

PE1236/Y

Planning and Design
Major Transport Infrastructure Projects

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CÒMHDHAIL
ALBA



Alison Wilson
Public Petitions Committee
The Scottish Parliament
Sent via email

Date:
26 January 2012

Dear Alison,

Thank you for your letter 21 December 2011 to Carron Pollock regarding Petition PE1236 and specifically the written question:

“In her latest submission the petitioner raised the question as to whether or not a split level junction is an option that they would be willing to consider?”

The term split level junction is a colloquialism for the term grade separated junction used in the Design Manual for Roads and Bridges (DMRB). The DMRB is the suite of documents used across the United Kingdom for the design and assessment of trunk road infrastructure and it presents a variety of configurations for grade separated or split level junctions.

The cost refinement exercise (Submission PE1236/V) considered all three junctions at Laurencekirk: the A90/A937 southern junction, the A90/B9120 middle junction and the A90/A937 northern junction. DMRB was used to identify all the feasible options for providing grade separated junctions at Laurencekirk. The exercise developed five options for how to deal with both the southern and northern junctions, each with three sub-options for middle junction, giving a total of fifteen options which are described on pages 3 and 4 of the Executive Summary and are schematically illustrated on pages 33 to 37 of the Report.

The estimated costs are given on page 5 of the Executive Summary. The least expensive option is 5A which provides a full (all-ways access) grade separated southern junction and closure of the central reserve to only allow 'left-in/left-out' operation at the middle and northern junctions for a total cost of £13,540,200. The most expensive option is 1C which provides full (all-ways access) grade separated southern and northern junctions, with an overbridge (no access to A90) at the middle junction for a total cost of £28,781,700. The majority of the options lie towards to the higher end of the cost range due to the provision of grade separation at both the southern and northern junctions.

No option is identified as the preferred solution, rather the advantages and disadvantages of each of the options are presented (pages 6 and 7 of the Executive Summary).

In summary, it is considered that the suggestion of a split level junction does not change the position regarding Laurencekirk as the cost refinement exercise has identified all reasonable options for a grade separated or split level junction.

I hope this is helpful in answering your question, however we would be happy to provide further advice to the Committee on any other detailed proposals that are brought forward.

I note you have sent a similar query to Aberdeenshire Council and hence I am copying this letter to Ewan Wallace, Head of Transportation at the Council.

Kind Regards,

Laurence Kenney
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