



The Scottish Parliament
Pàrlamaid na h-Alba

INFRASTRUCTURE AND CAPITAL INVESTMENT COMMITTEE

AGENDA

13th Meeting, 2014 (Session 4)

Wednesday 7 May 2014

The Committee will meet at 9.30 am in the David Livingstone Room (CR6).

1. **Digital Infrastructure** The Committee will take evidence from—

Robert Madelin, Director-General, DG Connect, European Commission.

2. **Petition PE1236:** The Committee will consider a petition by Jill Fotheringham, regarding safety measures at the junction where the A937 crosses the A90 at Laurencekirk.

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Clerk to the Infrastructure and Capital Investment Committee
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The papers for this meeting are as follows—

Agenda Item 1

Background note

ICI/S4/14/13/1

PRIVATE PAPER

ICI/S4/14/13/2 (P)

Agenda Item 2

Background note

ICI/S4/14/13/3

Infrastructure and Capital Investment Committee

13th Meeting, 2014 (Session 4)

Wednesday 7 May 2014

Robert Madelin, Director General of DG Connect, EU Commission

Introduction

1. On 7th May 2014 Mr Robert Madelin, Director General of the European Commission Directorate General for Communications Networks, Content & Technology (DG Connect) is visiting Scotland, and undertaking a number of engagements over the course of the day.

2. As part of this visit, Mr Madelin will speak to the Infrastructure and Capital Investment (ICI) Committee on Scottish and European digital matters.

3. In preparation for this evidence session, the Committee wrote to a range of stakeholders inviting them to submit questions they would be interested in the Committee putting to the Director General. Four stakeholders made submissions, and a number of their questions will be incorporated into the evidence taking process.

4. In its email to stakeholders the Committee also included a SPICe note containing background detail on DG Connect and its work. This is included at **Annexe A**.

5. The Committee also invited attendees from the European and External Relations Committee, and rapporteurs from the Economy, Energy and Tourism, and Rural Affairs, Climate Change and Environment Committees.

Relevant publications

6. On 30 April 2014 the Royal Society of Edinburgh published its final report *Spreading the Benefits of Digital Participation* on digital uptake in Scotland. Please see the following link:

http://www.royalsoced.org.uk/1058_SpreadingtheBenefitsofDigitalParticipation.html

Kelly Forbes
 Assistant Clerk
 2 May 2014

ANNEXE A



Meeting with Mr Robert Madelin, the Director General of DG Connect at the European Commission

Background

The European Commission Directorate General for Communications Networks, Content & Technology (DG Connect) is primarily responsible for managing and implementing the Digital Agenda which is one of the flagship initiatives of the Europe 2020 agenda. Information on the role of DG Connect is provided as an annex.

Overarching EU policy initiatives which DG Connect is involved in

European Policy Initiatives which are influenced by the work of DG Connect include elements of Europe 2020, in particular the Digital Agenda (see SPICe Briefing [SB 13-82 Europe 2020 and the European Semester](#)), Horizon 2020 (the EU Research and Innovation financial instrument) and Connecting Europe, in particular the strand supporting high speed digital networks.

The Digital Agenda for Europe

The Digital Agenda is the EU's strategy to help digital technologies, including the internet, to deliver sustainable economic growth. According to the European Commission:

“The Digital Agenda for Europe (DAE) aims to help Europe's citizens and businesses to get the most out of digital technologies.”¹

The Digital Agenda contained 13 specific goals and 101 actions. The 13 specific goals at the time of publication were²:

- the entire EU to be covered by broadband by 2013.

¹ <http://ec.europa.eu/digital-agenda/digital-agenda-europe>

² <https://ec.europa.eu/digital-agenda/about-our-goals>

- the entire EU to be covered by broadband above 30 Mbps by 2020
- 50 % of the EU to subscribe to broadband above 100 Mbps by 2020
- 50 % of the population to buy online by 2015
- 20 % of the population to buy online cross-border by 2015
- 33 % of SMEs to make online sales by 2015
- the difference between roaming and national tariffs to approach zero by 2015
- to increase regular internet usage from 60 % to 75 % by 2015, and from 41 % to 60 % among disadvantaged people.
- to halve the proportion of the population that has never used the internet from 30 % to 15 % by 2015
- 50 % of citizens to use eGovernment by 2015, with more than half returning completed forms
- all key cross-border public services, to be agreed by Member States in 2011, to be available online by 2015
- to double public investment in ICT R&D to € 11 bn by 2020
- to reduce energy use of lighting by 20% by 2020

The European Commission published a mid-term review of the Digital Agenda in December 2012. This resulted in the adoption of a further seven priorities. The seven priorities were³:

1. Create a new and stable broadband regulatory environment.

More private investment is needed in high speed fixed and mobile broadband networks. The Commission's top digital priority for 2013 is therefore finalising a new and stable broadband regulatory environment. A package of ten actions in 2013 will include Recommendations on stronger non-discriminatory network access and new costing methodology for wholesale access to broadband networks, net neutrality, universal service and mechanisms for reducing the civil engineering costs of broadband roll-out. This will build on new Broadband State Aid Guidelines and the proposed Connecting Europe Facility loans.

2. New public digital service infrastructures through Connecting Europe Facility

³ http://europa.eu/rapid/press-release_IP-12-1389_en.htm

With Council support, the Commission will fast-track the roll out of digital services (especially their cross border interoperability) in eIDs and eSignatures, business mobility, eJustice, electronic health records and cultural platforms such as Europeana. eProcurement alone could save €100 billion per year and eGovernment can reduce the costs of administration by 15-20 %.

3. Launch Grand Coalition on Digital Skills and Jobs

A coalition is needed to take practical steps to avoid one million ICT jobs going unfilled by 2015 because of lack of skilled personnel. Such an outcome is avoidable, and would be unacceptable at a time of high general unemployment. The Commission will coordinate public and private sector actions to: increase IT training placements, create more direct education-business links, agree standard job profiles and promote skill certification to help job mobility. The Commission will also deliver an action plan to support web entrepreneurs and make Europe more "start-up friendly".

4. Propose EU cyber-security strategy and Directive

Security and freedom online go hand-in-hand. The EU should offer the world's safest online environments, valuing user freedom and privacy. The Commission will deliver a strategy and proposed Directive to establish a common minimum level of preparedness at national level, including an online platform to prevent and counter cross-border cyber incidents, and incident reporting requirements. This will stimulate a larger European market for security and privacy-by-design products.

5. Update EU's Copyright Framework

Modernising copyright is key to achieving this Digital Single Market. Therefore the Commission will seek a solution of copyright-related issues where rapid progress is needed via a structured stakeholder dialogue in 2013. In parallel the Commission will complete its on-going effort to review and the modernise the EU copyright legislative framework, with a view to a decision in 2014 on whether to table resulting legislative reform proposals (see MEMO/12/950).

6. Accelerate cloud computing through public sector buying power

The Commission will launch pilot actions in the European Cloud Partnership (IP/12/1225), which harnesses public buying power to help create the world's largest cloud-enabled ICT market, dismantling current national fortresses and negative consumer perceptions

7. Launch new electronics industrial strategy

The Commission will propose an industrial strategy for micro- and nano-electronics, to increase Europe's attractiveness for investment in design and production as well as growing its global market share.

Connecting Europe

In October 2011 the European Commission announced plans to introduce a Connecting Europe finance facility which was designed to contribute to the development of infrastructure and thereby boost economic competitiveness and create jobs.

The Commission's proposal had three distinctive strands dedicated to improving transport links, connecting energy grids and supporting high speed digital networks.

The most relevant strand for DG Connect is supporting high speed digital networks. When the Commission's Connecting Europe proposal was announced in October 2011, €9.2 billion was allocated to "support investment in fast and very fast broadband networks and pan-European digital services".

When the proposal was finally agreed by Member State Governments and the European Parliament, the final budget for telecommunications was just over €1 billion. According to the UK Government:

"Within the overall budget of €1Billion available for telecoms services, we have negotiated agreement with the Council that €150 Million should be made available for financial instruments enabling broadband infrastructure development. At least one third of the projects supported will aim at speeds of 100 Mb per second or above...

...The balance of €850 Million will be spent on core service platforms for a range of digital services. These will include e-Identification, e-Signatures, e-Delivery, e-Invoicing, and Open Data. These 'building block' services will enable cross-border public services: including cross border co-operation on cyber security, as well as better provision of online child safety programmes. They can thus make a significant contribution to the development of the Digital Single Market."⁴

Themes which might be raised with the Director General of DG Connect

- Development of the Digital Agenda and the how it is being implemented in Scotland (Scotland's digital infrastructure)
- Performance in Scotland, the UK and the European Union against the Digital Agenda goals and actions
- Provision of broadband in rural and island areas of Scotland
- Low take-up of broadband in Glasgow
- Access to European funding to promote digital infrastructure in Scotland

⁴ <http://europeanmemoranda.cabinetoffice.gov.uk/memorandum/amended-proposal-for-regulation-of-the-european-parliament-of-the-council-on-guidelines-for-trans>

- Consequences of State Aid rules for the expansion of digital infrastructure in Scotland
- How Connecting Europe can support the Digital Agenda in Scotland

ANNEX

DG CONNECT MISSION STATEMENT⁵

The DG helps to harness information & communications technologies in order to create jobs and generate economic growth; to provide better goods and services for all; and to build on the greater empowerment which digital technologies can bring in order to create a better world, now and for future generations.

To help achieve this, we:

1. Support the kind of high-quality research & innovation which delivers imaginative, practical and value-enhancing results;
2. Foster creativity through a European data value-chain in which anyone can share knowledge;
3. Promote greater use of, and public access to, digital goods and digital services, including "cloud" computing, in order to boost the European single market;
4. Ensure that those goods and services are more secure, that people can trust the rapidly evolving technologies which surround them, and that people have the right skills and confidence to use them as part of everyday life;
5. Work with partners globally to support an open Internet.

We live our values as a creative, responsible and open European Union public service. We work on the best available evidence, and we cooperate closely with all our stakeholders. Our procedures are fully transparent, and we assume accountability for our actions. We seek value for the taxpayer's money in all we do.

Areas of Policy which DG Connect covers⁶

Improving conditions for Innovation, Growth and Jobs

The economy is constantly changing and information and communication technology is leading that transformation. Our challenge is to ensure that Europe is in a position to seize the great opportunities ahead by putting in place the building blocks of the economy of the future.

Funding major research and innovation themes

Our programmes fund projects bringing together Europe's best scientists and engineers to achieve excellence in science. Turning research and ideas in the

⁵ <http://ec.europa.eu/dgs/connect/en/content/dg-connect-mission-statement>

⁶ <http://ec.europa.eu/dgs/connect/what-we-do>

area of ICT into innovative services and products is key, as is supporting the entrepreneurship ecosystem.

Seizing major opportunities for Europe

We are investing in several operational programmes which bring together the main players throughout Europe and the wider world, across public and private sectors. We aim to mobilise in new ways for more effectiveness and pioneer new forms of participation, innovation and social interaction.

Framing better rules

We regulate to promote a European Digital Single Market for the benefit of industry and consumers. We support the enormous potential of ICT for growth and jobs. ICT is global and we are active in shaping the global framework and standards as ICT.

Ensuring ICT benefits society

The Internet has shifted norms, behaviours, social attitudes. How will ICT continue to mould our societies, what are the opportunities and the risks? We are working at the intersection of technology and humanities to develop policies to build the future we want.

Representing Europe as a successful world partner

Cooperation and dialogue with the centres of innovation around the world are essential for Europe to play its full part in shaping the future. We aim to develop a strategic approach to allow us to maximise our influence and benefit from exchanges on key themes.

Shaping a strategic vision

How do we want the world to look like in 2050 and what do we need to do now to get there? As technological change accelerates and combines with demographic, environmental and other forces, what will be our long term challenges and opportunities? We are working to develop a sturdy strategic vision for Europe in the world.

Working as a team

We work together, within our organisation and with all our stakeholders. We value our people and relationships as our key asset and seek to constantly develop them.

Getting value for money

lean, modern and effective administration depends on sound management of our resources. We manage European taxpayer's money to ensure it is spent well. Our internal systems and processes aim to ensure efficient delivery.

Infrastructure and Capital Investment Committee

13th Meeting 2014 (Session 4), Wednesday 7 May 2014

Public Petition PE 1236 – A90/A937 junction at Laurencekirk

Introduction

1. This is the Infrastructure and Capital Investment Committee's, 7th consideration of PE1236, following referral by the Public Petitions Committee (PPC):

PE1236

2. PE1236, lodged on 16 February 2009:

Petition by Jill Fotheringham, calling on the Scottish Parliament to urge the Scottish Government to improve safety measures on the A90 by constructing a grade separated junction where the A937 crosses the A90 at Laurencekirk.

Background to PE1236

3. The A90 is a trunk road connecting central Edinburgh with Fraserburgh, although the route between a point several miles to the north of the Forth Road Bridge and Perth is classified as the M90. The A90 used to run through the centre of Laurencekirk, until a bypass was constructed in the mid-1980s. There are three at-grade junctions connecting Laurencekirk with this stretch of the A90. This petition relates to the southernmost of these, which is a staggered crossroads with the A937, a road which links Laurencekirk with Montrose.

4. The PPC previously considered petition PE778, also submitted by Jill Campbell and took evidence from the petitioner in November 2004. The Committee closed the petition in March 2005 after receiving confirmation from the then Scottish Executive of a series of road safety improvements that would be made. These were implemented in 2005.

5. This current petition is over four years old and has been considered extensively by the PPC both in session 3 and in the current session. Full details of previous PPC consideration, including written submissions and transcripts of the oral sessions, (which includes taking evidence from the Minister for Transport, Infrastructure and Climate Change in 2010 and evidence from the Minister for Transport and Infrastructure in 2011), can be found at the following link:

<http://scottish.parliament.uk/gettinginvolved/petitions/PE01236>

6. The PPC last considered this petition at its meeting on 27 November 2012 and agreed to refer the petition to the Infrastructure and Capital Investment Committee (ICI) for further consideration of the issues raised in it, as part of the Committee's remit.

Consideration by the Infrastructure and Capital Investment Committee

7. This petition was referred by the PPC to the Infrastructure and Capital Investment Committee on 27 November 2012.

8. The ICI first considered the petition at its meeting on 12 December 2012, and agreed to write to Transport Scotland seeking a response to a letter from the petitioner, dated 16 November 2012, to the PPC, and an update on Transport Scotland's discussions with NESTRANS on the issues raised. The Committee also requested further information on the processes and procedures involved in assessing and acting upon safety issues at road junctions more generally, together with details of where responsibility for making decisions on such matters lies.

9. The Committee considered this petition again at its meeting on 27 February 2013, where it was agreed that the Committee would take oral evidence at a future session on matters raised in discussion. The Official Report for this meeting can be found at the following link:

<http://www.scottish.parliament.uk/parliamentarybusiness/28862.aspx?r=7828&mode=pdf>

10. The Committee then took oral evidence at its meeting on 20 March 2013 from representatives of the community, Aberdeenshire and Angus Councils, the Regional Transport Partnership, and Transport Scotland. It was agreed that the Committee would consider the evidence heard at this meeting at a future meeting. The Official Report for this meeting can be found at the following link:

<http://www.scottish.parliament.uk/parliamentarybusiness/28862.aspx?r=7858&mode=pdf>

11. At the meeting on 20 March 2013, Transport Scotland offered to write to the Committee with further evidence regarding the background to the provision of existing graded junctions on this transport corridor, and advising the committee that Transport Scotland, NESTRANS and Aberdeenshire Council would soon meet to continue discussions regarding Laurencekirk.

12. The Committee then considered the oral evidence of 20 March 2013, and the letter from Transport Scotland, at its meeting on 17 April 2013. It was agreed that the Committee would request an update on the outcomes of the meeting between Transport Scotland, Aberdeenshire Council, and NESTRANS. The Official Report for the Committee meeting of 17 April 2013 can be found at the following link:

<http://www.scottish.parliament.uk/parliamentarybusiness/28862.aspx?r=8066&mode=pdf>

13. A response was received from Transport Scotland on 5 June 2013 stating that its meeting with Aberdeenshire Council and NESTRANS had been successful, and that further meetings were planned. The Committee agreed to

ask Transport Scotland to keep it updated with regard to the outcomes of planned future meetings.

14. On 2 July 2013, Transport Scotland wrote to the Committee to inform them that an agreement had been reached whereby a consultant would be employed to carry out the necessary assessment work to establish a preferred option for access to Laurencekirk. Transport Scotland subsequently wrote to the Committee to advise that £100,000 of funding had been formally allocated for this purpose. On 16 December 2013, Transport Scotland wrote to the Committee to advise that consultants had been appointed to take forward this work. This assessment work has not yet been completed.

15. On 23 April 2014, Transport Scotland wrote to the Committee, updating the Committee on recent work, and supplying the outcomes of a safety measures evaluation report, mentioned in previous correspondence. A copy of the letter and report are included at **Annexe A**.

16. On 30 April the Committee received communications from the petitioner and a campaign supporter regarding the letter and report. These are included at **Annexe B**.

Recent updates to ICI Committee

Next Steps

17. The Committee will consider the letter from Transport Scotland dated 23 April 2014 and the attached safety measures evaluation report, as well as correspondence from the petitioner and a campaigner, at its meeting on 7 May.

Recommended Action

18. **The Committee is invited to note the recent letter, report and correspondence and consider what, if any, action it wishes to take. Options include:-**

- **awaiting the outcomes of the detailed options appraisal due later in 2014.**
- and/or**
- **considering any further or alternative action.**

Kelly Forbes
Assistant Clerk
2 May 2014

ANNEXE A

Major Transport Infrastructure Projects

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CÒMHDHAIL
ALBA



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 Meams 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 Report

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
Head of Planning & Design
MTRIPS



**TERM CONTRACT FOR THE MANAGEMENT AND
MAINTENANCE OF THE SCOTTISH TRUNK ROAD NETWORK
NORTH EAST UNIT**

**A90 LAURENCEKIRK ROAD SAFETY SCHEME
MONITORING STUDY**



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Transport Scotland
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This is an unpublished report prepared for the Transport Scotland, Trunk Road and Bus Operations Division (TRBO) and must not be referred to in any publication without the permission of TRBO. The views expressed are those of the author(s) and not necessarily those of TRBO.
Transport Scotland

March 2014

3G Term Contract For The Management and Maintenance Of The Scottish Trunk Road Network - North East Unit A90 Laurencekirk Road Safety Scheme - Monitoring Study	Issue: 2.0 Date: March 2014 Page: 2 Scheme ID: 09/NE/0805/138
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	Name	Signature	Date
Prepared By	Frank Mills	Frank Mills	11/03/2014
Checked By	Bob Blair	Bob Blair	11/03/2014
Authorised By	Alan Campbell	Alan Campbell	14/03/2014

REVISION STATUS		Revision Details	Checked	Authorised
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CONTROLLED DOCUMENT HOLDERS	
Ref.	Name of Holder
1	TS – Stephen Davies Electronic copy
2	Frank Mills BEAR Scotland Ltd
3	BEAR Scotland Ltd AIP File



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Appendices

Appendix A – Collision Plan

Appendix B – First Year Rate of Return Calculation



1. INTRODUCTION

This report has been prepared by BEAR Scotland Ltd in response to an instruction from Transport Scotland to undertake a follow up (monitoring) study of the three A90 junctions serving Laurencekirk, approximately three years after the installation of road safety measures.

- 1.1 The study compares injury collision statistics for this area including damage only collisions pre and post construction, highlighting any changes.
- 1.2 The study also includes consultation with Aberdeenshire Council and Police Scotland (including Safety Camera Partnership) as key stakeholders, seeking their views on the performance of the A90 junctions since the installation of the measures.

2. SITE DESCRIPTION

- 2.1. The A90 Trunk Road is the main strategic link between Dundee and Aberdeen. The settlement of Laurencekirk is situated approximately 40km south of Aberdeen. The A90 bypasses Laurencekirk to the east and is dual carriageway standard at this point. Laurencekirk is served by three A90 junctions, the A90/A937 south junction, the A90/B9120 junction and the A90/A937 north junction. The location of these junctions is shown in Figure 2.1.



Figure 2.1 - Location of A90 junctions in the vicinity of Laurencekirk



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2.2 Both the A90/A937 south and A90/B9120 are right/left staggered junctions. The A90/A937 north junction takes the form of a crossroads with the private access to Keilburn situated on the eastern side.

3. STUDY PURPOSE AND METHODOLOGY

3.1. The purpose of this study is to identify any changes in collision patterns at the three A90 Laurencekirk junctions following the installation of the road safety measures in May 2010. These measures were:

- Installation of vehicle activated signing on the A90 approaches by local road and crossing traffic at the A90/B9120(northbound and southbound approach) and A90/A937(northbound approach only) junctions
- Installation of 'Cross With Care' signs opposite both legs at the A90/B9120 junction
- Surface treatment measures on both A90 carriageways at the B9120 and A937 north junctions
- Relocation of the existing northbound advance direction sign for the A90/B9120 junction
- Upgrading of the existing pedestrian warning signs and installation of a new safety camera sign at the A90/B9120 junction
- Refreshing road markings and studs with high visibility alternatives at all junctions

3.2. In order to determine the changes in collision patterns, the following activities have been carried out:

- Review of currently available injury collision records;
- Review of currently available non-injury collision records; and
- Consultation with Police Scotland, North East Safety Camera Partnership (NESCAMP) and Aberdeenshire Council



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Collision Information

- 3.3. The measures mentioned above were recommended for installation in the A90 Laurencekirk Road Safety Review report (2009). These were projected to result in a reduction in injury collisions at the rate of 1.32 per year and generate a First Year Rate of Return (FYRR) of approximately 480%.
- 3.4. Analysis of injury collision data has been carried out to determine the actual safety improvement performance of the measures and to enable a direct comparison with the above statistics. Collision information for this report was gathered from Transport Scotland's SERIS database. The pre-installation period covers 1st March 2007 to the 28th February 2010 while the post-installation period covers 1st June 2010 to 31st May 2013. Collision statistics for these timescales are included in Appendix A.
- 3.5. Non-injury collision records for this location have also been considered in the study. It should be noted that whilst non-injury collision details sometimes prove useful in identifying a collision pattern, the information may be less detailed than an injury collision and cannot always be corroborated by a police officer.



4. COLLISION ANALYSIS

Section Analysis

- 4.1. Over the three year period directly prior to the installation of the safety measures there were 16 injury collisions recorded on the section of A90 passing Laurencekirk. This included seven crashes that resulted in a fatal or serious injury (KSI). Table 4.1 provides a breakdown of these in terms of year and severity.

Year	2007	2008	2009	2010	Total Before
Fatal	0	0	1	0	1
Serious	2	1	2	1	6
Slight	2	4	2	1	9
Damage Only	6	6	1	8	21
Total Injury	4	5	5	2	16

Table 4.1 – A90 Laurencekirk collisions before installation of safety measures

- 4.2. Since the completion of the works, in May 2010 six injury collisions have been recorded (including one KSI) on the section of A90 passing Laurencekirk, including the three junctions. Table 4.2 provides a breakdown of these in terms of year and severity and Table 4.3 provides direct before/after comparison for each collision severity type.

Year	2010	2011	2012	2013	Total After
Fatal	0	0	0	0	0
Serious	0	1	0	0	1
Slight	3	0	1	1	5
Damage Only	8	8	8	5	29
Total Injury	3	1	1	1	6

Table 4.2 – A90 Laurencekirk collisions after installation of safety measures



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	Before	After	Change			KSI	
			Difference	%			%
Fatal	1	0	-1	▼	100	-6	86
Serious	6	1	-5	▼	83		
Slight	9	5	-4	▼	44		
Total Injury	16	6	-10	▼	63		
Damage Only	21	29	+8	▲	28		

Table 4.3 – A90 Laurencekirk – Before/After Comparison

- 4.3. A comparison of the above before and after figures indicates a reduction in injury collisions of approximately 63%, including a reduction in KSI collisions of 86%. This is significantly higher than the average reduction rates for both Scottish and NE Unit trunk road dual carriageways over the same time period, which are approximately 14% (17% KSI) and 14% (19% KSI) respectively.
- 4.4. In addition to the above, it should be noted that this collision reduction was recorded during a period when annual average daily traffic flows within this general area increased by approximately 16% (18,227 to 21,170).
- 4.5. In terms of annual collision savings, the performance of the measures averages out to a saving of 3.33 collisions per year, which is significantly higher than the projected 1.32.
- 4.6. The actual FYRR, based upon actual construction and collision costs is 190%. This is lower than the projected 480%, which is due to a higher than estimated construction costs and lowering of the average collision cost in recent years. However, despite the lower than projected result, the measures still provide a substantial rate of return, which is well above the normal threshold of acceptability (100%). Details of FYRR calculation is contained in Appendix B.
- 4.7. It should be noted that the installation of a northbound merge taper at the A90/A937 north junction in 2012 may have also contributed towards the reduction in collisions.



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4.8. The A90 Laurencekirk Road Safety Review (2009) identified the prominence of collisions involving right-turn movements in this area. Analysis of the collision data has identified seven involving right-turns during the pre-construction period. This reduced to three after the measures were installed; a reduction of 58%.

4.9. The location and severity of the collisions analysed are contained in Appendix A.

A90/A937 South Junction

4.10. There have been two recorded injury collisions at this junction since the completion of the works in comparison to three prior to the measures. Table 4.3 below provides details of the before and after collision data. .

1st March 2007 to 28th February 2010

Year	Fatal	Serious	Slight	Total
2007	0	0	0	0
2008	0	0	2	2
2009	0	0	1	1
2010	0	0	0	0
Total	0	0	3	3

1st June 2010 to 31st May 2013

Year	Fatal	Serious	Slight	Total
2010	0	0	1	1
2011	0	0	0	0
2012	0	0	0	0
2013	0	0	1	1
Total	0	0	2	2

A reduction of 33%

Table 4.3 A90/A937 South Junction Injury Collisions – before / after comparison

4.11. In term of crashes involving right-turn movements, there were two recorded pre-construction with one occurring since the measures were installed.

4.12. There have been eight damage only collisions recorded at this junction since the completion of the works in comparison to seven beforehand.



A90/B9120 Junction

- 4.13. There have been two recorded injury collisions at this junction since the completion of the works in comparison to five prior to the measures. Table 4.4 below provides details of the before and after collision data.

1st March 2007 to 28th February 2010

Year	Fatal	Serious	Slight	Total
2007	0	1	0	1
2008	0	0	2	2
2009	0	1	1	2
2010				
Total	0	2	3	5

1st June 2010 to 31st May 2013

Year	Fatal	Serious	Slight	Total
2010	0	0	0	0
2011	0	1	0	1
2012	0	0	1	1
2013	0	0	0	0
Total	0	1	1	2

A reduction of 60%

Table 4.4 A90/B9120 Junction Injury Collisions– before / after comparison

- 4.14. In term of crashes involving right-turn movements, there were three recorded pre-construction with one occurring since the measures were installed.
- 4.15. There have been four damage only collisions recorded at this junction since the completion of the works in comparison to three beforehand.



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A90/A937 North Junction

- 4.16. There have been two recorded injury collisions at this junction since the completion of the works in comparison to eight prior to the measures.
- 4.17. It should be noted that the introduction of a northbound merge lane at this junction in 2012 may have contributed towards this reduction also.
- 4.18. Table 4.5 below provides details of the before and after collision data.

1st March 2007 to 28th February 2010

Year	Fatal	Serious	Slight	Total
2007	0	1	2	3
2008	0	1	0	1
2009	1	1	0	2
2010	0	1	1	2
Total	1	4	3	8

1st June 2010 to 31st May 2013

Year	Fatal	Serious	Slight	Total
2010	0	0	2	2
2011	0	0	0	0
2012	0	0	0	0
2013	0	0	0	0
Total	0	0	2	2

A reduction of 75%

Table 4.5 A90/A937 North Junction Injury Collisions - before / after comparison

- 4.19. In term of crashes involving right-turn movements, there were two recorded pre-construction with one occurring since the measures were installed.
- 4.20. There has been four damage only collision recorded at this junction since the completion of the works, in comparison to four beforehand..



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5. CONSULTATION

- 5.1. Police Scotland, North East Safety Camera Partnership (NESCAMP) and Aberdeenshire Council as key stakeholders were consulted as part of the study and their responses are summarised below:
- 5.2. Police Scotland has advised that they have no concerns over any of the junctions since the measures were installed.
- 5.3. NESCAMP has advised that they have seen a continual rise in camera activations since 2010 (2010 – 3454 / 2011 – 5198 / 2012 – 5724) with 6,000 camera activations in 2013 (not all of which resulted in prosecution). This highlights that there is still a speeding issue despite 14 various signs travelling north and 12 signs travelling south warning of the change in speed limit. However NESCAMP believes that the introduction of the lower limit (combined with other safety measures) has helped to reduce the number of collisions at the A90 / A937 (South) Junction.
- 5.4. Aberdeenshire Council are not aware of any major issues but has advised that local residents still raise the issue about the requirement for grade separated junctions.

6. CONCLUSIONS

- 6.1. It is clear from the recorded collision statistics that the installed measures have improved safety in this area substantially with all junctions recording reductions in injury collision numbers since the works were completed. In addition the primary accident type, involving right-turn movements, has reduced in frequency to a similar degree and at all junctions.
- 6.2. In term of a comparison of projected against actual road safety performance, the measures have been more effective in reducing collision numbers than initially estimated. And whilst the FYRR for the measures are lower than originally estimated, they still record a significant and acceptable return.
- 6.3. Despite the reduction in collision numbers there is still concern over the continuing high rate of speeding offences in the vicinity of the A90/A937 south junction.



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7. RECOMMENDATIONS

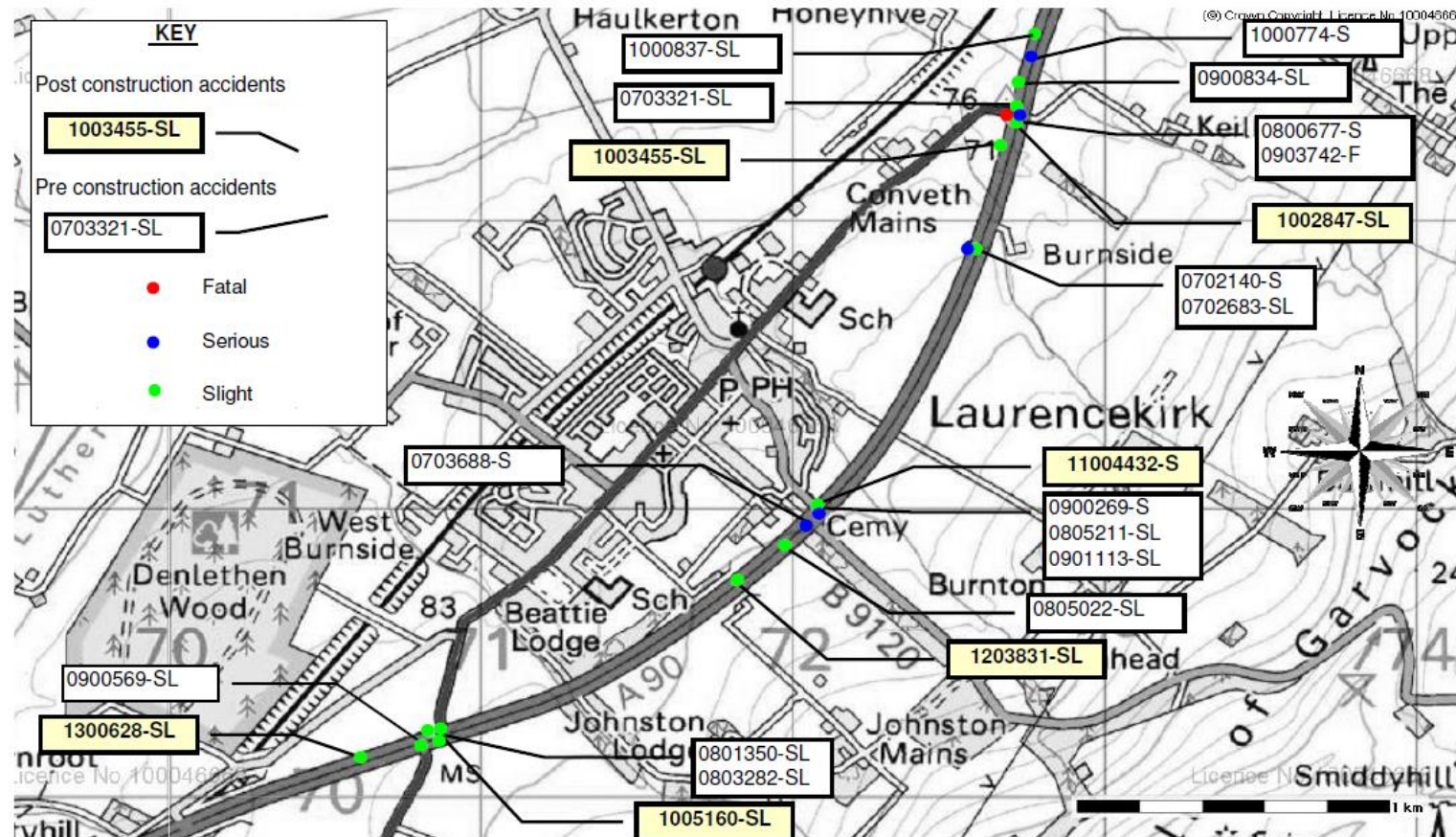
- 7.1. Given the positive impact of the installed measures, no further direct road safety improvements are recommended at this stage. However further consideration should be given to an overall review of speed limit / safety camera signing in the area in conjunction with the North East Safety Camera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



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APPENDIX A – COLLISION PLAN





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APPENDIX B – FIRST YEAR RATE OF RETURN CALCULATION



FIRST YEAR RATE OF RETURN

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

Measures

Vehicle activated signing on the A90 approaches by local road and crossing traffic at the A90/B9120 (northbound and southbound approach) and A90/A937 (northbound approach only) junctions

'Cross With Care' signs opposite both legs at the A90/B9120 junction

Surface treatment measures on both A90 carriageways at the B9120 and A937 north junctions

Relocation of the existing northbound advance direction sign for the A90/B9120 junction approximately 100 metres southwards

Upgrading the existing pedestrian warning signs sign and install a new safety camera sign at the A90/B9120 junction

Refresh road markings and replace studs with high visibility alternatives at all junctions

Cut back shrubbery adjacent to the northbound advance direction sign for the A90/A937 north junction

Total Construction Cost = £201,215.49

Annual Accident Reduction = $10 / 3 = 3.33$ per year

Estimated Annual Accident Saving = $3.33 \times £116,191$ (Source: Road Casualties Scotland 2012 Table 10) = £386,916.03

First Year Rate of return = $£386,916.03 \times 100/201,215.49 = 192\%$



ANNEXE B**EXTRACT OF EMAILS FROM PETITIONER**

30/04/14, by email to Clerks.

On Wednesday, 30 April 2014, jill fotheringham < > wrote:

I am hopeful that they will keep the petition open, in the meantime, while the study is being carried out by ch2m hill.

Also, I was dismayed by the report from Bear Scotland. Taking away all their statistical charts the reality is that that the three years prior to 2010 there was 37 "recorded" collisions and three years after there was 35. That is a difference of two. Hardly a 63% drop! Any of these accidents had the potential to be a fatality. Also not all collisions are recorded so the figures cannot be entirely accurate.

I found the camera activation figures extremely alarming as they show an increase each year from 3454 in 2010 til 6000 in 2013. This is not acceptable and, believe me, this is a small proportion of "speeders" who slam on the brakes for the cameras and accelerate to 70+ by the time they are passing the junction.

I find the phrase "given the positive impact of the installed measures, no further direct road safety improvements are recommended" insulting. This report has not observed the actual conditions for those of us who use this stretch of road, who queue at an over saturated junction, to try and cross a very busy stretch of dual carriageway. The decrease in severity of the accidents at Laurencekirk is only good luck and not good management. It is certainly not because of a few new signs and the cutting back of a couple of bushes!

My last point is that, I received a copy of this report last Wednesday but was told I couldn't discuss it until Thursday 24th. The very same day that we protested at Holyrood. I'm sure this was not coincidental. So poor show on that one.

Later addition:

Bear Scotland noted that the injury collisions had reduced at the junctions but showed a rise in damage only collisions. Although they broke down the amount of injuries at each junction, they did not do so for damage only.

I would really like to know how many damage only collisions there has been at the south junction since they carried out their "safety" upgrades in 2010.

Jill Fotheringham
Petitioner
30 April 2014

EXTRACT OF EMAIL FROM CHARLES GORDON

30/04/14, by email to Clerks.

In addition to the points made by Jill in her email, could I also point out to the Committee that the Bear Scotland report covers all three junctions at Laurencekirk but, though every junction is a potential hazard, our issue - and the subject of Jill's original petition - was and is the South junction.

If you look at the figures for this junction alone in Bear Scotland's report, it becomes clear that, taking injury and damage accidents together - because any contact accident has fatal potential - there has been NO DECREASE IN TOTAL ACCIDENTS AT THE SOUTH JUNCTION when comparing the three years before the 2010 "safety improvements" with the three years after they were carried out.

I fear that the inclusion of all junctions in the report, and their handling as a single entity, can only be seen as a deliberate attempt at obfuscation by the report's authors, and I hope the Committee will make this clear to Transport Scotland, as publishers of the report.

Charles Gordon
30 April 2014