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 closer to existing carriageway levels for a longer length, likely reducing noise, vibration and visual impacts on adjacent properties (compared to 70mph Option A).
- Shorter slip roads (compared to 70mph Option A).
- Height of retaining wall adjacent to Tennis Club and Bowling Green reduced by approximately 4.5 metres (compared to Option A).
- Removes existing earthwork bund between road and railway.
- Street lighting not required.
- Steepened earthworks required alongside Highland Main Line railway, potentially introducing landscape and visual impacts.
- No journey time improvements as speed limit is lower than existing.
- Improves access to the A9 for local road traffic.
- 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: B2140002/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 an alternative option suggested by the public based on Option A developed previously by Transport Scotland. 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.
4. Design shown assumes 50mph Design Speed on the A9.