

PE1236/AA

To,
The Convener
Public Petitions Committee
The Scottish Parliament

01 March 2012

Subject: Letter for consideration with Petition PE1236 in the name of Jill Campbell

Dear Sir,

It is an immense pleasure to write this letter to you for consideration of these humble recommendations and suggestions for consideration read in evidence collected for the Petition PE 1236.

My recommendations/comments and suggestions follow:

1. The Petition calls for safety measures to reduce the number of accidents on the junction of A90 and A937. However, the Grampian Police letter of 29 March 2009 has not revealed the split of the accidents on either side of the junction.
2. The Grampian Police letter of 29 March 2009 also declares the cause of accidents on page 2, "*Of all causation factors detailed on the collisions poor turn or manoeuvre (previous turning right at a junction without due care and crossing at a road junction without due care) and failure to look properly are most commonly detailed.*" This issue needs to be addressed rather than calling for an entire new structure to be built.
3. The letter from the Director of Strategy and Investment on page 5 details the location of the accidents over the period 1 January 1999 to 31 December 2008.

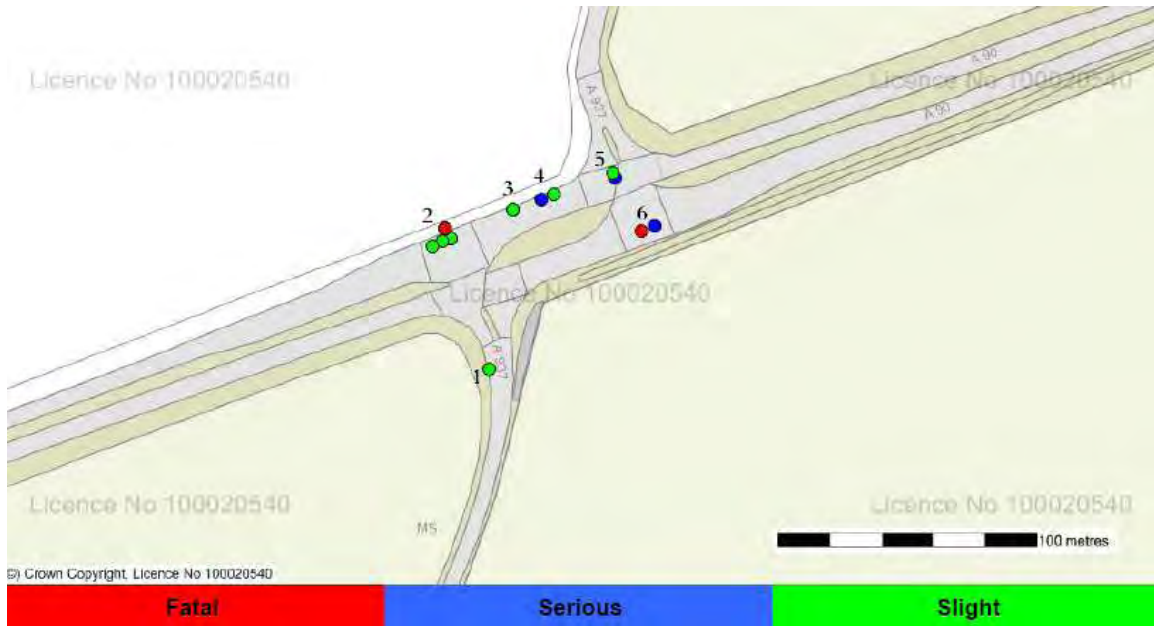


Image of the location from Google Maps



Considering these figures and the report PE1236/E it can be concluded as follows as per the accidents location in the first figure from PE1236/C.



Location 1

The most likely cause of accident is an over-speeding car colliding into the vehicle waiting to enter A90 or a car could have stopped on A937 Montrose side leg and the following car could have collided into it.

Recommendations

- Considering that it is quite a sharp curve, the possible recommendations could be to widen the curve to allow the drivers to reduce speed and then enter the A90 road given that the turning lane is already protected.



- The vegetation could be reduced and a hard-shoulder could be allowed for vehicles which break-down and used when traffic volumes may increase.

It is equally possible that the shadow from such vegetations may „hide“ the vehicle from the incoming traffic.

- The center line curve on the A937 Montrose side is not helpful for people who are wishing to travel to the on Laurencekirk side.
- A speed limit may be posted at the site

Location 2

The high number of accidents at this location may be due to the weaving of the traffic at the protected turning to the A937 on Laurencekirk side. It's surprising to see that the traffic study detailed in the picture in PE1236/E page 73 does not include the protected turning lane in the design diagram and analysis. This could have missed the opportunity to consider the conflicts that would occur at this site.

Recommendations

- Contrary to the junction on the Montrose side, it can be seen the curve is quite easy and will allow the driver to reduce the speed and enter the road A937 on the Laurencekirk side. The only issue seems to be the speed at which the cars seem to enter the A937. The need is to post a speed limit.



There is not enough space to allow the driver to change lane. The only way is that the drivers keep a distance and maintain speed which will cause accidents

- The protected learning lane needs to be extended to ensure that the drivers have enough time to reduce their speed and accommodate for the preceding car and enter the curve

Location 3 and 4

The accidents on this location seem to be a result of the incoming traffic coming from the A937 Montrose side leg to the A937 Laurencekirk side leg. This is as the curve on

the Laurencekirk side leg provides for speed reduction and as A90 is a trunk road, the cars approaching this road would rush to reach the protected turning lane.

Recommendations

- The petition calls for grade separation of A937 at this junction. Grade separation should reduce the accidents at this location, but the traffic from A90 still has to approach A937 by turning. For this an additional expenditure shall have to be paid to make a separate carriage way to accommodate the turning vehicles which would move towards the A937 and then combine with the traffic from this grade-separated section. There is no need for grade-separation as my earlier recommendation in Location 2 provides that the protected turning lane needs to be extended.
- The main idea of a staggered intersection such as this one is that the vehicle would have to travel along the length of the road and then have the ability to move to the other leg. However, strangely this is not the case here and the vehicle is allowed to head straight into the turning traffic.
- The only way to provide for this location is to close the gaps in the mid so that the vehicles cannot move. The solution is to provide a u-turn sufficiently far off from the point where the protected right lane is present, so that the vehicle would have the opportunity and time to weave from the lane to the protected lane.

Location 5

Vehicles approaching from Laurencekirk side leg A937 to move to either A90 or A937 Montrose side leg would encounter this accident, as this would provide them direct collision with a vehicle which is moving straight.

Even if the grade-separation is provided for A937, this does not solve the problem for the vehicles which have to move from Laurencekirk to A90.

Recommendations

- The only way to provide for this location is to close the gaps in the mid so that the vehicles cannot move. The solution is to provide a u-turn sufficiently far off from the point where the protected right lane is present so that the vehicle would have the opportunity and time to weave from the lane to the protected lane.

Location 6

Accidents on this location seem to be due to visibility issues. The shadows from the trees and the corresponding times of 1200 to 1800 hours (PE1236/B) correspond to the vehicles being hidden. Another cause of accidents could be due to the traffic moving from Laurencekirk to Montrose and colliding with the turning vehicle.

Recommendations

- Closing the gap will reduce the collisions between traffic from Laurencekirk to Montrose.
- Reducing the amount of vegetation at this location and placing it farther from the road to reduce the shadows on the road.

Note:

1. Considering a grade separation for A937 would cause more problems and issues, the road would have to be widened and considering that it has not been built on an embankment type road means that it is close to ground. Therefore extensive piling would be required to construct the carriageway.
2. Even if the carriageway is constructed on the A90 Trunk Road, the original section would have to be widened and also the A937 would have to be widened to consider the ramps and to merge the traffic.

I hope you would find my suggestions, recommendations and comments of assistance to the Committee and the Scottish Government itself.

Thanking you in anticipation.

Yours sincerely,

Wajahat Nassar
Pakistan