

Alison Wilson,
Public Petitions Committee,
The Scottish Parliament,

Date:
19 October 2010

Dear Alison

PETITION PE1236 – GRADE SEPARATED JUNCTION AT LAURENKIRK

Thank you for your letter of 6 October regarding Petition PE1236. I will respond to each of the written questions in turn.

While you have explained why you cannot provide accurate costs for the grade separated junction at Laurencekirk, will you please provide the Committee with an *estimated* cost for carrying out the work?

In estimating the costs for carrying out the work for any grade separated junction, a number of factors have to be taken into account. These include costs relating to design fees, processing of traffic regulation orders, land acquisition, service diversions, disposal of material, landscaping, geotechnical issues (including investigating ground conditions) and environmental issues. In addition, the costs associated with the physical construction works may vary, depending upon the form the junction will take and the materials used in the construction process. These considerations can lead to significant differences in cost.

In light of this, it is simply not possible to provide an accurate estimated cost for a grade separated junction at Laurencekirk without undertaking a thorough investigation and design process. However, a grade separated junction with a dual carriageway such as the A90 is typically in the range of £4.3m (the cost for Glamis and Kirriemuir in 2002) to £22m (the cost for Auchenkilns in 2003). This information was provided to Mike Rumbles MSP in Parliament earlier this year in response to PQ S3W-27346 and SO-08082.

In designing and assessing trunk roads, Transport Scotland is required to follow the guidance set out in the Design Manual for Roads and Bridges (DMRB). You may wish to view the guidance online at www.standardsforhighways.co.uk/dmrb/index.htm.

With reference to the points made by Mike Rumbles MSP will you please provide accident figures for the 2 grade separated junctions on the A9 that have been approved so that a comparison can be made?

The official report of the Committee meeting on 5 October assisted Transport Scotland by clarifying the statistics required. Annex A provides the accident figures for the last 11 years at Keir and Inveralmond roundabouts. The accident statistics for Broxden have also been provided, given its position at the end of the Stirling to Perth section of the A9.

As indicated in the STPR, the grade separation of the junctions at Keir, Inveralmond and also Broxden will remove congestion at these locations contributing to reduced journey times, improved journey time reliability and improved road safety. The pace at which these projects will be implemented will be determined by the availability of resources in future spending reviews.

Please provide information on what studies were carried out on the impact of increased vehicle capacity on the local roads from the projects mentioned in the petitioner's letter of 4 October (PE1236/P).

The Scottish Government awarded a Freight Facilities Grant of up to £3.2m to Montrose Port Authority in April 2010 towards a new £8.5m deep water quay at Montrose. This will enable the transfer of significant volumes of freight by sea rather than road and will remove over a million lorry miles from Scotland's roads each year. The award of this grant was based on a review of 7 different traffic flows. Five of these traffic flows do not pass through Laurencekirk and the net impact of the remaining two traffic flows is a reduction in the number of lorries which will use the A90/A937 junction at Laurencekirk. There will therefore be no additional traffic passing through this junction as a result of the transfer from road to water identified by Montrose Port Authority in its application for grant support.

The Scottish Government also awarded a grant of £2.2m for the grain store at Montrose to Angus Cereals for a project totalling £11m in November 2008. This grant was awarded under the Scottish Rural Development Programme - Processing & Marketing. A report prepared by Euro Access Business Consultancy for Angus Cereals was submitted to the Scottish Government to amend their original application. This was for a processing centre at Hillside near Montrose. However, planning consents for this site were held up due to traffic issues and in November 2009 Angus Cereals requested moving the project to a site within the port area of Montrose. In the report, Euro Access Business Consultancy state the location is fully supported by the Montrose Port Authority and discussions with Angus Council indicate the new site addresses the highway and location issues prevalent at Hillside. They have also stated there will be 'up to 1,400 tonnes of carbon savings on haulage per annum'. The Scottish Government approved the change of location in June 2010.

One of the conditions of the grant is that Angus cereals provide the Scottish Government with documents showing the project has been granted planning permission. The Scottish Government, therefore, won't make any grant payments before they have confirmed planning permission has been granted. In effect, therefore, they rely on the planning system to address local issues such as potential traffic congestion.

I hope the Public Petitions Committee find this response helpful.

Yours sincerely,



Frances Duffy,

Annex A

A9 Broxden Accidents by Year / Severity				
	Fatal	Serious	Slight	Total
1999	0	1	5	6
2000	0	0	2	2
2001	0	0	6	6
2002	0	0	5	5
2003	0	1	3	4
2004	0	0	2	2
2005	0	0	2	2
2006	0	1	3	4
2007	0	5	3	8
2008	0	1	7	8
2009	0	0	6	6
Total	0	9	44	53

A9 Inveralmond Accidents by Year / Severity				
	Fatal	Serious	Slight	Total
1999	0	2	2	4
2000	0	1	1	2
2001	0	0	3	3
2002	0	0	2	2
2003	0	0	1	1
2004	0	1	0	1
2005	0	1	0	1
2006	0	1	3	4
2007	0	0	3	3
2008	0	0	0	0
2009	0	0	0	0
Total	0	6	15	21

A9 Keir Accidents by Year / Severity				
	Fatal	Serious	Slight	Total
1999	0	0	6	6
2000	0	3	3	6
2001	0	1	4	5
2002	0	1	12	13
2003	0	0	9	9
2004	0	0	3	3
2005	0	1	0	1
2006	0	1	4	5
2007	0	1	3	4
2008	0	0	6	6
2009	0	1	4	5
Total	0	9	54	63

[150m radius from the centre of each junction]

NB: The figures quoted are for the trunk road only and may differ slightly from those published elsewhere because they were extracted on a different date and the database may have changed between the two dates, e.g. due to late returns or corrections to earlier returns.

