Main features:

• Provides full access to and from the A9.
• Layout suitable for Category 7A dual carriageways.
• Maintains continuity of junction type throughout the A9.
• Good quality side road connection between the A923 and A822.
• A9 elevated, likely increasing noise, vibration and visual impacts on adjacent properties.
• Earthworks slope rather than retaining wall alongside residential properties.
• Opportunity to provide roadside planting on slope immediately adjacent to residential properties, mitigating landscape and visual impacts.
• Street lighting not required.
• Construction complexity in a constrained area.
• Provides journey time improvements due to 70mph speed limit.
• Improves access to the A9 for local road traffic.
• Retaining wall required alongside Tennis Club and Bowling Green, introducing landscape and visual impacts.
• Removes existing earthwork bund between road and railway.
• Steepened earthworks required alongside Highland Main Line railway, potentially introducing landscape and visual impacts.
• Retaining wall required between the A9 and southbound entry slip road, introducing landscape and visual impacts.
• Long span and elevated bridge required across the River Braan (Special Area of Conservation).
• Station relocation proposed, with access from the A822. Alternative station design (e.g. layout on plan reference: 82140002/ SK/259) could also be used.

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 refinement to Option A, which is shown on the Transport Scotland website.
3. Design shown assumes:
   • Retaining wall between A9 and southbound entry slip road.
   • Natural slope, 1 (vertical) : 2 (horizontal) between southbound entry slip road and residential properties.
   • Standard cross-section on A9 slip roads.
4. Only main features are noted for this option. This list is not exhaustive and there may be more local impacts associated with this option.