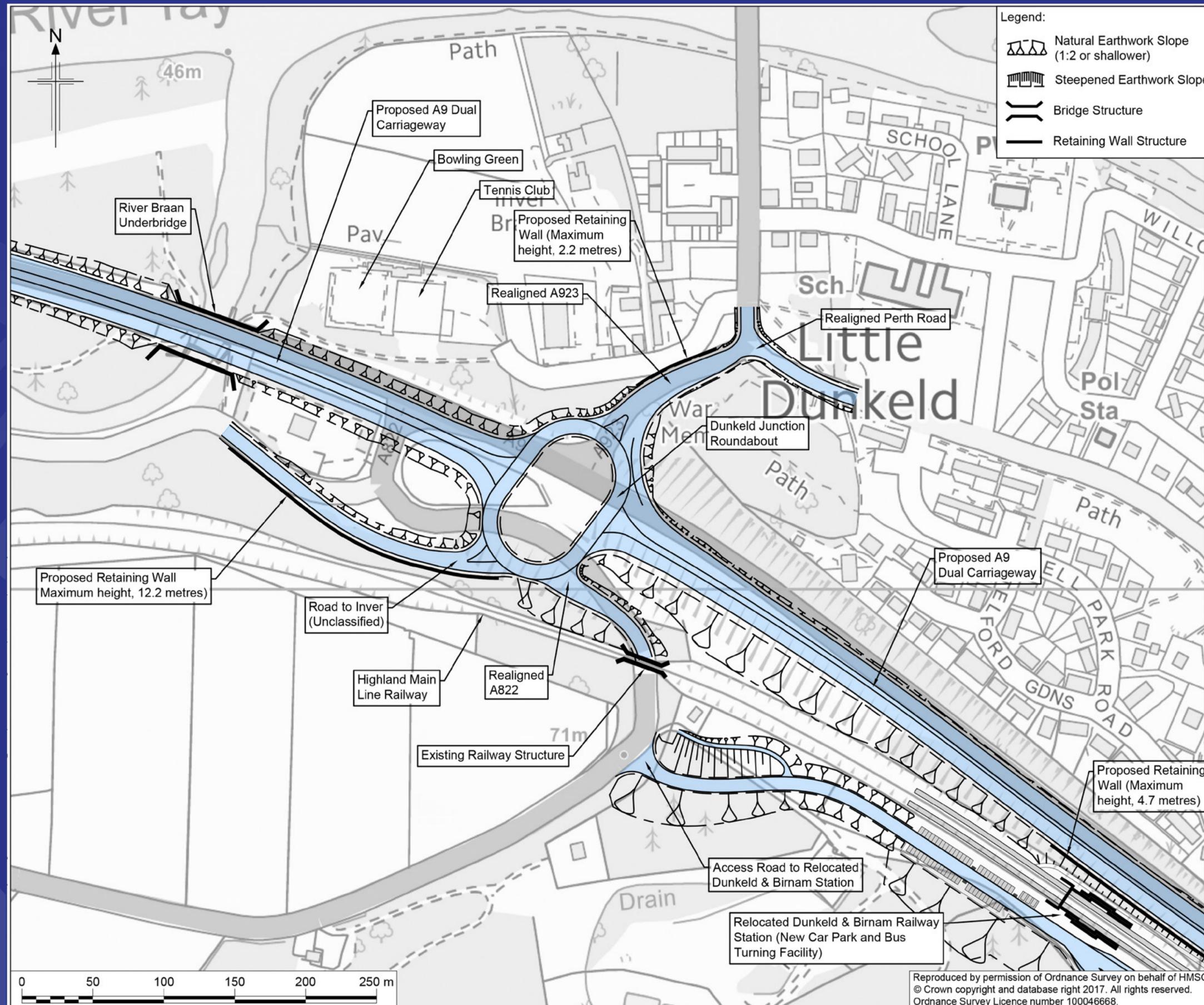


Main features:

- Provides full access to and from the A9.
- Main areas of land-take limited to near the roundabout and approach roads.
- Reduced scheme construction cost (compared to full grade separated junction).
- Reduced construction complexity in the Dunkeld Junction area (compared to full grade separated junction).
- Allows compliant gradients on local side roads.
- Layout not recommended for use on Category 7A dual carriageways.
- Street lighting at roundabout and approaches required, introducing visual impacts.
- Provides journey time improvements in conjunction with 70mph speed limit.
- Improves access to the A9 for local road traffic.
- Inconsistency of junctions throughout the A9.
- Increased potential for low severity accidents.
- Queues possible in peak summer months on roundabout approaches.
- Retaining wall required alongside Highland Main Line railway, introducing landscape and visual impacts.
- Retaining wall required to avoid impact on adjacent access road to Craigvinean Surgery, Tennis Courts and Bowling Green.
- New bridge over River Braan (Special Area of Conservation) similar level as existing A9 bridge.
- Station relocation proposed, with access from the A822. Alternative station design (e.g. layout on plan reference: B2140002/SK/259) could also be used.



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A9 Dualling Programme

Pass of Birnam to Tay Crossing

At-Grade Roundabout Option 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 an alternative option suggested by the public. 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.