

Nigel Don MSP

Angus North & Mearns

24/05/2012



Mr David Middleton
Chief Executive
Transport Scotland
Buchanan House
58 Port Dundas Road
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G4 0HF

Montrose Port development and the Laurencekirk Junction

Dear Mr Middleton

I have been reading the South Montrose Draft Development Masterplan which has been prepared for a consortium of agencies and companies including Angus Council, TACTRAN, Scottish Enterprise, Montrose Port Authority and GlaxoSmithKline, among others.

The plan proposes that Montrose should become a hub for the offshore renewable energy and chemical science markets. It envisages £21.7 million of infrastructure developments such as a new spine road in Montrose, 220 jobs and added value of £315 million.

This would all be very welcome, and comes on top of GlaxoSmithKline's investment in Montrose and the new and expanding grain drying facilities in the town. According to reports the grain dryer is served exclusively by bulk lorry and can handle 300 tonnes of grain per hour.

While Montrose has good links by rail and sea, the roads to the town are single carriageways not particularly well suited to handling high volumes of HGVs.

I am particularly concerned that there is a potential for greatly increased traffic on the inadequate roads which link Montrose to the West and North. This brings me to the junction of the A937 and the A90 at Laurencekirk,

Developments in Montrose, taken together with the requirement for new housebuilding in Laurencekirk, will presumably increase the pressure on this junction which is already regarded by local people as very dangerous. Unusually for a trunk road, it has a speed/

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*Nigel Don/Transport Scotland
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limit of 50 mph which is frequently ignored by irresponsible drivers, and is crossed by commuters, school buses and HGVs throughout the day. There is widespread agreement that this junction needs to be upgraded to avoid potentially fatal accidents.

My reason for writing is to ask you if Transport Scotland has taken account of the developments I have mentioned when analysing likely traffic flows across the A90/A937 junction at Laurencekirk. I would be grateful to know what additional traffic you think might be generated by the grain dryer expansion and the potential developments described in the draft South Montrose Masterplan.

I would also find it helpful to know if the division of responsibility between NESTRANS and TACTRAN causes any difficulties here, as Montrose is situated on the very northern boundary of TACTRAN and much of the traffic will be generated by people and businesses in the NESTRANS area.

Many thanks for your attention

Yours sincerely

Nigel Don MSP