

ANGUS COUNCIL**ROADS COMMITTEE****23 JANUARY 1997****ROAD SAFETY - A90 FORFAR BYPASS JUNCTIONS****REPORT BY THE DIRECTOR OF ROADS****ABSTRACT**

This report discusses the continuing accident problems at the A94/A929 Coupar Angus Road/Glamis Road and the A926 Kirriemuir Road junctions on A90 Forfar Bypass.

1 RECOMMENDATION

It is recommended that the Committee agree to the Chief Executive writing to the Scottish Office Development Department in the strongest possible terms expressing once again concern at the continuing accidents at the A94/A929 Coupar Angus/Glamis Road and the A926 Kirriemuir Road junctions on the A90 Forfar Bypass and recommending that they include the provision of grade separation at both these junctions in the trunk road programme at the earliest possible opportunity.

2 INTRODUCTION

There has been considerable local concern about the Forfar Bypass junctions ever since the scheme opened to traffic in 1987. In fact the current local member campaigned for improved design standards when the scheme was being planned in the early 1980's and has continued to lobby the Scottish Office since then about road safety on the scheme.

3 DETAILS

- 3.1 Forfar can be likened to the hub of a wheel with numerous roads radiating from the town like spokes. Inevitably, therefore, any bypass of the town had to cut some of these radial routes. Although the line chosen by the Scottish Office to the west of the town limited the number of crossroad junctions to two (at the A94/A929 Coupar Angus Road/ Glamis Road and the A926 Kirriemuir Road) there have, over the years, been a number of serious road accidents at these locations. The number of injury accidents occurring at both the Glamis Road and Kirriemuir Road junctions since the road opened are shown in Appendix 1.
- 3.2 Over the years a number of improvements have been carried out at these junctions to try to improve the situation. There have been alterations to the signing and lining, the provision of extra deceleration lanes, video surveillance cameras, anti skid surfacing and street lighting and most recently further enhancements to the signing in conjunction with a road safety leaflet campaign. Despite these measures however the accidents continue to occur.
- 3.3 Evidence from the video surveillance cameras installed at the Glamis road junction has shown that in the majority of cases the accidents have occurred when side road traffic has emerged into the path of main road traffic. Tayside Police have produced a short video film including some footage from the video cameras to try to draw attention to this problem and this film is now being shown to interested groups. The only sure way of preventing this type of crossover accident however is to provide grade separation at each junction. Removing the manoeuvre which causes the conflict will eliminate the accident cause.
- 3.4 With the provision of grade separation at Brechin, Forfar Bypass is now the only section on the A90 where there is no flyover either built or planned to cater for major turning and crossing traffic. There are no other locations on the A90 between Perth and Aberdeen where relatively busy A-class roads are

bisected at ground level by the trunk route. The Scottish Office are currently working on a programme of grade separated junctions between Dundee and Perth with the one at Longforgran having opened last year. Inevitably with main road drivers only meeting crossing traffic at Forfar and with the continuing growth of both trunk road and local traffic volumes the exposure to risk at the Forfar Bypass junctions will continue to grow.

- 3.5 It is essential therefore that the Scottish Office make allowance in their trunk road programme for the provision of grade separated junctions at both the Glamis and Kirriemuir junctions of Forfar Bypass at the earliest possible opportunity.

4 FINANCIAL IMPLICATIONS

The Scottish Office are responsible for the A90 Trunk Road and the cost of any improvements will therefore be their responsibility.

5 CONSULTATION

The Chief Executive, the Director of Law & Administration, the Director of Finance and the Chief Constable have been consulted in the preparation of this Report.

Dr Bob McLellan
DIRECTOR OF ROADS

NOTE

No background papers as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

APPENDIX 1

A90 FORFAR BYPASS ACCIDENT STATISTICS (INJURY ACCIDENTS ONLY)**A90/A94/A929 Coupar Angus Road/Glamis Road Junction**

	Fatal	Serious	Slight	Total
1987 (from 10 July)	0	1	3	4
1988	0	5	3	8
1989	0	0	3	3
1990	1	2	0	3
1991	0	0	0	0
1992	0	1	1	2
1993	0	4	2	6
1994	0	1	2	3
1995	0	1	0	1
1996 (to 31 October)	1	3	4	8
Total	2	18	18	38

A90/A926 Kirriemuir Road Junction

	Fatal	Serious	Slight	Total
1987 (from 10 July)	0	1	0	1
1988	1	2	2	5
1989	1	2	2	5
1990	0	0	0	0
1991	0	0	2	2
1992	0	0	0	0
1993	0	2	1	3
1994	1	1	0	2
1995	2	0	3	5
1996 (to 31 October)	0	1	0	1
Total	5	9	10	24

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