



The Scottish
Parliament

Mike Rumbles, MSP
(West Aberdeenshire and Kincardine)

14 January 2010

Fergus D Cochrane
Clerk to the Public Petitions Committee
TG01
The Scottish Parliament
Edinburgh
EH99 1SP

Dear Mr Cochrane

Consideration of Petition PE1236

Jill Campbell was kind enough to give me sight of the letter sent to you by David Middleton of Transport Scotland, dated 30th December 2009.

In the letter, Mr Middleton refers to Parliamentary Answer S3O-8082 which states that *"a grade separated junction with a dual carriageway such as the A90 is typically in the range £4.3 million to £22 million."*

As you are aware, the *A90 Laurencekirk Road Safety Review*, carried out by BEAR Scotland on behalf of Transport Scotland, was previously submitted to the committee and is referred to as PE1236/E within the written submissions for this petition. The Review, which formed the basis of Transport Scotland's recommended changes to the A90/A937 junction clearly states on page 50 that the cost of Gap Closure and Grade Separation would be £4 million.

I therefore consider it highly disingenuous of Mr Middleton to refer to the higher figures contained in S3O-8082, and also to go on to refer to "extra costs" associated with the closure of two junctions, when Transport Scotland's own review, which it has previously submitted as evidence to the committee, was carried out on the basis that the total cost would be £4 million.

I would be grateful if you could copy this letter to the members of the committee.

Yours sincerely

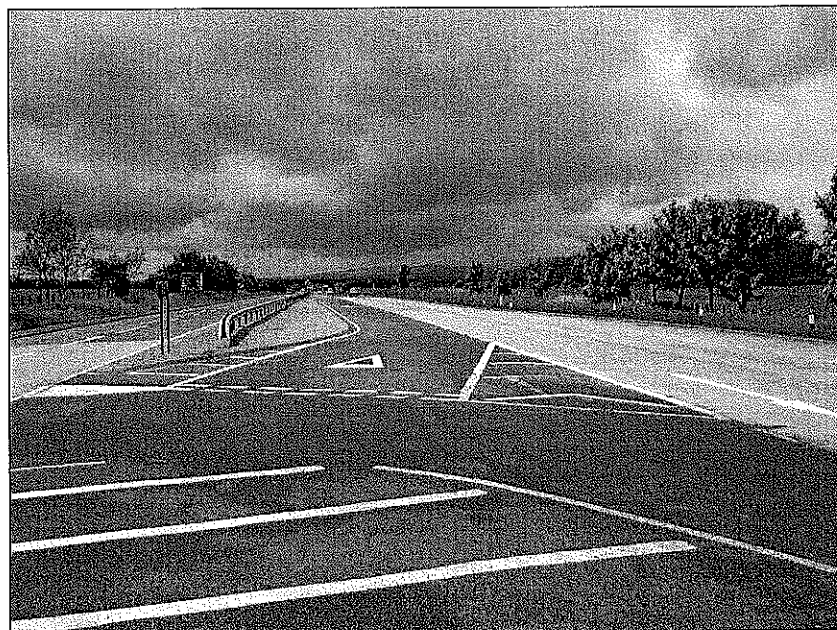
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NORTH EAST UNIT

A90 LAURENCEKIRK ROAD SAFETY REVIEW

09/NE/0805/138



Client:

Transport Scotland
Trunk Road - Network Management Directorate
Buchanan House, 58 Port Dundas Road,
Glasgow G4 0HF

BEAR Scotland Ltd
Inveralmond Road
Inveralmond Ind. Estate
Perth PH1 3TW

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FIRST YEAR RATE OF RETURN

First Year Rate of Return = $\frac{\text{Ave. accident cost} \times \text{No. accidents saved} \times 100\%}{\text{Scheme cost} \times 3 \text{ years}}$

Gap Closure and Grade Separation

Construction Cost = £4m

Existing accident number at junctions over 3 year period = 9
Average accident number per year = 3

Estimated Accident Reduction Rate = 44% (Source: RoSPA Road Safety Engineering Manual Section 5)

Estimated Annual Accident Reduction = $3 \times 0.44 = 1.32$ accident / year
Estimated Annual Accident Saving = $1.32 \times £141,058$ (Source: Road Casualties Scotland 2007 Table 10) = £181,196.56

First Year Rate of return = $£181,196.56 \times 100/4,000,000 = 4.7\%$

Gap Closure and Roundabout Provision

Construction Cost = £1m

Estimated Accident Saving = £181,196.56 (as above)

First Year Rate of return = $181,196.56 \times 100/1,000,000 = 18.1\%$

Gap Closure and Signalisation

Construction Cost = £600,000m

Estimated Accident Saving = £181,196.56 (as above)

First Year Rate of return = $181,196.56 \times 100/600,000 = 30.2\%$

Recommended Measures

Vehicle Activated Signing Installation - Construction Cost = £20,000

Surface Treatment – Construction Cost = £10,000

Cross With Care Signs – Construction Cost = £500

Relocation of ADS - Construction Cost - £1000

Upgrade Pedestrian Warning Sign - Construction Cost - £500

Install Safety Camera Sign - Construction Cost - £200

Refresh Marking and Replace Studs - Construction Cost - £5000

Cut Back Shrubbery - Construction Cost = £500

Total Cost = £37,700