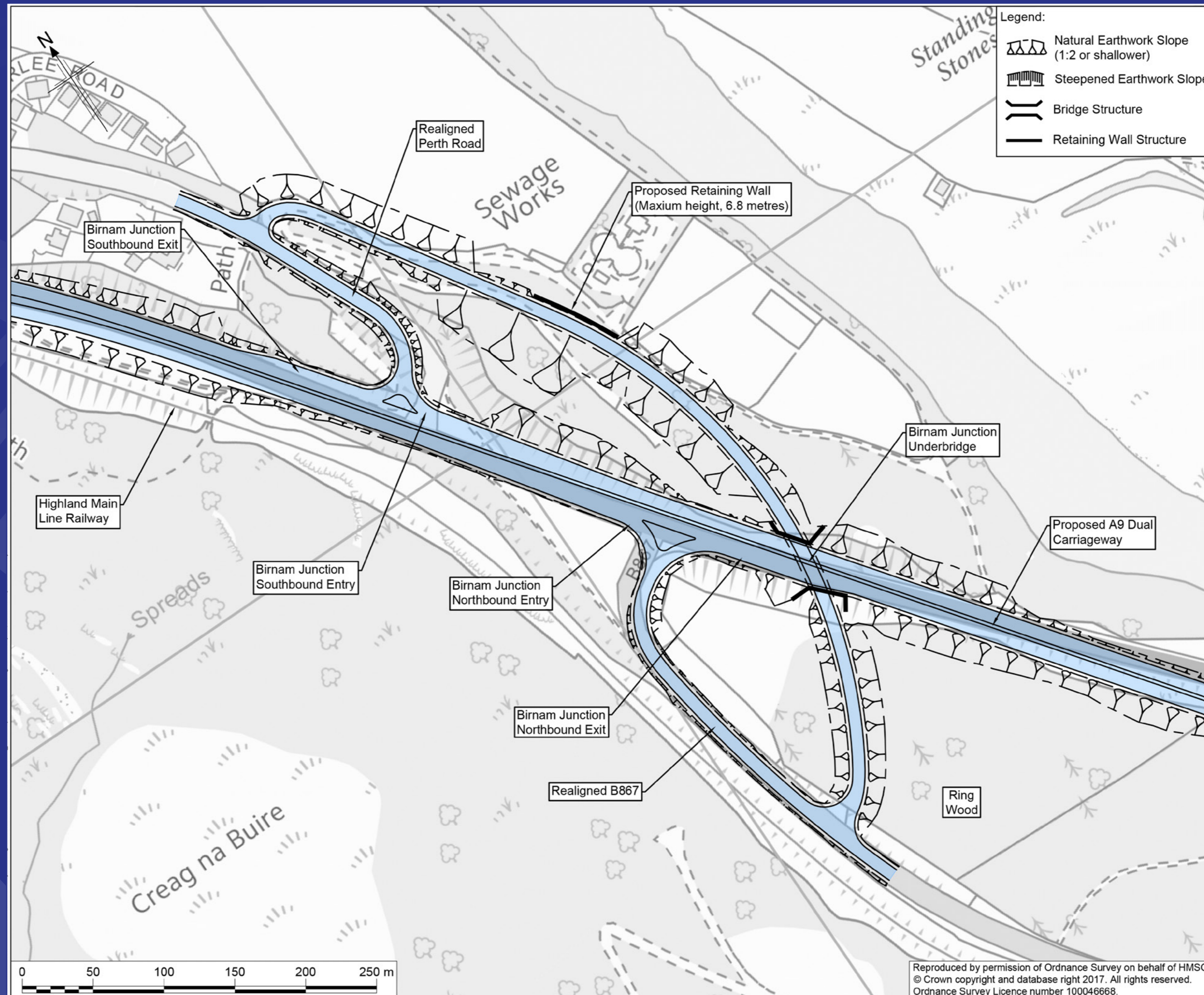


Main features:

- Provides full access to and from the A9.
- Layout not recommended for use on Category 7A dual carriageways.
- Inconsistency of junction type throughout the A9.
- Poor quality side road connection between Perth Road and the B867.
- A9 generally at existing carriageway level.
- No impact on residential properties.
- Retaining wall required alongside sewage works, introducing landscape and visual impacts.
- Impact on access arrangements to sewage works.
- Reduced land-take within River Tay Flood Zone (compared to a full grade separated junction).
- No impact on River Tay (Special Area of Conservation).
- Land-take within Ring Wood, impacting habitat for natural species and Ancient Woodland, introducing landscape and visual impacts.
- Steepened earthworks required alongside Highland Main Line railway, potentially introducing landscape and visual impacts.
- Street lighting not required.
- Provides journey time improvements due to 70mph speed limit.
- Improves access to the A9 for local road traffic.
- Estimated traffic flows suggest type of junction is unsuitable.
- Layout incorporates unacceptable reduced horizontal and vertical curvature standards and forward visibility.



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A9 Dualling Programme

Pass of Birnam to Tay Crossing

Birnam Junction Local Grade Separation I



Notes:

1. Design shown is a preliminary design and will be subject to further assessment and refinement to ensure compliance with relevant design standards.
2. Design shown is a reduced standard alternative option developed following feedback from the public regarding the scale of junctions proposed. It has been developed for discussion purposes only.
3. Only main features are noted for this option. This list is not exhaustive and there may be more local impacts associated with this option.