourists, who should enter Birnam via Station Road. An underpass is not attractive, and open to youth gathering, graffiti etc. It would not restore the Village to its historical glory and not be visually attractive. It would be a modern intrusion in a wonderful conservation area. The underpass looks more like a modern station or shopping centre feature.	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 Design Manual for Roads and Bridges (DMRB) Stage 3 assessment will assist with designing the layout of the replacement car park and its facilities (EV charging, secure bike parking etc). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities.
087	Removal of thru-traffic from towns and villages is a long-established goal, this was achieved in Birnam by the by-passing of the A9 in the 1970s. Having the Birnam/Dunkeld Station Car Park at the top of Station Road, Birnam will dramatically increase the influx of traffic into Birnam and up Station Road, this is counter to the long-established goal. There will always be people running late for their train which will encourage them to drive too fast to the car park, this will inevitably result in an accident. What will the planners say to the parents of a child who is injured or worse killed by unnecessary traffic speeding in Birnam? The current proposal provides for a large open sump to catch excess road water drainage at the south end of the village. After excessive rainfall the open sump will eventually drain and the ground dry, releasing road and fuel particulates into the air with the prevailing southerly wind potentially carrying particulate matter over the village. This is unacceptable. The proposed location of the Birnam/Dunkeld Station Car Park will require the removal of the small industrial estate currently situated at the top of Station Road, Birnam. What provisions are being made to accommodate the businesses that currently operate from this estate? Noise Impact to the residents of Station Road Birnam. What provision is being made to mitigate the noise from the additional traffic that will use Station Road, Birnam if the current proposal is approved? In addition to the above and irrespective of the Dualling of the Ap project, I believe there is a strong case for Birnam / Little Dunkeld village to follow Dunkeld by becoming a 20mph zone.	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 Design Manual for Roads and Bridges (DMRB) Stage 3 assessment will assist with designing the layout of the replacement car park and its facilities (EV charging, secure bike parking etc). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR. The EIAR will also evaluate the impacts and effects of the proposed scheme on people and communities. The land required to deliver the scheme will be established at the end of the ongoing DMRB Stage 3 assessment. Any matters of compensation as a result of the proposed scheme, including potential relocation of businesses which should it be required is a compensation matter, will be assessed by the District Valuation Office on behalf of the Scottish Ministers. Guidance on the compulsory purchase process and compensation can be found on the Transport Scotland website (https://www.transport.gov.scot/media/9210/guidance-on-the-compulsory-purchase-process-and-compensation.pdf). We note your comments regarding the speed limit along Perth Road during the construction phase. Consultation with the local road's authority will be on-going throughout DMRB Stage 3 design development to inform the design and any necessary construction-phase requirements.

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088	Proposed At-Grade Roundabout – Dunkeld As a former architect and director of multi-disciplinary engineering consultancies responsible for many major international projects which have included significant transportation infrastructure, I have serious concerns regarding the proposed at-grade roundabout solution for the Dunkeld junction on the A9. During the months from April to October when the traffic volumes increase the existing roundabouts on the A9 south of Dunkeld (Perth and Dunblane) really struggle with the high volumes of seasonal and weekend peak traffic. My concern is that the proposed Dunkeld roundabout will also experience the same stress issues with significant queues forming, resultant pollution issues and severe constraints on traffic movement in and out of Dunkeld and across the junction to adjoining communities. I have raised these concerns previously in person with the project engineers at the Birnam workshops and it was clear to me that they share the same concerns. I am therefore surprised that there is little acknowledgment or communication of this hugely important matter in the ongoing public project briefings. It would be in all parties' interest for the traffic modelling outcomes to be made public in such a manner that the local community could see how the roundabout, if enacted, would perform across the year, particularly during the peak periods I refer to above. I believe this is an issue which the majority of the local community, as non-technical participants in the consultation process, do not fully appreciate and it is essential that the project engineers fully explain this issue in a transparent manner as a matter of urgency.	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. 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, 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. Peak traffic conditions on the A9 were assessed as part of the DMRB Stage 2. It was determined through testing that satisfactory operation would still be achieved at the roundabout under normal peak operations. Further traffic modelling is being undertaken throughout the on-going DMRB Stage 3 assessment. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR.
089	The scheme proposals are satisfactory or acceptable for the Birnam junction, the Dunkeld junction (roundabout), the Hermitage access/exit, and the Dalguise junction. The proposals for the Dunkeld & Birnam station access are very unsatisfactory, in that they: 1) disregard completely the strongly expressed desire (via the community voting process) for the station to be directly reconnected with Station Road, thereby returning the original status removed nearly 50 years ago by the construction of the original A9. 2) The proposals for a lengthy pedestrian subway will provide a very sub-standard alternative, with a tunnel likely to be unwelcoming, and an attraction for teenagers to loiter, and worse. 3) The distance required for people with limited mobility to walk is unacceptable, compared with the present convenient access, with vehicles able to drive to the vicinity	We note your comments on the Preferred Route for the Pass of Birnam to Tay Crossing project that proposals for the junctions or Birnam, Dunkeld, the Hermitage and Dalguise as satisfactory or acceptable. 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

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	of the platform. 4) The proposal is for lifts, but the common experience elsewhere is that station lifts regularly break down at other similar ScotRail stations. 5) The proposal makes it effectively impossible to bring the station building back into community use, in view of the lack of vehicular use. This when community use proposals are currently being explored. 6) The conversion of the industrial estate into a station car park means the elimination of several small industrial premises, which is a most unfortunate result given the lack elsewhere in the two villages of similar spaces, and is likely to mean less jobs available locally. 7) The overall appearance of the immediate locality will be made much worse, with what is now a unique and valued building, of historic importance, cut off even more from its local environs. The supposedly welcoming structure at the entrance to the pedestrian subway can best be described as lipstick on a pig (apologies to the pig)! Transport Scotland should be improving public transport and active travel rather than improving conditions for road transport in a very expensive way which makes use of the railways worse.	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). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. The Preferred Route will be further developed during the DMRB Stage 3 Assessment, and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared which will evaluate the impacts and effects of the proposed scheme on people and communities. The land required to deliver the scheme will be established at the end of the ongoing DMRB Stage 3 assessment. Any matters of compensation as a result of the proposed scheme, including potential relocation of businesses which should it be required is a compensation matter, will be assessed by the District Valuation Office on behalf of the Scottish Ministers. Guidance on the compulsory purchase process and compensation can be found on the Transport Scotland website (https://www.transport.gov.scot/media/9210/guidance-on-the-compulsory-purchase-process-and-compensation.pdf). We note your comment in regards to improving public transport and active travel rather than improving conditions for road transport, however, the A9 Dualling project is not a project aimed at increasing the capacity of the trunk road network. The key objectives of the overall A9 Dualling programme are to improve safety for motorised and non-motorised users, improve journey times and reliability, facilitate active travel, and improve integration with public transport.
090	Thanks for making this information available in a virtual mode. The Vimeo was very informative. This looks a good solution to me. I live in Murthly to the east of Birnam. I use the "Bankfoot" or Dunkeld junction to join the A9 as a motorist and cross the A9 as a cyclist. I think access is improved and made safer. Train station access is much improved. A couple of points to flag up for cyclists. as not entirely clear from video but maybe covered elsewhere 1. There is an existing underpass along the Braan the that goes to Inver and gives access to Sma Glen. Popular with walkers & cyclists. Clearly it would be important to maintain some sort of access. I suspect this has been covered. 2. The Dalguise turnoff is used by local and long-distance cyclists (it is part of the NC7 Sustrans route). There is currently a connection via the west side of the north side of the bridge to a tarmac path that leads to Dunkeld. I would value consideration be given to maintaining good access in this area. It looks to me from the video that the cyclist would be able to follow the underpass to travel from Dalguise to Dunkeld and I believe that would work well.	We note your comments on the Preferred Route for the Pass of Birnam to Tay Crossing project in relation to the information being made available virtually and also that the Preferred Options looks like a good solution. With regard to active travel, the on-going Design Manual for Roads and Bridges (DMRB) Stage 3 assessment will assess impacts to routes used by walkers, wheelers, cyclists and horse-riders and the design will aim to maintain or improve the existing provision where possible. However, re-routing of some routes will be required. Further consultation with the community, Perth & Kinross Council, and active travel user groups will be undertaken throughout the on-going design development to inform the design.
091	I am not in favour of the solution to Dunkeld & Birnam Station. I am concerned about the loss of the business facilities that will be turned into car parking and underpasses are unwelcome ways to arrive into a village and as a woman these places is not somewhere that makes me feel safe. For elderly people or people with disabilities it is also difficult getting luggage to the station with no vehicle access to the station. The community's suggestion to lower the A9 and creating parking spaces and access to the station, is by far a better solution. Retaining the little business facilities that are available locally. The bakery is a big part of the attraction to visitors to the village. From the point of view of encouraging an increase in the use of public transport, open, welcoming stations, where people feel safe and access is easy will help this and support more environmentally friendly travelling options, to combat climate change, The A9 dualling has an opportunity to develop that at the Dunkeld & Birnam station, please do not waste that opportunity. This needs to be future proofed. A lowered,	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. The Design Manual for Roads and Bridges (DMRB) Stage 2 assessment assessed the four whole route options, including the Community's Preferred Route Option, taking account of constraints, potential environmental (including community and individual human impacts), engineering and traffic and economic effects to identify a Preferred Route. Transport Scotland and the community's objectives have also been considered, as well as feedback from the public and other stakeholders. 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.

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	covered stretch of A9 before the roundabout at the A822 junction, would lower speeds and work as a good combo.	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). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. The Preferred Route will be further developed during the DMRB Stage 3 Assessment, and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared which will evaluate the impacts and effects of the proposed scheme on people and communities. The land required to deliver the scheme will be established at the end of the ongoing DMRB Stage 3 assessment. Any matters of compensation as a result of the proposed scheme, including potential relocation of businesses which should it be required is a compensation matter, will be assessed by the District Valuation Office on behalf of the Scottish Ministers. Guidance on the compulsory purchase process and compensation can be found on the Transport Scotland website (https://www.transport.gov.scot/media/9210/guidance-on-the-compulsory-purchase-process-and-compensation.pdf).
092	I would request the plan for the preferred route next to Birnam Train station is reconsidered. The Communities preferred route was to lower the road so we could access the station directly from Birnam's Station Road, reconnecting the station & its A listed building back to the community. If the road goes direct up to the building, it will make the building redundant and unusable.	The Design Manual for Roads and Bridges (DMRB) Stage 2 assessment assessed the four whole route options, including the Community's Preferred Route Option, taking account of constraints, potential environmental (including community and individual human impacts), engineering and traffic and economic effects to identify a Preferred Route. Transport Scotland and the community's objectives have also been considered, as well as feedback from the public and other stakeholders. 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). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities.
093	Roundabout a practical solution. Although concern re tailbacks on A9 N &S during peak and holiday times. Co-Creative majority option in 2016 Low level flyover with mini- roundabout to Inver A822 and Dunkeld A923 grade separated would be an option. I align with the A9 being at level…saves concrete, time and cost. Connection to station Proposed pedestrian walkway to station needs to connect BOTH north and southbound tracks. Walkway needs to visually match the station facade and be wide and well-lit with CCTV. The northbound road proximity to the station is a concern to the integrity of the Victorian building. A speed restriction of 50 mph limit should be along this section. (Leaving the Forth Queensferry Crossing towards Edinburgh is a 50MPH and 40 MPH to Crammond Brig…enforced with police surveillance.) Other Factors	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. 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.

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	The 8 junctions over the 4.6 miles (Birnam to Tay Crossing) is a concern now due to delays, diversions, vehicle damage, injuries and distress. The Bear Junction Video Survey over a short Easter period 2023 confirms that at peak times there are increased collisions and dangerous behaviour. Action to this section is a priority Lighting at junctions and bollards Improved line marking & hatching Cameras Chevrons to indicate the curve at Birnam, A822 and A923 Speed enforcement of 7.5 T to 50 mph…will improve stopping distance when required at the junctions. A roundabout to facilitate entry exit to A822 and A923 2032-35 dualling completion is an unacceptable delay for meaningful safety improvements at this already busy, complicated and dangerous section of the A9.	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). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. We note your comment regarding extending the underpass to platform 2. This relates to the on-going operation of and accessibility to the station, and as this is beyond the current scope of the A9 Dualling programme we cannot comment further at this time. The national speed limit on dual carriageways is 70mph. With regards to the speed limit of the road past the station building, further assessments will be undertaken throughout the on-going DMRB Stage 3 assessment to ensure all appropriate measures are taken to eliminate impacts of the A9 Dualling on the listed station building. 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, 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. It was determined through testing that satisfactory operation would still be achieved at the roundabout under normal peak operations. Further traffic modelling is being undertaken throughout the on-going DMRB Stage 3 assessment. 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. 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. Transport Scotland is currently in the process of reviewing the recommendations. 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.
094	MY PRIORITY HAS & ALWAYS HAS BEEN VILLAGE ACCESS, BOTH PEDESTRIAN & VEHICLE DIRECT (underscored) TO STATION VIA STATION RD. I.e. cut & cover section to new road required.	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-

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	I am also against a roundabout at grade at DUNKELD JUNCTION due to noise & pollution with slowing traffic and the 'side' roads will still have to "nip" in while the NORTH/SOUTH Traffic has main flow! At present, the idea that southbound traffic wanting to access Bankfoot Road will need to exit @ the "New" Dunkeld roundabout and add to the traffic flow through Birnam - possibly as much as 300 vehicles a day more. We were given the original bypass to stop through traffic in the village of D. & B. and now this proposal is increasing it!! A Transport Hub/exchange at the station should be a priority i.e. renovate STATION RD direct to station buildings.	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. 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. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR. 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. We note your comment regarding potential increased traffic flow on Perth Road and the associated safety concerns for pedestrians and other road users. 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. The Birnam Junction is a grade separated junction however with the southbound off slip not included. The DMRB Stage 2 assessment considered three grade separated junction options for the Birnam Junction, taking account of constraints, potential environmental, engineering and traffic and economic effects to identify a preferred junction option. Within the assessment traffic volume was not considered a significant factor however the preferred route option has less impact on ancient woodland loss and encroachment on the River Tay flood plain. 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). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities.

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095	The station is still not connected to the village. To ask anyone with any mobility issues, plaster cast, walking sticks, dogs etc to walk that distance underground in a tunnel is expecting too much and many will self-exclude, preferring al alternative transport method. Will reduce train station use. Many visitors avoiding these days don't research how they get from train to hotel as it is now. Carrying luggage by elderly?? Dunkeld + Birnam deserve a design that meets the needs and desired of the community. Locals are very conscious that the final design will be used by the next 2 or 3 generations so getting it right is very important. Encouraging use of public transport - like trains + buses - is going to improve health and reduce pollution levels.	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). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities.
096	A ROUNDABOUT!!??!! Completely nuts! Why bother with dualling this section of the highway if an artificial delay is to be deliberately introduced? Has the proposed roundabout been modelled (ARCADY, TRANSYT, LINSIG etc.)? Can I see the results? What are the anticipated levels of pollution increase from tyre wear incurred by bringing all traffic down from normal speed to 0-15mph? What extra CO2, noise, tyre wear pollution will be incurred by acceleration of all traffic to normal speed? Surely this will need to be signalised which would normally require a larger area for the structure to deal with internal queuing? If unsignalised and then later issues require post-commissioning signalisation this will turn into a huge dog's dinner. A roundabout would normally be considered as a last-ditch resort anywhere else in the world when working with these levels of AADT.	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. 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, 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. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR.
097	This design is much the same as the first design 'at grade' that was proposed many years ago. Many flaws were soon identified, and were well documented. Many design improvements were made from the public and the A9 co-creative process. many of these improvements have not been included in this latest version. The whole process has gone full circle, we are now back at square one. A huge waste of time and effort and money.	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

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	Wildlife is going to be a big loser here. The Dual carriage way and road entry and road exit points will cause carnage. Environmental impact assessment and monitoring is required. The answer is to have the tunnel alongside the railway station. Connectivity for wildlife and for residents of Birnam and Dunkeld have not been fully accounted for. Grass and tree cover over the 1.5km tunnel is the answer. Birnam Glen residents have been disconnected from the community since the railways arrived with a low bridge that prevents access for emergency vehicles, refuse vehicles, removal vehicles, forestry vehicles, electricity and telephone utility services, and delivery vans. It is a Victorian time warp. In earlier plans there had been a new road designed to enter from the Amulree Braan Road, then bridged across the Inchewan burn, giving good access and connectivity. This would have been the wholesome solution for the communities of Birnam and Dunkeld. Instead, cost cutting to the bone has resulted in this been left out. This needs to be seriously looked at again and implemented.	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. 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. The Preferred Route will be further developed during the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR will consider the impacts and effects from a Landscape and Visual perspective and identify potential mitigation including planting. The mix of species to be planted will be considered further throughout the on-going DMRB Stage 3 assessment. The EIAR will also consider impact on and provisions for wildlife. The potential impacts and residual effects (after mitigation) will be reported in the EIAR. We note your comments on the access for Birnam Glen residents. Alternative access provision for Birnam Glen was considered for two of the four whole route option, Option ST2A (Community's Preferred Route Option) and Option ST2B (150 metre underpass) as both of these options resulted in the existing Birnam Glen road no longer viable for access due to the lowered mainline options. With the Preferred Route the existing access road can be maintained following the construction of the scheme, therefore alternative access is not required as part of the A9 Dualling scheme.
098	Disappointed that there's no direct route for vehicle access to the station from Birnam. Access to Dunkeld and Birnam from the A822 is currently dangerous as it requires navigating a busy junction with traffic travelling at speed on the A9. Ideally, an overpass would be preferred.	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 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 Design Manual for Roads and Bridges (DMRB) Stage 3 assessment will assist with designing the layout of the replacement car park and its facilities (EV charging, secure bike parking etc). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities.
099	My Proposals Speed Limit. If the roundabout at the Dunkeld junction is to be retained, vehicle speeds past Birnam and approaching the roundabout should be reduced. Consider a speed limit from the Pass of Birnam to Dunkeld of 40mph, rigorously enforced by average speed cameras. I would recommend this whatever the construction of the road as it will reduce the noise impact on Birnam. Dunkeld Junction	The national speed limit on dual carriageways is 70mph. With regards to the speed limit of the road on approach to the roundabout, during the Design Manual for Roads and Bridges (DMRB) Stage 3 design development, appropriate advanced warning indicators, in consultation with an independent Road Safety Auditor, will be developed and incorporated to assist with advising road users that they are approaching the roundabout and should adjust their speed accordingly, reducing the risk of accidents in relation to the proposed roundabout. 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 &

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	Replace the roundabout with what you term a grade separated junction but move the main body of it as far as practicable to the north of the Braan where there is unused land on both sides of the current road. This would lessen the impact on the residents near the Doctor's surgery. Station Under the current proposals, how do you get vehicular access to the Station for either regular maintenance to the track or station building, or as an attendee at the Selby rail crash, a train accident requiring emergency access. I cannot see one on any graphic or description supplied in the Jan 24 document. The current pedestrian proposals for access, unless properly and reliably future funded, will turn into an unlit toilet with no disabled access - to the benefit of no-one. Reassess the proposal to sink the A9 at this point for a length sufficient to reinstate the Station Road connection to the station at the current level or thereabouts of the A9. Reassess the need for dualling past Birnam. This should be considered as a safer and more practical option if the Dunkeld roundabout is to be retained, and would enhance the quality of life in Birnam if speed restrictions were also to be applied to the section of road. Where the current dual carriageway merges into the single carriageway south of the Pass of Birnam, elongate the taper/merge area to improve safety and put whatever signing/road markings, speed restrictions you like in place to make the merge as safe as practicable. It is easier to slow traffic down from 70mph to, say, a merge speed of 40mph than from 70 to 20. Do as you will with the Birnam junction. Put slip roads/underpass onto the single carriageways or insert a single carriageway roundabout. Build a vehicular underpass access to the station from Station Road to utilise the now retained and extant car park. This will retain the benefits for Birnam, will not compromise on road safety and provide emergency vehicle access to the station. Place a single carriageway roundabout at Dunkeld. Again, use whatever road markings, speed limits and signage necessary for the maximum safety of this feature. Then, north of the Braan reinstate the dual carriageway. These proposals, I suspect will be no less safe than a roundabout at the end of a 70mph dual carriageway and will probably add no more than 2 or 3 minutes to the Inverness journey-time. Is it really worth all this money to shave a few minutes off the Inverness journey. I have been told that this is pie-in-the-sky thinking, owing mainly to the political intransigence of the Scottish Government as they have promised the voters a completely dualled A9. But, by Jacobs' own statement cited above, costs and ease of construction are considerations, and this would fall into both categories. I commend this consideration as I do all my proposals, especially in the light of my comments below." "Dear Sirs,	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 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. 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. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR. Moving the proposed Dunkeld junction to the north of the River Brann is likely to increase the adverse impacts on the residents near to the doctor's surgery, not reduce them. The reasoning for this, is that it would be necessary to connect an A9 junction north of the River Brann with the A923 towards Dunkeld, which would entail moving the A923 closer to the doctor's surgery and the adjacent properties than the current proposals. A left-in left-out at-grade junction on the northbound carriageway, located approximately 260m south of the existing railway station junction, provides Network Rail vehicles access to the railway station building and compound area. Publication of draft Orders and the Environmental Impact Assessment Report for the project, scheduled for Spring 2025, marks the formal commencement of the statutory process for the project. Timescales thereafter, including for procurement of the construction contract, are subject to completion of the statutory process. The Delivery Plan for the A9 Dualling Programme indicates that, subject to completion of statutory processes, procurement of the Pass of Birnam to Tay Crossing construction contract is scheduled to commence in Summer 2027, with contract award in Autumn 2028 and dualling to be operational by the end of 2032.

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	I could originally find no way to access this feedback page and so I sent the original of this to the Jacobs email. This copy may vary slightly from the original and should be read with this part preceding the ""proposals"" section. Preamble. Some comments in your document December23/January24 indicate to me that the consultative process with the residents of Birnam/Dunkeld has been deeply flawed through misinformation and misdirection, and I consider that your DMRB stage 2 process should be revisited so that the people of Birnam/Dunkeld can re-vote on realistic options for the route past Birnam. This project, as proposed initially at the meetings that I attended had safety as its prime motive, with other categories secondary in nature. At these same early meetings, we were presented with a series of what were passed off as ""options"" for the construction and which were urged to consider voting for, even though some were unrealistic to the extent of being ludicrous. e.g. a tunnel under Birnam Hill or a route around the back of Birnam Hill. Others were less ludicrous but still unrealistic from a cost point of view such as the road running in a covered cutting running the length of Birnam. These and other costly options diluted the votes for what was realistic from the cost viewpoint and thus must negate the validity of the voting process. We were urged at public meetings to ignore the costs of the options and to vote for our preference. This was a grave and egregious misdirection and for this alone, the stage 2 process should be revisited. The real restraints on building this section have finally been laid out in writing in your 'Constructability' section of the above document. ""Less excavation and import of material required, therefore less construction vehicle movements and less expensive to construct'. This should have been your mantra, (particularly the final four words) and the basis of our voting from the beginning, in order to achieve a meaningful consultative process. This we have been denied and it should be rectified. Safety. One of my comments from above bears repeating. The dualling was predicated upon safety. You (Transport Scotland/Jacobs) have seriously compromised on safety by proposing that a roundabout is placed at the Dunkeld Junction. I explained my views on this to one of your representatives at the January meeting. I repeat them here. What you have, approaching this roundabout, is a long stretch (from Inveralmond) of unobstructed road with a speed limit of 70mph, and where traffic will be doing, or exceeding the maximum speed limit for any particular class of vehicle. On the immediate approach to it you have a downward grade past the Railway Station where cars and lorries will be doing between 60-70 mph (probably at times more) and have to suddenly slow down to 15/20mph for the roundabout. Some will not slow down in time (witness the accidents on the Aberdeen bypass roundabouts within weeks of them being built), or the necessity to brake sharply will be the cause of accidents on the approach to the roundabout. I was told by your representative that these problems would be mitigated by signing and road markings and that such a feature is permissible within the current construction framework. My reply to this was, and is that a	

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	roundabout inherently compromises and cannot do anything but compromise, safety, and particularly so at the bottom of an incline. In the early stages of the consultative process the notion of anything but an unobstructed road was discounted by your representatives. What has changed apart from cost considerations. It is also interesting to note that the notion of safety has been reduced to second place in the spatial hierarchy of the Jan24 document. See introduction, page 2. Reducing journey times seems to have become the priority."	
100	Thank you for the well presented virtual exhibition. The Preferred Route for this section of the A9 duelling differs from the COMMUNITY Preferred Route developed in the Co-creative process undertaken as a partnership between Transport Scotland, Jacobs, and the Dunkeld and Birnam community in 2018. The most concerning change proposed is that the road is duelled at grade as it passes the railway station. This will have many detrimental repercussions. Apart from the atmospheric and noise pollution of the wider road, duelling at grade in such close proximity to the station building will have the effect of completely cutting off the station from the village by the four-lane highway. This is the very opposite of the community's long-held vision to see the station, the only A-listed building in Birnam, reconnected to Station Road as it was originally. An isolated station will not be well served by the proposed pedestrian subway. As a regular user of the Caledonian Sleeper, I will not feel safe accessing the station in this way at night. Likewise, I would feel very vulnerable arriving on the platform from any train in the dark, or from the sleeper early in the morning, and crossing to the village via the proposed subway. I believe this will have the effect of reducing station use by solo travellers and women. Duelling the road at grade so close to the station building and cutting it off like this, with the noise and pollution of the dual carriageway, will severely limit potential community uses that can keep the building viable and cared for, making it more likely to fall into disuse and deterioration (there are currently strenuous community efforts underway to restore the building). Creating a parking area at the top of Station Road with access only via the proposed pedestrian subway will not guarantee that train travellers can park, as there is already pressure on parking in Birnam and the car park will undoubtedly be used by tourists and others. Park and ride will therefore be seriously adversely affected. Station users with baggage, and those with mobility issues, will not be able to be collected close to the station platform by car or taxi. For all these reasons I could not be more opposed to this element of the Transport Scotland Preferred Route. Please do not duel the A9 at grade past the railway station. Consider a short underpass for the road and allow access to the station over the A9. There is also an issue with the Birnam junction as now proposed in the new Preferred Route. The lack of southbound access to the Bankfoot Road and Birnam will surely result in a significant increase in traffic along Perth Road, a route that already endures traffic travelling at excess speeds through the residential area. As a resident of Perth Road, I have seen a significant increase in traffic in recent years. It is alarming to think that the situation could worsen after proposed A9 improvements. This would certainly not represent an improvement for the many residents of Perth Road. During the Co-creative process, we were urged by Transport Scotland and Jacobs representatives not to let thoughts of cost limit our imaginations. When considering A9 dualling designs, they encouraged us to come up with our most ideal vision and to indulge in "blue sky thinking". Inevitably, this enabled participants to imagine that the A9 could pass the village in a long tunnel, thereby achieving best possible outcomes for nature, trees, noise reduction, land reclamation for integrated public transport solutions, and fullest reintegration of the station with the village. All in all, the best possible outcome for the community. However, it now appears that this 'dream' was never on the table. Any tunnel solution was likely only ever to have been the short 'cut and cover' underpass just long enough to take the dropped A9 road past the length of the station site. If this had been presented in 2018 as the only solution that could take the road below the 'at grade' design now being offered, this would most certainly have been the stand alone first choice by the community, and by a big majority. I feel the promise of a 'grand design' caused us to push for something that could never have been. Now we need to meet in the middle and bring the short tunnel/A9 underpass back on the table. At grade dualling past the station is just wholly unsuitable and will destroy the 'Station Road-to-Railway Station' reconnection vision that will always be seen as the progressive, future-proof, safest, and most thoughtful solution.	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. 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). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR. The Birnam Junction is a grade separated junction however with the southbound off slip not included. The DMRB Stage 2 assessment considered three grade separated junction options for the Birnam Junction, taking account of constraints, potential environmental, engineering and traffic and economic effects to identify a preferred junction option. Within the assessment traffic volume was not considered a significant factor however the preferred route option has less impact on ancient woodland loss and encroachment on the River Tay flood plain. We note your comment regarding potential increased traffic flow on Perth Road and the associated safety concerns for pedestrians and other road users. 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. With regard to active travel, the on-going DMRB Stage 3 assessment will assess impacts to routes used by walkers, wheelers, cyclists and horse-riders and the design will aim to maintain or improve the

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	When the A9 bypass was created in the 1970s, it was done in a way that was not sensitive to the environment, the railway station, or active travel. And it did not anticipate the increase in traffic that we have seen in the last 50 years. Now that we know better, we have the opportunity to do better. Future generations will have to live with the outcome of what is decided in this duelling project, and it is so important that we make the right decisions to secure a safer A9. We can and must do this in a way that is sensitive to the adjacent residential areas, built heritage, and natural environment, with safety paramount. As much as I want to see improvements, I almost feel that we should go ahead and redevelop the junctions in the Pass of Birnam to Tay Crossing stretch but just leave the section at the station undualled for now. This can be completed when people with more access to funding and more imagination are ready to deliver the design that is needed to secure the future of the railway station, and allow it to be properly and fully reintegrated into the community for the benefit of rail travellers and locals alike: a plan that is future-proof and that demonstrates state of the art Scottish design and engineering. Future generations will thank us.	existing provision where possible. However, re-routing of some routes will be required. Further consultation with the community, Perth & Kinross Council, and active travel user groups will be undertaken throughout the on-going design development to inform the design. The nature of the A9 Dualling programme , it would not be suitable to leave one section of the road as single carriageway as this would not resolve the main issue of the road in its current form and would therefore not achieve the overall objectives of the A9 Dualling programme in relation to improved journey times and reliability or driver safety.
101	The proposal to add a roundabout rather than create a grade separated junction on the A9 at the Dunkeld junction would create a safety risk due to queuing A9 traffic at busy times. It would also ignore the opportunity to reduce A9 journey times further by allowing free flowing North and Southbound traffic up to the 70mph speed limit. It would be the only roundabout anywhere on the road between Inverness and Perth and I don't understand why this would be a better option than a grade separated junction.	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. 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, 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.
102	The roundabout, the Birnam junction and the Hermitage junction are great. Thank you for listening to the community. However, I strongly oppose dualling the A9 and in particular this section. I feel that the junction improvements should go ahead for safety reasons but that the road should remain single carriageway. My reasons for this are: - this is the only section of the A9 that runs so closely to town and a large area of native woodland. People's garden will be cut in half, business premises in the Birnam industrial estate will be destroyed without any proposed replacement, the current buffer of trees between the road and Birnam will be lost resulting in noise and air pollution. - it will completely change the characteristics of Birnam, Dunkeld and the surrounding natural landscape. It will become dominated by a road that will not be possible to screen from the town as there won't be space. - huge areas of woodland, much of which is on the ancient woodland inventory will be lost. Compensatory planting elsewhere will not recreate ancient woodland habitats. This will be a huge loss for biodiversity, soil carbon and a permanent scar on the landscape.	We note your comments in regards to the dualling of this scheme. The nature of the A9 Dualling programme, it would not be suitable to leave one section of the road as single carriageway as this would not resolve the main issue of the road in its current form and would therefore not achieve the overall objectives of the A9 Dualling programme in relation to improved journey times and reliability or driver safety. 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 Design Manual for Roads and Bridges (DMRB) Stage 3 assessment will assist with designing the layout of the replacement car park and its facilities (EV

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	-it is a well proven fact that increased road capacity results in higher car numbers. This totally goes against the government's commitment to Net Zero. -this is a National Scenic Area. Local businesses rely heavily on tourism that is driven by the beautiful natural surroundings. Removing the woodland between the road and the town, and filling the valley with a huge road will seriously take away from the areas beauty and 'wild' feel. This will impact tourism and local businesses. - spending money on roads cannot be a government priority in the midst of a climate and biodiversity crisis. Spend it on the NHS or public transport instead. Additionally, I specifically oppose the design of the Dalguise junction. The Dalguise road gets a very low volume of traffic and does not need such a large, complex junction. The design of the junction will result in a massive loss of woodland, some of which is ancient. This will result in carbon and biodiversity loss as well as a big negative visual impact on a beautiful, wooded valley. There is a need for safety improvements at this junction, but this design is not the answer. A simple turn right waiting lane and better road markings would make a massive difference. There are numerous examples of large road 'upgrades' in Scotland that have been done in the past that we now realise were mistakes due to their impact on communities, public health, town design and landscapes. Millions has or will be spent undoing these mistakes. E.g. the M8 through Glasgow, Dundee and Fort William's water fronts. Don't make the same mistake. Better public transport, active travel and road safety improvements are a better option. "Don't it always seem to go that you don't know what you've got till it's gone, they paved paradise and put up a parking lot…"	charging, secure bike parking etc). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR. The EIAR will also consider the impacts and effects from a Landscape and Visual perspective and identify potential mitigation including planting. The mix of species to be planted will be considered further throughout the on-going DMRB Stage 3 assessment and reported in the EIAR. We note your comment in regards to a climate emergency and the inference that investment should not be in road building, however, the A9 Dualling project is not a project aimed at increasing the capacity of the trunk road network. The key objectives of the overall A9 Dualling programme are to improve safety for motorised and non-motorised users, improve journey times and reliability, facilitate active travel, and improve integration with public transport facilities. One of the key objectives of both the A9 Dualling project and the Birnam to Ballinluig A9 Community Group is to improve road safety. The proposed A9 carriageway provides a central reserve and does not permit right turn manoeuvres. The proposed Dalguise Junction layout allows for road users to undertake all turning movements and does not compromise safety.
103	One major issue: the Community Preferred Route proposed sinking the A9 and enclosing it in a tunnel for some distance north and south of Birnam. It appears now that that was never a realistic option. Had the community known that at the time, the much shorter tunnel, just sufficient to allow connection of the top of Station Road with the station, would certainly have secured a majority of community votes. As it is the Preferred Route now offers us the worst of all worlds - i.e. a four-lane-wide, 70m pedestrian subway, which will have the effect of cutting the station off from the community even more than is currently the case. This is Birnam and Dunkeld station. It is valued by the community as an important point of access and focus of outbound and inbound travel. Severed from the community by a busy dual carriageway, as proposed by the Preferred Route, it might as well be in Pitlochry or Perth. And it is particularly galling that the pedestrian subway has appeared out of nowhere - it was never proposed by either party to the Co-creative Process. It leaves us to feel we are being sold a pup. I urgently request that the short tunnel option be reinstated. There is some justifiable concern that traffic will quickly back up and cause problems at the proposed Dunkeld roundabout. Given recent increases in A9 road usage, does this proposal take account of the most up-to-date traffic flow data?	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. 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, 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.

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		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). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities.
104	I'm responding as a resident of Birnam with great concern for the proposed A9 road works. Your exhibition and information has been very valuable, thank you. I am concerned about certain aspects of the Preferred Route for the Pass of Birnam to Tay Crossing section of the A9 and how it differs from the Community Preferred Route. Two aspects are problematic - first of all that the road will be at grade as it passes the railway station, which will create both noise and atmospheric pollution, as well as being too close to the station building. Secondly, this means that the station will then be cut off from the village, and the access to the station, will be even more difficult, especially the elderly, those with disabilities, those with luggage etc. In addition, if the station is separated from the village, then it makes those accessing the station especially at night more vulnerable. The preferred route of a subway does not resolve the issue. The community has always wanted the station to be reconnected to the Station Road, and the station building itself be back in use. In order to do so the station needs to be an extension of Station Road, with parking alongside, and the level of the A9 dropped to create a short tunnel. The new Preferred route will also increase the traffic issues through Perth Road in Birnam, and for that reason I am also opposed. When the community was asked to comment on preferred design options, I think this short tunnel would have been a popular choice, especially if we had known that a longer tunnel was not an option financially. It seems to me very important to get the design right at this stage - this is something we will have to live with for a long time, and of course we all wish to find a solution that benefits the whole community as well as being practical and affordable. Thank you. I believe a member of the community is putting in a proposal for the roundabout to be shifted to the west with a slip road, which would allow traffic to continue north or south on the A9 without having to go through a roundabout. I would like to support this option if it is feasible. Thank you.	We note your comments in regards to the Preferred Route exhibition and the information presented. 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 Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR. 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). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. We note your comment regarding potential increased traffic flow on Perth Road and the associated safety concerns for pedestrians and other road users. 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.

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105	The result of dualling this section would be that the quality of life and health of the local community would be impacted for the economic benefit of others, and it would also cause environmental harm. The widened road would massively impact on the homes of local people upon whose gardens the roadside would encroach. The increased noise and reduced tree barrier could permanently alter the character of the towns of Dunkeld and Birnam. This dualling would result in increased traffic volume and speed. This would impact the health of residents through air and noise pollution. The environmental impact would be loss of local woodland - including ancient woodland - and permanently increased carbon emissions resulting from the increased traffic volume caused by the increased road capacity. It does not seem right that this will proceed at the expense of the community. It is equally disappointing that the Scottish Government are investing in increasing road capacity - a strategy at odds with their declaration of a climate emergency.	The Preferred Route will be further developed during the on-going Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR. The EIAR will also consider the impacts and effects from a Landscape and Visual perspective and identify potential mitigation including planting. The mix of species to be planted will be considered further throughout the on-going DMRB Stage 3 assessment and reported in the EIAR. We note your comment in regards to a climate emergency and the inference that investment should not be in road building, however, the A9 Dualling project is not a project aimed at increasing the capacity of the trunk road network. The key objectives of the overall A9 Dualling programme are to improve safety for motorised and non-motorised users, improve journey times and reliability, facilitate active travel, and improve integration with public transport facilities.
106	THE PARKING ON STATION ROAD INDUSTRIAL ESTATE IS BAD ENOUGH WITH TRAFFIC + PARKING ON THE STREET AS IT IS. I AM ALREADY STRUGGLING TO GET PARKED AT MY PARENTS HOUSE WHEN VISITING OR DROP OFF GRANDCHILDREN. THE PROPSED ENTERANCE TO THE PEDESTRIAN UNDERPASS TO RAILWAY STATION WILL BE VERY OBTRUSIVE TO THE RESIDENTS LIVING IN THE AREA VISUALLY + NOISE. THE COMMUNITY PREFERED OPTION WOULD BE MUCH BETTER ESPECIALLY THE SHORTER DISTANCE 150M. AS IT WOULDN'T REQUIRE SPEED RESTICTION OR VENTILATION SYSTEM. ALSO, IT WOULD BE BETTER ACCESS TO THE VILLAGE AND PASSENGERS USING THE TRAIN 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. 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 Design Manual for Roads and Bridges (DMRB) Stage 3 assessment will assist with designing the layout of the replacement car park and its facilities (EV charging, secure bike parking etc). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR.

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107	The parking on Station Road is bad enough with all the cars parked on the street as is. Am already struggling to get parked at my parents' house to visit or drop off grandchildren. The proposed entrance to the pedestrian underpass to railway station with be very obtrusive to the residents in the area. The Community preferred option would be a better option especially the shorter 150m underpass as to the longer tunnel as no speed restriction would be required or ventilation system would be a better option for the villages future and far better access to 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. 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 Design Manual for Roads and Bridges (DMRB) Stage 3 assessment will assist with designing the layout of the replacement car park and its facilities (EV charging, secure bike parking etc). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities. The Preferred Route will be further developed during the on-going DMRB Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR 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 in the EIAR.
108	The Station building: The preferred option would bring the A9 dual carriageway far too close to the Category A listed Station building. The integrity of the building will undoubtedly be damaged over the years being in such close proximity to the proposed dual carriageway. The beautiful building when/if upgraded would be a valuable asset for small businesses benefitting the local economy and providing a much needed hub for the villages of Dunkeld and Birnam. It will be almost impossible to implement this with virtually no forecourt for vehicles in front of the station building. This will be a complete disaster. If Transport Scotland were to take up the community plan for the station it would be a wonderful showcase to other countries for the excellent design and creative solution to the area, not just the station. It would provide a lasting legacy for future generations if the Government took action and created a more visually appealing solution. The Community Preferred Option has been meticulously researched, discussed and supported over the years by people who live in the area. No stone has been left unturned. Please review this option. Restore the public's faith in the decision-making process, collaborating with, not against, the local community.	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 DMRB Stage 2 assessment assessed the four whole route options, including the Community's Preferred Route Option, taking account of constraints, potential environmental (including community and individual human impacts), engineering and traffic and economic effects to identify a Preferred Route. Transport Scotland and the community's objectives have also been considered, as well as feedback from the public and other stakeholders. 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 Design Manual for Roads and Bridges (DMRB)

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		Stage 3 assessment will assist with designing the layout of the replacement car park and its facilities (EV charging, secure bike parking etc). Consultation will also be undertaken in due course with the relevant parties and authorities in respect of future maintenance arrangements for the proposed facilities.
109	The inhabitants of the Dunkeld/ Birnam had been unhappy about Transport Scotland's plan for dualling the A9 in the area; in particular they disliked the grade separated junction with the A822, and the consequent elevation of the A9, which would bring extra traffic noise into the area, and would be quite a fast road. Transport Scotland therefore suspended their plans, to allow the citizens of Dunkeld and Birnam to formulate their own plans; at a further exhibition in 2018, a choice of 3 routes were shown, two of which involved tunnels, one of which was 1.5km long. Transport Scotland then developed a further plan, which recognises the concerns of the local community, and includes their wish for an at grade roundabout with the A822, and a decent car park at the station. The whole route is at approximately the same level; the elevated section to accommodate the grade separated junction was particularly unpopular with the community. After a period…, the Transport Minister has accepted this plan, which will now be developed by Jacobs. From South to north: The “private” entrance to Murthly Castle will be preserved, by an underpass from the B867. The B867/A9 junction will be an underpass from south, allowing traffic to enter Birnam along Perth Road. This will allow cyclists using NCR7 which uses the B867 from Bankfoot easy access to Birnam for refuelling; NCR7 then crosses into Dunkeld, and on northwards. The junction has been simplified with no access from the A9 travelling north into Birnam. The roundabout with the A822 is the main entry point for Dunkeld, Birnam and Inver; it is a busy junction, at grade. I asked if there would be traffic lights, but I was told “not initially”. I suspect they may well be needed at some point in the mid-future, so I hope that the provision of the groundworks to facilitate the provision of traffic lights in the future can be included in the contract. That would minimise the future disruption on this busy junction when traffic lights are installed. On previous occasions and meetings, I have pointed out that the present underpass is not the best for cyclists. Although approx. 3m wide, it is set quite low and alongside the river Braan, so it can flood. My last visit there showed evidence of a recent flood. It is a well-used route for walkers, with/without dogs and prams; not a good environment to welcome cyclists. I would also assume that the underpass is used by school children who live in Inver, attending school in Little Dunkeld. If the underpass was widened somewhat and raised by about a foot or so, and provided with a decent barrier from the river, this would probably accommodate all users. I would suggest notices advising cyclists on the A822 and the A923 that they should use this underpass as the junction isn’t designed for use by walkers or cyclists. Diverting eastbound cyclists into Inver at the west end of Inver would be a good plan, in my opinion. Further north, close to the entrance of The Hermitage, there are bus stops on either side of the A9. In order to access the southbound bus stop, an underpass or pedestrian bridge would be needed. There can’t be many folk using such a bus stop, there being no local houses so one wonders if an underpass costing £500K is necessary. A cheaper and better option might be to develop a cycle/walkway from Inver to the entrance into The Hermitage. Clearly if this were to be alongside the A9 there would be a need for some sort of protection, and the embankment widened to accommodate a cycle/ walkway. It would then give people staying in the camping/ caravan site at Inver the possibility of walking into The Hermitage. I assume that on the A9 itself, there will be suitable signage a mile or so before reaching the roundabout of the possibility of queuing traffic, and need to slow down. I hope the information provided is useful to you. Please do not hesitate to contact us if you have any queries.	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. 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, 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. With regard to active travel, the on-going Design Manual for Roads and Bridges (DMRB) Stage 3 assessment will assess impacts to routes used by walkers, wheelers, cyclists and horse-riders and the design will aim to maintain or improve the existing provision where possible. However, re-routing of some routes will be required. Further consultation with the community, Perth & Kinross Council, and active travel user groups will be undertaken throughout the on-going design development to inform the design. Public transport provisions on the network are currently being assessed as part of the on-going DMRB Stage 3 assessment. Further consultation with Perth & Kinross Council and the bus operators will be undertaken throughout the on-going design development to inform the design.
112	I was just delving a bit deeper into the event space and hidden away on some obscure pages, I found out that there are plans to place an attenuation pond pretty much in the hamlet of Inver. Note Inver incorporates of a number of listed buildings of historic significance. This will require the removal of most of a wood that currently screens much of the village from the A9. The remainder of the wood will be in danger of storm toppling.	The Preferred Route will be further developed during the Design Manual for Roads and Bridges (DMRB) Stage 3 Assessment and in conjunction with this an Environmental Impact Assessment Report (EIAR) will be prepared. The EIAR will consider the impacts and effects from a Landscape and Visual perspective and identify potential mitigation including planting. The mix of species to be planted will be considered further throughout the on-going DMRB Stage 3 assessment. The potential impacts and residual effects (after mitigation) will be reported in the EIAR.

Unique ID	Feedback	Response
	Having stagnant water so close to the village is not a good idea either and likely to encourage smells, mosquitoes/midges etc. There is also a new gas main that has just been laid through the same wood. I suggest that a better site for the attenuation pond would be on the other side of the A9. Appreciate the initial deadline for feedback has passed but I hope you are able to accept this input.	The drainage design proposals which include the attenuation basin near Inver, shown as part of the DMRB Stage 2 Preferred Route, will continue to be refined throughout the on-going DMRB Stage 3 design development and assessment. It should be noted that the River Tay floodplain is a significant constraint in this area as it envelops a significant proportion of the land between the A9 and the River Tay to the immediate north of the river Braan crossing. Consultation with Statutory Undertakers (SUs) regarding utilities will continue throughout the on-going DMRB Stage 3 assessment in accordance with the New Roads and Street Works Act 1991 (NRSWA). The process within NRSWA will be followed for any diversions which are required for SUs apparatus.

FURTHER INFORMATION

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Jacobs

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PASS OF BIRNAM TO TAY CROSSING

TRANSPORT SCOTLAND
CÒMHDHAIL ALBA