

## Major Transport Infrastructure Projects

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Kelly Forbes  
Assistant Clerk  
Infrastructure and Capital Investment Committee  
T3.40  
The Scottish Parliament  
Edinburgh  
EH99 1SP

Your ref:  
PE 1236

Our ref:

Date:  
23 April 2014

Dear Ms Forbes

### **PE 1236 - A90/A937 SAFETY IMPROVEMENTS**

I refer to my letter of 16 December 2013 regarding the above.

As I informed the Committee at their meeting on 26 March during the transport evidence session, over the previous two or three weeks there had been discussions and public meetings in and around Laurencekirk, as well as a discussion about options and objective setting on 24 March with both Aberdeenshire and Angus Councils and Nestrans to ensure we understand how the junction should evolve, so that, as the Minister had already said, we come to the right solution regarding this matter.

I also informed the Committee that we hope to report on the piece of work which Nestrans is leading in the summer, and that, going out and talking to people in Laurencekirk and inviting them to say what the real issues are for them has been very well received in the local area, and that has been very helpful in framing our thinking.

In terms of the discussions and public meetings, this included a number of stakeholder workshops on potential options for access to Laurencekirk. One of these options includes a proposal by Mearns Community Council for two separate carriageways with an open central reservation and also a ring road connecting the distribution road with the A90.

These options were subsequently presented to members of the public at a “drop in” session with local residents in March. This session was organised by Nestrans and officials from Transport Scotland, Aberdeenshire Council and the consultants CHM2 Hill were also present. This session was part of the information gathering, pre-appraisal stage of the Scottish Transport Appraisal Guidance (STAG) and allowed interested parties to see the information gathered to date and provide their views to assist with the assessment process. It also provided people with the opportunity to comment on the objectives that are being developed to assess any proposed options against and suggest options for consideration.

We expect the detailed appraisal to be completed later this year, following which a decision will then be taken with our partners on a preferred solution that best meets the objectives for improving the A90 at Laurencekirk.

I will therefore continue to update the Committee as this study progresses.

Regarding my earlier letter of 2 July 2013, I can confirm that the A90 Laurencekirk Road Safety Scheme Monitoring Study Report has now been completed and published and I attach a copy of the report for the Committee's perusal.



A90 Laurencekirk  
Monitoring St.

The report makes the following recommendation - *“Given the positive impact of the installed measures, no further direct road safety improvements are recommended at this stage. However further consideration should be given to an overall review of speed limit / safety camera signing in the area in conjunction with the North East Safety Camera Partnership”*.

However, as is standard practice with the trunk road network as a whole, the safety of this section of the A90 will continue to be monitored.

I hope this information is helpful to the Committee.

Yours sincerely

*Mike Bloom*

**pp DAVID ANDERSON**  
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