



Alison Wilson  
Assistant Clerk to the Public Petitions Committee  
TG.01  
The Scottish Parliament  
Edinburgh  
EH99 1SP

Your ref:  
PE1236

Our ref:  
C1708549

Date:  
10 May 2010

Dear Ms Wilson

**Consideration of Petition PE1236: A90 Laurencekirk**

Further to my letter to the Petitions Committee of 25 March (copy attached) about PE1236 on A90 Laurencekirk junctions, I now enclose the following information for the Committee's information:

- the letter with arrangements for a meeting with Jill Campbell;
- the agenda and draft note of the meeting which Transport Scotland held with the petitioner, Jill Campbell, and Mike Rumbles MSP on 9 April (meeting note approved by Transport Scotland and Mike Rumbles MSP but still awaiting approval by Jill Campbell);
- a statement from BEAR Scotland Ltd explaining how the estimated cost of improving the junctions set out in its report was determined, and
- a copy of a letter sent on 10 May from the Chief Executive to Mike Rumbles MSP following up on points raised at the meeting.

I hope this is helpful.

Yours sincerely

**Hugh Gillies**  
Development Management and  
Strategic Road Safety Manager  
Network Operations



Strategic Road Safety  
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CÒMHDHAIL  
ALBA



Mr Fergus D Cochrane  
Clerk to the Committee  
Public Petitions Committee  
TG.01  
The Scottish Parliament  
Edinburgh  
EH99 1SP

Your ref:  
PE1236

Our ref:  
C1634409

Date:  
25 March 2010

Dear Mr Cochrane

**Petition PE1236**  
**A90 Laurencekirk : Accident Statistics**

On 2 March 2010, the Minister for Transport, Infrastructure and Climate Change appeared before the Petitions Committee to respond to further concerns raised about the future provision and safe operation of the junctions serving the community of Laurencekirk.

The Minister's appearance at the Petitions Committee was the latest in a series of public exchanges in relation to PE 1236. Many of these exchanges have required statistical data to demonstrate the collision history of each individual junction or a combination of all three and were issued either by Transport Scotland or Grampian Police independently at varying times. As a result, correspondents have been provided with a range of statistics. This letter aims to clarify the current position and confirm an agreed position between Transport Scotland and Grampian Police insofar as our respective software and database systems will allow.

I should explain that there are a number of factors which have a bearing on the ultimate response. How a question is framed and when it is asked may have a bearing on the parameters used in the accident data retrieval and may also reflect the current details of location and severity which can change as a result of the verification process. Software systems used by each organisation may also capture data in differing formats which can give rise to apparent discrepancies because of methodologies used in assigning accidents to trunk or non trunk roads. Unfortunately, there is also the element of human error which can occur when dealing with the transposition of complicated data from computer to manual spreadsheets.

When interpreting the accident data, it is important to be aware of the distinction between figures showing accident numbers and casualties. An incident involving injuries is classified in accordance with the highest injury factor of those involved (fatal, serious or slight) whereas casualties will always record the total number of individuals injured in the incident. Thus, a single incident involving for example three vehicles with eight slightly injured and one seriously injured occupants may be recorded as one serious accident.

In order to supply a definitive outline of the recorded accidents along the section of the A90 trunk road at Laurencekirk, including all three junctions, Transport Scotland has reviewed the tables supplied in our responses to the Committee on 1 May 2009, 23 October 2009 and most recently, 2 March 2010. Grampian Police has checked the data contained in its letter of 29 March 2009. The following points seek to explain any discrepancies.

- The letter of 1 May 2009 from Transport Scotland to the Committee contains an accident retrieval for the years 1999 to 2008. The figures contained in the spreadsheet are correct and are provided in the annex to this letter, together with additional available data for 2009.
- Submissions to the Committee on 23 October 2009 and 2 March 2010 purport to contain the same data as that supplied on 1 May 2009. However, during the drafting stage of the extensive background material it would appear that the fatal accident has incorrectly been transposed from 2004 to 2003. This error does not, however, alter the overall totals.
- Transport Scotland normally includes all accidents recorded up to 150 metres from a junction. Grampian Police has used an extended distance of 500 metres which has consequently captured an extra slight accident in 2001 and a serious accident in 2004.
- Fatal accident figures for 2001 have been wrongly transcribed to the 2002 column in the Police return.
- Because of the differing methods of retrieving data, the Grampian Police return has included accidents in 2004 and 2007 which are assigned to the non trunk sections of the junctions

It is regrettable that these anomalies have occurred but I hope that these further observations will serve to clarify the situation. Accordingly, the attached annex outlines the agreed historical data that is available at the time of writing. Grampian Police and Transport Scotland will liaise more closely on these matters to ensure that, wherever possible, consistent accident data is supplied in the future.

I can also advise that following the meeting of the Petitions Committee on 2 March, I wrote to Jill Campbell to discuss points of interest and technical issues relating to BEAR's A90 Laurencekirk Road Safety Review, October 2009. It is proposed to meet Jill Campbell and Mike Rumbles MSP on 9 April.

I hope this is helpful.

Yours sincerely



 Hugh Gillies  
Development Management and  
Strategic Road Safety Manager  
Network Operations



**Injury accidents on the A90 in vicinity of Laurencekirk:  
including the 3 junctions.**

	Fatal	Serious	Slight	Total
1999	0 (0)	1 (1)	1 (2)	2 (3)
2000	0 (0)	0 (0)	3 (8)	3 (8)
2001	2 (3)	2 (3)	2 (6)	6 (12)
2002	0 (0)	0 (0)	2 (4)	2 (4)
2003	0 (0)	1 (1)	0 (0)	1 (1)
2004	1 (1)	0 (2)	2 (3)	3 (6)
2005	0 (0)	4 (5)	2 (3)	6 (8)
2006	0 (0)	2 (2)	2 (5)	4 (7)
2007	0 (0)	2 (2)	2 (4)	4 (6)
2008	0 (0)	1 (1)	4 (6)	5 (7)
2009**	1 (1)	2 (5)	2 (4)	5 (10)
Total	4 (5)	15 (22)	22(45)	41 (72)

**Yearly injury accident figures for the A90/A937:  
southern junction only.**

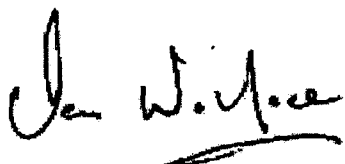
	Fatal	Serious	Slight	Total
1999	0 (0)	0 (0)	1 (2)	1 (2)
2000	0 (0)	0 (0)	2 (7)	2 (7)
2001	2 (3)	2 (3)	1 (4)	5 (10)
2002	0 (0)	0 (0)	1 (1)	1 (1)
2003	0 (0)	0 (0)	0 (0)	0 (0)
2004	1 (1)	0 (2)	1 (2)	2 (5)
2005 *	0 (0)	1 (1)	1 (2)	2 (3)
2006	0 (0)	0 (0)	1 (1)	1 (1)
2007	0 (0)	0 (0)	0 (0)	0 (0)
2008	0 (0)	0 (0)	2 (2)	2 (2)
2009**	0 (0)	0 (0)	1 (2)	1 (2)
Total	3 (4)	3 (6)	11(23)	17(33)

Note : Parameters of retrieval extend from 150 metres south of the south junction to 150 metres north of the north junction.

\* Cameras and reduced speed limit effective from October 05. Injury accidents occurred prior to that date.

\*\* The 2009 data is for the period from 1<sup>st</sup> January to 31<sup>st</sup> October 2009.

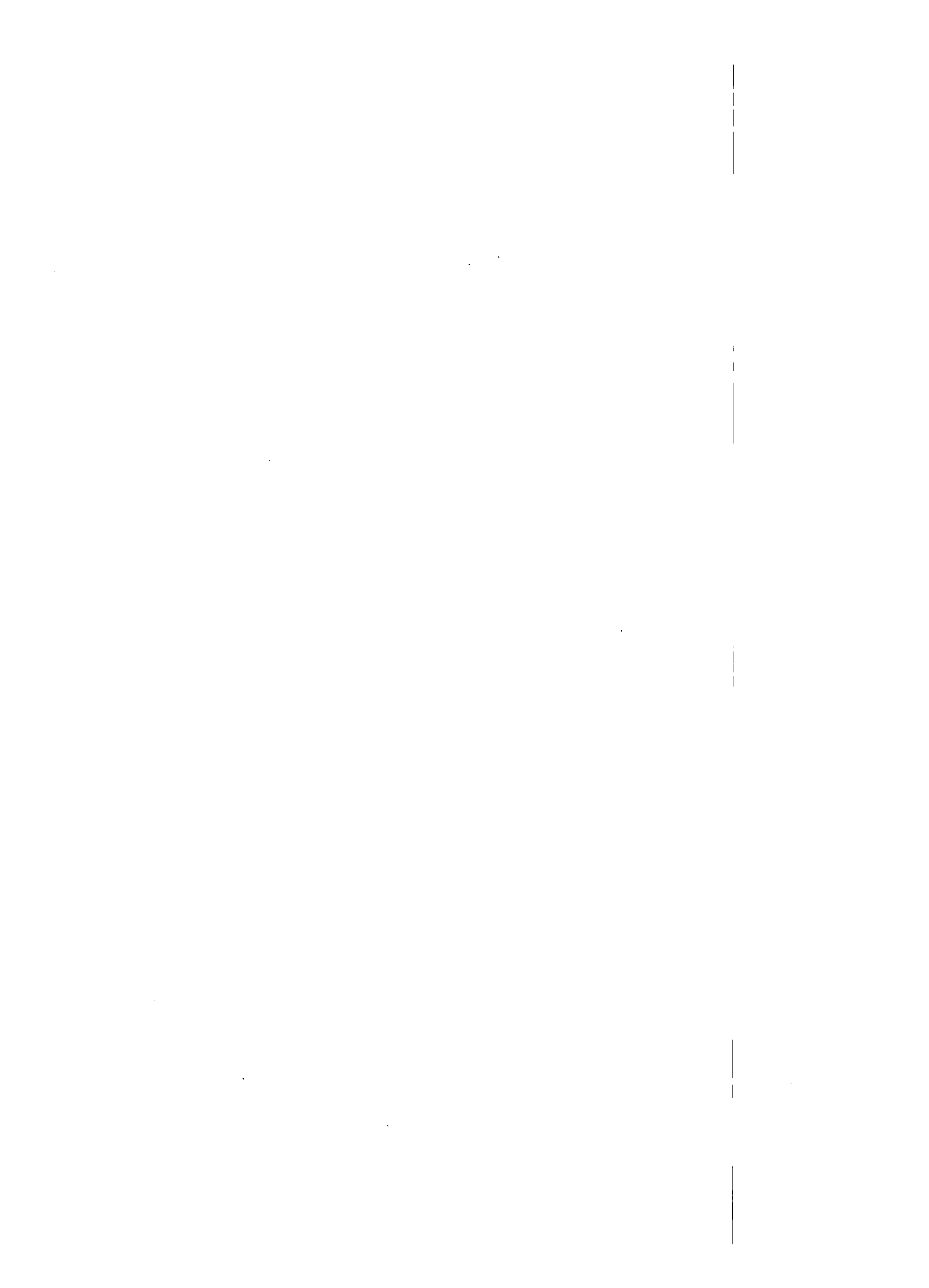
( ) Figures in brackets represent casualties.



Chief Inspector  
Roads Policing  
Grampian Police



R.P. Development Management and  
Strategic Road Safety Manager  
Network Operations



Development Management and Strategic Road Safety  
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Ms J Campbell  
27 Houghton Drive  
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Montrose  
DD10 9FD

Our ref:  
C1596441

Date:  
4 March 2010

Dear Ms Campbell,

### **A90 TRUNK ROAD SAFETY AT LAURENCEKIRK**

Thank you for your ongoing interest in safety issues on the A90 at Laurencekirk.

At the meeting of the Public Petitions Committee on 2 March 2010, the Minister for Transport, Infrastructure and Climate Change invited you to meet with officials to discuss this matter further. I would therefore like to invite you to meet with officials from Transport Scotland and BEAR Scotland Ltd to discuss points of interest and technical issues relating to BEAR's A90 Laurencekirk Road Safety Review, October 2009.

If this would be of interest to you, please contact me to arrange a suitable time and date. We would be happy to hold this meeting at our offices in Glasgow or travel elsewhere if preferred.

I look forward to hearing from you.

Yours Sincerely

A handwritten signature in black ink that reads "Hugh Gillies". The signature is written in a cursive style with a large, looped initial 'H'.

Hugh Gillies  
Development Management and Strategic Road Safety Manager





## **A90 Laurencekirk Meeting**

### **Notes of Meeting**

**Date:** 9<sup>th</sup> April 2010  
**Venue** Laurencekirk  
**Time:** 11.00 hours

**Present:**

Mr Mike Rumbles MSP (MR)  
Jill Campbell (JC)  
Julie Watts (JW)

Hugh Gillies Transport Scotland (HG)  
Paul Reid Transport (PR)  
Alan Campbell (BEAR Scotland) (AC)

The agenda for this meeting was agreed in advance between HG and JC.

**Agenda:**

1. Introductions / Recording of the meeting
2. A90 accidents statistics
3. BEAR Report
4. Current works
5. Monitoring and Evaluation
6. AOB

Name	Comment	Name	Response	Action
HG	Thanks to all for attending and to JC for agreeing the agenda. The roles of the Transport Scotland and BEAR representatives were set out and a commitment given to forward a note of the meeting for approval.	All	Confirmed agreement of the agenda	T.S.
MR	Stated that they did not dispute the statistics within the BEAR report but disputed their interpretation and the conclusions.	HG	Accept this position and explained dialogue had taken place with the Police to ensure the statistics were consistent.	
MR	Disputed the reports findings in that the 2002 – 04 statistics were lower than the period 2006 – 08, in that there were only 6 serious and slight injury accidents recorded in the three years prior to 2005 (When the short term safety measures were implemented) and there have been 13 such accidents recorded in the three years after 2005.	AC  HG	<p>Referred to Table 7.2 of the BEAR report and highlighted that in the past 10 years injury accident numbers in this area have remained fairly steady, with the exception of a spike in 2001. The slight increase in injury accident numbers in recent years, appears to be in line with traffic growth. The current scheme recognises the ongoing occurrence of injury accidents in this area and provides specific measures aimed at reducing these.</p> <p>The statistics quoted by Mr Rumbles were for all three A90 junctions in the vicinity of Laurencekirk and excluded the 2005 figures. Also it should be highlighted that in 2005 scheme introduced measures at the south junction only.</p>	
MR/JC	Nicol Stephen informed locals that the previously installed AIP measures were temporary and this junction was on the list for grade separation.	HG	This was a matter for the STPR which is not for discussion under the agreed agenda for this meeting.	

MR	Will Transport Scotland stand by the £4m figure used in the BEAR report.	AC	<p>Explained the rationale behind the BEAR report and that it used accepted standard practice in its methodology. The figures within the BEAR report were used to compare the cost of the AIP solution against the other potential measures using the standard AIP method of financial analysis. This uses a first year rate of return in this analysis and knowing that a scheme with a £4m construction cost would not show a favourable rate of return the cost estimate was not caveated or refined further. A full explanation of the basis of this figure will be submitted to the Petitions Committee.</p>	AC
MR	At the Public Petitions Committee meeting the Minister stated that the cost of the junction could be in the order of £4m to £20m.	HG	<p>The Minister quoted these figures which have been used in answer to a parliamentary question on providing a cost for a grade separated junction at Laurencekirk.</p> <p>There was then a follow on discussion about the reason for the variability in the actual out turn costs of built junctions. By the way of an example of this HG discussed the A80 Auchenkilns grade separated junction cost of £22.01m at 2002 – 2003 prices, being the most expensive junction in the country of its time and form. He also explained that grade separated junction costs are influenced by both foreseen and unforeseen circumstances.</p> <p>Reference:- On 8<sup>th</sup> October the Minister in an Oral Answer to a question from Mr Rumbles relating to the cost of a grade separated junction stated that “a grade separated junction with a dual carriageway such as the A90 is typically in the range £4.3 million to £22 million (2002-2003 prices).”</p>	

MR	When the report stated £4m and Grampian Police have said the cost of accidents has been £4.6m in the last three years.	HG	Requested that JC supply this information.	JC
JC	Understands that a design has been carried out for a grade separation of the south junction.	AC	No design for a grade separated junction exists for this location.	
MR	Wishes to know the priorities and how the STPR brings forward schemes between Stirling and Perth, in terms of the basis of their justification including the accident levels and costs and how this compares to the Laurenckirk junction. Would like to know why it is not a priority.	HG	Unable to respond to this but gave a commitment to go back to Transport Scotland and try to obtain this information.	TS
HG	Move on to BEAR Report.	MR	Already covered the issues in the earlier discussions	
JC	'Cross with Care' signs are a waste of money they will not be effective and the locals will become used to them therefore reducing their effect.	AC	The measures promoted are aimed at raising driver awareness of the junction layouts with the additional signage of particular use to strangers to the area. Other measures are based on specific issues found from the accident analysis for example skidding and or visibility. The vehicle activated signs perform on the basis that they are eye catching. They have been effective at the A92 Parbroath Junction where five slight injury accidents in three years has fallen to one. They have also significantly improved safety at the A9 Upper Cairnie Junction which had three fatal, one serious and one slight injury accidents in the three years prior to installation and one recorded slight injury accident in the three years following.	

MR	Produced photographs which indicated that it took 33 minutes for a HGV to exit from the south junction making a right turn manoeuvre towards Dundee.	AC	Requested copies of the photographs from JC.	JC
JC	HGV's overhang the central reserve and at least one company is instructing their drivers not to stop in the central reserve but wait until it is possible to crossover in one manoeuvre thereby adding to the waiting time and frustration, showed photographs demonstrating the vehicle overhang.	AC	Requested copies of the photographs from JC.	JC
JC	Why were the surveys carried out between 7am to 7pm when it misses the peak period which starts at 6am in this area?	AC	It is accepted normal industry practice to use twelve hour counts covering a representative weekday and weekend day to understand traffic patterns and capture the normal operation of the junction. This period covered the timeframe of the majority of junction injury accidents (eight of the ten) . It was also noted that the injury accidents recorded are not clustered in terms of a time pattern.	
MR	Mr Rumbles made a request for a study to be carried out to provide a reasonable estimate of the cost to allow a further assessment of the provision of an upgrade to the south junction at Laurencekirk.	HG	Transport Scotland will consider this request.	HG/PR

JC	<p>Angus Local Area Plan has developments for 360 houses in the area which potentially may use the A937 and a further 860 houses in Laurencekirk, has this been taken into account ?</p> <p>Passed over copies of the Forties Road Business Park Plan Montrose – Development Master Plan and an extract, pages 153 to 160 and plans, from the Angus Local Plan Review – Montrose including Ferryden and Hillside.</p>	HG	<p>Explained how the local plans are evolved and the role they play along with our involvement. He will take this concern back to Transport Scotland.</p>	HG
MR	<p>What is the timescale for the information requested ?</p>	HG	<p>The requests made will have to be considered by Transport Scotland and at present could not give a timescale however, will come back following discussions.</p> <p>A copy of the draft note of the meeting will be sent to Mr Rumbles and Jill Campbell by the end of next week.</p>	HG/PR

**Chief Executive's Office**

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Mike Rumbles MSP  
Constituency Office  
6 Dee Street  
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10 May 2010

Dear Mr Rumbles

You along with Jill Campbell and Julie Watts met with Hugh Gillies and Paul Reid from Transport Scotland and Alan Campbell from BEAR Scotland in Laurencekirk on 9 April to discuss the A90 Laurencekirk Road Safety Report.

I would like to thank you for your agreement to the agenda and the subsequent note of the meeting and the understanding you demonstrated on the aim of the A90 Laurencekirk Road Safety Report and the decisions taken to install the previous and most recent accident remedial measures.

Taking the various actions on Transport Scotland in turn.

**1) Clarification from BEAR on the context of the £4m estimate.**

I enclose a copy of their approved statement which has also been forwarded to the Petitions Committee.

**2) Consideration of schemes in STPR.**

The STPR recommendations for the A9 between Dunblane and Perth is a nationally strategic intervention covering around 43km of the A9 which has a record of high accident severity at a number of locations. There are approximately 60 gaps in the central reserve which could be closed by this intervention. Appraisal of this intervention has indicated that this would significantly reduce the accident rate and accident severity on this route. The STPR is not a funded document, rather the pace at which the STPR projects will be delivered will be determined by the availability of resources in future spending reviews.

In terms of Laurencekirk, the STPR appraisal process gave specific consideration to the case for the grade separation of the Laurencekirk south junction. Further to the road safety measures introduced in 2005 at the south junction which resulted in improved accident statistics at this location, it was not considered that grade separation was necessary at this time.

The Review concluded that grade separation would not address or make a significant contribution to the STPR objective established for the corridor of a 'continual reduction in accident rates and severity rates across the strategic transport network' and the safety record at this junction will continue to be monitored through STPR Intervention 1 – Strategic Road Safety Plan.

### **3) Local Plan issues.**

As a statutory consultee within the planning process Transport Scotland is given the opportunity to consider the safe performance of the trunk network in relation to the potential effects of development plan proposals and comment on development plans. Similarly Transport Scotland is consulted on relevant planning applications and makes recommendations and specifies conditions as part of an official planning response.

Consultation on the Proposed Angus Local Development Plan is due to commence in summer 2010 with the aim of adopting the Plan in late 2013. Transport Scotland will engage with Angus Council and other key stakeholders during the Council's Plan preparation process.

Regarding Aberdeenshire's proposals for Laurencekirk, Transport Scotland's appraisal of the impacts of this on the A90 identifies the need for the Council to bring forward a strategy of junction improvements including grade separation in parallel with the development. Transport Scotland will continue to work with Aberdeenshire Council on how the Council brings forward such improvements and how they might be funded.

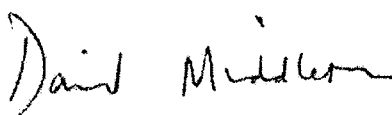
### **4) Request for a further junction study.**

As indicated in the response to point 2 above, we do not consider that grade separation is necessary at this time and hence we have no plans to carry out a further study.

I hope this is helpful.

I am copying this reply to Jill Campbell and the Petitions Committee.

Yours Sincerely



**DAVID MIDDLETON**



## **NORTH EAST UNIT**

# **A90 LAURENCEKIRK ROAD SAFETY REVIEW BASIS FOR GRADE SEPARATION ESTIMATE**

**09/NE/0805/138**



**Client:**

**Transport Scotland**  
Trunk Road - Network Management Directorate  
Buchanan House, 58 Port Dundas Road,  
Glasgow G4 0HF

**Prepared By:**

**BEAR Scotland Ltd**  
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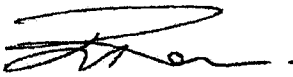
**"This is an unpublished report prepared for Transport Scotland, Trunk Road - Network Management Directorate (NMD) and must not be referred to in any publication without the permission of NMD. The views expressed are those of the author(s) and not necessarily those of NMD".**

The estimate of £4m for grade separation contained in the A90 Laurencekirk Road Safety Review report of October 2009, prepared by BEAR Scotland was based upon a previous preliminary estimate for a generic low cost single simple grade separated junction. This figure was used in the absence of any form of design or feasibility study for such a measure at Laurencekirk, which may have identified the need for a more complex arrangement or multiple interchanges. It was an estimate for the physical construction works only and did not include for costs associated with:

Design Fees;  
Processing of Traffic Regulation Orders;  
Land Acquisition;  
Service Diversions;  
Disposal of Material;  
Landscaping;  
Geotechnical issues;  
Environmental Issues

The use of the £4m figure in the context of this report was deemed appropriate because it was used to compare the cost of a grade separated scheme in relation to the estimated accident savings associated with such a measure. In such an instance, the higher the figure used for estimating grade separation, the less justifiable it becomes. Consequently the low cost figure used cast this option in the best possible light, from a cost/benefit analysis perspective. As this did not provide a favourable rate of return, there was no need to further refine this sum to include any of the above costs.

It should be made clear that this was not an attempt to provide a fully detailed cost of grade separation, but a baseline figure that could be used for cost comparison purpose. However, in hindsight, it would have been prudent to caveat the figure, to ensure that all parties who accessed the report were aware of the exclusions detailed above and therefore the context in which it was used in the Road Safety Review.



29/4/10

.....  
**Eddie Ross**  
**Consultancy Manager**  
**BEAR Scotland Ltd**