

**PE1236/GG**

Petitioner Letter of 24 May 2012

Dear Chris,

Please find below my submission to the committee.

With regard to Aberdeenshire Council's response, I do appreciate their position. As they say the statutory obligation for the road lies with Transport Scotland however I would be extremely keen to hear the outcome of the report that they are putting forward to Transport Scotland on the long term strategic benefits of putting a grade separated junction in place. This is anticipated to be completed by the end of June. They have also offered to make officers available to discuss the case with the committee further. I, again, would be interested in hearing what they could add to this.

I was dismayed by Transport Scotland's response, they have merely referred to a three year old study. A study that was carried out over two days, the 9th and 11th of May. One of these days, the 9th being a Saturday. Hardly a great insight to a commuter dominated stretch of road. I would like to draw attention to pages 53 to 61 of the report. These pages list the movements of traffic passing by all three junctions at Laurencekirk on the A90. They are of varying dates in June 2009 apart from one which has been taken from the northbound carriageway at the middle junction and is dated January 1st 2000. They also have listed speed violations which I found extremely alarming. On page 55 which lists the south junction southbound carriageway, speed violations were listed at 32% that is almost a third of southbound vehicles travelling at excess speed (if I am following the chart correctly). Speeds of up to 84 mph were recorded and this was during some of the roads busiest times (5pm). The report also admits that a high proportion of the collisions recorded have been with right turning vehicles. It beggars belief that these figures are considered acceptable. I can find no record of crossing heavy vehicles or buses being counted only vehicles travelling north and south past the junctions perhaps Transport Scotland could clarify this point.

I use the south junction twice daily six days a week and although I am witness to many near misses I would like to share one which happened last week. I was approaching the south junction from Montrose at 5.30 pm with two vehicles in front of me. The first crossed over to the central reservation and the second crossed and sat behind the first one. The second driver's car was still half on the fast lane. With heavy traffic approaching and one car having to brake hard causing others behind to do the same or try to squeeze into the inside lane. It was a real close call and was extremely frightening to be witness to.

I have also received a copy of a letter written by the Transport Minister to Councillor David May in which he states that there are no plans now or in future plans to grade separate the south junction at Laurencekirk, the disregard shown to developments in the Montrose area are extremely worrying as, of course, they will have an impact on the junction.

The development of 885 homes in Laurencekirk will result in a grade separated junction at the North end of the town but it is madness to believe that this development will not impact the south junction. There is no way that the south junction could cope. I think it would be a good idea to get reps from both local councils and Transport Scotland together to go over all this.

I would like to know in what way are the junction is monitored. How often etc... The road markings on the central reservation are so worn they are almost invisible. These are the ones that are meant to prevent stacking but that a large number of motorists ignore anyway.

It is clear that another fatality will occur, it is just a matter of time, no road survey or report can predict it or say it won't happen because it will. Transport Scotland will not upgrade the junction because no one has died there since 2004. I find it sad and disgusting that a body count is required.

Jill Fotheringham