



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA

A90 / A937

Laurencekirk Junction Improvement scheme

Draft Orders public exhibition

transport.gov.scot/projects/a90a937-laurencekirk-junction-improvement-scheme

Welcome

As part of a package of additional investment alongside the Aberdeen City Region Deal, the Scottish Government has committed £24 million to take forward the design and construction of a **new grade-separated junction at Laurencekirk**.

This exhibition presents the **draft Orders** and **Environmental Impact Assessment Report** for the A90/A937 Laurencekirk Junction Improvement Scheme.

Information on the following panels include details of the proposed scheme and an explanation of the statutory process that is being followed.

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



A90/A937 South junction looking northbound along the A90

i Copies of the **Environmental Impact Assessment Report Non-Technical Summary** are available for you to take away. Copies of the **Environmental Impact Assessment Report, Non-Technical Summary** and the **draft Orders** can be found on the Transport Scotland website (details below).

The information presented on these panels is available in full on the project website:

transport.gov.scot/projects/a90a937-laurencekirk-junction-improvement-scheme

Background

2013

In June 2013, Transport Scotland, Nestrans and Aberdeenshire Council reached agreement that Nestrans would lead an [Access to Laurencekirk Study](#). The study was commissioned by Nestrans and identified improvement options for further consideration. The study was undertaken in accordance with [Scottish Transport Appraisal Guidance \(STAG\)](#) and [Design Manual for Roads and Bridges \(DMRB\) Stage 1 Assessment](#) methodologies.

2016

In January 2016, the Scottish Government announced £24 million 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 to progress the next stage of the DMRB design process. This was the [Stage 2 Assessment](#) to identify a preferred option.

2017

In October 2017, as part of Transport Scotland's community engagement, a public exhibition was held in Laurencekirk to allow the community the opportunity to see and comment on the emerging options which were being considered for the [A90/A937 Laurencekirk Junction Improvement Scheme](#).

2018

In July and August 2018, public exhibitions were held in Laurencekirk to provide an overview of the outcome of the [options assessment work](#) and to allow the community the opportunity to see and comment on the [preferred option](#) for the scheme.

2019

Following detailed development and assessment of the preferred option, Transport Scotland published [draft Orders](#) and the [Environmental Impact Assessment Report](#) on 19 December 2019.

Scheme assessment process

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

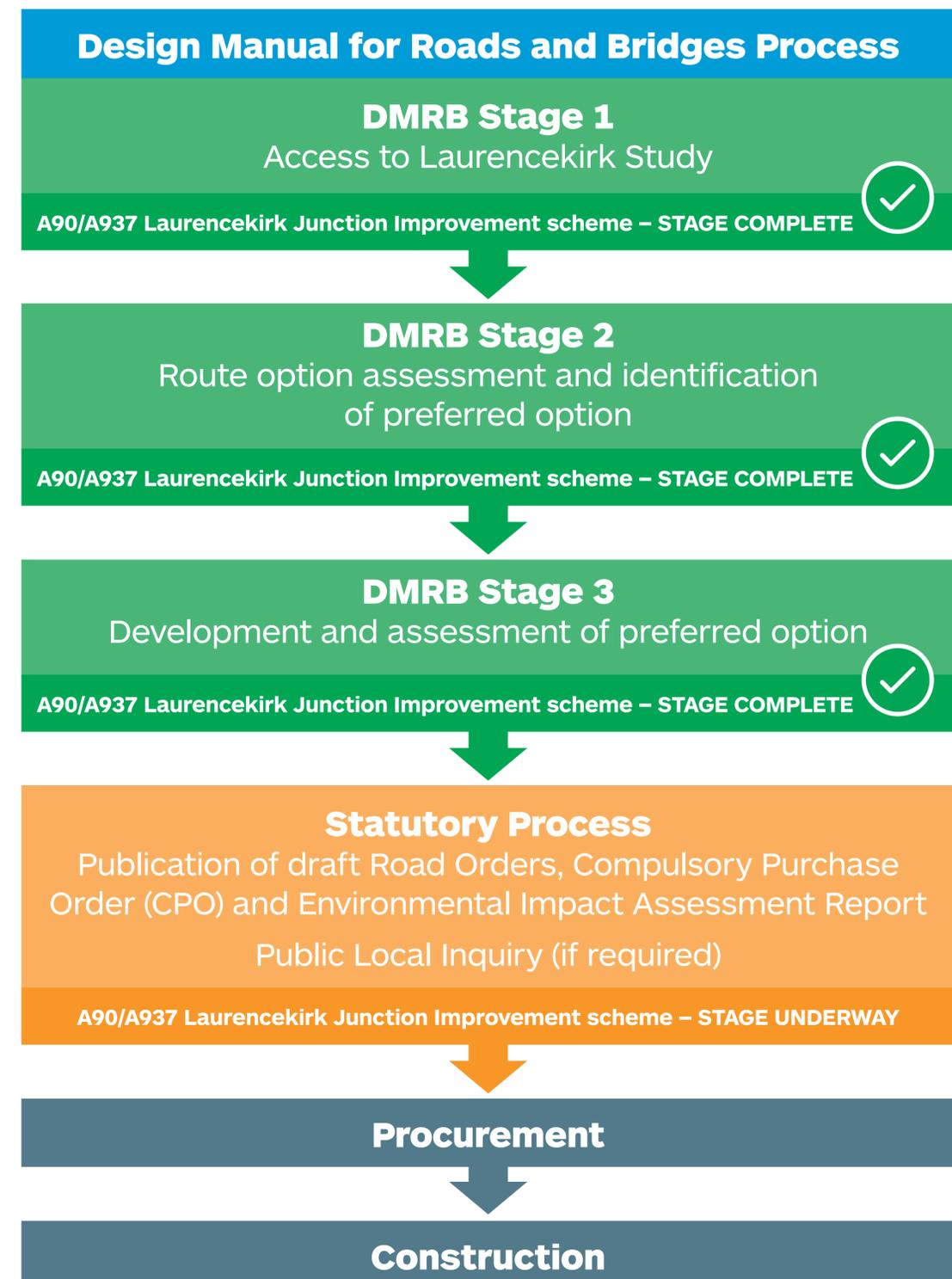
The preparation and development of trunk road schemes follows the scheme assessment process set out in the [Design Manual for Roads and Bridges \(DMRB\)](#). This three-stage assessment process covers [engineering](#), [environmental](#), [traffic](#) and [economic considerations](#).

Consultation

Throughout this process, Transport Scotland consults with stakeholders, local communities and interested parties, including heritage, environment and Non-Motorised User (NMU) groups such as pedestrians, cyclists and equestrians.

The [DMRB Stage 3 Assessment](#) for the A90/A937 Laurencekirk Junction Improvement Scheme is now complete and the statutory process for the scheme is now underway.

Today's exhibition will provide you with further information on the publication of [draft Road Orders](#) and the [Environmental Impact Assessment Report](#).



Scheme objectives

The options assessment process takes into account the scheme objectives and the Scottish Government's five appraisal criteria, namely: **environment**; **safety**; **economy**; **integration**; and **accessibility and social inclusion**.

The scheme objectives are:

Safety

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

Network efficiency

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

Reduced 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.



A90/A937 South junction looking southbound along the A90



A90/A937 South junction looking at the junction of the A937 and the A90 southbound

The proposed scheme

The proposed scheme comprises of:

- A new grade-separated junction with a full diamond layout and bridge over the A90 at the A937 south junction
- Realignment of the A937 over the bridge with roundabouts on either side of the bridge and slip roads to and from the A90 dual carriageway
- New sustainable drainage systems and lighting of the grade-separated junction
- Provision of dedicated routes suitable for Non-Motorised Users (NMUs) such as pedestrians and cyclists, from Laurencekirk over the A90 on the A937, as well as a shared route parallel to the A90 linking to the B9120
- Diversion and protection works to public utility services such as electricity, water and telecommunications
- Retention of the existing junctions at the B9120 centre junction and the A937 north junction.



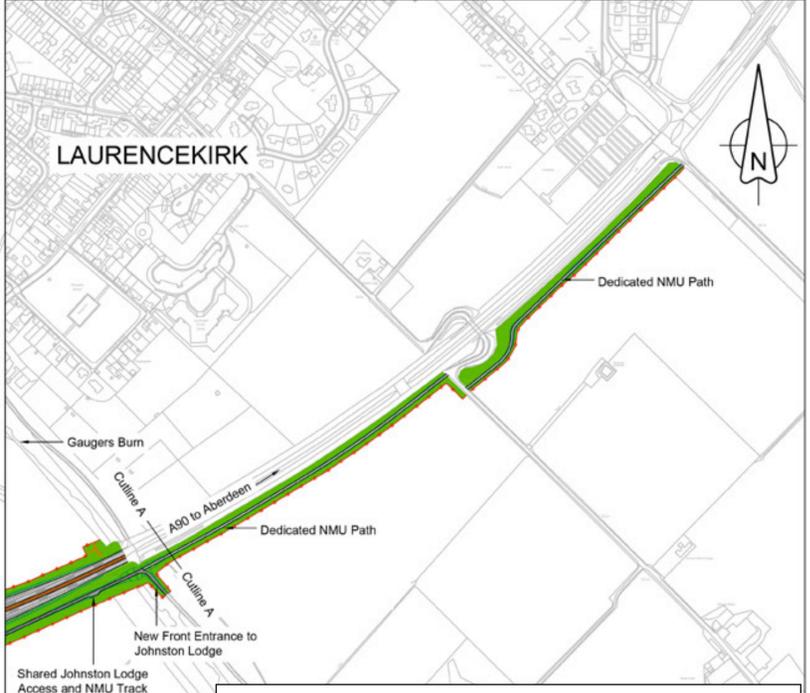
Proposed grade-separated junction to the south of Laurencekirk looking generally north



Proposed grade-separated junction to the south of Laurencekirk looking generally south



The proposed scheme



Environmental Impact Assessment (EIA)

The **Environmental Impact Assessment Report** contains full details of the EIA, including the mitigation proposed to avoid or reduce potential impacts. A **Non-Technical Summary** outlines the key issues in the Environmental Impact Assessment Report, including the beneficial and adverse impacts considered to be of particular importance.

The **Environmental Impact Assessment Report** provides information regarding:

- Air quality
- Noise and vibration
- Landscape and visual
- Ecology and nature conservation
- Geology, soils, contaminated land and groundwater
- Road drainage and the water environment
- Cultural heritage
- Community and private assets
- All travellers
- Materials and waste
- Cumulative impacts.



Existing A90 and surrounding landscape south of Laurencekirk



Gaugers Burn near Johnston Lodge

Consultation

To inform the EIA process, comprehensive consultation was carried out with statutory consultees including **Historic Environment Scotland (HES)**, **Scottish Natural Heritage (SNH)** and **Scottish Environmental Protection Agency (SEPA)**; **non-statutory consultees**; **local interest groups**; and **community councils**. The project team has worked closely with these groups to develop a scheme that aims to reduce environmental impacts through careful design, specific mitigation measures and by seeking to avoid sensitive features wherever possible.

Predicted environmental impacts

Environmental impacts associated with the proposed scheme are anticipated to include the following:

- Temporary construction related visual impacts on residents at Gardenston Street
- Impact on local landscape from introduction of new grade-separated junction and associated slip roads and drainage ponds
- Changes in noise levels for local residents and at Laurencekirk Primary School
- Loss of agricultural land
- Beneficial impacts on development lands from improved access
- Beneficial impacts on pedestrians and cyclists from new NMU facilities
- Beneficial impacts on vehicle drivers from new grade-separated junction to improve safety and access.



Existing A937 and surrounding landscape near Mains of Newton Farm

Environmental design and mitigation

The proposed scheme is located in a semi-rural area which runs through farmland and close to some residential properties. Therefore the environmental design and mitigation proposals include the following:

- Use of sustainable drainage systems (SuDS) for the road drainage
- Landscape design to minimise visual impacts on local receptors
- Incorporation of best practice measures during construction to minimise effects from noise, dust and pollution on water quality and local residents
- Preliminary archaeological investigation to make a permanent record of any archaeological remains
- Incorporation of new facilities for NMUs such as pedestrians and cyclists
- Retention of existing vegetation where possible. Use of native species in landscaping to allow integration into the landscape and benefit local biodiversity
- New road surfacing to minimise local noise impacts.



Panoramic view of the Howe of the Mearns from the Hill of Garvock looking towards Laurencekirk

Non-Motorised Users (NMUs) and active travel

Suitable provision for NMUs is an important part of the scheme.

One of the scheme objectives is to enable safe crossing of the A90 by active travel users.

To assist in meeting this objective, the NMU design has been developed to include:

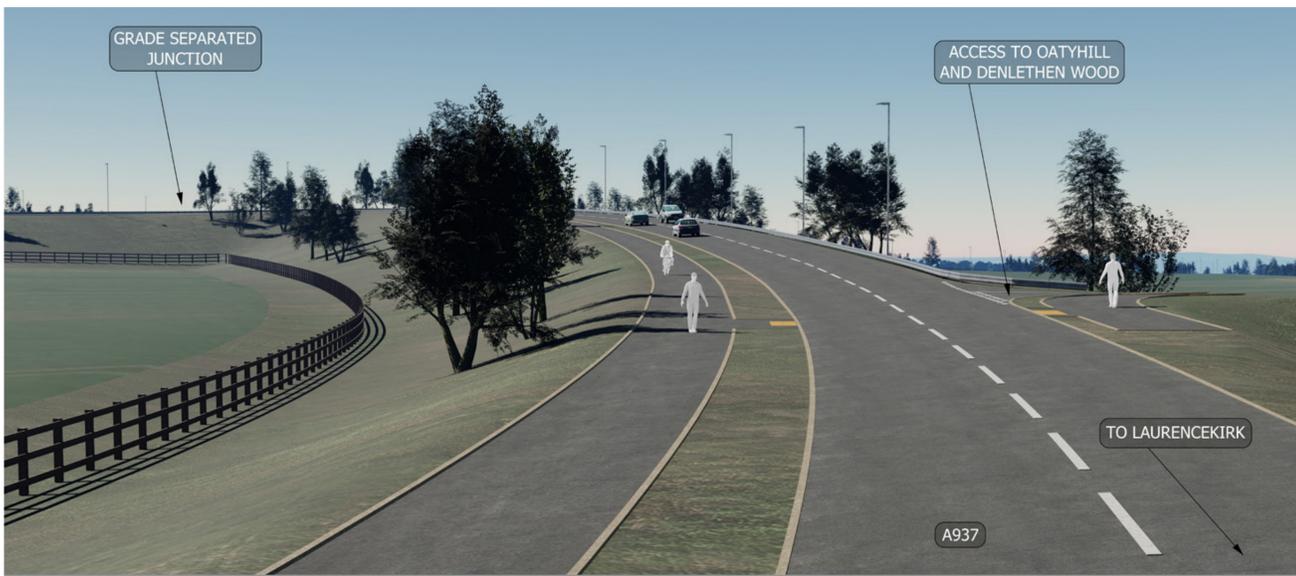
- A dedicated 3 metre shared surface adjacent to the southbound lane of the realigned A937, including 2 metre segregation strip, from Gaugers Burn over the A90 to the south tie-in near Mains of Newton Farm
- A shared access road on the southbound side of the A90 from the A937 past the access to Johnston Lodge and then a dedicated 3 metre NMU route to the B9120 Garvock Road.



Example of dedicated NMU route



Existing NMU provision near Gaugers Bridge



Visualisation of NMU facilities included in the proposed scheme

Plan highlighting proposed NMU routes



Construction

Construction can only start following completion of the statutory processes. The timetable for construction will be determined at that stage. Construction will be carried out in a manner that will minimise disruption for travellers and residents. However, some traffic management measures will be necessary.

Key considerations of the construction process are as follows:

- Minimising disruption to the travelling public and local residents
- Construction can generally be achieved by working offline, with the exception of sections tying into the existing road network
- Some lane closures may be required for activities such as beam lifting and construction tie-ins
- If a carriageway closure is required, whenever possible this would be restricted to night time working and weekends, with any road closures advertised well in advance
- The movement of construction plant will be planned to minimise disruption
- For the safety of construction workers and road users, speed restrictions may be implemented to facilitate the construction works
- The works are expected to take approximately 1½ years to complete.



Ground Investigation works adjacent to the A90

Further consultation

Further consultation with key stakeholders such as Aberdeenshire Council, the emergency services and community councils will be undertaken in the development of the construction stage contract documentation and throughout the construction period.

A90/A937 Laurencekirk Junction Improvement scheme

Draft Orders and Environmental Impact Assessment Report

The **draft Orders** for the A90/A937 Laurencekirk Junction Improvement scheme are available for viewing here today. These are statutory documents that define the line of the proposed road and associated improvements, and the extent of land that must be acquired for the construction, operation and maintenance of the proposed scheme.

A copy of the **Environmental Impact Assessment Report** is also available for viewing at this exhibition.

The **draft Orders** and the **Environmental Impact Assessment Report** are also available to view on Transport Scotland's website:

transport.gov.scot/projects/a90a937-laurencekirk-junction-improvement-scheme

Copies of the draft Orders and Environmental Impact Assessment Report are available for inspection at the following locations:

Transport Scotland

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

Aberdeenshire Council Headquarters

**Woodhill House, Westburn Road,
Aberdeen AB16 5GB**

Mearns Community Campus Library

Aberdeen Road, Laurencekirk AB30 1ZJ

What happens next?

The **draft Orders** and **Environmental Impact Assessment Report** for the A90/A937 Laurencekirk Junction Improvement Scheme were published on **19 December 2019**. This marked the start of the statutory process and the formal consultation period.

Representations to the draft Orders, including objections, can be made in writing to Transport Scotland during the formal consultation period which closes on:

14 February 2020

Formal representations should be submitted in writing to the address below:

Director of Major Projects
A90/A937 Laurencekirk Junction Improvement Scheme
Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

Or by email to:

a90a937-laurencekirk-junction@transport.gov.scot



Proposed grade-separated junction to the south of Laurencekirk looking northbound

Should formal objections to the **draft Orders** be received which cannot be resolved, there may be the need for a **Public Local Inquiry (PLI)** before the scheme can proceed. A timetable for construction can only be determined once the scheme has been approved under the statutory procedures.

For further information on the A90/A937 Laurencekirk Junction Improvement scheme, please visit the Transport Scotland website at:
transport.gov.scot/projects/a90a937-laurencekirk-junction-improvement-scheme