

# A90/A937 Laurencekirk Junction Improvement Scheme

## Welcome

In January 2016, the Scottish Government announced £24 million of funding for the design and construction of a new grade-separated junction at Laurencekirk as part of a package of additional investment alongside the Aberdeen City Region Deal.

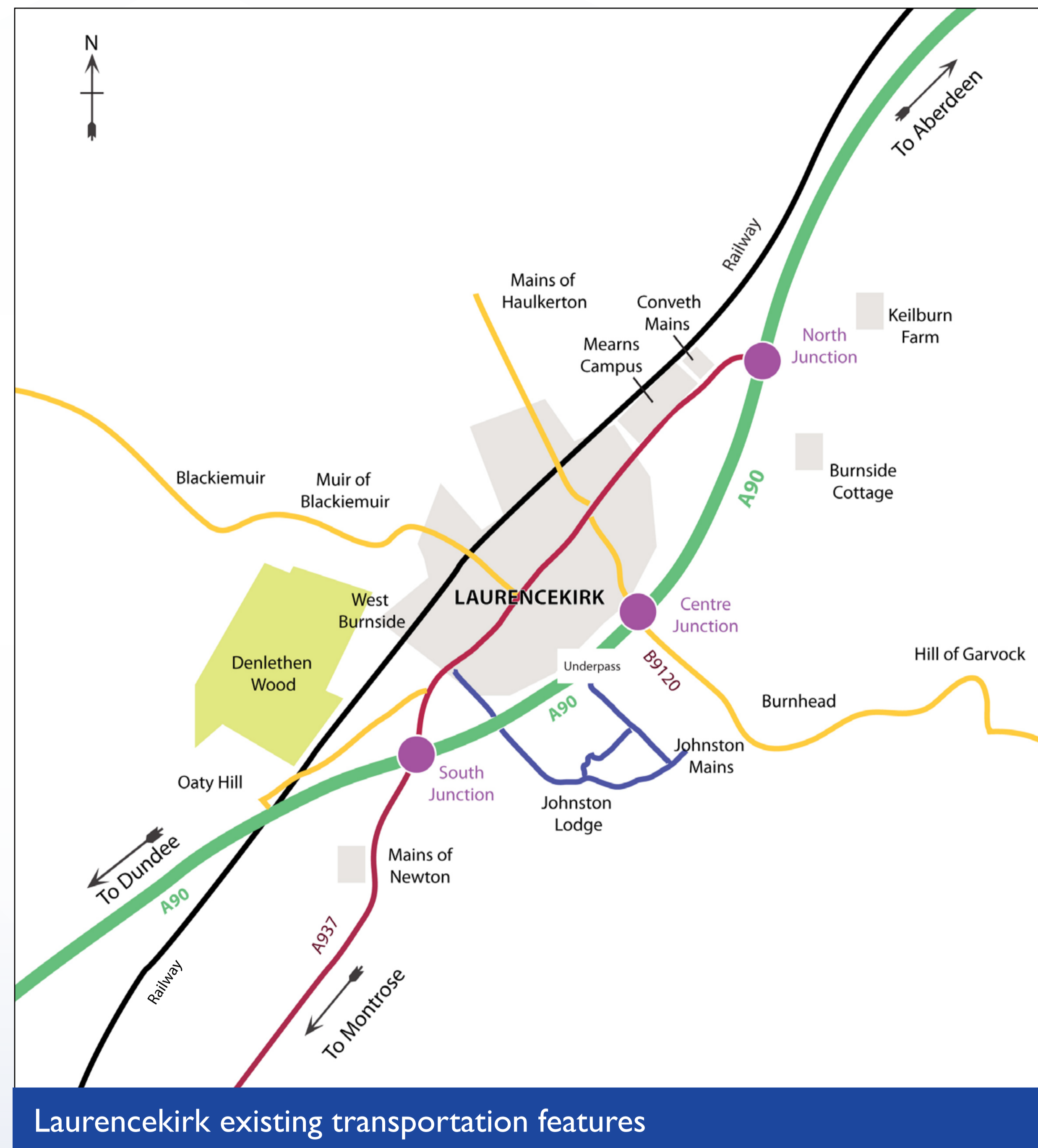
In September 2016, Transport Scotland appointed Amey as design consultants to take forward the design, development and assessment of the A90/A937 Laurencekirk Junction Improvement Scheme.

A “Meet the Team” event was held in February 2017 where members of the public were invited to attend and meet with representatives from Transport Scotland and Amey.

Today’s exhibition gives you the opportunity to see and comment on the emerging options under consideration for the A90/A937 Laurencekirk Junction Improvement Scheme.

A leaflet summarising the exhibition content is available for you to take away, as well as a feedback form where we welcome your comments. You can complete the feedback form and leave it in the feedback box or submit by email or post.

Transport Scotland and staff from their consultants will be happy to assist you with any queries you may have in relation to the scheme.



# Background

In June 2013, Transport Scotland, Nestrans and Aberdeenshire Council reached agreement that Nestrans would lead an Access to Laurencekirk Study.

The Study, published in 2015, identified options that could be taken forward for further consideration and options assessment.

The Study was undertaken in accordance with Scottish Transport Appraisal Guidance (STAG) and the Design Manual for Roads and Bridges (DMRB) Stage I Assessment methodologies.



A90/B9120 centre junction looking south-east



A90/A937 north junction looking south-east



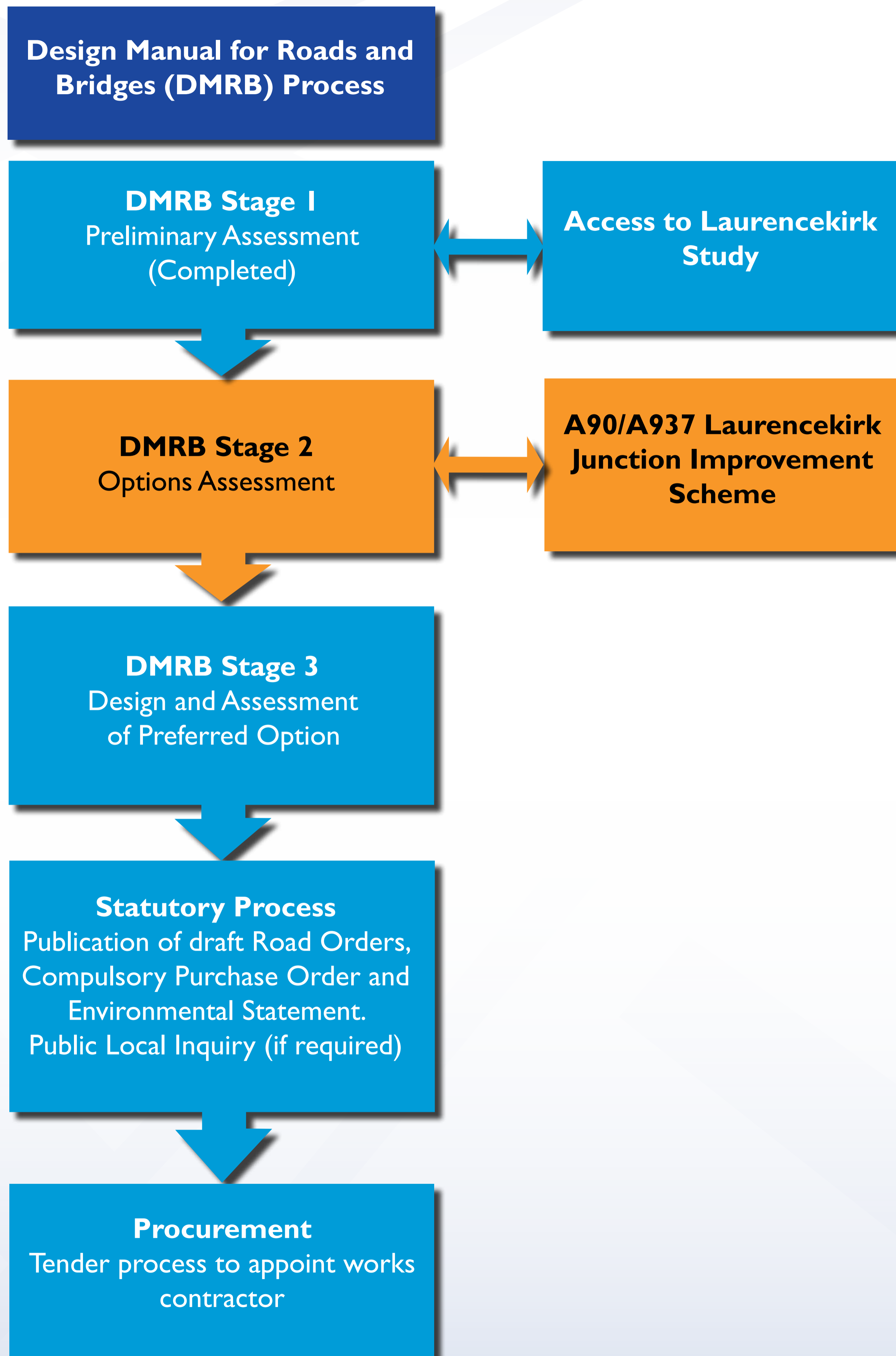
A90/A937 south junction looking south-west (southbound)

# Scheme Assessment Process

Transport Scotland carries out a rigorous assessment process to establish the preferred option for a road improvement scheme.

The preparation and development of road schemes follows the scheme assessment process set out in the Design Manual for Roads and Bridges (DMRB). This three-stage assessment process covers engineering, environmental, traffic and economic considerations. Throughout this process, Transport Scotland consults with local communities, landowners, stakeholders and other interested parties, to seek vital feedback on options being considered.

A range of options have been developed as part of the DMRB Stage 2 Options Assessment process and are available for you to view and comment on today. These options are subject to further development and assessment to identify the preferred option for the scheme.



# Scheme Objectives

The options assessment process takes into account the scheme objectives and the Scottish Government's five appraisal criteria, which are environmental, safety, economy, integration, and accessibility & social inclusion.



The scheme objectives for the A90/A937 Laurencekirk Junction Improvement Scheme are:

## Safety

To achieve a reduction in accidents at the A90 Laurencekirk Junctions as a result of traffic turning or crossing at the junctions.

## Network Efficiency

To achieve an improvement in network efficiency experienced by traffic travelling on the A90.

## Reduce Delays

Reduce delays accessing and crossing the A90 at the A937 south junction.

## Sustainable Economic Growth

Support the potential for sustainable economic growth in the south of Aberdeenshire and the north of Angus.

## Active Travel

To enable safe crossing of the A90 by active travel users.

## Environmental / Local Community

Mitigate adverse impacts of the scheme on the environment and work with Aberdeenshire Council to mitigate impacts on the local community.



# Developing and Assessing Options

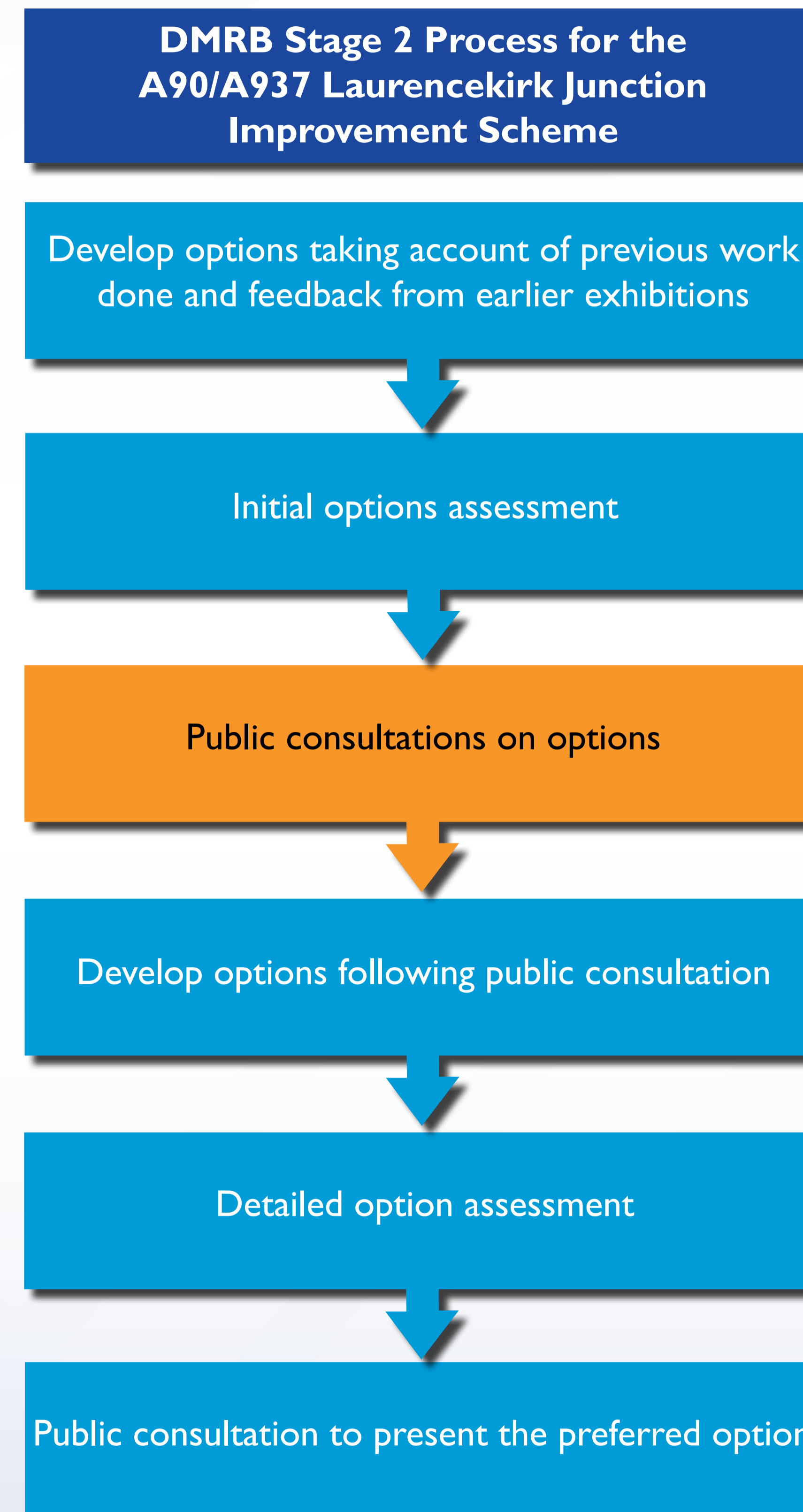
## DMRB Stage 2 Assessment

Transport Scotland are currently taking forward the DMRB Stage 2 options assessment, which has involved the development of a range of options that are available for you to view at today's exhibition. These options will be subject to further design and assessment with a view to identifying a preferred option in 2018.

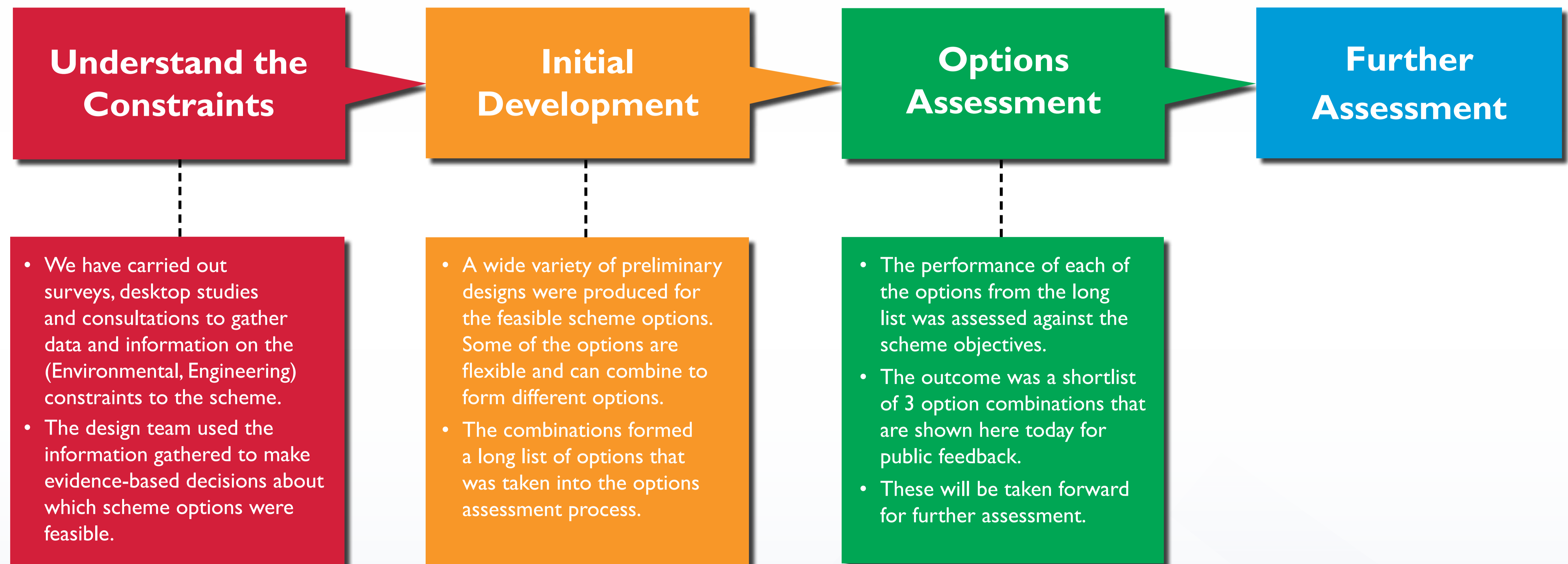
As part of the assessment process, we consult with members of the local community, stakeholders and members of the public to seek vital feedback on the options being considered.

The feedback we receive on the options shown at this exhibition will be considered, as well as the engineering, traffic, economic and environmental assessment of the potential impacts of each option.

These factors will inform the choice of a preferred option.



# Initial Development and Assessment of Options



The options displayed on the following panels today will be subject to development and further assessment during this DMRB Stage 2 Assessment process. Several engineering and environmental considerations will influence their development, as will feedback from stakeholders and members of the public.

# Option 1 - A90/A937 Laurencekirk South Junction

## “Full-Diamond” Layout

This option is a grade-separated (flyover) type junction with a full-diamond arrangement replacing the existing junction to the south of Laurencekirk.

The A937 is carried on a new bridge over the A90 to Laurencekirk. Roundabouts either side of the bridge facilitate turning manoeuvres to access the A90 northbound and southbound via slip roads.

A link road provides replacement access to Johnston Lodge and Johnston Mains from the eastern roundabout.

Sub-Option combinations associated with Option 1, involving the centre and north junctions, are shown on the following display panel.



Visualisation looking north towards Laurencekirk



Visualisation looking northbound on the A90

## Option 2 - A90/A937 Laurencekirk South Junction

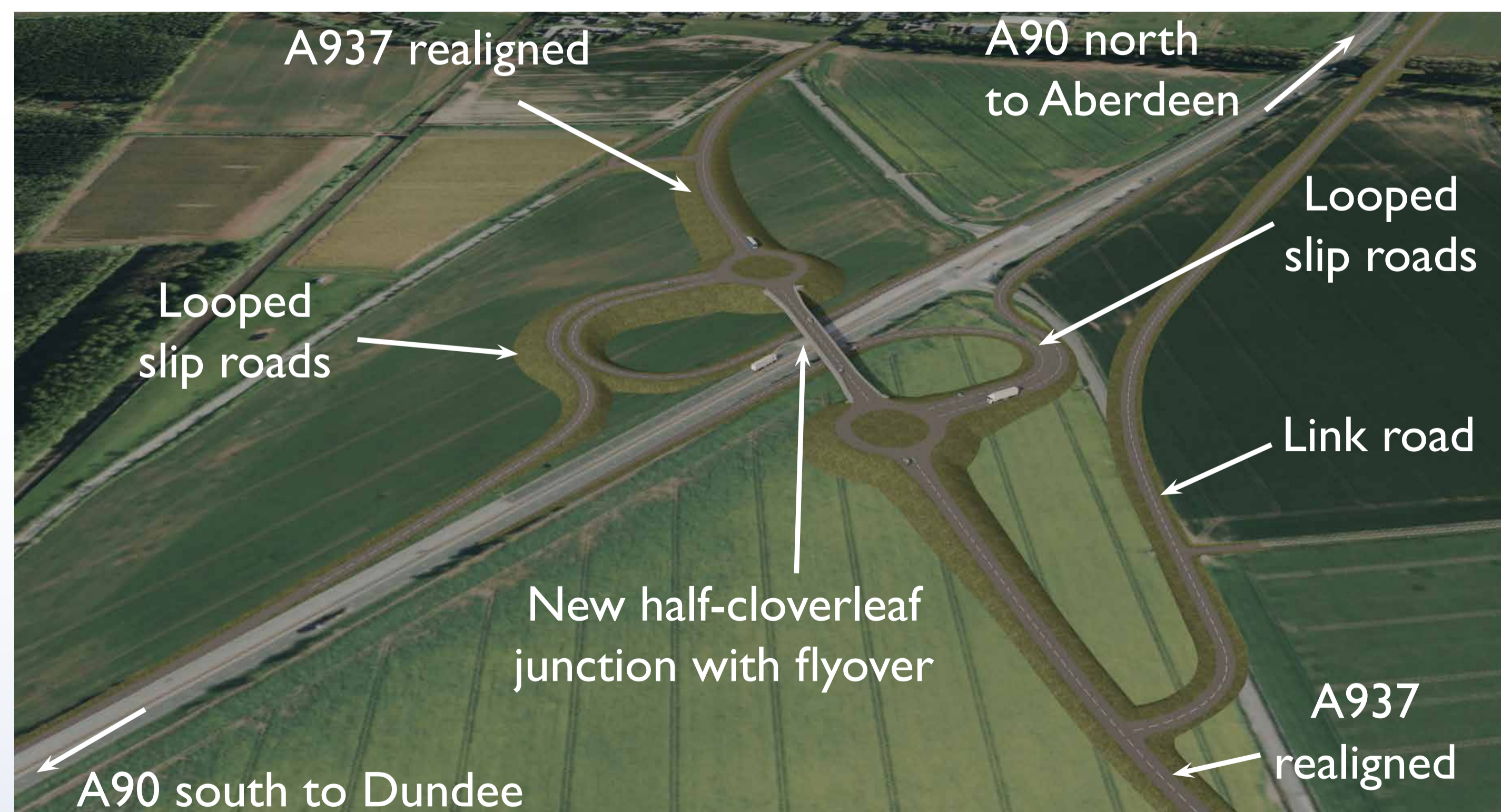
### “Half-Cloverleaf” Layout

This option is a grade-separated (flyover) type junction with a half-cloverleaf arrangement replacing the existing junction to the south of Laurencekirk.

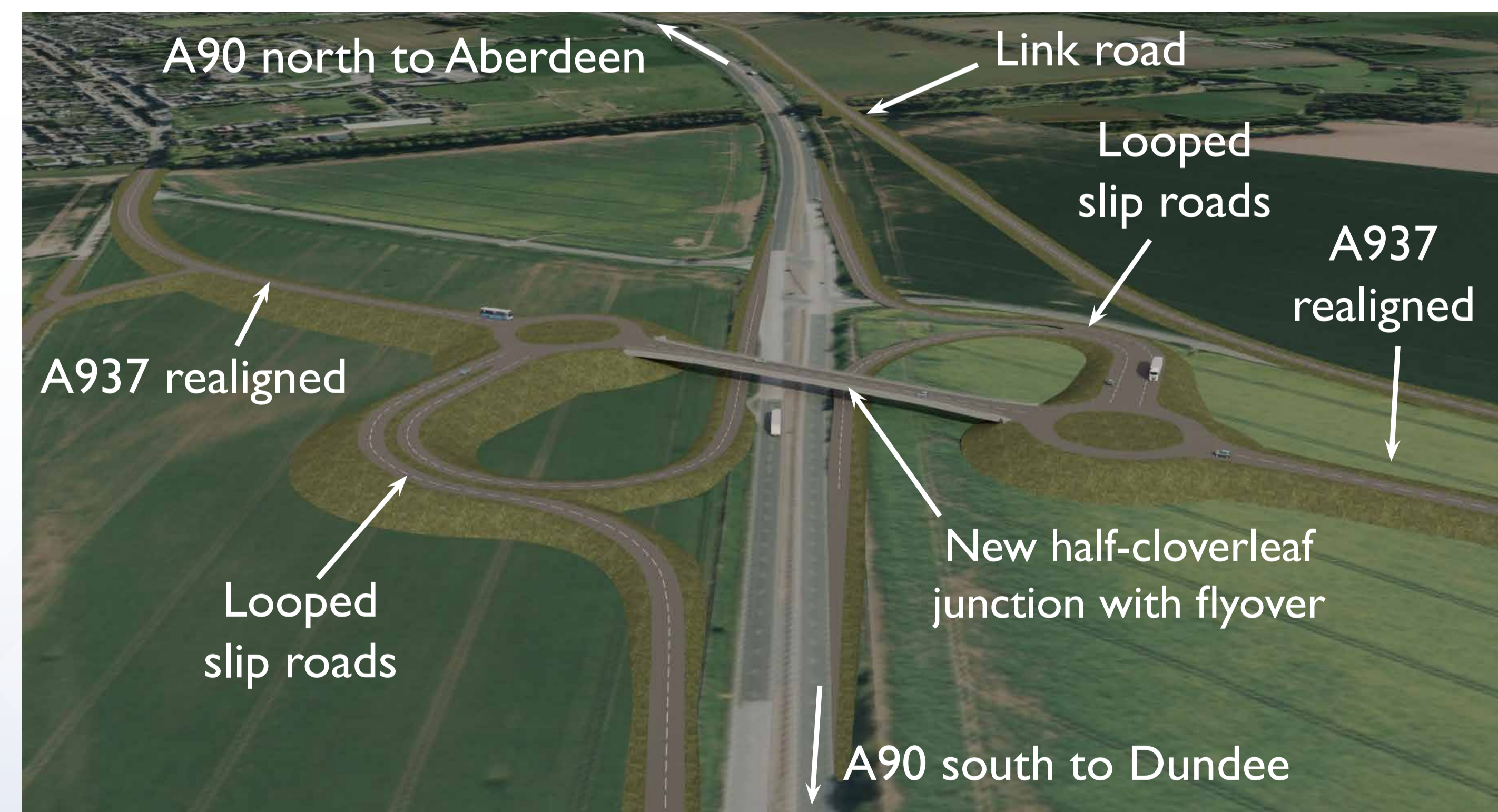
The A937 is carried on a new bridge over the A90 to Laurencekirk. Roundabouts either side of the bridge facilitate turning manoeuvres to access the A90 northbound and southbound via looped slip roads.

A link road provides replacement access to Johnston Lodge and Johnston Mains from a junction with the realigned A937 near Mains of Newton.

Sub-Option combinations associated with Option 2, involving the centre and north junctions, are shown on the following display panel.



Visualisation looking north towards Laurencekirk



Visualisation looking northbound on the A90



# Option 3 - A937 Realignment to Laurencekirk North Junction

This option is a realignment of the A937 on the east side of the A90. The realignment runs from the existing A937 near the junction south of Laurencekirk to a new grade-separated (flyover) junction north of Laurencekirk where the A937 is carried on a new bridge over the A90.

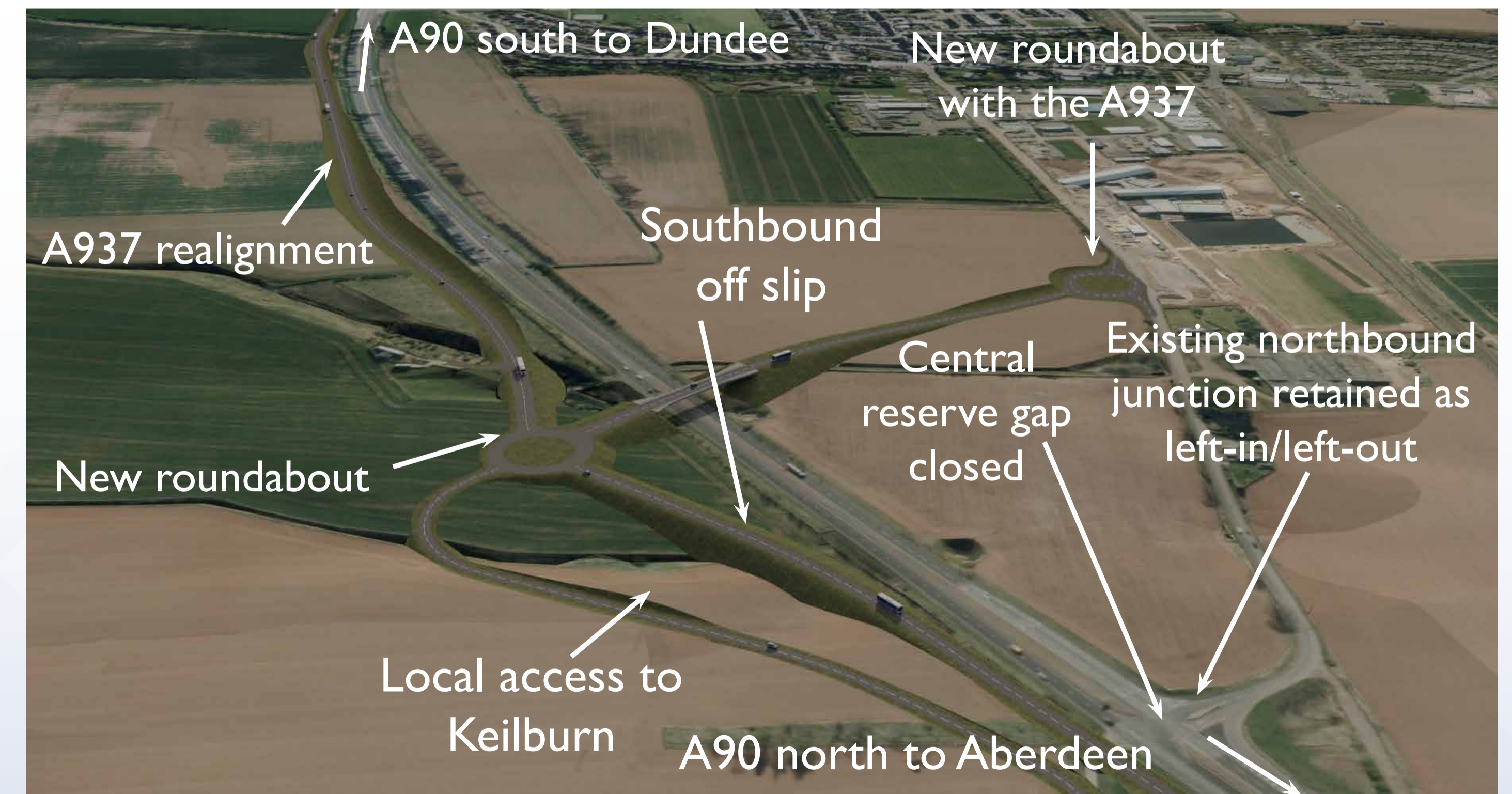
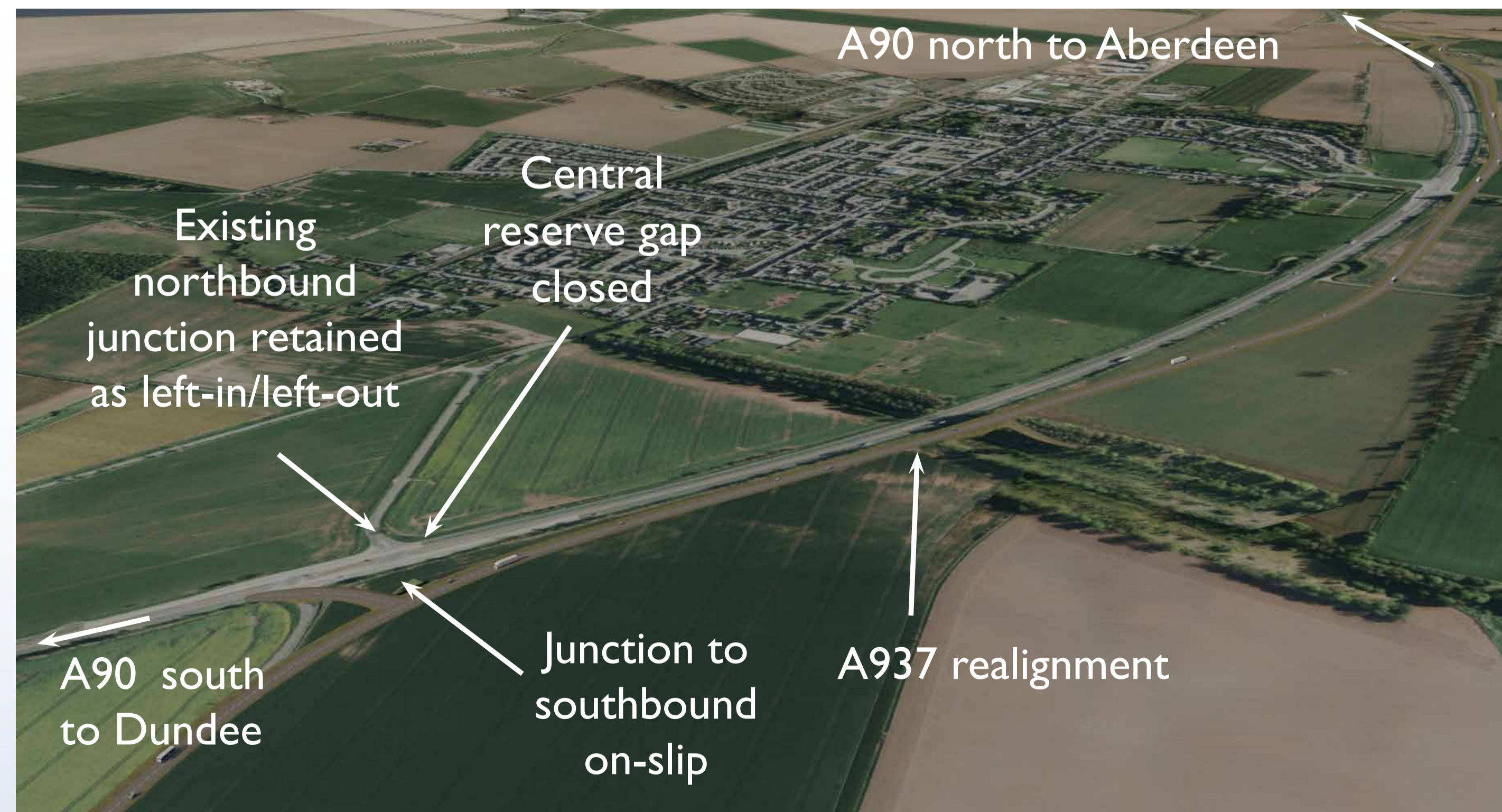
Roundabouts either side of the bridge facilitate the turning manoeuvres to access Laurencekirk as well as the A90 northbound via the existing junction.

Access to the A90 southbound is via a slip road near the location of the existing junction to the south of Laurencekirk.

Central reserve gaps are closed and accesses to the east of the A90 will connect to the A937 realignment.

A link road provides replacement access to Keilburn Farm and cottages from the east roundabout.

The full layout for Option 3 is shown on the following display panel.

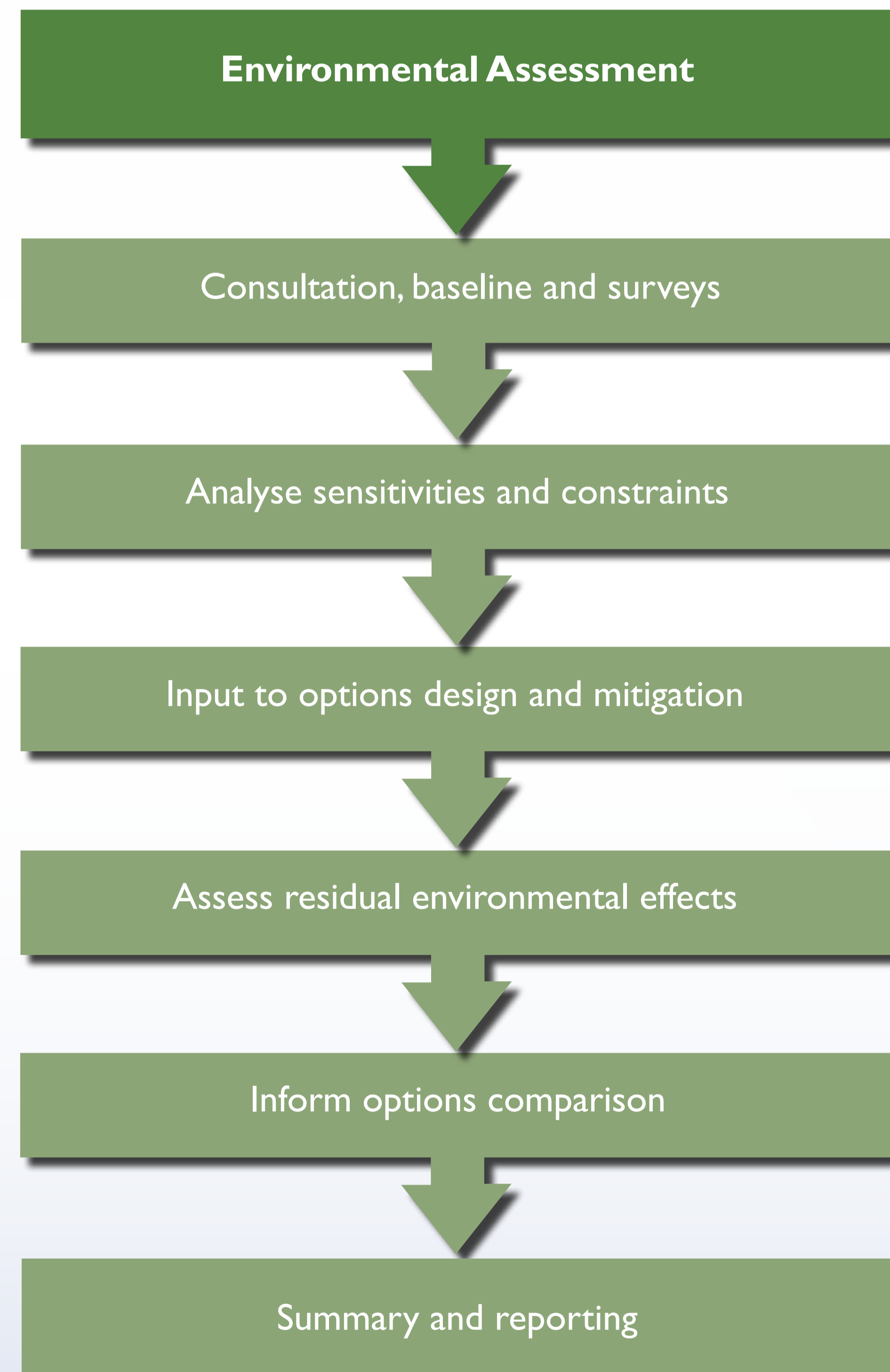


Visualisation looking north towards Laurencekirk

Visualisation at Laurencekirk North Junction looking southbound

# Environmental Assessment

The Design Manual for Roads and Bridges (DMRB) Stage 2 Environmental Assessment is considering the impact of the scheme options on:



**Air quality** – at sensitive receptors (e.g. residential areas, schools, hospitals)

**Noise and vibration** – at sensitive receptors (e.g. residential areas, schools, hospitals)

**Landscape and visual** – landscape character and visual amenity for built and outdoor receptors

**Habitats and biodiversity** (e.g. designated sites, habitats and protected species)

**Cultural heritage** – archaeological remains, historic buildings and historic landscapes (e.g. Scheduled Monuments and listed buildings)

**Geology and soils** – geology, soils (including contaminated land) and groundwater

**Community and private assets (including agriculture)** – due to land take and potential community severance

**Development land** – land allocation for development or land with planning permission

**All travellers** – users of core paths, rights of way and the National Cycle Network (NCN) and impacts on vehicle travellers

**Materials** – material resources and waste management

**Water environment** – water quality, fluvial geomorphology and flood risk

# Non-Motorised Users (NМУ) Provision

Non-Motorised Users (NMUs) include pedestrians, cyclists, equestrians and vulnerable users.

Suitable provision for NMUs is an important part of the scheme. An NМУ strategy is being developed to facilitate the inclusion of all walking, cycling & horse-riding modes in the scheme design process, enabling the design team to identify opportunities for improved facilities and integration with the local and national network(s) and public transport facilities.

Engagement is being undertaken with the local community, members of the public and interested groups to maximise opportunities for walking, cycling & horse-riding. This is vital to:

- Gain an appropriate understanding of all relevant existing facilities for pedestrians, cyclists and equestrians (users) in the local area;
- Provide background user information that can be referred to throughout the design process;
- Identify opportunities for improvement.

Your feedback would be welcome to aid our understanding of existing facilities, existing walking, cycling and riding practices, and opportunities for improved provision.



## What happens next?

Transport Scotland and its consultants will continue to progress the development and assessment of options for the A90/A937 Laurencekirk Junction Improvements Scheme.

Comparative assessments will be carried out to select a preferred option. These will take into account:

- feedback from today's exhibition
- engineering aspects
- traffic operation using traffic modelling
- economic performance
- environmental impacts
- the needs of Non-Motorised Users

Transport Scotland aims to confirm a preferred option for the A90/A937 Laurencekirk Junction Improvement Scheme in 2018.

## Comments and Feedback

We welcome your comments and feedback. Please take time to consider the information presented and provide any comments you may have as soon as possible and by **27th November 2017**.

Comments can be made on the feedback forms provided and placed in the feedback box at this exhibition, or sent by email or post.

Please email your comments to:

**mark.wells@amey.co.uk**

Alternatively post to:

**MTRIPS**

**Transport Scotland,  
Buchanan House,  
58 Port Dundas Road,  
Glasgow  
G4 0HF**

All the information presented at today's event is available at:

**<https://www.transport.gov.scot/projects/a90-laurencekirk-junction-improvement-scheme/>**

