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Dear Sir,

I, once again, thank you for giving me the opportunity to respond to the committee regarding Mr David Middleton's answers to my previous queries. Again I am dismayed by Transport Scotlands responses and their inability to answer a direct question with a direct answer.

I am also dumbfounded at the fact that their answers conflict with their own findings and various reports and has given me no confidence, at all, that our own Transport Minister really knows what is going on at Laurencekirk.

Responding, briefly, to the answers given to my previous questions:-

I asked about the impact of expansion in areas such as Montrose being allowed for when considering grade separation. I could have accepted the findings of the AIP study basing Laurencekirk as an isolated settlement which I believe it did so and all previous studies has before hand. We have all made the classic mistake of naming the A937/A90 junction as "The Laurencekirk Junction". With a population of just over 3000 people within the town of Laurencekirk itself any road safety study will conclude as the last one did. However the A937 junction joining the A90 at Laurencekirk is far from a normal junction due to the volume of traffic emerging from Angus. All the areas within Angus feeding onto the A90 via the A937 has to be considered, any developments within these areas should also be allowed for. Any council burden for the cost of Grade Separation at the A937 junction should be met by both Aberdeenshire and Angus Councils and not Aberdeenshire alone

On the AIP study itself:-

1. To carry out this study over only one working day was absolutely ludicrous and should have been a longer period and the timing of 7am – 7pm missed almost an hour of morning rush hour traffic.
2. We were told that an investigation of the trend in speed limit compliance at existing camera locations was taking place. The survey concluded that speed levels were ok at all three junctions. Yet 15% of all movements of traffic travelling North at the North Junction were recorded at speeds in excess of 77 miles per hour, 15% of southbound vehicles were recorded at speeds above 74 miles per hour at the middle junction and 15% of southbound traffic were recorded at speeds above 52 miles per hour. I find these figures disturbing and certainly not ok.
3. Question 5 asked about the proposed recommendations reducing the accident level as much as grade separation. They answered that these measures had been carried out at other locations, I would like to know where and the proof they have to this as I would like to see this for myself. They also said that

these measures were not being assessed against the performance of grade separation. I cannot accept this because in Appendix D (First Year Rate of Return) of the AIP study the entire costing of the proposed upgrades have been measured against the costing of Grade Separation.

4. Question 7 asked why they refuse to acknowledge the impact each junction has on the other. Just because the junctions are all mentioned in the same report does not mean that they are considered as one. Each junction serves the same town yet in previous statements and reports. Transport Scotland has claimed that the accident level has dropped at the south junction (A937) ignoring the fact, why the accident level is rising at the other two junctions. However Grampian Police state that the accident level remains the same at the south junction it is only the severity of collisions that has dropped.

I would now like to focus on the costing of grade separation at the A937/A90 Junction.

The AIP study, carried out by BEAR Scotland for Transport Scotland quotes the costing of Grade Separation with Gap Closure at £4 million. The entire first year rate of return (Appendix D) is based on this figure. However in Transport Scotland's response to my previous questions they say they do not know how much grade separation at the A937 junction would cost estimating from £4.3 million to £22 million and stating that gap closure would be extra. They say that by quoting a single (unadjusted) figure represents the situation inaccurately. Yet they accepted BEAR Scotland's findings which clearly quoted a single (unadjusted) figure. This throws the entire study into question.

**Mr Stevenson told me himself that the accident level at Laurencekirk was "ok".**

The STPR report takes into consideration all upgrades to be carried out on Scotlands roads until 2022, I am assuming Mr Stevenson believes that the accident level on the stretch of A90 at Laurencekirk will be ok until 2022.

Based on Transport Scotland's own figures.

From 1999 – 2009 the accident level on the A90 at Laurencekirk taking into account all three junctions is as follows

4 Fatal Accidents  
13 Serious Accidents  
22 Slight Accidents  
50 Damage Only reportable accidents

This has resulted in the following injuries

5 Fatalities  
17 Serious injuries  
41 Slight Injuries

The AIP Study concluded that the overall number of accidents had not dropped at the A937 Junction since the 50mph speed limit had been put in place only the severity. There was a slight increase at the B9120 junction and an increased injury accident frequency at the North junction although was unclear if this was an emerging pattern. If we allow ourselves to believe that the accident level will remain the same until 2022 when the STPR report runs its course, and basing the last 10 year accident

figures on 2008 prices then we, as tax payers, will spend an estimated £12.3 million clearing the debris of future road accident victims from this stretch of the A90.

There is no price can be put on a human life. All of the last 5 fatalities lived locally. Each one was crossing the A90. If grade separation with gap closure had been in place, each one of these people would be here today. No report or survey can bring them back but seeing sense can save anyone else being killed or seriously injured on this stretch of road.

We have to realise that the A937/A90 Junction doesn't just serve the people of Laurencekirk but covers a much larger area into North Angus.

Yours faithfully

Jill Campbell