

Welcome



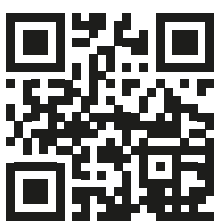
Welcome to the draft Orders Virtual Exhibition for the **A9 Dualling: Pass of Birnam to Tay Crossing** project.

In December 2023, a delivery plan for completion of the A9 Dualling Programme was announced in the Scottish Parliament to dual the A9 between Perth and Inverness by 2035.

In August 2024 public engagement events were held to update the local community and road users on the Design Manual for Roads and Bridges (DMRB) Stage 3 design development and assessment of the Pass of Birnam to Tay Crossing scheme.

This virtual exhibition presents the draft Orders, including the Compulsory Purchase Order (CPO), and the Environmental Impact Assessment Report (EIAR) for the Pass of Birnam to Tay Crossing section of the A9 Dualling Programme, all of which have been published on 30 May 2025, and explains the statutory processes that are being followed.

In-person Public Exhibition Events will be taking place at Birnam Arts & Conference Centre (Birnam, Dunkeld, PH8 0DS) between 11am and 8pm on Wednesday 11th June, and between 10am and 6pm on Thursday 12th June 2025.



SCAN HERE for the A9 Dualling Pass of Birnam to Tay Crossing Story Map website, where you can find an overview of the design development process that has led to the publication of draft Orders and the Environmental Impact Assessment Report in Spring 2025
bit.ly/a9p2storymap



SCAN HERE to visit the Virtual Event Space, where you can find the information being presented at the draft Orders in-person exhibition events on 11 and 12 June 2025, including details of Compulsory Purchase Order (CPO) and the Environmental Impact Assessment Report (EIAR)
<https://a9p2.virtualeventspace.io/>



Scheme Objectives



Transport Scotland is committed to delivering 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. In addition to the A9 Dualling Programme objectives, Community objectives were also identified during the A9 Co-Creative Process by the Birnam to Ballinluig A9 Community Group. Both the A9 Dualling and Community objectives have informed the design development and Environmental Impact Assessment (EIA) undertaken for the proposed scheme.

A9 Dualling Programme Objectives

- The 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.



Community Objectives

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

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

Both the A9 Dualling Programme Objectives and the Community Objectives informed the Environmental Impact Assessment (EIA) undertaken for the proposed scheme.



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The Assessment Process



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

The design has been developed and assessed, in consultation with landowners, local communities, stakeholders and other interested parties, and **draft Orders** and the **Environmental Impact Assessment Report** have now been published, commencing the statutory process.

Design Manual for Roads and Bridges Process

DMRB Stage 1

A9 Preliminary Engineering Study and Strategic Environmental Assessment - identification of preferred corridor

DMRB Stage 2

Route option assessment and identification of preferred option

Co-Creative Process

Identification of the community's preferred option

DMRB Stage 3

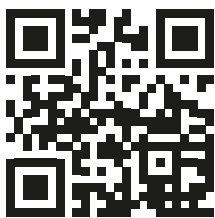
Development and assessment of preferred option

Statutory Process

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

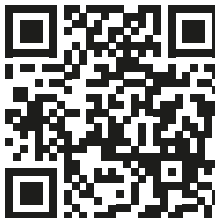
Procurement

Construction



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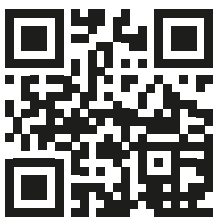
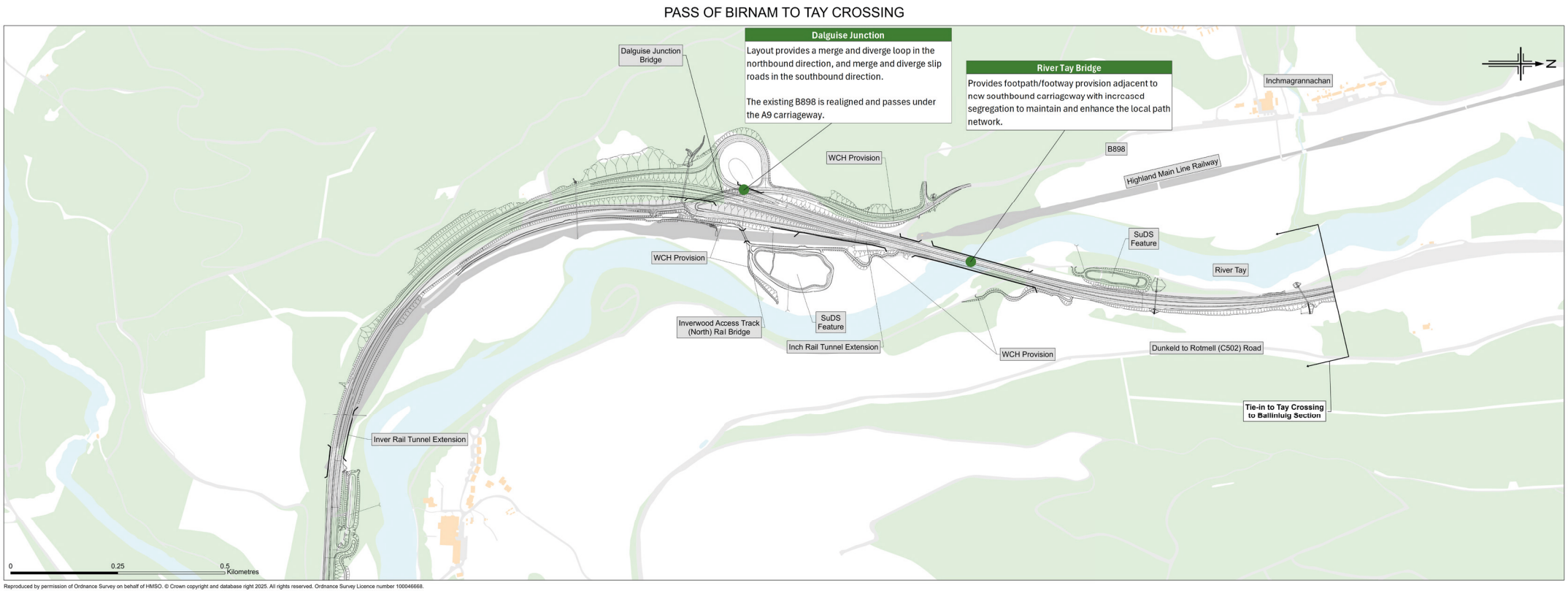
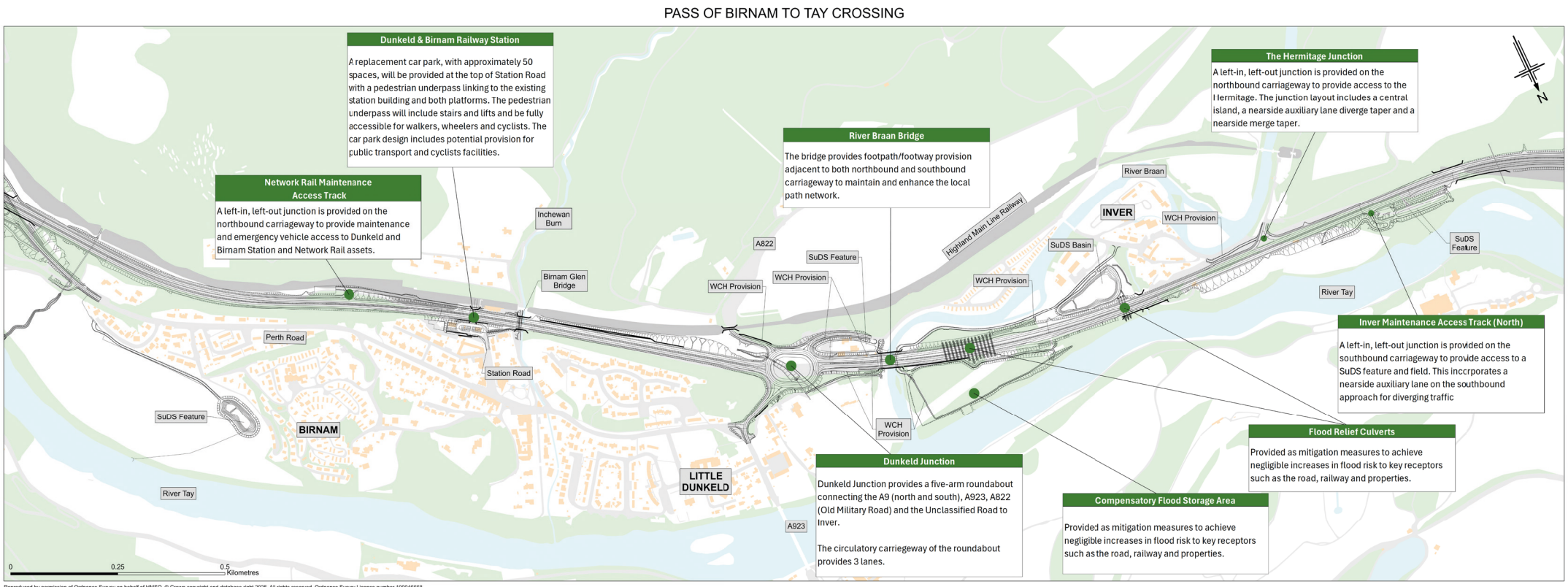
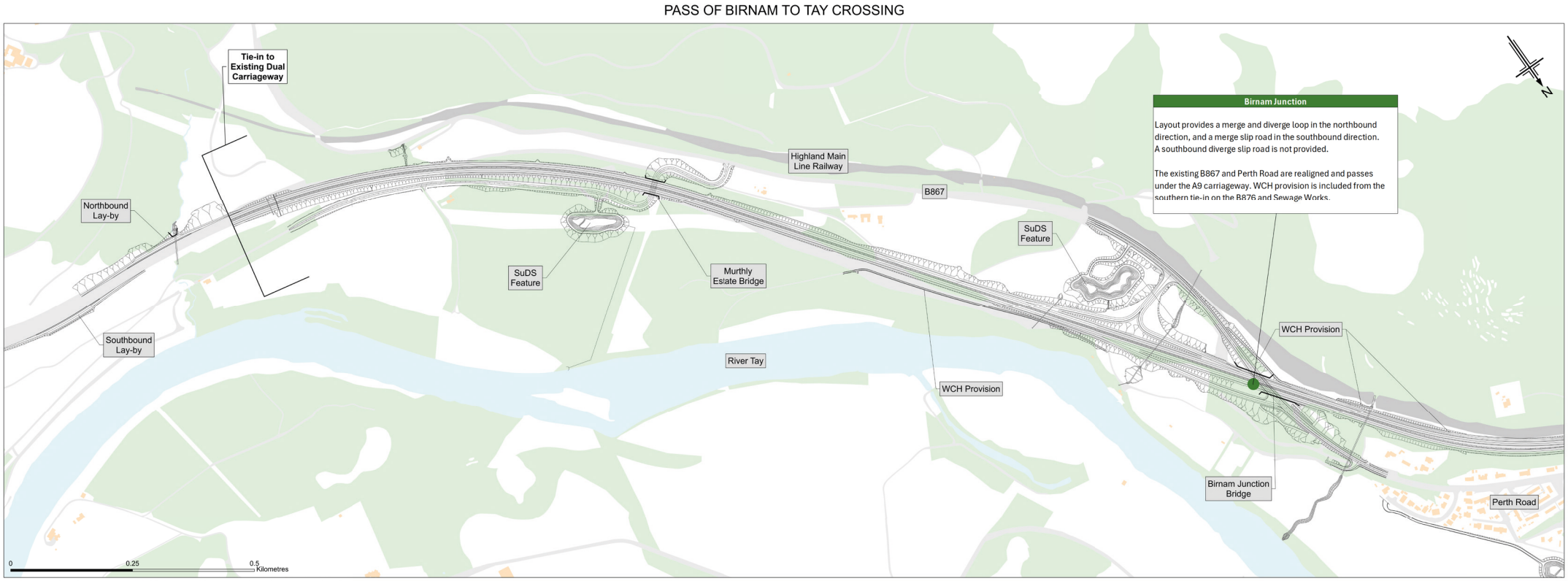
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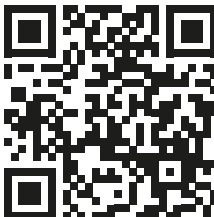
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Proposed Scheme



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Dunkeld and Birnam Railway Station



The design of the vehicular and pedestrian access to the station has been a key consideration throughout the design development. Key elements of the design that have been developed since the previous exhibitions include:

Extended the pedestrian underpass to provide access to both Platform 1 and Platform 2 from the new car park

Further developed the aesthetics at the entrance to the railway station and associated car park

Repositioned platform lift and stair shafts to integrate with existing station features

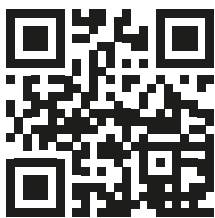


Artist impression of the access to the station and car park

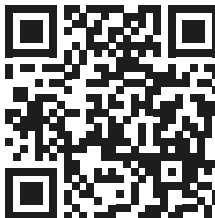


Artist impression of the replacement car park and pedestrian underpass to the station platforms

Feedback was sought at the August 2024 Community Engagement Events on the design proposals at Dunkeld and Birnam Railway Station, which, along with extensive consultation with statutory bodies and the local community, has informed the design development and assessment of the proposals.



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Environmental Impact Assessment



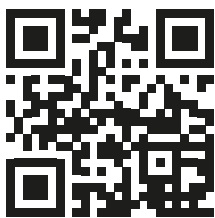
The Environmental Impact Assessment and development of the design have progressed iteratively shaping the final DMRB Stage 3 design of the proposed scheme. This has been integral to avoiding or reducing potential impacts on the surrounding environment.

A range of measures have been incorporated into the design of the proposed scheme to avoid, reduce or offset significant adverse environmental effects.

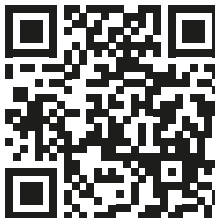


Key environmental considerations have included:

- Impacts on private property and housing, community assets and land, businesses and development land during the construction and operation of the proposed scheme.
- The location of the proposed scheme within the boundaries of the River Tay (Dunkeld) National Scenic Area, Murthly Castle Garden and Designed Landscape, and the River Tay Special Area of Conservation, and the potential for impacts on these designations.
- Impacts on the operation of agricultural land holdings, including woodland and forestry.
- Impacts arising from noise and vibration during construction and operation of the proposed scheme.
- Impacts on walkers, wheelers, cyclists and horse-riders (WCH) during the construction and operation of the proposed scheme.
- The presence of habitats for protected species including otters, bats, badgers, and protected birds.
- The presence of habitats on the Ancient Woodland Inventory and the need for compensatory planting.
- Environmentally sensitive surface water features including the River Tay, River Braan, and Inchewan Burn, and ensuring there is a neutral impact on flood risk.
- Cultural heritage assets including the A-Listed Dunkeld & Birnam Railway Station and footbridge.
- The potential provision of positive effects on biodiversity.



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Assessing Environmental Impacts and Effects



The Environmental Impact Assessment has assessed the following topics:

Air quality:

impacts on air quality from road traffic emissions during construction and operation of the dualled A9.

Cultural heritage:

archaeological remains, historic buildings and landscapes.

Geology, soils, land contamination and groundwater:

including private water supplies.

Biodiversity:

- protected species, such as otters, Atlantic salmon and bats
- habitats
- ecosystems
- designated sites including the River Tay SAC

Landscape and visual:

- impacts on the landscape and on views experienced from:
- buildings
 - outdoor public areas
 - the proposed scheme
 - local roads
 - WCH routes

Material assets and waste:

- impacts relating to:
- the depletion of natural resources
 - consumption of resources
 - management of waste

Population – land use:

- private property and housing
- community land and assets
- development land and businesses
- agricultural land holdings

Human Health:

- health profiles
- health determinants
- likely health outcomes, including those on vulnerable groups

Road drainage and the water environment:

- rivers and streams
- flood risk
- erosion risk
- sediment flow in rivers
- water quality

Noise and vibration:

impacts on noise sensitive receptors, including residential properties, during construction and operation.

Population – accessibility:

WCH routes such as rights of way and hill-walking routes; cycle routes; and equestrian routes.

Climate:

impact of the proposed scheme on climate (greenhouse gas emissions) and vulnerability of the proposed scheme to climate change (adaptation).



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Draft Orders and Environmental Impact Assessment Report



The **draft Orders**, including the **Compulsory Purchase Order (CPO)**, for the A9 Dualling Pass of Birnam to Tay Crossing Project are available to view here today. These are statutory documents that define the line of the road, associated works, and the land to be acquired for the proposed scheme. The **Environmental Impact Assessment Report (EIAR)** for the proposed scheme is also available to view here today.

Copies of the draft Orders, including the CPO, and the EIAR are available to view at the following locations, during normal opening hours *(subject to change), until **25 July 2025**.

Transport Scotland offices	Birnam Arts
<p>Transport Scotland 177 Bothwell Street (5th Floor) Glasgow G2 7EQ</p> <p>Normal opening hours are Mon-Fri, 8:30am to 5pm</p> <p>Closed Saturdays and Sundays</p>	<p>Station Road Birnam Dunkeld PH8 0DS</p> <p>Normal opening hours are Mon-Sun, 10am to 4pm</p>

The draft Orders, including the CPO, and the EIAR are also available to view on Transport Scotland’s website:
<https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-pass-of-birnam-to-tay-crossing/>

Please speak to a member of Transport Scotland or Jacobs staff if you have any questions.



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Construction

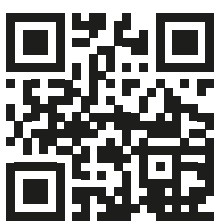


Construction of the proposed scheme can only commence following completion of the statutory procedures. The A9 Dualling Delivery Plan timetable for construction indicates construction completion of this section by the end of 2032, however this is subject to completion of the statutory process, at which stage the timeline for construction can be determined. The construction works are anticipated to be undertaken in a phased approach, and are expected to take approximately three to four years to complete.

Key construction features and considerations include:

- Minimise disruption to the travelling public and affected parties.
- One lane of traffic in both directions to be kept open on the A9 trunk road where possible throughout construction to minimise disruption.
- For the safety of construction workers and road users, speed restrictions may be implemented to facilitate the construction works.
- Some lane closures may be required for particular activities, such as demolition, bridge beam lifting and constructing carriageway tie-in's.
- If closure of the carriageway is required, this would be restricted to night-time and weekends wherever possible, and any closures would be advertised in advance.
- Movement of construction plant and materials will be planned to minimise disruption.
- Minimise impact on the operation of Dunkeld & Birnam Railway Station, and minimise disruption to services on the Highland Mainline Railway.

Further consultation with key stakeholders, such as Perth and Kinross Council, the emergency services, and Community Councils, will be undertaken in the development of the construction stage contract and during the construction period.



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What happens next?

The draft Orders, including the CPO, and the EIAR for the A9 Dualling Pass of Birnam to Tay Crossing project were published on 30 May 2025. This marked the start of the statutory process and the formal, eight-week consultation period.

Representations to the draft Orders and EIAR, including objections, can be made to Transport Scotland during this formal consultation period which closes on **25 July 2025**.

Should there be objections to the draft Orders which cannot be resolved, there may be the need for a Public Local Inquiry (PLI) before the A9 Dualling Pass of Birnam to Tay Crossing project can proceed. Progress after this formal consultation period will depend on the representations received to the draft Orders and EIAR.

Formal representations, including objections, for the A9 Dualling Pass of Birnam to Tay Crossing project should be submitted in writing to:

**Director of Major Projects,
Transport Scotland,
177 Bothwell Street,
Glasgow, G2 7EQ**

or by email to:

A9Dualling@transport.gov.scot



Privacy Statement

This privacy statement outlines how we use, store and share the personal information we hold about you in connection with raising objections or representations to the draft Orders.

Transport Scotland is an Executive Agency of the Scottish Government. We are a data controller for the purposes of data protection legislation. When we process your personal data in respect to your correspondence with us, our lawful basis of processing is for our public task.

We are obligated to allow anyone to object to, or comment on, the making of orders which we publish in draft under the Roads (Scotland) Act 1984 and the Acquisition of Land (Authorisation Procedure)(Scotland) Act 1947. When you correspond with us we process the personal data you provide to us, such as your name and contact details.

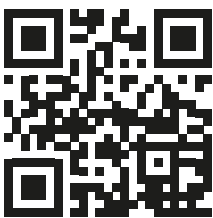
We will use the personal data you provide to us to respond to your objection or comment, and to consider it at a public local inquiry (if caused to be held) if the objection is not resolved. We may have to share your personal data with certain parties we work with such as professional advisors, and service providers

acting as processors who provide IT and system administration services. We require all third parties to respect the security of your personal data and to treat it in accordance with the law.

We may also share your personal data with the Planning and Environmental Appeals Division (DPEA) of the Scottish Government which publishes objections and related correspondence on its website as part of its public task. We will only store your personal data for as long as we need it to comply with our legal obligations.

If you have any further questions regarding how we process your personal data please contact us at dpa@transport.gov.scot or by post to Data Protection Team, Transport Scotland, 177 Bothwell Street, Glasgow, G2 7ER.

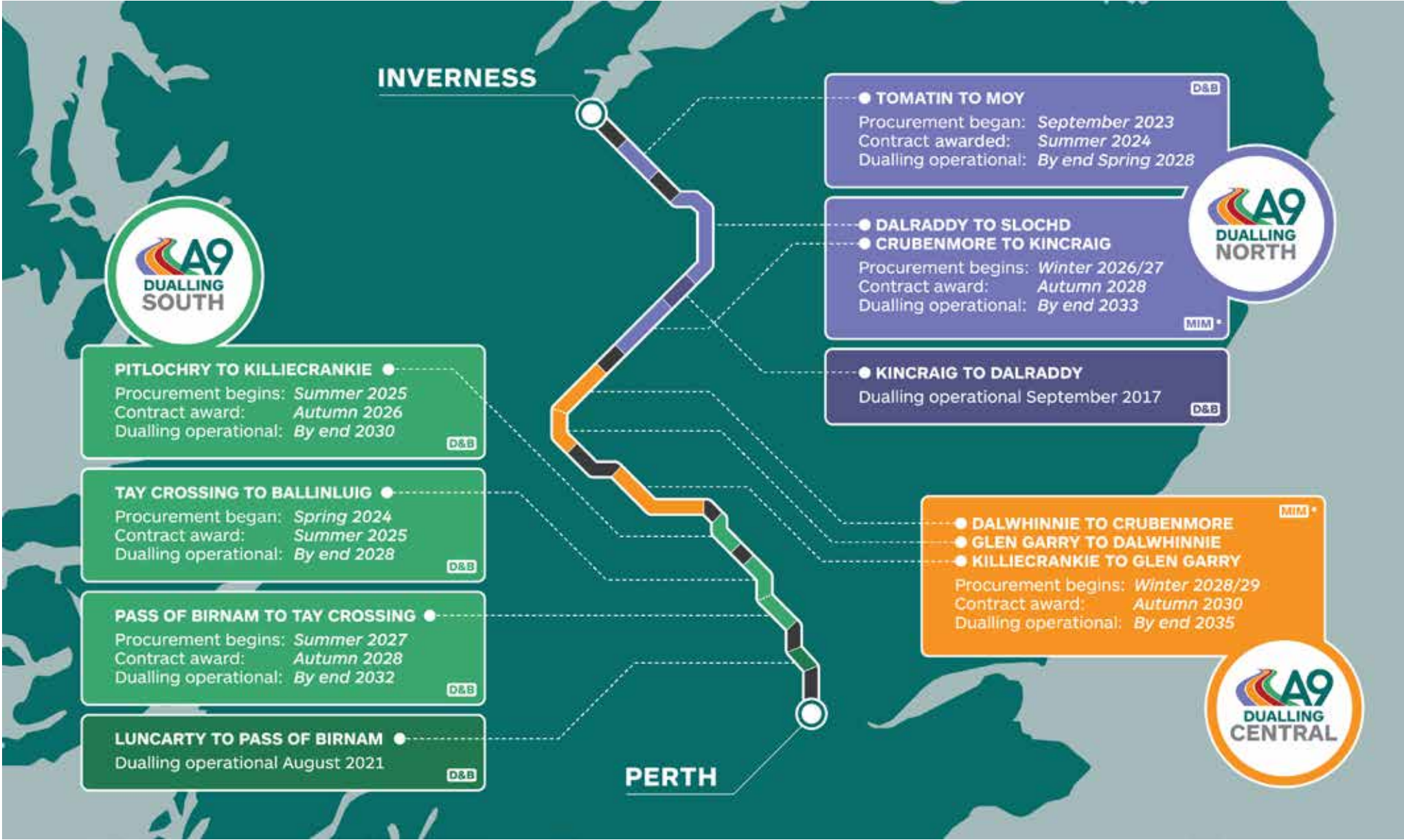
Your personal data is protected by legal rights, which include your right to request access to your personal data and request correction of the personal data that we hold about you. If you wish to exercise any of these legal rights, please contact us using the details above.



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Sections	Projects	Procurement Begins (Contract Notice Issued)	Contract Award	Dualling Operational
	Tomatin to Moy D&B	Delivered	Delivered	By end Spring 2028
	Dalraddy to Slochd MIM*	Winter 2026/27	Autumn 2028	By end 2033
	Crubenmore to Kincaig MIM*			
	Kincaig to Dalraddy D&B	Dualling operational September 2017		
	Dalwhinnie to Crubenmore MIM*	Winter 2028/29	Autumn 2030	By end 2035
	Glen Garry to Dalwhinnie MIM*			
	Killiecrankie to Glen Garry MIM*			
		Pitlochry to Killiecrankie D&B	Summer 2025	Autumn 2026
Tay Crossing to Ballinluig D&B		Delivered	Summer 2025	By end 2028
Pass of Birnam to Tay Crossing D&B		Summer 2027	Autumn 2028	By end 2032
Luncarty to Pass of Birnam D&B		Dualling operational August 2021		



Sections to be dualled

Existing dualled

MIM

Mutual Investment Model Contract

D&B

Design & Build Contract

Dates are subject to completion of remaining statutory process, and impacts on construction from events such as adverse weather.

*Use of MIM contracts is subject to further decision making in late 2025, based on an updated assessment of expected market conditions.

