

**ANGUS COUNCIL**

**ROADS COMMITTEE**

**28 AUGUST 1997**

**ROAD SAFETY - FORFAR BYPASS JUNCTIONS**

**REPORT BY THE DIRECTOR OF ROADS**

**ABSTRACT**

This report provides an update of the accident statistics at both the A94 Glamis junction and the A926 Kirriemuir junction on the A90(T) Forfar Bypass.

**1 RECOMMENDATIONS**

The Committee is asked to agree to note that:

- (i) the most recent accident statistics show that accidents continue to occur at both the A94 and the A926 junctions with the A90(T) Forfar Bypass and
- (ii) the Scottish Office intend to carry out a full reassessment of the feasibility study for the provision of grade separation at the A94 and the A926 junctions.

**2 DETAILS**

Report No. 104/97 "Road Safety - A90 Forfar Bypass Junctions" which was approved by the Roads Committee on 23 January 1997 contained accident records for both the A94 and the A926 junctions up to the end of October 1996. Appendix 1 of this report now updates these accident figures to the end of June 1997.

Between the 1 November 1996 and the 30 June 1997 there have been a further 5 serious and 3 slight injury accidents at the A94 Glamis Road junction and a further 3 slight injury accidents at the A926 Kirriemuir Road junction.

As instructed by the Roads Committee in Report No. 104/97 the Chief Executive wrote to the Scottish Office asking that immediate provision be made in the trunk road programme for the provision of grade separated junctions on Forfar Bypass and received a reply promising to review the economic case for grade separation. Appendix 2 contains a copy of this correspondence.

The Director of Roads was subsequently asked to submit an estimate for the cost of such a study and an Order has now been received from the Tay Premium Unit (acting agents for the Scottish Office) instructing the Roads Department to carry out this work.

### 3 FINANCIAL IMPLICATIONS

The Scottish Office are responsible for the A90 Trunk Road and the cost of the economic case study will therefore be directly chargeable to them.

### 4 CONSULTATION

The Chief Executive, the Director of Law and 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

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:-

Angus Council Roads Committee No. 104/97 - Road Safety - A90 Forfar Bypass Junctions.

REPORTS/forfar.bp.safety  
NJ/JSG  
19 August 1997

## APPENDIX 1

A90 Forfar Bypass Accident Statistics (Injury Accidents Only)**A90/A94 Glamis 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	1	4	5	10
1997 (to end June)	0	5	2	7
<b>Totals</b>	<b>2</b>	<b>23</b>	<b>21</b>	<b>47</b>

**A90/A926 Kirriemuir 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	0	1	1	2
1997 (to end June)	0	0	2	2
<b>Totals</b>	<b>5</b>	<b>9</b>	<b>13</b>	<b>27</b>





A B Watson Esq  
Chief Executive  
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Your Ref: ABW/RMcL/JW

Our Ref: UM/TA/G/1 (A90)

17 March 1997

Dear Mr Watson

### FORFAR BYPASS JUNCTIONS

I refer to your letter of 30 January on behalf of Angus Council Roads Committee who are concerned about road safety at the Glamis and Kirriemuir Junctions on the Forfar Bypass. I have also noted your request that urgent consideration should be given for grade separation at the junctions to be included in the trunk road programme.

The Scottish Office is aware of the considerable public concern about the operational safety of the junctions and over the past few years the National Roads Directorate have carried out numerous low cost Accident and Investigation (AIP) measures as well as being involved in high profile publicity campaigns with Tayside Police. These measures appeared to be effective in reducing the number of personal injury accidents at the junctions however the number of accidents in the last few months is again causing concern.

The feasibility of grade separation at the 2 junctions was considered some 5 years ago when the former Tayside Regional Council carried out an economic assessment which unfortunately did not demonstrate good value for money. In view of the recent accident record and the continued public concern about safety at the junctions the National Roads Directorate will instruct the Tay Premium Unit, as trunk road agents, to review the economic case for grade separation.

I hope this news will be welcomed by your Committee.

Yours sincerely

IS Ross

IS ROSS  
National Network Manager  
National Roads Directorate

ABW/RMcL/JW

30 January 1997



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fao Mr J Innes - Director of Roads

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Dear Sirs

### FORFAR BYPASS JUNCTIONS

At their meeting of 23 January 1997 Angus Council Roads Committee considered the continuing problem of road traffic accidents on the A90 Trunk Road at the Forfar Bypass and agreed that the Scottish Office should be asked to provide as a matter of extreme urgency grade separation at the Glamis and Kirriemuir junctions on the A90 in the trunk road programme. A copy of the Committee Report is attached for your information, along with up-to-date accident statistics.

There has been continued considerable local concern about both the A94 Glamis Road and the A926 Kirriemuir Road junctions on the A90 Forfar Bypass ever since the route opened to traffic in 1987 and there have, over the years, been many serious and fatal road accidents at these locations. Although a number of traffic management improvements have been carried out at the junctions to try to improve the situation the accidents continue to occur at an alarming regularity.

Evidence from police video surveillance cameras installed at both junctions has shown that in the majority of cases the accidents have occurred when side traffic has emerged into the path of main road traffic. Clearly, the only sure way of preventing this type of crossover accident is to separate the trunk road and the local traffic flows by providing grade separation at each of the junctions.

It should be stressed that since the provision of grade separation at Brechin in 1994, Forfar Bypass is now the only location on the A90 between Perth and Aberdeen where there are busy at-grade A-Class road junctions. With the continuing growth of traffic volumes the exposure to risk at the Forfar Bypass junctions will continue to grow, serious and fatal accidents will continue to happen and consequently people will continue to be seriously injured or killed.

2

29 January 1997

The Scottish Office

It is essential therefore that immediate provision is now made in the trunk road programme for the provision of grade separated junctions at both the Glamis and Kirriemuir junctions on the Forfar Bypass and I urge you to ensure their construction at the earliest possible date in light of the grave road safety problems previously discussed.

I look forward to your considered response as a matter of urgency.

Yours faithfully

A handwritten signature in cursive script, appearing to read 'A B Watson'.

A B Watson  
Chief Executive

Enc

