Design development timetable

In addition to refining the options and selecting the preferred route, the next stage of the project will also include more detailed consideration of environmental impacts and mitigation, accesses, lay-bys and facilities for pedestrians, cyclists and other Non-Motorised Users (NMUs).

The timescales for the next stages of the Pass of Birnam to Tay Crossing project are:

- Development of Preferred Route Option and Environmental Impact Assessment: Autumn 2016 to Autumn 2017
- Preferred Route Option selection: Summer/Autumn 2016
- Environmental planning process: Autumn 2017 to Winter 2018

For further information

For further information on the wider A9 Dualling Programme, please visit the Transport Scotland website: www.transportscotland.gov.uk/a9dualling

If you have any queries or any comment on the wider programme, please contact the A9 Dualling team by telephone or email.

Phone: 0141 272 7100
Email: A9dualling@transportscotland.gsi.gov.uk

What happens next?

We welcome your views and feedback on the route options. This will help the ongoing development of the Pass of Birnam to Tay Crossing project.

The Design Manual for Roads and Bridges (DMRB) assessment will consider the environmental, social and economic impacts associated with the route options, relating to the environment, engineering, economic and traffic issues. The options presented together with any other options you identify during or after the exhibitions will be used to further develop.

We will keep you updated through a range of direct communications and consultations including further public exhibitions, local drop-ins and one-to-one discussions.

We invite your comments and feedback using the feedback form available at the exhibition or on the project website: www.transportscotland.gov.uk/project/a9-pass-birnam-tay-crossing

We would appreciate your views on the options presented and specifically on the following:

- Local information and constraints that you think may be important for us to know about
- How the junction options may affect you
- Any other options that you think we should consider.

Please leave in the feedback box provided at the exhibition or email:

A9dualling@jacobs.com

You can also post to:

Scott Helps
Stakeholder & Communication Manager
Jacobs UK Ltd
95 Battlefield
Glasgow
G3 7XJ

Please provide feedback as soon as possible and by Friday 18 March 2016.

Possible station relocation

Options A and C are at-grade in the vicinity of Dunkeld & Birnam Station. Due to the constrained nature of the site and the standard of dual carriageway proposed, relevant access cannot currently be provided to the station in its current position.

For options A and C it is proposed to relocate the station to the east of the A822 (Old Military Road) and to Birnam Burn. Key features could include:

- New access road from south of the A822 (Old Military Road)
- Replacement car park with approximately 50 vehicle car parking spaces
- Bus turning circle, bus stop and vehicle drop-off point
- New pedestrian link (MPM) across and into Dunkeld continuing and improved as Birnam Glen will as long-cugated for using the new access road

For options B, C and SAC it is proposed to relocate the station to the west of the railway on land to the north of Birnam Glen Road and Inchewan Burn.

Key features could include:

- New access road from South of the A9
- Replacement car park with approximately 50 vehicle car parking spaces
- Bus turning circle, bus stop and vehicle drop-off point
- New pedestrian link (MPM) across and into Dunkeld continuing and improved as Birnam Glen will as long-cugated for using the new access road

Tay Crossing structure

The road alignment at the Tay Crossing Jubilee Bridge is identical for all alignment options. The road is intended to be constructed on the southbound side of the Tay Crossing structure.

The road is 4.5m wide and will be divided into two carriageways by a central reservation. The concrete slab supported by steel girders of varying depth along the bridge. The intermediate supports are at an angle to reduce the length of the central span.

Option 1
- Three-span bridge with two intermediate supports. The deck is a concrete slab supported by steel girders of constant depth.

Option 2
- Three-span bridge with two intermediate supports. The deck is a concrete slab supported by steel girders of varying depth along the bridge. The intermediate supports are at an angle to reduce the length of the central span.

Option 3
- Three-span bridge with two intermediate supports. The deck is a concrete slab supported by steel girders of constant depth. The intermediate supports are within the boundary of the River Tay SAC to match the configuration of the existing bridge.
**Introduction**

In summer 2014, Transport Scotland held a series of public exhibitions about the next phase of dualling development of options for the A9 Dualling Programme. As part of this, we are seeking feedback on the current and previous options to help inform the ongoing development of the projects with dedicated teams working on each:

- Dalguise junction – grade-separated junction incorporating crossing the A9 on an underbridge, realignment of the B898, crossing the A9 on an underbridge structure
- Dalloch – grade-separated junction construction
- Category A listed station building may remain in its current location, without vehicular access.
- Greater noise and vibration issues would be inevitable during construction.
- Moderate scheme, but improved noise and landscape issues.
- Option C – new option
- Category A listed station building may remain in its current location, without vehicular access.
- Greater noise and vibration issues.

**Previous route options**

In 2009, Transport Scotland commissioned AECOM (formerly URS) to develop route options for the Pass of Birnam to Tay Crossing section of the A9 – considering the engineering, environmental and economic impacts of different options. Through further detailed study, design and assessment work:

- The lowered option was considered on an on-road carriageway, with an overbridge structure over the River Tay near Dunkeld.
- The raised option was considered on an off-road carriageway, with a structure over the River Tay near Dunkeld.
- The at-grade option was considered on an off-road carriageway, with a structure over the River Tay near Dunkeld.

The assessment considered all three options as well as the construction and associated construction of the crossing the A9 near Dunkeld. All three options were considered as being feasible, with each option offering benefits and drawbacks.

**Programme objectives**

The Scottish Government has committed to dualling the A9 between Perth and Inverness by 2023. The A9 Dualling Programme objectives are to:

- Improve connectivity for people and goods.
- Improve safety for both motorised and non-motorised users.
- Reduce journey times.
- Reduce accident severity.
- Improve air quality.
- Enhance local economic and social benefits.
- Protect and enhance the natural environment.

**Constraints**

The route options have been developed taking into consideration the constraints on the route design identified throughout the current assessment as part of previous and current studies and current views.

**Project development**

Since 2014, the project has been undergoing further development to refine the route options for the Pass of Birnam to Tay Crossing project, considering ground investigation, construction, environment and visual impact assessments.

**Ground investigation**

The assessment considered an on-road corridor for a dual carriageway, with an overbridge structure over the River Tay near Dunkeld. The options were assessed to be feasible and were further developed to consider environmental and visual impact assessments.

**Conductability**

An initial review of the conductability of the at-grade and lowered options was carried out in 2014. The lowered option was considered to be the most feasible option, with a structure over the River Tay near Dunkeld and a grade-separated junction.

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