



PUBLIC PETITION NO.

PE01175

Name of petitioner

Dr Robert Grant on behalf of Glenrothes Area Futures Group

Petition title

A92 Upgrade

Petition summary

Calling on the Scottish Parliament to urge the Scottish Government to immediately improve and upgrade the A92 trunk road, in particular between Prestonhall roundabout and Balfarg junction, to reduce the number of hazards and accidents and bring about improved benefits to the local and wider economy.

Action taken to resolve issues of concern before submitting the petition

MEETINGS WITH THE FOLLOWING BODIES:

1 DECEMBER 1999 - Henry McLeish, MP, MSP. - Initiated improvements.

2 Miscellaneous Meetings - Christine May MSP.

3 7th MARCH 2008 - GAFG Meeting with Tricia Marwick, MSP - Who agreed to support any campaign.

4 9th NOVEMBER 2007 - Local Glenrothes Area Councillors Committee Meeting - All supported need for A92 improvement.

5 22nd November 2007 - Fife Council Environment & Transport Committees. Agreed to forward local concerns.

Petition background information

THE A92 THROUGH GLENROTHES

There are 5 specific points of concern to the people of and around Glenrothes and to all of those who use this part of the A92. The consensus of concern involves both safety and the economy. This concern was raised in a paper by 3 Local Community Councils in January 2006 and circulated for discussion to Fife Council Officials, Councillors and MSPs - now adopted by the GAFG.

1. THE BALFARG JUNCTION ON THE A92 AT THE WESTERN AVENUE.

In spite of minor improvements this junction remains a hazard to (a) motorists travelling south who wish to enter western Avenue, (b) those travelling south FROM Western Avenue and (c) those from Tofthill housing and Star who wish to travel north. While the rules of the road and signings are clear, this is a complicated unsafe junction and too many motorists are uncertain of give-ways.

2. THE JUNCTION AT CADHAM ROAD north of the new Tullis Russell roundabout.

Issue Arising: Motorists exiting from Cadham Road to the A92 and south face major hazards, with "fast" cars travelling both north and south. Queues are a common feature at this end of Cadham Road. These queues would be considerably bigger if many local motorists from north Glenrothes did not take the long route to access the A92 via Western Avenue, the Leslie Road, the town centre and the Queensway.

3. THE SINGLE LANE A92 STRETCH OF ROAD BETWEEN THE PRESTON AND THE NEW TULLIS RUSSELL ROUNDABOUT.

This is a single lane between two short dual carriageways and two roundabouts. Logic and safety would suggest the finalising of the dual carriageway process along the whole A92 adjacent to Glenrothes, or a second and parallel road.

The large Tullis Russell paper factory is proposing a new Biomass Energy System which will bring c. 200 lorries daily to this specific part of the A92 where there is direct entry to the factory. The same lorries will exit at the Tullis Russell roundabout, again on to the A92 north and south. Two extensive retail developments are planned for Glenrothes town centre for 2009 - entry is again via the A92, chiefly at the Preston roundabout for both commercial and private vehicles. Some fewer local people will travel outwith Glenrothes to shop, but these retail developments will revolutionise Glenrothes town centre and attract a considerable number of visitors for shopping. The GDC map of 1992 shows a clear dualling of this stretch of the A92.

4. THE SINGLE LANE OF THE A92 NORTH OF THE NEW TULLIS RUSSELL ROUNDABOUT TO BALBIRNIE MAINS - i.e. where it briefly becomes a dual carriageway.

This winding single lane section of the A92 has many speed restrictions and warning signs for those approaching the Cadham Road End junction, the Car Wash and the Tullis Russell roundabout.

It is known that land was purchased on the eastern side of this roadway from Balbirnie Golf Club for road development. This land links with the land at Prestonhall (as in 3) and would "easily" allow for a second road to be constructed from the dual carriageway at Balbirnie Mains to the Preston roundabout. See GDC Map.3

5. THE WHOLE A92 FROM GLENROTHES TO THE TAY BRIDGE TO BECOME DUAL CARRIAGEWAY.

Currently this road leading to the north of Scotland is a single lane and winding road. Roads north, east and west of the Tay Bridge are all dual carriageway.

The Tay and Forth bridges should in this 21st century be linked by a modern roadway able to cope with all modern traffic situations and assist in a plethora of economic and social improvements to the people of Fife, the Edinburgh and Dundee conurbations and indeed to the whole of Scotland.

Addendum 1: A92 ROAD SAFETY and ACCIDENTS.

Statistically, while the Red House roundabout is the worst area by far for accidents, there are hazards and recorded accidents at all junctions on the A92 north of here.

Safety has indeed improved since the 2002 Glenrothes area alterations, but not enough. Accidents continue, as does the perception of this stretch of the A92 as very dangerous. Bankhead, Prestonhall, Tullis Russell and Balfarg experience recorded accidents of varying degrees. And not recorded are the unreported accidents, near accidents and the perceptions of this stretch of the trunk road.

Furthermore, despite the 2002 improvement at the Prestonhall roundabout and the construction of the new Tullis Russell roundabout, 2 lanes move into 1 from the Markinch roundabout moving south along the A92, and departing from the Prestonhall roundabout north means 3 lanes merging into 1.

Addendum 2: A GLENROTHES BYPASS.

Discussions by the local community councils have led to consideration of a totally different possible solution to most of the stated concerns, etc. – a totally new dual

carriageway road bypassing Glenrothes.

This would be from the A92 before approaching the Red House roundabout and thereby linking with the A92 again north of the Balfarg junction. For example the bypass could link the Cluny roundabout with the Balfarg roundabout or further north.

This could/would be a real linking of the Tay and Forth bridges. It would bypass the residential communities in and around Glenrothes and resolve many of the local problems running through these communities - although not that at the Cadham Road junction. Also such a bypass would enhance access to the M90 to and from central, north and east Fife.

Finally:

The problems of this section of the A92 were recognised by government in the 1990's, and various "patches" have partially succeeded in some improvements - but only partially. Accidents continue unabated and public safety continues to be threatened. Since that time new local and major developments have taken place and more substantial developments are planned as above.

THESE MUST RETURN THIS A92 SECTION TO THE NATIONAL AGENDA OF THE SCOTTISH PARLIAMENT AND MAKE THIS A PRIORITY.

Unique web address

<http://www.scottish.parliament.uk/GettingInvolved/Petitions/PE01175>

Related information for petition

Do you wish your petition to be hosted on the Parliament's website to collect signatures online?

NO

How many signatures have you collected so far?

3250

Closing date for collecting signatures online

N/A

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