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Trunk Road Network – Annual Road Safety Plan

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Introduction

The Scottish Government's 100 Day Commitments published on 27 April include a commitment to *"instigate an accident blackspot review, including at the Toll of Birness"*.

This commitment will be delivered through publication of this annual report which will provide transparency on how Transport Scotland currently assesses the safety performance of Scotland's trunk road network, identifies locations that may benefit from further safety investigation and prioritises investment to reduce the number and severity of road casualties. It will also explain the evidence based approach used to identify personal injury collision cluster locations and higher-risk routes and provide specific information on the Toll of Birness junction.

The process outlined in this report relates to the Scottish trunk road network with the respective Local Authority retaining the statutory responsibility to manage and maintain local roads under the Roads (Scotland) Act 1984.

Road Safety Framework

Scotland's Road Safety Framework to 2030 sets out a vision for Scotland to have the best road safety performance in the world by 2030 and an ambitious long term goal where no one is seriously injured or killed on our roads by 2050.

It sets challenging targets for the years ahead, with a 50 per cent reduction in fatal and serious injuries and a 60 per cent reduction in child fatal and serious injuries by 2030.

For the first time, mode and user specific targets for key priority groups have been created to focus attention by partners on our priority areas.

The framework fully embeds the Safe System approach to road safety. The Safe System is recognised as international best practice in road safety delivery. It includes improved safety aspects of the road, its surrounding environment, vehicle technology and education for all road users. A Safe System involves those who manage and design the roads as well as those who use them; each is responsible for, and must contribute to, eradicating fatal and serious injuries. Ultimately, all road users are expected to use the roads safely and comply with the rules. The holistic approach of the Safe System creates the conditions for road casualties not to occur by focusing

efforts not only on road traffic casualty reduction but also on road traffic danger reduction.

How Transport Scotland Identifies Locations for Safety Investigation

Road safety is a key priority for the Scottish Government. Transport Scotland undertakes an annual review of the trunk road network to identify locations where interventions may help reduce the likelihood and severity of collisions and support delivery of Scotland's Road Safety Framework to 2030.

The annual review follows a robust and evidence based process. Each year, Transport Scotland analyses injury collision data from across the trunk road network and identifies locations that may warrant further investigation. This includes:

- Collision cluster sites, where three or more personal injury collisions have occurred within a defined area during the preceding three full calendar years.
- Route sections with injury collision rates significantly above the national average for similar road types.
- Locations identified through the Trunk Road Risk Mapping process, which considers road characteristics and road environment factors that may indicate elevated risk even where injury collision numbers are relatively low.
- Information provided by Police Scotland, local authorities, road safety partnerships and other stakeholders.

This approach recognises that collisions do not always occur at a single point location and therefore also considers wider route-based trends and patterns. The objective is to ensure that available funding is directed towards those locations where interventions have the greatest potential to reduce casualties.

Collision data for the preceding three full calendar years is collated by the end of June each year. This allows any late returns of collision information to be included within the data sets before being analysed and reported on through the annual review in August of each year. The findings from this review informs the development of a programme of work for the following financial year.

Whilst the collision data used in the analysis is based on the preceding three full calendar years, discussions with Police Scotland, local authorities, road safety partnerships and other stakeholders allows for any current concerns to be considered.

Using personal injury collision data allows investment decisions to be evidence-led and targeted. Whilst there may be occasions where damage only and “near miss” incidents are cited, these are not used in informing safety interventions as there are no reliable data sources on these nationally. Additionally, records of “damage-only” incidents are not recorded via a standardised format as per Police injury-collision records.

Annual Road Safety Review

Under Transport Scotland's Network Management Contracts, each trunk road operating company undertakes an annual review of those sites and routes in their respective areas which have been identified through the national screening process. Draft Annual Road Safety Review Reports are submitted to Transport Scotland each August.

The reviews assess:

- Whether identified locations warrant further investigation.
- Whether collision patterns suggest that engineering or other measures could improve safety.
- Previous investigations or interventions undertaken at the location.
- Opportunities to support Safe System outcomes through targeted improvements.

The Annual Road Safety Review Reports inform development of the annual Trunk Road Casualty Reduction Programme.

This programme sets out locations which have been prioritised for further investigation together with locations that have been identified for design and delivery of mitigation measures.

These measures can include junction improvements, speed management measures, road markings, signage upgrades, improved roadside protection and measures to improve safety for vulnerable road users.

The Annual Road Safety Review Reports also consider the performance of previous road safety improvements that have been delivered during the three years after their implementation. This includes a comparison of injury collision data pre and post implementation of the road safety improvements.

Trunk Road Casualty Reduction Programme

The Trunk Road Casualty Reduction Programme for 2026/27 is summarised in Appendix A. This sets out the proposed road safety schemes programmed for delivery during the 2026/27 financial year. These schemes have been developed to support the achievement of the casualty reduction targets set out within Transport Scotland's Road Safety Framework to 2030.

Schemes are listed by route and scheme location/name, together with the stage(s) of development currently programmed to be progressed this financial year. The stages are defined as follows:

- **Scheme Investigation:** Identification and assessment of existing issues at a location, including the development and appraisal of potential mitigation measures.
- **Scheme Design:** Preparation of detailed designs for the preferred mitigation measures to enable progression to construction.
- **Scheme Construction:** Implementation of the approved road safety measures.

The table also indicates the method by which each scheme was identified whether through the annual road safety review process or through other initiatives, such as stakeholder engagement or the Scottish Government's implementation of 20 mph speed limits on appropriate roads.

Finally, schemes are aligned with the relevant Strategic Outcome and Strategic Action within the Road Safety Framework to 2030 to demonstrate how the proposed interventions contribute towards achieving Scotland's road safety targets.

It is important to highlight that whilst an investigation will be undertaken, this does not guarantee significant issues will be identified nor that engineering improvement measures will necessarily follow.

The Trunk Road Casualty Reduction budget is one of several budgets incorporated within the £41 million allocated in 2026/27. This figure also includes funding for the Scottish Safety Camera Programme Office, Road Safety Scotland the Road Safety Improvement Fund and other specific road safety activities.

A90 Toll of Birness

Location and Context

The Toll of Birness junction is located on the A90(T) near Ellon in Aberdeenshire and forms the junction between the A90 trunk road and the A952. Transport Scotland regularly receives correspondence from members of the public, elected representatives and community groups, with concerns often raised regarding both its operation and perceived safety performance.

A90 Toll of Birness Road Safety Performance

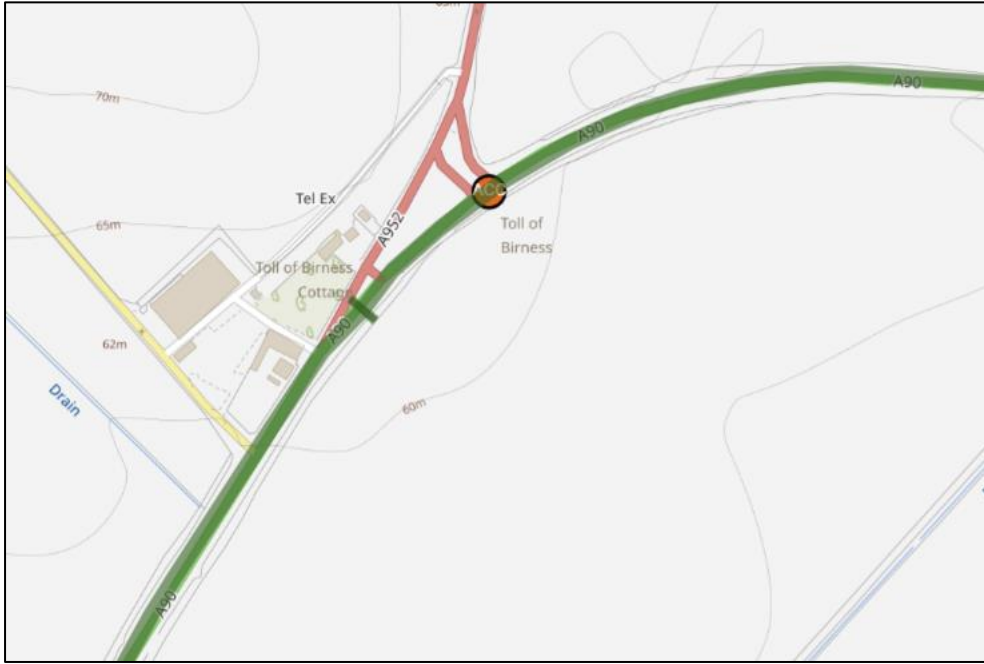
Transport Scotland's annual road safety review process has not identified Toll of Birness as a location meeting the criteria for further investigation through the Trunk Road Casualty Reduction Programme. The junction has not appeared in recent Annual Road Safety Review reports prepared by the North East Operating Company and, on the basis of current collision evidence, is not classified as an collision cluster site or "*accident blackspot*".

The below table and figure illustrates the safety performance of the Toll of Birness junction, where there has been one personal injury collision in the vicinity of the junction in the 3-year-period associated with the 2025 Annual Road Safety Review i.e. from 1 January 2022 to 31 December 2024.

Table: A90 Toll of Birness Personal injury collisions by severity

Year	Fatal	Very Serious	Moderately Serious	Less Serious	Slight
2022	0	0	0	0	0
2023	0	0	0	0	0
2024	0	1	0	0	0
Total	0	1	0	0	0

Figure: A90 Toll of Birness – Personal Injury Collisions



In recent years, Transport Scotland has introduced a number of road safety measures at the junction, including the installation of Vehicle Activated Signs in 2021. Since these measures were implemented, a reduction in recorded injury collisions has been observed. The junction will continue to be monitored through the annual road safety review process.

A90 Toll of Birness Operational Constraints and Development Pressures

Whilst the available collision data does not support the classification of Toll of Birness as an accident blackspot, the cumulative impact of planned, consented and completed development in the vicinity has resulted in operational and capacity constraints at the junction.

Aberdeenshire Council's adopted Local Development Plan (LDP) 2017 allocated approximately 1,200 homes within Mintlaw. The Plan also allocates land for over 1,400 homes and significant employment development in Peterhead, together with a further 1,000 homes and associated employment land in Fraserburgh. In addition, substantial development proposals associated with the renewable energy sector are being brought forward at St Fergus. Collectively, these developments have the potential to impact upon the operation of the A90(T) and A952 corridors.

As a result of the operational and capacity constraints at Toll of Birness arising from the scale of planned development in the area, Transport Scotland requested that planning conditions be applied through the development management process in line

with the Planning (Scotland) Act to reflect these constraints and the requirement for the junction to be upgraded. This requirement has been in place since 2017 and has constrained development within Mintlaw to 200 additional homes, with the capacity of the existing junction limiting the amount of development that can proceed. Therefore, only a proportion of the allocated housing sites have been capable of progressing pending delivery of the junction upgrade.

The level of consented development under construction is approaching the threshold associated with the 200-house limit. As a result, mitigation at the Toll of Birness junction is now required to allow further development to come forward and support future growth within the area.

In line with the National Planning Framework 4 (NPF4), Development Plans are required to identify necessary infrastructure to support the spatial strategy, and developers are responsible for mitigating the impacts of their development on the trunk road network. In this instance, however, Aberdeenshire Council has sought developer contributions towards a coordinated junction improvement scheme, rather than requiring individual developers to deliver mitigation works at the Toll of Birness junction independently.

In parallel, Nestrans, the statutory Regional Transport Partnership for North East Scotland, undertook the A90(N)/A952 Ellon to Peterhead and Fraserburgh Transport Appraisal, to consider options for improving strategic transport connections in North East Aberdeenshire. The study has been undertaken in line with Scottish Transport Appraisal Guidance (STAG). This exercise included consideration of the Toll of Birness junction, and the 'Detailed Options Appraisal' identified a roundabout as the preferred solution.

Aberdeenshire Council is now leading the detailed design of the proposed roundabout, with support from Transport Scotland and the North East Operating Company to identify a deliverable solution. This support includes design reviews and technical advice to ensure that the proposed scheme meets the relevant design standards. The design work is scheduled to be completed by March 2027. While the timing of the junction upgrade and the full funding package have yet to be confirmed, Aberdeenshire Council has already been collecting developer contributions towards the scheme. The Council is continuing to explore additional funding opportunities.

Appendix A – 2026/27 Trunk Road Casualty Reduction Programme

South East Operating Company Unit

The following table gives details of the schemes and investigations carried out on the South East Trunk Road network. These are primarily linked to the Road Safety Framework Strategic Outcome 3 (Safe Roads and Roadsides) and Strategic Action 11 (Infrastructure/Engineering).

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
M9	M9 South of Birkhill Road Bridge Fatal Site	Investigation	Other collision investigation
All	All SE fatal collision study	Investigation	Cluster site
A7	A7 Selkirk Pedestrian Review	Design/Construction	Stakeholder engagement
A720	A720/M8 KSI Review	Investigation	Cluster site
M9	M9 Route Improvement Study	Investigation	Cluster site
A1	A1 junction study – Torness to The Border	Investigation/Design /Construction	Route site
A985	A985 Route Improvement Study	Investigation	Route site
A6091	A6091 Route Improvement Study	Investigation/Design	Route site
All SE	Roadside Improvement – Safe Systems Approach	Investigation	Route Risk Scoring Tool
A7	A7 Hawthorns to Boleside Road Vehicle Restraint System (VRS)	Construction	Route Risk Scoring Tool
A68	A68 KSI study	Design/Construction	Route site
A702	A702 KSI study	Investigation/Design /Construction	Route site
M9	M9 Northbound Jct 9 to Jct 10 - Residual Tree Removal	Design/Construction	Route Risk Scoring Tool
A985	A985 Eastbound area 51 to 65	Investigation/Design /Construction	Route Risk Scoring Tool

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
A985	A985 Westbound area 10 to 17	Design/Construction	Route Risk Scoring Tool
A985	A985 Westbound area 42 to 48	Design/Construction	Route Risk Scoring Tool
A7	A7 Kingsnowe roundabout	Construction	Cluster site
A7	A7 Galalaw roundabout	Design/Construction	Cluster site
A985	A985 Cairneyhill roundabout At D13	Construction	Cluster site
M8/A720	M8/A720 at Hermiston Interchange	Design/Construction	Cluster site
A68	A68 Ravenswood roundabout to Layby at Little Linn (Roadside Improvement Strategy)	Design/Construction	Route Risk Scoring Tool
A68	A68 Lauder Barns Cottage to Lauder South Gateway (Roadside Improvement Strategy)	Design/Construction	Route Risk Scoring Tool
A985	A985 Fairyrkirk Road to Admiralty roundabout (Roadside Improvement Strategy)	Design/Construction	Route Risk Scoring Tool
A985	A985 Drumfin Cottage (Roadside Improvement Strategy)	Design/Construction	Route Risk Scoring Tool
A702	A702 Erraid Cottage to Glencross (Roadside Improvement Strategy)	Design/Construction	Route Risk Scoring Tool
A823	A823(m) Areas 1-3	Design/Construction	Route Risk Scoring Tool
A720	A720 Sherifhall to old Craighall	Design/Construction	Route site
M8	M8 Jct 3 to Jct 3a	Design/Construction	Route site
M876	M876 Jct 1 Westbound onslip at Larbert Road	Design/Construction	Cluster site
M8	M8 Jct 3A Westbound onslip	Design/Construction	Cluster site
M8	M8 Eastbound at J4	Design	Cluster site
A720	A720 Gilmerton Jct	Design	Cluster site
A720	A720 East of Baberton	Design	Cluster site

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
A702	A702 - Melbourne to A72 Skirling Junction	Design	Route Site
A720	A720 Calder Jct	Design	Cluster site
A1	A1 Spott Roundabout	Design	Stakeholder engagement
A702	A702 Review of 40mph settlements for consistency	Design/Construction	Speed limit assessment
M9	M9 - KSI Reduction - Verge Improvement - SB Area 31	Design/Construction	Route site
A985	A985 - B9156 Dunfermline to Kings Road Roundabout	Design/Construction	Route site
A68	A68 Station Bridge to Jct A698 Kelso	Design	Route site
M8	M8 J2 to Hermiston Roundabout	Design	Route site
M90	M90 A823m to Admiralty	Design	Route site
A702	A702 C40 Bushloan Road to A703 Peebles Road	Design	Route site
A68	A68 B6458 Saughland Rd to N end Of Hope Imp	Design	Route site
A702	A702 C41 Bellwood Rd to U71 Glencorse Kirk Rd	Design	Route site
M8	M8 J5 Shotts - Ponding Issues and Roadside Improvement	Construction	Stakeholder engagement
M90	M90 at J1 Scotstoun	Investigation	Route site
M90	M90 J2 to J3	Investigation	Route site
A1	A1 Lamberton to Burnmouth	Investigation	Route site
M876	M876 Between M80 J8 and M876 J1.	Investigation	Route site
M90	M90 Slip from A92 At Halbeath	Investigation	Route site
A7	A7 Selkirk to Galashiels	Investigation	Route site
A7	A7 Newstead to Langholm	Investigation	Route site

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
M8	M8 eastbound - West of River Almond bridge	Investigation	Cluster site
M8	M8 westbound approaching J3A	Investigation	Cluster site
A68	A68 Ancrum to Fairnington Jct	Investigation/Design	Route Risk Scoring Tool
A985	A985 Kincardine Junction	Investigation/Design	Route Risk Scoring Tool
A702	A702 North of Lamington to Overburn Cottages	Investigation/Design	Route Risk Scoring Tool
A7	A7 North of Hawick	Investigation/Design	Route Risk Scoring Tool

The following table gives details of the schemes and investigations carried out on the South East Trunk Road network. These are primarily linked to the Road Safety Framework Strategic Outcome 3 (Safe Roads and Roadsides) and Strategic Action 7 (Knowledge and Data Analysis).

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
A720	A720 City Bypass Model	Investigation	Stakeholder engagement

The following table gives details of the schemes and investigations carried out in the South East Trunk Road network. These are primarily linked to the Road Safety Framework Strategic Outcome 2 (Safe Roads and Roadsides) and Strategic Action 11 (Infrastructure/Engineering).

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
All SE	All SE 20 mph speed limit implementation	Construction	National 20mph programme
A68	A68 Camptown Speed Survey	Construction	Stakeholder engagement

North West Operating Company Unit

The following table gives details of the schemes and investigations carried out on the North West Trunk Road network. These are primarily linked to the Road Safety Framework Strategic Outcome 3 (Safe Roads and Roadsides) and Strategic Action 11 (Infrastructure/Engineering).

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
A9	Trinafour Junction Signing & Road Markings	Construction	Stakeholder engagement
A9	A9 Short term measures Mobile VMS	Construction	A9 Short Term Measures programme
A9	A9/A86 Kingussie Junction Signing & Bollards	Construction	Other collision investigation
A9	Dalnaspidal Junction Safety Improvements	Design	Route site
A9	House of Bruar Junction Signing Improvements	Design	Cluster site / Stakeholder engagement
A9	Hermitage to Bankfoot Signing	Design	Stakeholder engagement
A9	A835 Tore Roundabout Signalisation	Design	Cluster site / Stakeholder engagement
A9	Sir Walter Scott Drive Junction & Inshes SB	Construction	Other collision investigation
A9	Findon Junction Improvements	Design/Construction	Cluster site
A9	North Kessock Junction Safety Scheme	Design/Construction	Route site
A9	Tore Roundabout to Thurso Safety Improvements	Investigation	Route site – follow on from A9 Short term measures (Perth to Inverness)

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
A82	Loch Lomondside Lay-bys Improvements	Design	Other collision investigation
A82	Glen Etive Junction Signing	Design/Construction	Other collision investigation
A82	Loch Lomondside Tourist Signing	Design/Construction	Other collision investigation
A82	Achintore Road uncontrolled crossing and VAS	Design/Construction	Stakeholder engagement
A82	Lomondgate to Luss Junction Modelling & Options	Design	Stakeholder engagement
A82	Tyndrum Cemetery Corner	Design/Construction	Stakeholder engagement
A82	Tyndrum to Glencoe Route Measures	Design	Route site
A82	A82 Stoneyhill to Luss Junctions Improvements	Design/Construction	Route site
A82	Torlundy to Spean Bridge Signing Improvements	Design/Construction	Other collision investigation
A82	Shore Street Roundabout Signing and Road Marking Review	Design/Construction	Stakeholder engagement
A82	A82 Creag nan Eun	Design	Cluster site
A82	Fort Augustus Pedestrian Video Survey	Investigation	Cluster site
A82	A82 Kenneth Street/Tomnahurch Street Bollards	Design/Construction	Stakeholder engagement
A83	Kilmory Roundabout Safety Improvements Phase 2	Design/Construction	Cluster site
A83	Whitehouse Junction Safety	Design	Stakeholder engagement
A83	North of Campbeltown Speed Management	Design	Stakeholder engagement
A83	Cairndow VAS Signing	Construction	Cluster site
A83	Ardishaig to Campbeltown Bend Treatments	Design	Route site

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
A84	Kildean and Craigforth NMU Improvements	Design	Route site
A84	Kilmahog to Lochearnhead DWL Review	Design/Construction	Route site
A84	Kilmahog to Lochearnhead VRS Phase 1	Design/Construction	Route site
A84	Kilmahog to Lochearnhead VRS Phase 2	Design	Route site
A84	Blair Drummond Signing Improvements	Design/Construction	Route site
A84	Kincardine in Menteith Primary School Improvements	Construction	Stakeholder engagement
A85	Tyndrum Junction Signing Improvements	Design/Construction	Cluster site
A85	Dalmally to Taynult Layby Improvements	Design/Construction	Route site
A85	Dunbeg VRS Phase 2 Part 2	Design	Cluster site
A85	Dunbeg NMU Crossing Point & SLR	Design	Stakeholder engagement
A85	Cycle/pedestrian warning signs west of Connel	Design/Construction	Stakeholder engagement
A85	Loch Lubhair VRS & Realignment (Design Only)	Design	Route Risk Scoring Tool
A85	Crieff VAS	Design/Construction	Stakeholder engagement
A87	Auchtertyre to Kyle Junction Direction Signing	Design/Construction	Route site
A87	Auchtertyre to Kyle Route VRS Improvements	Design	Route site
A87	Aultachruine & Inverinate Junction	Design/Construction	Cluster site
A87	Drive on the Left Route Improvements	Design/Construction	Stakeholder engagement

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
A87	North of Portree Concealed Access Sign	Design/Construction	Stakeholder engagement
A828	A85 Connel Bridge Junction Signalisation	Design/Construction	Cluster site
A830	A830 Loch nan Uamh to Arisaig VRS	Design/Construction	Route site
A835	Maryburgh Roundabout to Conon Bridge Passive upgrade	Design/Construction	Route site
A835	Ullapool Braes Signing Improvements	Design/Construction	Other collision investigation
A835	Conon Bridge Video Conflict Study	Design	Cluster site
A835	Gorston Junction & Garve Improvements	Investigation/Design /Construction	Cluster site
A85	Glen Ogle VRS Phase 1 (Design)	Design	Route Risk Scoring Tool
A85	Arinabea to Arrivain Railway Interface	Design/Construction	Route Risk Scoring Tool
A9	SB Drumochter Duals Central Reserve VRS Phase 3	Design/Construction	Route Risk Scoring Tool
A9	SB Drumochter Duals Nearside VRS Phase 1	Design/Construction	Route Risk Scoring Tool
A9	SB Drumochter Duals Nearside VRS Phase 2	Design	Route Risk Scoring Tool
A9	NB Drumochter Duals Central Reserve VRS Phase 1	Design/Construction	Route Risk Scoring Tool
A9	NB Kessock to Tore Nearside VRS Phase 1	Design/Construction	Route Risk Scoring Tool
A9	SB Kessock to Tore Nearside VRS Phase 2	Design/Construction	Route Risk Scoring Tool
A85	Lochan Na Bi VRS	Design/Construction	Route Risk Scoring Tool
A82	North of Lochybridge VRS	Design	Route site

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
ALLNW	PRIME Remedial Measures	Construction	PRIME motorcycle measures
A9	B851 Ft Augustus Junction to B851 Croy junction (inc. Moy)	Investigation	Route site
A9	A9 House of Bruar Junction Investigation	Investigation	Cluster site
A9	A9 B9150 (Ralia) conflict investigation - after	Investigation	Cluster site
A9	A9 junction A938 (Carrbridge) conflict investigation	Investigation	Cluster site
A9	A822 (Inver) / A923 (Dunkeld) staggered junction - ARSR investigation	Investigation	Cluster site
A9	South of Moray Firth Roundabout (Ardullie)	Investigation	Cluster site
A9	Single Carriageway Crossover Prevention Review	Investigation	Cluster site
A9	B9163 Findon Junction	Investigation	Cluster site
A9	A897 Jct (Helmsdale) to A99 Jct (Latheron)	Investigation	Route site
A9	Tore Roundabout NMUs (includes ARSR A9 North of Tore site)	Investigation	Route site
A9	Dunrobin	Investigation	Cluster site
A9	Ardullie to B817 Dalmore	Investigation	Route site
A9	Delny Muir	Investigation	Cluster site
A9	Kessock Bridge (SBD)	Investigation	Cluster site
A9	Helmsdale crossing assessment	Investigation	Stakeholder engagement
A82	Crianlarich to Tyndrum (High Severity Rate)	Investigation	Route site
A82	A861 Corran Ferry Jct to West End R/bout, Fort William	Investigation	Route site

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
A82	Tyndrum to Glencoe	Investigation	Route site
A82	Glencoe 40mph speed limit	Investigation	Route site
A82	Loch Achtriochtan to Glencoe Village (Roadside Risk investigation)	Investigation	Stakeholder engagement/ Other collision investigation
A82	Lomondgate to Luss (Summary Report)	Investigation	Route site
A82	Ballachulish to Inchree	Investigation	Route site
A82	B8004 junction at Commando Memorial to A87 Invergarry	Investigation	Route site
A82	Invermoriston Speed Limit Review & Pedestrian Review	Investigation	Stakeholder engagement
A82	Invermoriston to Drumnadrochit	Investigation	Route site
A83	A83/A815 Junction, Cairndow	Investigation	Cluster site
A83	Rubh a' Mhinidhe Beag	Investigation	Cluster site
A83	Muasdale to Campbeltown	Investigation	Route site
A83	Arrochar to Tarbet Speed Management	Investigation	Route site
A83	Ardrishaig to Kennacraig	Investigation	Route site
A83	South of Ardrishaig Speed Limit Review	Investigation	Stakeholder engagement
A84	A84 Blairdrummond Conflict Study	Investigation	Route site
A84	A84 Blairdrummond signing review	Investigation	Route site
A84	A84 Blairdrummond collision investigation	Investigation	Route site
A85	Tyndrum to A819 junction, Dalmally	Investigation	Route site
A85	Taynuilt Speed Limit Review	Investigation	Stakeholder engagement
A85	West of Loch Awe laybys	Investigation	Cluster site
A85	A85 Dunollie Road, Oban	Investigation	Cluster site
A85	Lawers, Crieff	Investigation	Cluster site

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
A85	Methven to Gilmerton	Investigation	Route site
A85	Tyndrum junction design options	Investigation	Cluster site
A85	A85/A84 Jct Lochearnhead to A827 Junction, Lix Toll	Investigation	Route site
A85	Crieff to PKC boundary at Derrywood (Middle) Remote layby	Investigation	Route site
A86	Roybridge to A82/A86 Junction	Investigation	Route site
A86	Tulloch to Roy Bridge	Investigation	Route site
A87	Loch Sligachan	Investigation	Cluster site
A87	Loch Garry to Bun Loyne	Investigation	Route site
A87	Loch Garry to Bun Loyne	Investigation	Route Risk Scoring Tool
A87	Invergarry to Loch Garry	Investigation	Route site
A87	Sligachan to Peinmore	Investigation	Route site
A87	Shiel Bridge to Dornie	Investigation	Route site
A87	Allt Mhic Mhoriein Pedestrian Safety	Investigation	Cluster site
A87	Eas a' Bhradain waterfall	Investigation	Cluster site
A87	U120 Luib to U100 The Moll Junction	Investigation	Route site
A87	Wrong Way Driving	Investigation	Stakeholder engagement
A828	Highland Council Boundary to Ballachullish Roundabout	Investigation	Route site
A828	Barcaldine Visibility Survey	Investigation	Stakeholder engagement
A830	Banavie to Kinsaddle, Morar	Investigation	Route site
A830	Borrodale VRS	Investigation	Other collision investigation
A835	A832 Braemore Junction to Mill Street Junction	Investigation	Route site
ALLNW	KEEP-LEFT' Foreign Driver Signing	Investigation	Stakeholder engagement

The following table gives details of the schemes and investigations carried out on the North West Trunk Road network. These are primarily linked to the Road Safety Framework Strategic Outcome 2 (Safe Speeds) and Strategic Action 11 (Infrastructure/Engineering).

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
A889	Dalwhinnie 40mph speed limit (H)	Design/Construction	Stakeholder engagement
A82	Clansman Hotel 40mph speed limit (H)	Design/Construction	Stakeholder engagement
A82	Bridge of Orchy 40mph Speed Limit (H)	Design/Construction	Stakeholder engagement
A85	Gilmerton to Crieff Speed Limit Changes TTRO (H)	Design/Construction	Stakeholder engagement
A87	Dornie 40mph Speed Limit	Design/Construction	Stakeholder engagement
A82	A82 Glencoe 40mph Speed Limit (H)	Design	Stakeholder engagement
A830	A830 Corpach and Banavie 40mph Speed Limit (H)	Design	Stakeholder engagement
A9	Latheronwheel 50mph Speed Limit Order (M)	Design	Stakeholder engagement
A83	Arrochar to Tarbert 50mph Speed Limit	Design	Stakeholder engagement
A87	Invergarry 30mph Speed Limit	Design	Stakeholder engagement
A82	A82/A887 Invermoriston Footway & Crossing	Design	Stakeholder engagement
A86	Spean Bridge Speed Limit Alterations	Design	Stakeholder engagement
A82	A82 Fort William Speed Limit Order (Design only)	Design	Stakeholder engagement
A9	A835 Tore Roundabout 40mph Speed Limit	Design	Stakeholder engagement

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
ALLNW	Argyll & Bute 20mph Road Markings	Design/Construction	National 20mph programme
ALLNW	20mph Speed Indicating Devices	Design/Construction	National 20mph programme
ALLNW	PKC & Stirling 20mph Road Markings	Design/Construction	National 20mph programme
ALLNW	THC 20mph Area speed limit replacement measures.	Design/Construction	National 20mph programme

The following table gives details of the schemes and investigations carried out on the North West Trunk Road network. These are primarily linked to the Road Safety Framework Strategic Outcome 2 (Safe Speeds) and Strategic Action 1 (Speed).

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
A828	Barcaldine Traffic Management	Investigation	Stakeholder engagement

South West Operating Company Unit

The following table gives details of the schemes and investigations carried out on the South West Trunk Road network. These are primarily linked to the Road Safety Framework Strategic Outcome 3 (Safe Roads and Roadsides) and Strategic Action 11 (Infrastructure/Engineering).

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
A77	SRS A77 Turnberry Speed management	Design/Construction	Stakeholder engagement
A75 / A76	SRS A75 at A76 Cuckoo Bridge	Design/Construction	Cluster site

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
A77	SRS A77 Kirkoswald	Investigation/Design /Construction	Stakeholder engagement
A75	SRS - A75 at B794 Haugh of Urr	Design/Construction	Stakeholder engagement
A82	SRS A82 Lomondgate Roundabout	Design/Construction	Cluster site
M74	SRS M74 Pier Protection (Shaws Footbridge)	Design/Construction	Proactive risk reduction scheme
A75	SRS A75 Collin to Carrutherstown	Design/Construction	Stakeholder engagement
A75	A75 Creetown to Newton Stewart TASC	Ongoing Maintenance	Safety Camera scheme
A737	St James Interchange	Design/Construction	Route site
A78	SRS - A78 Pennyburn Roundabout	Investigation	Stakeholder engagement
A78	SRS - A78 B7047 to Montfode Roundabout	Investigation	Route site
M77	SRS - Bellfield Interchange to M77 DBFO Boundary	Investigation	Route site
A725	SRS - A725 Glasgow Road junction to Bothwell Bridge	Investigation	Route site
A77	SRS - A77 Haggstone Climbing Lane to Ballantrae Bridge	Investigation	Route site
A76	SRS - A76 at the C114 local road at Glenairlie Bridge Junction	Investigation	Stakeholder engagement
A78	SRS - A78 Warrix Interchange	Investigation	Cluster site
A76	SRS - A76 Route wide Killed and Seriously Injured (KSI) Study	Investigation	KSI Route site
A77	SRS - A77 Route wide KSI Study	Investigation	KSI Route site
A76	Speed Management - Closeburn	Investigation	Stakeholder engagement

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
A76	Speed Management - Menzies	Investigation	Stakeholder engagement
A75	SRS - A75 Route wide KSI Study	Investigation	KSI Route site
M8	SRS - M8 J22 to J31	Investigation	Cluster site
M77	SRS - M77 Junction 1 to 2	Investigation	Cluster site
A78	SRS - A78 North of Warrick Interchange	Investigation	Cluster site
A78	SRS - A78 Inverkip St - East Shaw Street to Nelson Street	Investigation	Cluster site
A78	SRS A78 Monkton Roundabout	Investigation	Cluster site
A82	SRS - A82 Erskine to Dunglass additional collision investigation	Investigation	Stakeholder engagement
A77 / A76	SRS - A77 / A76 Bellfield Interchange	Investigation	Cluster site
A78	SRS - A78 Fairlie Moor Road Junction	Investigation	Stakeholder engagement
A828	SRS - A82 Renton to Stoneymollan.	Investigation	Route site
A78	SRS - A78 Seamill/West Kilbride	Investigation	Route site
A78	SRS - A78 East of Bullring	Investigation	Route site
A76	SRS - A76 New Cumnock	Investigation	Route site
A75	SRS -A75 Creebridge to B735	Investigation	Route site
A737	SRS - A737 Beith Bypass	Investigation	Route site
A726	SRS - All A726	Investigation	Route site
A726	SRS - A726 Birniehill Roundabout	Investigation	Cluster site
A726	SRS - A726 West Mains Road to Murray Roundabout	Investigation	Cluster site
M8	SRS - M8 Junction 11 to Junction 22 Collision Investigation	Investigation	Cluster site
A725	SRS - A725 Route Study	Investigation	Cluster site
A75	SRS - A75 Gretna to B721	Investigation	Stakeholder engagement

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
M74	SRS - M74 J7 to Blackwood	Investigation	Route site
A725	SRS - A725 Whitemoss Roundabout to Crossbaskets	Investigation	Route site
A737	SRS A737 Mid Risk to Mid Gavin	Investigation	Cluster site
A898	SRS - A898 at A82	Investigation	Cluster site
A75	SRS - A75 A701 to A709 Lockerbie Road Roundabout	Investigation	Cluster site
A76	SRS A76 Whitelayskye to Skerrington	Investigation	Route site
M74	SRS- M74 Dark and Wet Study - South Section	Investigation	Other collision investigation
M74	SRS M74 Wet and Dark - North Section	Investigation	Other collision investigation
A78	SRS - A78 Fairlie 30mph speed limit extension	Investigation	Speed Limit review

North East Operating Company Unit

The following table gives details of the schemes and investigations carried out on the North East Trunk Road network. These are primarily linked to the Road Safety Framework Strategic Outcome 3 (Safe Roads and Roadsides) and Strategic Action 11 (Infrastructure/Engineering).

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
A90	A90 Hatton from A952 Toll of Birness junction to the A975 junction	Design	Route site
A96/A95/A90	SRS - 20mph project Aberdeenshire and Moray	Design	National 20mph programme
A92	SRS - A92 from A913 staggered junction to five roads roundabout	Design	Route site
A9	SRS - A9 from A85 Overbridge to Inveralmond Roundabout Circulatory	Design	Route site

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
A92	SRS - A92 East Fife Regional Road west of Redhouse Roundabout	Investigation	Cluster site
A90	SRS - A90 Bridgemill House Junction, North Water Bridge	Design	Cluster site
A90	SRS - A90 Fowlis Junction	Design	Stakeholder engagement
A92	SRS - A92 Freuchie Signalisation	Construction	Stakeholder engagement
A9	SRS - A9 from the A824 Main road junction (Aberuthven) to Broxden Roundabout circulatory	Construction	Route site
A92	SRS - A92 Preston to Tullis Russell 40mph Speed Limit	Construction	Stakeholder engagement
A96	A96 Balloch Junction	Investigation	Cluster site
M90	M90 Junction 4 Kelty Junction (A909) to Keltyburn	Investigation	Route site
A9	A9 Keir Roundabout Traffic and Conflict Study	Investigation	Other collision investigation
A90	A90 at A932 Lochlands Junction to A94 Glamis Junction	Investigation	Route site
A96	A96 Auldearn Junction	Investigation	Cluster site
A96	A96 Forres Enterprise Park Roundabout	Investigation	Stakeholder engagement
A96	A96 Milton Rd, south of Allanfeearn	Investigation	Cluster site
A9	A9, B8033 Queen Victoria slips to Balhaldie Services	Investigation	Route site
A90	A90 A85 Swallow Roundabout to A923 Coupar Angus Interchange	Investigation	Route site
A90	A90 B966 Brechin Junction to River North Esk	Investigation	Route site
A92	A92 New Inn Roundabout to Melville Lodges Roundabout	Investigation	Route site

Route	Scheme Name	Stage(s)	Investigation Type (ARSR)
A95	A95 Dulnain Bridge. A938 to Inverallan Roundabout	Design	Route site
A96	A96 Raigmore Interchange to B9039 Junction, Newton	Design	Route site
A92	A92 Broughty Ferry Road. A991 junction to Greendykes Road	Design	Route site
A90	A90 Forfar from northbound off slip at St Ann's to B9128 Junction	Design	Route site
A90	A90 Kingsway - Spot Speed Camera	Construction	Stakeholder engagement



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