

PE1846/A

Scottish Government submission of 21 December 2020

I would like to offer the following response to the points raised in Petition PE1846 that calls on the Scottish Government to upgrade the A82. We recognise that the A82 trunk road, which runs from Dalnotter (near the Erskine Bridge) to Longman Roundabout in Inverness, is a vital artery for communities in the west of Scotland. Please note that the section of the A82 between Glasgow and Dalnotter is non-trunk and the responsibility of Glasgow City and West Dunbartonshire Councils.

Road safety will always be of paramount importance to the Scottish Government. Road casualties are at their lowest since records began but we believe that one death is one too many. That is why we have recently finished consulting on our Road Safety Framework for the next decade which proposes Vision Zero, where the number of people killed or seriously injured on Scotland's roads is halved by 2030 and there are zero fatalities and injuries by 2050.

In 2020, to 7 December, five fatal accidents occurred on the A82, resulting in eight deaths. In 2019, seven fatal accidents occurred on the A82, resulting in seven deaths. Two of these accidents are likely to have been as a result of a medical episode, three involved a fatigued driver, and another three were caused by factors that were not specific to a particular location. Since 2010, there continues to be a downwards trend in the total number of injury accidents and in more recent years 59 injury accidents were recorded in 2019, down from 87 in the previous year and 107 in 2016. Further detail on injury accident data for the route can be found in Annex A enclosed.

We regularly liaise with Police Scotland on road safety issues and undertake an annual assessment of the safety performance of the entire trunk road network. We consider accident patterns, rates on routes, and screen all locations where three or more injury accidents have occurred in a three year period. Further investigations are then carried out and, where appropriate, mitigation measures are prioritised for delivery. On the A82, 19 road safety schemes are underway, programmed, or have recently been completed. Please see Annex B enclosed for further information on these schemes.

The Scottish Government delivered a new bypass at Crianlarich which opened in December 2014. The £5m improvement scheme included a new two-lane carriageway road to the west of the village, allowing A82 road users to avoid low bridges and reduce congestion at the existing A85/A82 priority junction. In May 2015, the £9.2m Pulpit Rock scheme opened to traffic which has removed traffic lights at this location, improving traffic flow and journey time reliability.

In addition, we are progressing plans to upgrade the road between Tarbet and Inverarnan and continue to push forward preparation stages to deliver this scheme as soon as possible. This involves development work which is being informed by our understanding of the specific complexities associated with improving this iconic route alongside Loch Lomond. When completed, the scheme will bring improved road safety and journey time reliability.

In terms of future Scottish Government transport investment priorities over the next 20 years, these will be determined by the second Strategic Transport Projects Review (STPR2) currently underway. The review will be undertaken in line with the Sustainable Travel and Investment Hierarchies set out in the National Transport Strategy (NTS2). It is an objective-led, evidence-based review of the country's strategic transport network across all transport modes. STPR2 will help to deliver the vision, priorities and outcomes for transport as set out in NTS2 and includes consideration of the A82.

Extensive stakeholder engagement has informed STPR2 to gather the views of stakeholders. More than 3,000 individuals, organisations and businesses responded to the STPR2 survey which closed in January 2020. There are over 20 options being considered that are specifically for the A82 which include route and junction improvements, realignment and a bypass of Fort William. These will now be subject to further transport appraisal through the review and, in the case of Fort William, builds on appraisal work that has already been undertaken in collaboration with stakeholders taking cognisance of the Fort William 2040 vision work.

Further to the impact of the COVID-19 pandemic on travel demand and behaviour, we are now undertaking STPR2 in two-phases. Phase 1 will report around the beginning of 2021, focusing on recommendations which support the priorities and outcomes of the NTS2, seek to maintain and build upon the positive travel behaviours of individuals as they move to more local trips and active modes, increase the attractiveness of public transport and contribute to economic and COVID recovery. We currently envisage that Phase 2, which will complete the review, will report later in 2021.

I hope that the Committee find this response helpful in their further consideration of the Petition.

Enclosures

Annex A – A82 Injury Accident Data

Annex B – A82 Road Safety Schemes underway, programmed, or have recently been completed

Annex A

A82 Injury Accident Data

	Fatal	Serious	Slight	Total
2010	5	19	86	110
2011	3	16	94	113
2012	3	27	83	113
2013	5	17	96	118
2014	7	14	77	98
2015	3	12	75	90
2016	6	25	76	107
2017	8	25	55	88
2018	4	20	63	87
2019	7	27	25	59
2020	5 (to 7 Dec)	17 (to 30 Oct)	9 (to 30 Oct)	31
Total	56	219	739	1014

Please note that the information provided is based on the current figures available. The following are potential reasons for an accident not appearing on our system:

- Transport Scotland only holds accident information which is provided to us by Police Scotland.
- Transport Scotland does not hold information relating to damage only accidents (i.e. not involving an injury)
- Transport Scotland only holds accident information for the trunk road network.
- The accident information Transport Scotland holds is subject to change. E.g. we receive late returns from Police Scotland, who are responsible for recording details of injury accidents.
- Annual Scottish accident figures are published by Transport Scotland on a yearly basis and can be found by entering Reported Road Casualties Scotland into your search engine.

Annex B

List of A82 Road Safety Schemes underway, programmed, or have recently been completed. These are based on the current road safety programme for 2020/2021 (recently added investigations will fall into the next financial year):

- A82 from Erskine Bridge slip roads to Dunglass Roundabout – The 1st phase of this scheme will commence construction in January. Measures include the introduction of signs and markings to encourage drivers to leave a safe distance from the vehicle in front. In addition, advance direction signs and road markings will be improved on the eastbound approach to the slip road to the Erskine Bridge.
- A82 at Argyll Avenue Dumbarton - Puffin crossing – a new crossing facility was commissioned in July this year to assist pedestrians crossing over the A82 at this location.
- A82 Duck Bay and Luss – investigation work in current financial year
- A82 Tarbet to Crianlarich – investigation work in current financial year
- A82/A85 Tyndrum Junction Study – initial site survey work planned to commence this financial year
- A82 Glen Etive Junction – design work ongoing with construction next financial year
- A82 Corran Ferry Junction Options Study – initial site survey work planned to commence this financial year
- A82 Torlundy – resurfacing works complete with signage planned to be installed this financial year
- A82 Lewiston to Urquhart Castle – investigation in next financial year
- A82 Loch Lomondside Laybys Signing Improvements – construction planned for next financial year
- A82 Inverarnan Motorcycle Barrier Protection – programmed for construction this financial year
- A82 Invergloyle House Vehicle Restraint System – works substantially completed in autumn 2020
- A82/A87 Invergarry Speed Limit Reduction – installation of signage being programmed by BEAR Scotland, followed by statutory processes to make the speed limit order
- A82 Lewiston Speed Limit Extension – complete and effectiveness now being monitored
- A82 Urquhart Castle Motorcycle Barrier Protection – completed in 2020
- A82 Smith Avenue and Montague Row Pedestrian Crossings – Smith Avenue crossing came into operation in Autumn 2020 and Montague Row crossing expected to be completed in late January 2021
- A82 Kenneth Street / Tomnahurich Street Junction Upgrade – expected to start on site early next financial year, subject to roadspace availability
- A82 Inverness Pedestrian Improvements – detailed design work planned for next financial year
- A82 Longman Road Active Travel Study – investigations to begin this financial year