

Fife A92 Action Plan



July 2015

Fife A92 Action Plan

1. Introduction

Detailed consultation has been carried out through public meetings, liaising with community councils, local groups and local members to formulate a comprehensive list of feedback and proposals for the A92 in Fife shown in Appendix D, which are gratefully acknowledged. The full list of contributors is shown in Appendix C.

Fife Council believes there is a case on both safety and economic grounds for the full dualling of the A92 between Glenrothes and the Tay Bridge, but recognises that there are different views on the desirability of this approach and that this is a long term aspiration.

However, there is a clear consensus locally around the need for substantial improvements to parts of the road in the short, medium and long term in terms of road safety and to achieve economic benefits for Fife and for the wider City Region.

The A92 Priority Action List is detailed in Section 8 of this document.

2. Background

Local residents and businesses have long raised concerns about road safety for both vehicle and pedestrian movements on certain sections of the A92. A recent increase in traffic accidents on short sections of the A92 has exacerbated these concerns. There is concern on road safety grounds that the composition of traffic on the A92 and lack of overtaking opportunities cause delays and traffic build ups on the single carriageway sections and creating a variability in journey times. Road safety statistics and traffic data are shown in Appendix A. There is further local concern that the economic development of this area which utilises the A92 for both commuting and commercial purposes is being limited, see Appendix E.

To alleviate these concerns, highlighted through recent meetings with relevant stakeholders, this Action Plan has been developed. The Action Plan includes a Priority Action list which details measures that can be carried out to improve road safety in the short, medium and long term and this will be presented to the Minister for Transport and Islands and Transport Scotland to inform future works on this part of the A92.

3. A92 Trunk Road

The A92 forms part of the trunk road network, which is maintained and managed by Transport Scotland and their agents, see figure 1 on following page. The A92 runs across Fife from the M90 junction 3 (Halbeath) to the Tay Road Bridge Roundabout, Newport. Trunk roads are maintained on behalf of Transport Scotland by different operating companies, which have contracts for 5 to 7 years. This section of the A92 is part of the North East trunk roads and is currently maintained by BEAR Scotland.

The A92 in Fife is a strategic road and has stretches of both dual and single carriageway, with the speed limit varying across the different sections of road from 40mph to 70mph. From the M90 to Glenrothes, the A92 is a dual carriageway but north of Glenrothes, the road reverts to single carriageway until Forgan roundabout, south of the Tay Road Bridge Roundabout – see map 7 in Appendix B.



Figure 1 - Trunk Road Network – Transport Scotland

The A92 trunk road in Fife is a regional transport corridor from the M90 through to Glenrothes that enables economic and social growth in the communities along the route. Much of the local road network in Fife has access to the A92, and this can cause conflict between the speed of traffic on the trunk road and the need of local traffic to access or cross the A92.

4. National Transport Priorities – Strategic Transport Projects Review

Improvements to the A92 have been listed as part of Transport Scotland's Strategic Transport Projects Review 2008, which identified the Scottish Governments 29 strategic transport interventions for the period until 2032.

Under Section 5 – 'Route Management on Other Road Corridors', the A92 between Edinburgh and Dundee is identified in terms of the following issues:

"A.37 These routes generally perform well, and as such no objectives have been established to address corridor specific issues.

A.38 However, there is a need to maintain and safely operate these in the context of a route management strategy. This intervention would include a variety of localised improvements that would be undertaken in tandem, and driven by, the trunk road maintenance contracts. These enhancements would be targeted to bring the physical condition and safety standards of the routes concerned to a level which will support the expected levels of traffic during the period of the review."

Although the Strategic Transport Projects Review says the routes perform well, the list of proposals and concerns raised by local groups in Appendix D do not agree with this. The current Review of the National Transport Strategy (expected in late 2015) and subsequent reappraised Strategic Transport Projects Review should reflect these concerns.

5. Fife Council

As a Local Authority, Fife Council cannot fund or implement any improvement works to the A92 as it is owned and operated as part of the Transport Scotland trunk road network. However, what Fife Council can do is raise local concerns with Scottish Government and work in partnership to support the Glenrothes Area Futures Group (GAFG) and other interested parties in the desire for improvements.

Consultation Events:

- Previous summit in February 2014
- Meeting 31 March 2014
- Summit Meeting – 11th March 2015
- Public Meeting - 25th March 2015

Over 80 people attended the public meeting of 25th March 2015 hosted by GAFG which included Alan Campbell of BEAR Scotland, Stephen Davies of Transport Scotland, Dr Bob McLellan of Fife Council, Brenda Sinclair of Police Scotland, and a number of local members including Cllr David Ross, Council Leader. A presentation on the concerns raised about the A92 and a way forward was given by Dr Bob McLellan, Head of Transportation and Environment, Fife Council, see Appendix F.

6. Local Interest Groups and Community Councils

The Glenrothes Area Futures Group (GAFG) was set up in 2007 with the aim “*to ascertain, co-ordinate and express the views of the communities in Glenrothes and the surrounding area. It will encourage and promote community participation and a sense of community spirit within Glenrothes and the surrounding area.*”

In January 2006, a paper was raised by three local Community Councils and circulated for discussion to Fife Council Officials, Councillors and MSPs. The paper raised five specific points of concern to the people of and around Glenrothes and to all of those who use this part of the A92, which are now known as “The Five Hazards”, see the North Glenrothes Community Council submission “A92 Prestonhall to Balfarg Issues” in Appendix D. The consensus was that the concerns involve both road safety and the economy of the local area. This paper was adopted by GAFG. GAFG raised a petition with the Public Petitions Committee in 2008, resulting in 3250 signatures. The petition urged the Scottish Government to “*immediately improve and upgrade the A92 trunk road, in particular between Preston roundabout and Balfarg junction, to reduce the number of hazards and accidents and bring about improved benefits to the local and wider economy.*”

As a result of the petition and the resulting questions, Transport Scotland and BEAR Scotland carried out a Transport Appraisal, in line with the Scottish Transport Appraisal Guidance (STAG), on the section of the A92 between Preston Roundabout and Balfarg junction, to the north east of Glenrothes. This section consists of a single carriageway road with varying speed limits between 40mph and 60mph.

7. BEAR / Transport Scotland Works Programme / A92 Route Accident Reduction Plan

Previous studies have been undertaken for this section of the A92, by both Fife Council and BEAR Scotland, including the Scottish Transport Appraisal Guidance (STAG) on the A92 Cadham and Balfarg junctions. Improvements have been implemented over the years, including a programme of works in 2002, which saw the construction of the Tullis Russell Roundabout to replace the existing junction and improvements to Preston Roundabout.

In 2013, Transport Scotland commissioned BEAR Scotland to undertake a Route Accident Reduction Plan on the A92 between Halbeath and the Tay Road Bridge Roundabout to identify measures to improve road safety. Within the study area, injury accident clusters were identified. These occur predominantly at the major junctions along the route. The recorded injury accidents at these locations typically involved lane discipline issues, shunts and turning manoeuvres. As a result of this, a programme of improvement works was created, and these are being undertaken to date by BEAR Scotland. Transport Scotland have also carried out a speed limit review across the trunk road network, including the A92.

Transport Scotland Planned Actions:

- Preston Roundabout – New signing and road markings
- New Inn Roundabout – New signing and road markings
- Freuchie – Improved signing and report on pedestrian and traffic surveys
- Grip testing – Bankhead Roundabout (A92 northbound exit) and bend north of Cadham junction.

These latest improvement works are now virtually completed. Local individuals and groups nevertheless regard them as a patching exercise, with the five hazards listed in the North Glenrothes Community Council report in Appendix D still remaining and highlighted by a spate of recent serious and fatal accidents.

8. Priority Action List

Fife Council has compiled the priority actions for the A92 in Fife. These actions are listed below by location, from north to south along the A92. The priority actions were developed after careful consideration of all the contributions listed in Appendix D.

Note:

Short Term – 0 to 2 years, Medium Term – 2 to 5 years, Long Term – 5 years plus

1. Melville Lodges Roundabout to B937 Junction – see Map 1 Appendix B

Map Ref.	Location	Concern	Solution	Term
Map 1 Ref. A	A92 / Q62 - recycling centre jct	Road safety Poor sightlines	Realign junction to increase visibility splay. Install lighting at junction. Ban right turn from Q62 onto A92 - direct traffic to Melville Lodges r/a Add central, right turn reservation	Short
Map 1 Ref. B	A92 / Annsmuir Caravan Park jct	Road safety	Junction improvements. Install lighting at junction. Add central, right turn reservation	Short
Map 1 Ref. C	A92 / B9129 Ladybank Cairnfield jct	Road safety	Install lighting at junction. Add central, right turn reservation.	Short
			Install full size illuminated roundabout.	Medium
Map 1 Ref. D	A92 / B938 Ladybank Monkstown jct	Road safety	Install lighting at junction	Short
			Install full size illuminated roundabout.	Medium
Map 1 Ref. E	A92 / B937 junction	Road safety	Ban right turn from B937 onto A92	Short

2. B937 Junction to New Inn Roundabout – see Maps 2 and 3 Appendix B

Map Ref.	Location	Concern	Solution	Term
Map 2 Ref. A	A92 Freuchie	Road safety	New right turn into petrol station	Short
Map 2 Ref. B	A92 Freuchie / Millfield PI / C57 jct (Garden Centre)	Road safety	Install full size illuminated roundabout.	Medium
Map 2 Ref. C	A92 Freuchie / B936 Cross Keys jct / C23 Freuchie Mill jct	Poor visibility	Reduce / remove Cromdale Cottage boundary wall Install pedestrian crossing for school children and access to bus stops	Short
Map 3	A92 Freuchie	Increase in traffic volume and no. of HGV's	Reduce speed limit from 40mph to 30mph.	Short

3. New Inn Roundabout to South of Balfarg/Star junction – see Maps 4 & 6 Appendix B

Map Ref.	Locations	Concern	Solution	Term
Map 4 Ref. A	A92 / B969 Balfarg Junction / C49 Stobcross Road Star junction	Traffic speed Pedestrian safety	Ban right turn from B969 Western Avenue onto A92 southbound	Short
			Install roundabout with traffic light signalisation of junction with pedestrian crossing facilities.	Medium
Map 4, 6	A92 Preston r/a to dual carriageway north of Balfarg jct	Road safety – cars & pedestrians Traffic Speed Volume of traffic	Provide consistent 40mph speed limit	Short
			Upgrade to dual carriageway.	Long

4. Balfarg/Star Junction to Tullis Russell Roundabout – see Map 5 Appendix B

Map Ref.	Locations	Concern	Solution	Term
Map 5	A92 B696 Balfarg / C49 Stobcross Rd Star jct to Tullis Russell r/a	Traffic speed	Provide consistent 40mph speed limit	Short
Map 5 Ref. A	A92 North of Cadham Rd jct near pedestrian access to Glebe Place and Balbirnie Park	Uncontrolled pedestrian crossings	Install pedestrian crossing	Short
Map 5 Ref. B	A92 Cadham Rd jct	Road Safety	Install traffic lights with pedestrian phase and priority for fire engines	Short
Map 5 Ref. C	A92 West Lodge	Grip	Improve drainage. Make surface anti-skid	Short

5. A92 General – see Map 7 Appendix B

	Locations	Concern	Solution	Term
Map 7	A92 Preston r/a to Forgan r/a	Road safety	Construct layby's at various locations to enable passing opportunities	Short / Medium
			Upgrade to dual carriageway.	Long

9. Action Plan – Next Steps

This Action Plan will be presented to the Minister of Transport and to Transport and BEAR Scotland. Fife Council has also agreed to produce a leaflet to support the campaign for improvements on the A92, and to invite the Transport Minister Derek MacKay to Fife or arrange a meeting at the Scottish Parliament before September / October 2015 to further discuss the Action Plan.

10. List of Appendices

A Traffic Data and Accident Statistics

B Location Maps

1. A92 Melville Lodges Roundabout to B937 Junction
2. A92 B937 Junction to New Inn Roundabout
3. A92 in Freuchie
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5. A92 Balfarg/Star Junction to Tullis Russell Roundabout
6. A92 Tullis Russell Roundabout to Preston Roundabout
7. A92 North of Glenrothes

C List of Contributors

D Proposed Actions from All Contributors– listed by Location

1. A92 Melville Lodges Roundabout to B937 Junction Ladybank
2. A92 B937 Junction to New Inn Roundabout
3. A92 New Inn Roundabout to Balfarg/Star Junction
4. A92 Balfarg/Star Junction to Tullis Russell Roundabout
5. A92 Tullis Russell Roundabout to Preston Roundabout
6. A92 – General
7. NGCC Submission – A92 Prestonhall to Balfarg Issues

E The Economic Case to Upgrade the A92 – Glenrothes to Dundee

F Presentation by Dr Bob McLellan 25 March 2015

Appendix A

Traffic Data and Accident Statistics

Traffic Data and Accident Statistics

The table below shows the Annual Average Daily Traffic (AADT) at specific locations on the A92 from the Transport Scotland website. It also demonstrates how the AADT tails off significantly north of Glenrothes.

Table 1 – Annual Average Data Traffic on A92 (2015)

Monitoring Point	Annual Average Daily Traffic
A92 Chapel jct to Redhouse r/a	29,114
A92 Thornton Bypass	32,409
A92 Bankhead r/bt to Preston r/bt	25,002
A92 Balfarg Junction (South B969)	18,795
A92 New Inn	21,257
A92 Ladybank	10,765
A92 Ladybank Nth B937	8,795
A92 South of B946 (Sandford –between Kilmany and Five Roads r/a)	7,729
A92 Tay Bridge Approach (Dual Carriageway between Tay Bridge r/a and Forgan r/a)	18,989

Over the last 10 years, there have been 1701 injury accidents reported on the A92, with a total of 469 casualties. Of this total, there have been 17 fatalities, 74 serious and 378 slight casualties. There have been three fatalities in 2015 on the section of the A92 between New Inn roundabout and north of Freuchie. All other fatalities were not at junctions.

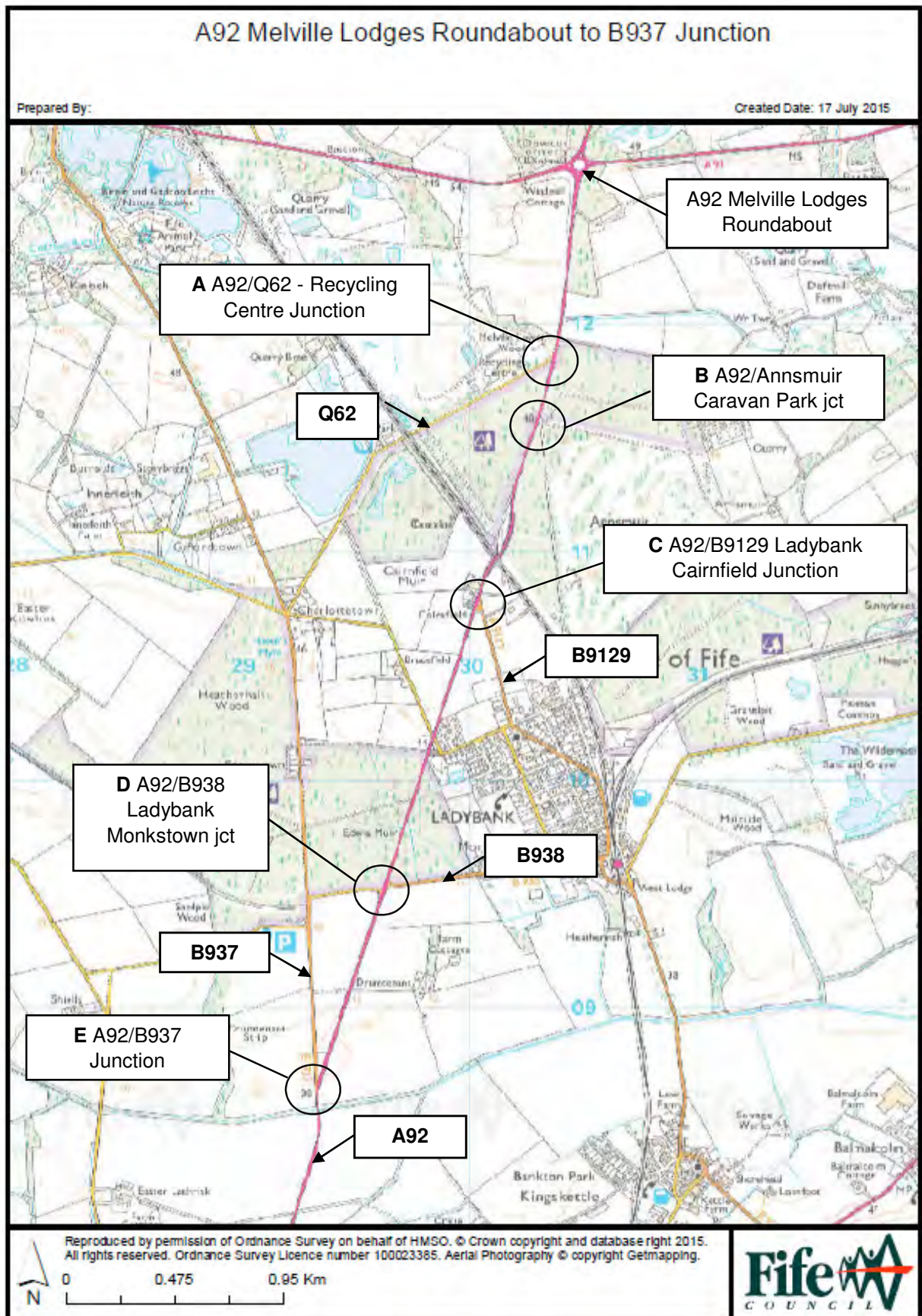
Table 2 – Identified crash locations (Jan 2005 to Feb 2015)

No.	Cluster Centre	Fatal	Serious	Slight	Damage
1	A92 Redhouse Roundabout, Kirkcaldy	0	2	37	199
2	A92 Bankhead Roundabout, Glenrothes	0	3	43	188
3	A92 Preston Roundabout, Glenrothes	0	2	18	131
4	A92 New Inn Roundabout	0	0	12	106
5	A92 Balfarg Junction (not incl Star)	0	4	18	34
6	A92 Forgan Roundabout	0	2	6	45
7	A92 Tay Bridge Roundabout	0	0	7	41
8	A92 Tullis Russell Roundabout	0	1	9	33
9	A92 Cairnfield Junction	0	2	10	18
10	A92 Melville Lodges Roundabout	0	0	4	26
	A92 Freuchie (within 40mph limit)	2	1	16	47

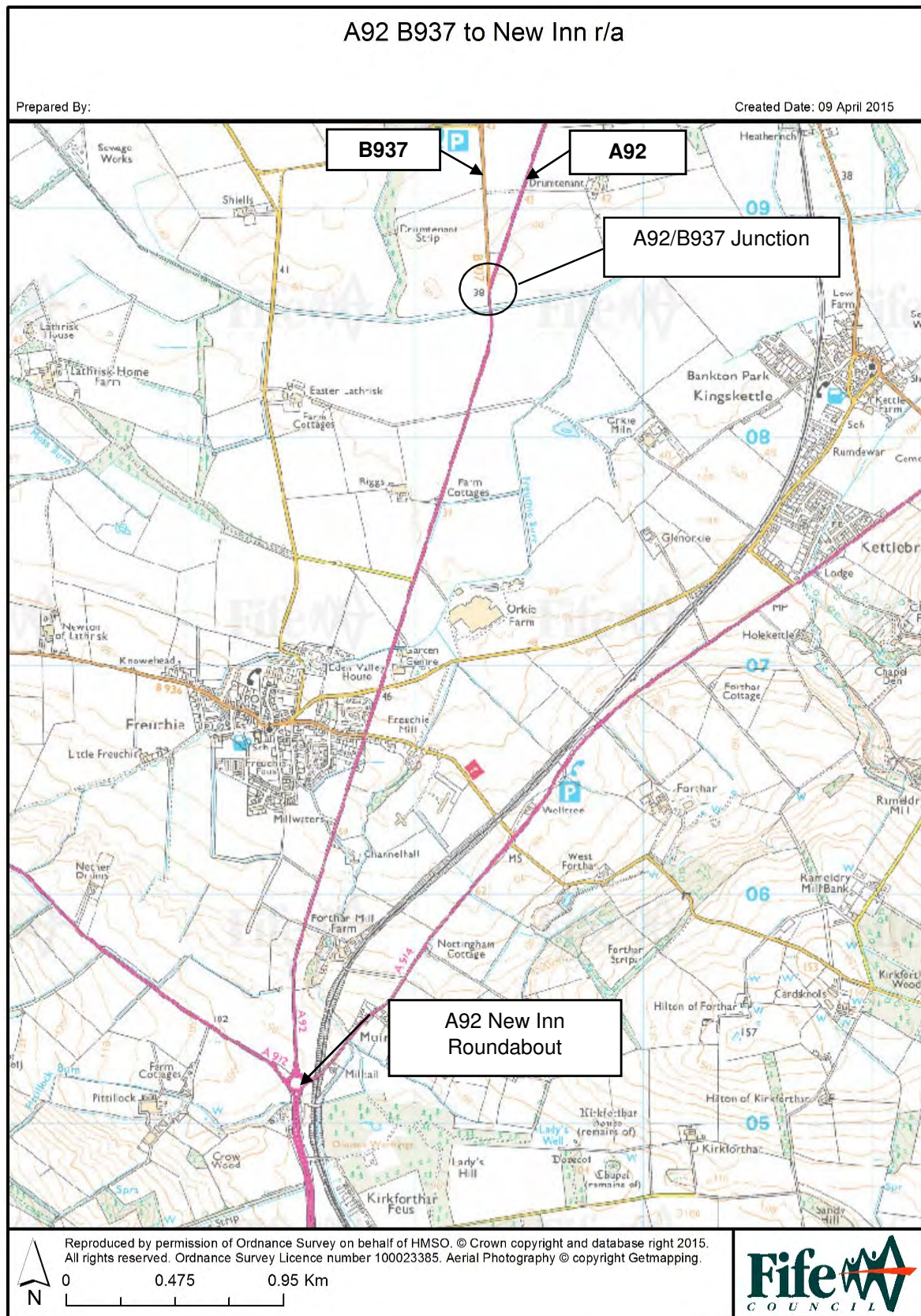
Appendix B

Location Maps

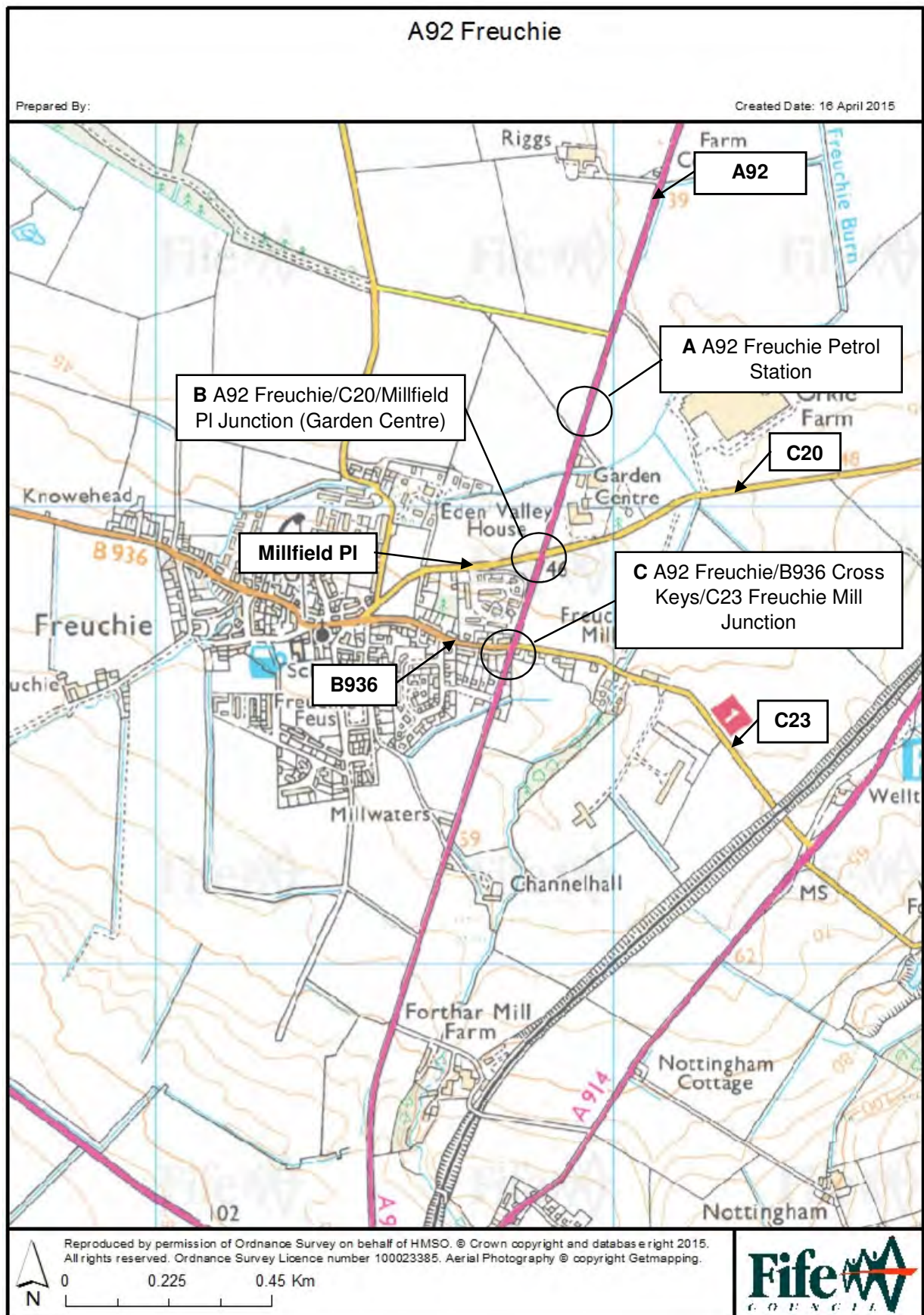
1. A92 Melville Lodges Roundabout to B937 Junction



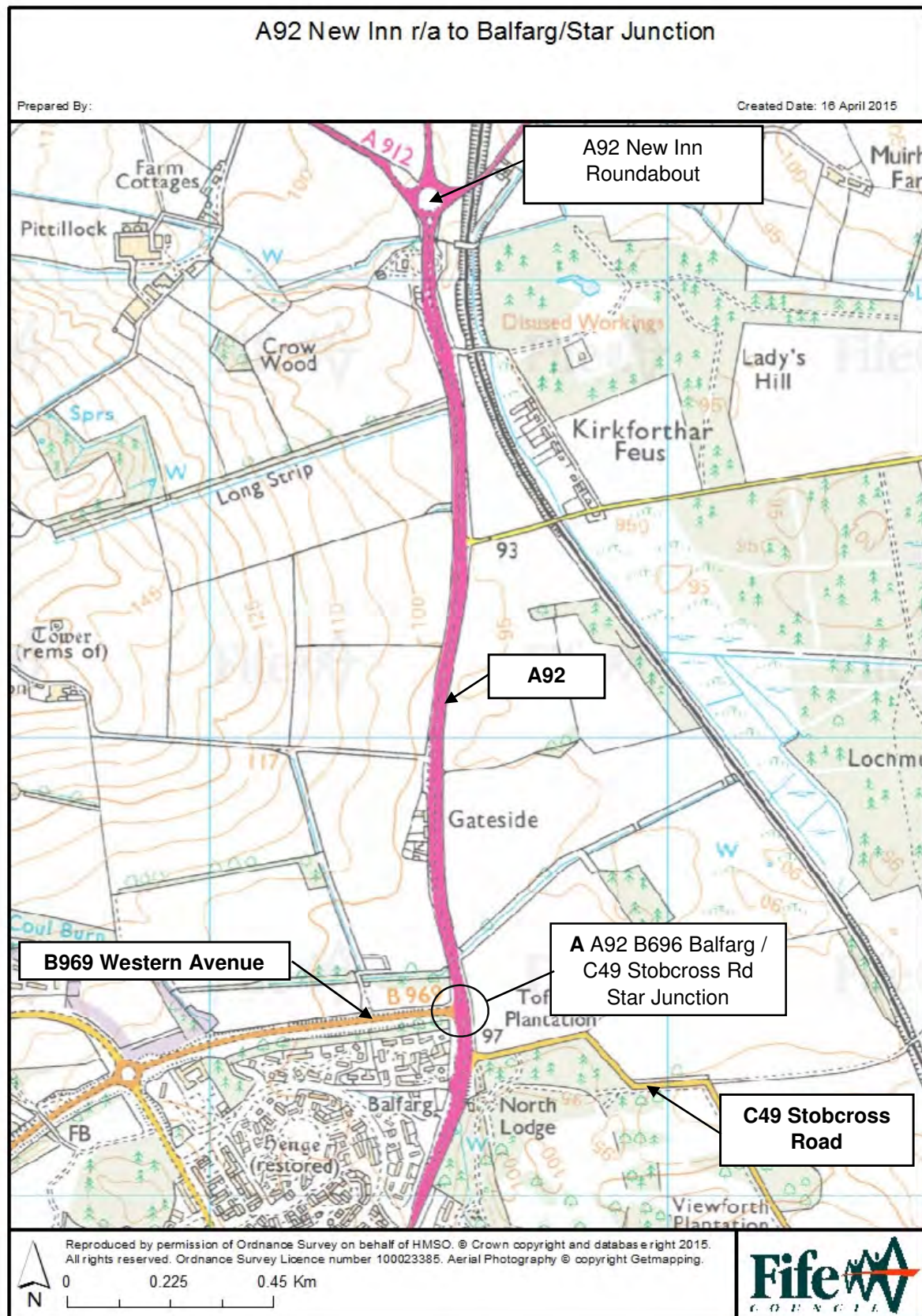
2. B937 Junction to New Inn Roundabout



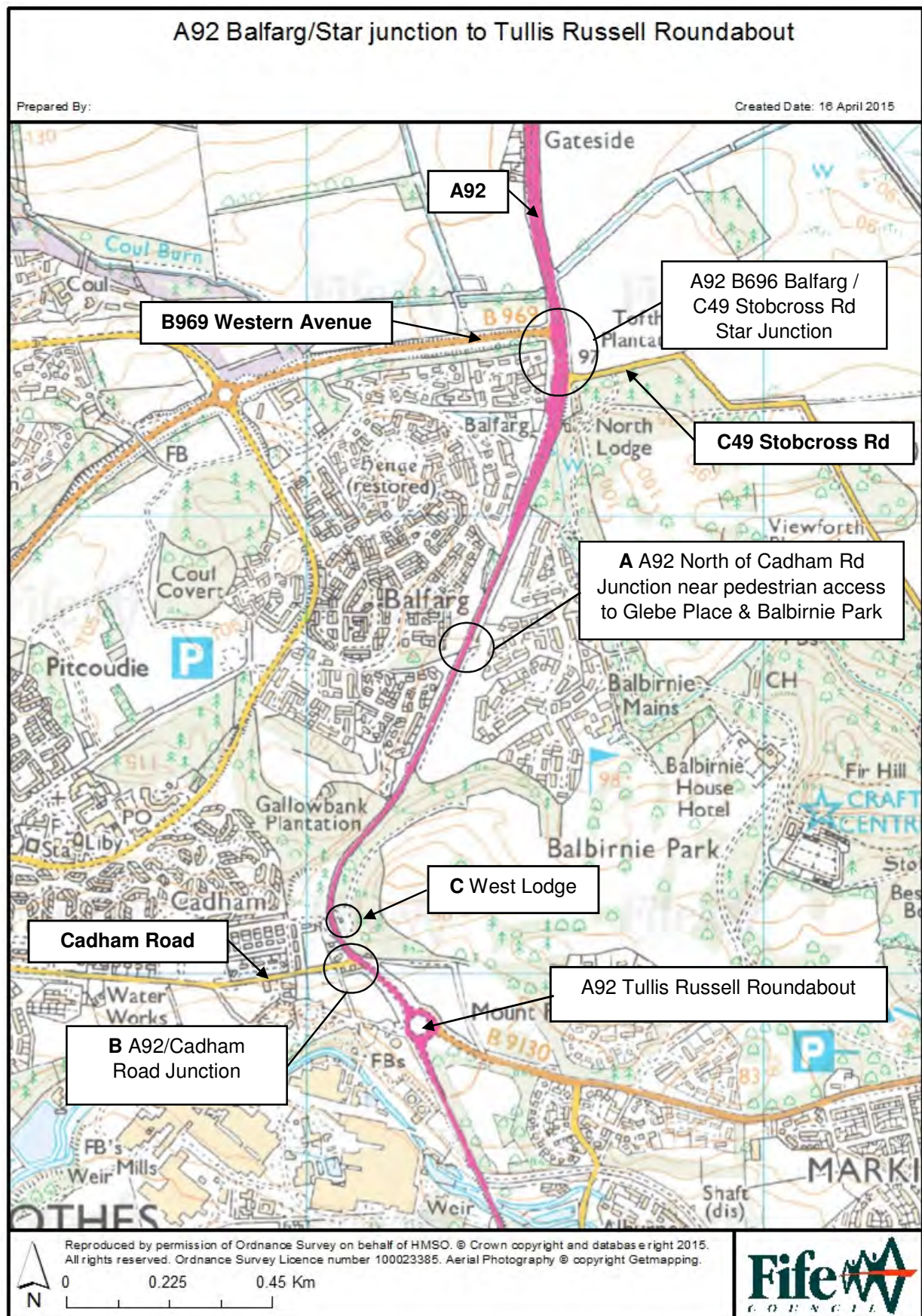
3. A92 in Freuchie



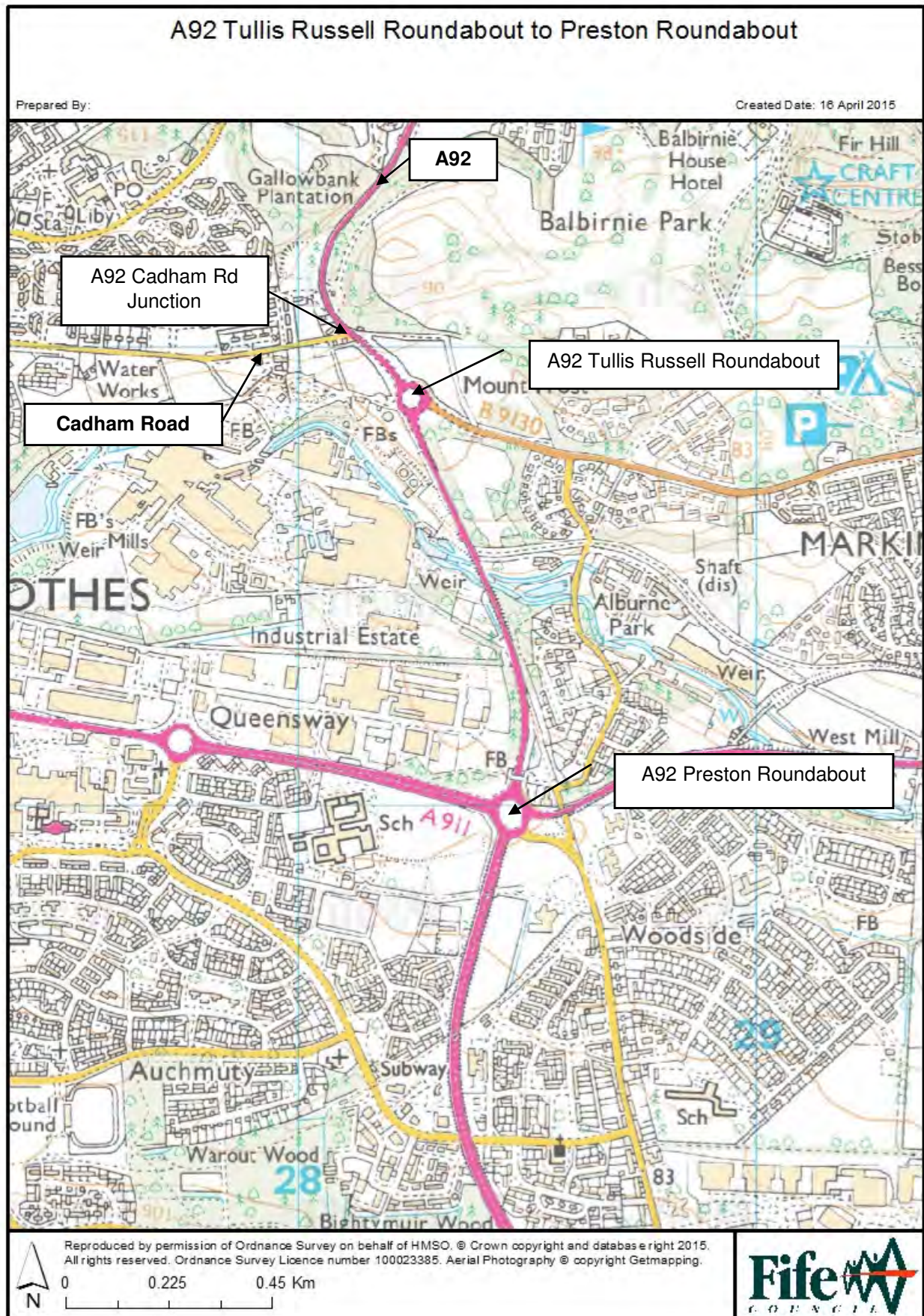
4. A92 New Inn Roundabout to Balfarg/Star Junction



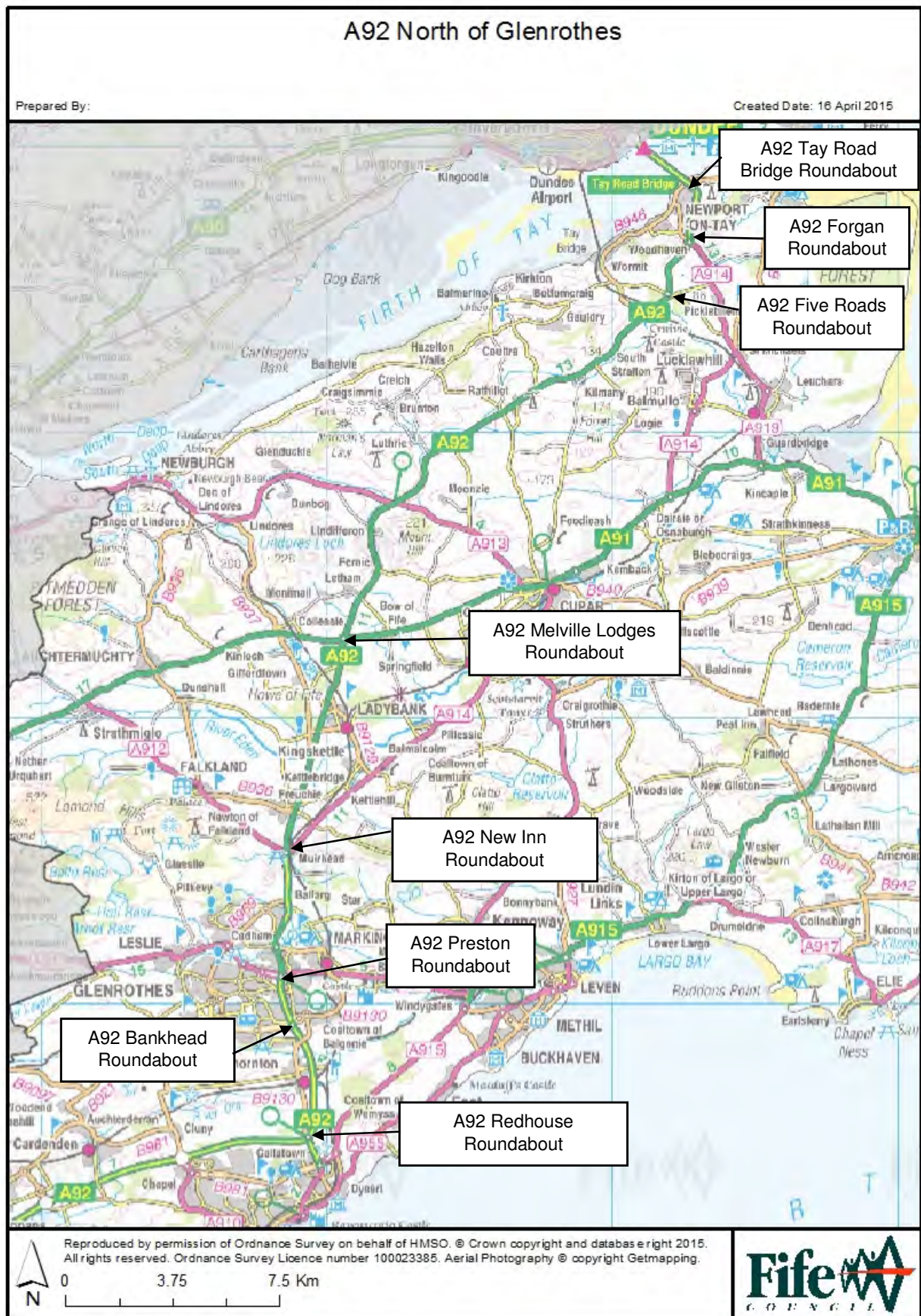
5. A92 Balfarg / Star Junction to Tullis Russell Roundabout



6. A92 Tullis Russell Roundabout to Preston Roundabout



7. A92 - North of Glenrothes



Appendix C

List of Contributors

List of Contributors

Fife Council gratefully acknowledges all contributions made to this report.

Local Members:

Cllr D Ross, Council Leader
Cllr L Laird, Depute Leader
Cllr P Callaghan, Spokesperson for Environment and Transportation
Cllr A Craik, Executive Spokesperson for Finance and Corporate Services
Cllr J Wincott, Sustainability Champion
Cllr D Morrison
Cllr A Heer
Cllr M Hood
Cllr MacDiarmid
Cllr T Brett
Cllr D Lothian
Cllr M Taylor

Community Groups:

Giffordtown Community Council
Ladybank Community Council
Markinch Community Council
North Glenrothes Community Council
Freuchie Community Council
Falkland and Newton of Falkland Community Council
Newport, Wormit and Forgan Community Council
Auchmuty Tenants
Glenrothes Area Futures Group

Members of the Public:

M Deeprose
S Jackson
D Wallace
J Fretwell
D McGuigan
C Welsh

Appendix D

Proposed Actions from All Contributors Listed by Location

Proposed Actions – Listed Individually by Location from ALL Contributors.

Contributions are listed in order of location from north to south and then by term - Short, Medium and Long.

1. A92 - Melville Lodges Roundabout to B937 Junction – Map 1

Location	Concern	Solution	Term
A92 / Q62 - recycling centre jct		Install lighting at junction	Short
A92 / Q62 - recycling centre jct		Add central, right turn reservation	Short
A92 / Q62 - recycling centre jct	Road safety	Junction improvements	Short
A92 / Annsmuir Caravan Park jct, nr Ladybank		Install lighting at junction	Short
A92 / Annsmuir Caravan Park jct, nr Ladybank		Add central, right turn reservation	Short
A92 / Annsmuir Caravan Park jct, nr Ladybank	Road safety	Junction improvements	Short
A92 / B9129 Cairnfield jct, Ladybank		Install lighting at junction	Short
A92 / B9129 Cairnfield jct, Ladybank		Add central, right turn reservation	Short
A92 / B938 Monkstown jct, Ladybank		Install lighting at junction	Short
A92 / Q62 - recycling centre jct		Realign junction to increase visibility splay	Medium
A92 / Q62 - recycling centre jct		Remove right turn, direct traffic to Melville Lodges r/a	Medium
A92 / Q62 - recycling centre jct	Poor sightlines	Junction improvements	Medium
A92 / B9129 Cairnfield jct, Ladybank		Install prominent street lighting	Medium
A92 / B9129 Cairnfield jct, Ladybank		Junction improvements	Medium
A92 / B9129 Cairnfield jct, Ladybank		Install roundabout	Medium
A92 / B938 Monkstown jct, Ladybank	Road safety	Install roundabout with lighting	Medium
A92 / B938 Monkstown jct, Ladybank		Junction improvements	Medium
A92 / B937 junction	Poor sightlines	Improvement works	Medium
A92 / B937 junction	Bad junction	Make road one way	Medium

2. A92 - B937 Junction to New Inn Roundabout – Maps 2 & 3

Location	Concern	Solution	Term
A92 Freuchie	Increase in traffic volume and no. of HGV's	Deploy speed cameras	Short
A92 Freuchie	Increase in traffic volume and no. of HGV's	New planning applications in area using A92 should contribute to A92 upgrades	Short
A92 Freuchie	Increase in traffic volume and no. of HGV's	Reduce speed limit from 40mph to 30mph	Short
A92 Freuchie	Queuing traffic	Construct layby for northbound bus stop	Short
A92 Freuchie	Queuing traffic	Relocate southbound bus stop to north of Freuchie Mill jct and construct layby	Short
A92 Freuchie / B936 Cross Keys jct / C23 Freuchie Mill jct	Poor visibility	Reduce/ remove Cromdale Cottage boundary wall	Short
A92 - Q71 jct	Poor sightlines	Create new junction	Medium
A92 Freuchie	Road safety	Install pedestrian crossing	Medium
A92 Freuchie	Road safety	New right turn into petrol station	Medium
A92 Freuchie	Increase in traffic volume and no. of HGV's	Construct layby's for north and southbound bus stops	Medium
A92 Freuchie / Millfield PI / C57 jct (Garden Centre)	Road safety	Install roundabout	Medium
A92 Freuchie / B936 Cross Keys jct / C23 Freuchie Mill jct	Poor visibility	Reduce/remove Cromdale Cottage boundary wall	Medium
A92 Freuchie / B936 Cross Keys jct / C23 Freuchie Mill jct	Pedestrian safety	Install pedestrian crossing	Medium

3. A92 - New Inn Roundabout to B969 Balfarg/Star Junction – Map 4

Locations	Concern	Solution	Term
A92 / B969 Balfarg Junction / C49 Stobcross Road Star junction	Pedestrian safety, road safety	Investigate cause of vehicles damaging wall	Short
A92 / B969 Balfarg Junction / C49 Stobcross Road Star junction	Traffic turning right on to A92	Ban right turn out of B969 Western Avenue onto A92 southbound.	Short
A92 / B969 Balfarg Junction / C49 Stobcross Road Star junction	Traffic speed	Electronic signage to be activated by emergency service vehicles to warn traffic at junction	Short
A92 / B969 Balfarg Junction / C49 Stobcross Road Star junction	Pedestrians crossing A92	Improve pedestrian crossings at Balfarg jct extending the footway on the east side of the A92 to link to the existing crossing.	Short
A92 - Section between B969 Balfarg jct and Preston r/a and at West Lodge	Skidding	Improve drainage	Short
A92 / Cadham Road Junction	Pedestrian safety, road safety, vehicles skidding	Investigate cause of vehicles damaging wall, particularly West Lodge area	Short
A92 / Cadham Road Junction	Traffic speed	Electronic signage to be activated by emergency service vehicles to warn traffic at junction	Short
A92 / Cadham Road Junction	Poor visibility	Remove vegetation, and move car wash signage	Short
A92 / Cadham Rd jct to A92 / B969 Balfarg jct	A92 is narrow and winding	Lower speed limit	Short
A92 / Cadham Rd jct to A92 / B969 Balfarg jct	A92 is narrow and winding	New pedestrian and cyclist crossings	Short
A92 / Cadham Rd jct to A92 / B969 Balfarg jct	A92 is narrow and winding	Move speed limit boundary beyond Cadham Rd jct to north of Balfarg jct	Short
A92 / Cadham Rd jct to A92 / B969 Balfarg jct	Pedestrians crossing A92	Repair walls and improve fencing to prevent pedestrians crossing.	Short
A92 / Cadham Rd jct to A92 / B969 Balfarg jct	Wildlife	Install wildlife warning signs	Short
A92 / B969 Balfarg Junction / C49 Stobcross Road Star junction	Speed of traffic and conflict of traffic turning right on to or off A92	Install roundabout	Medium
A92 / B969 Balfarg Junction / ZC49 Stobcross Road Star junction	Traffic turning right on to or off A92	Signalisation of junction	Medium
A92 / B969 Balfarg Junction / C49 Stobcross Road Star junction	Pedestrian safety	Install footbridge or underpass for pedestrians	Medium

Locations	Concern	Solution	Term
A92 / Cadham Rd jct to A92 / B969 Balfarg jct	Uncontrolled pedestrian crossings	Safer crossings, such as footbridge, underpass or refuge islands	Medium
A92 / Cadham Rd jct to A92 / B969 Balfarg jct	Uncontrolled pedestrian crossings	Reduce speed limit to 30mph	Medium
A92 / Cadham Rd jct to A92 / B969 Balfarg jct	Uncontrolled pedestrian crossings	Block gaps in fencing and hedges (hedges would provide some habitat)	Medium
A92 / Cadham Road Junction	Uncontrolled pedestrian crossings	Reduce speed limit to 30mph	Medium
A92 / Cadham Road Junction		Signalisation of junction	Medium
A92 / Cadham Road Junction	Pedestrian safety	Signalise junction with pedestrian crossing facility.	Medium
A92 / Cadham Road Junction	Traffic turning right on to or off A92	Create link to Tullis Russell r/a and remove junction.	Medium
A92 / Cadham Road Junction	Uncontrolled pedestrian crossings	Reduce speed limit to 30mph	Medium
A92 / Cadham Road Junction	Uncontrolled pedestrian crossings	Improve signage and clarify cycle routes	Medium
A92 Cadham Rd jct to A92 / B969 Balfarg jct		Create link to Tullis Russell r/a and remove jct	Long

4. A92 – B969 Balfarg Junction/Star Junction to Tullis Russell Roundabout – Map 5

Locations	Concern	Solution	Term
A92 Tullis Russell r/a	Pedestrian safety	Change road markings and signs to show right turn for paper mill, southbound	Short

5. A92 –Tullis Russell Roundabout to Preston Roundabout - Map 6

Locations	Concern	Solution	Term
A92 Preston r/a to A92 Tullis Russell r/a	Uncontrolled pedestrian crossings	Improved safety features for pedestrians and cyclists by creating access from cycle path to footpath on east side of A92	Medium
A92 Preston r/a to A92 Tullis Russell r/a	Uncontrolled pedestrian crossings	Reduce speed limit to 30mph	Medium

6. A92 – General – Map 6 & 7

Locations	Concern	Solution	Term
A92 north of Glenrothes to A92 Tay Road Bridge r/a	Traffic speed	Install average speed cameras	Short
A92 north of Glenrothes to A92 Tay Road Bridge r/a		Deploy mobile speed cameras on a regular basis	Short
A92 north of Glenrothes to A92 Tay Road Bridge r/a	Road safety	Install layby's for slow moving traffic to pull over into	Short
A92 north of Glenrothes to A92 Forgan r/a		Reduce speed limit to 40mph	Short
A92 Preston r/a to A92 New Inn r/a		Reduce speed limit	Short
A92 Preston r/a to A92 New Inn r/a	Speed of traffic	Maximum speed limit of 40mph	Short
A92 Cadham Rd jct to A92 Melville Lodges r/a	Traffic speed	Install average speed cameras	Short
A92 north of Glenrothes to A92 Tay Road Bridge r/a		Install average speed cameras	Short
A92 Forgan r/a to A92 Tay Road Bridge r/a	High traffic volumes	Reduce speed limit to 50mph	Medium
A92 north of Glenrothes to A92 Tay Road Bridge r/a		Improvements and upgrades	Medium
A92 Preston r/a to A92 / B969 Balfarg jct	Pedestrian safety	Reduce speed limit to 30mph	Medium
A92 Preston r/a to A92 / B969 Balfarg jct	Pedestrian safety	Reduce speed limit to 30mph	Medium
A92 Glenrothes to A92 Forgan r/a	Increase in traffic volumes	Promote movement of freight by rail	Long
A92 Glenrothes to A92 Forgan r/a	Increase in traffic volumes	Incentivise public transport and increase number of routes	Long
A92 Glenrothes to A92 Forgan r/a	Increase in traffic volumes	Promote active travel	Long
A92 Melville Lodges r/a to A92 Five Roads r/a	Queues	Install layby's	Long
A92 Cadham Rd jct to A92 Melville Lodges r/a		Upgrade to dual carriageway	Long
A92 Preston r/a to A92 / B969 Balfarg jct		Upgrade to dual carriageway	Long
A92 Glenrothes to A92 / B969 Balfarg jct	Increase in traffic volumes	Re-route A92 from A92 Bankhead r/a along west side of Glenrothes	Long

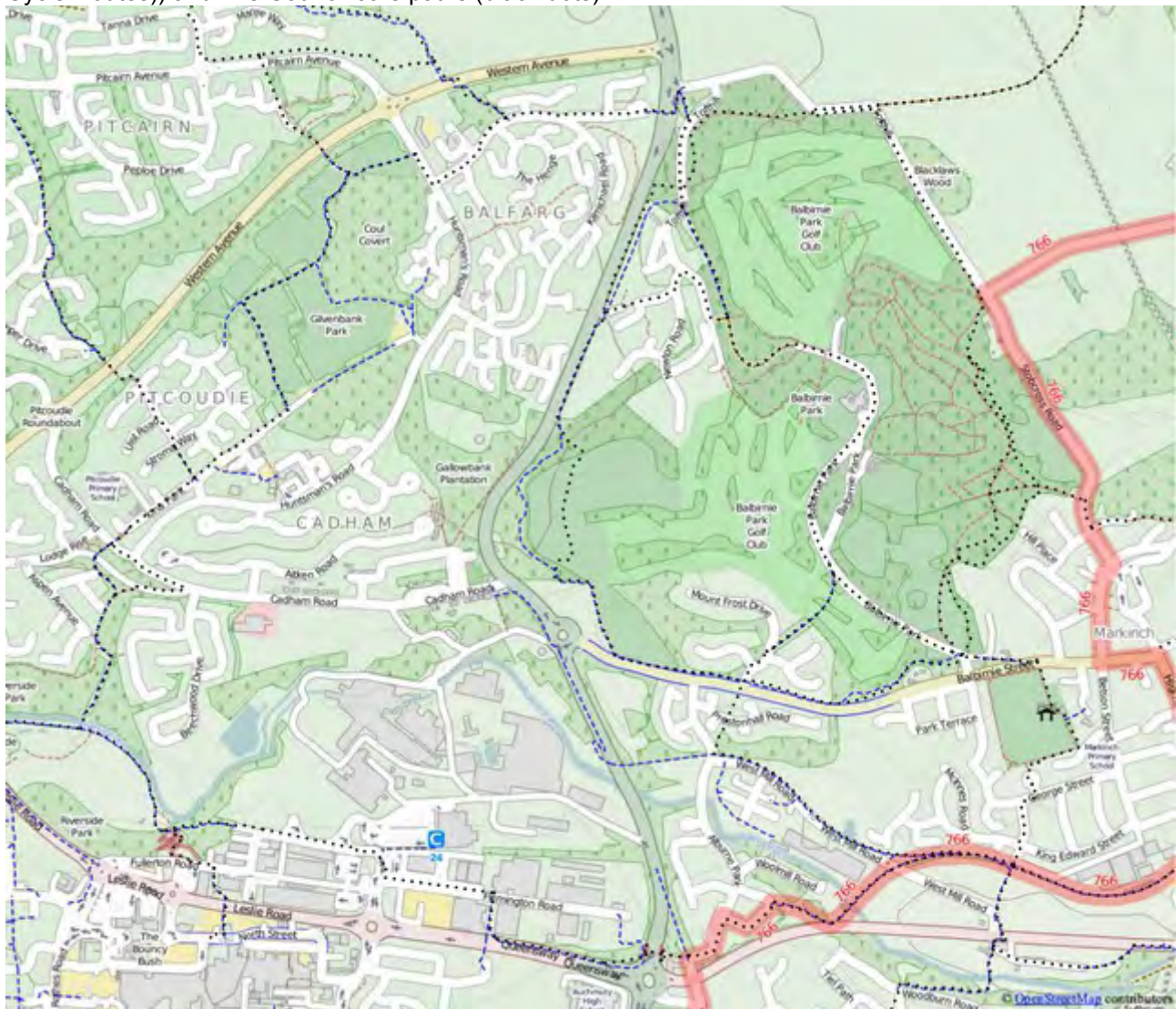
A92 – Prestonhall to Balfarg Issues

Introduction

The A92 bi-sects Glenrothes and Markinch between Prestonhall Roundabout and Balfarg Junction. There are issues for motorists with minor roads joining the A92 at Cadham and Balfarg as well as a lack of safe crossing points for pedestrians and cyclists.

Recent accidents and fatalities have reinforced that improvements are required to the A92 infrastructure to improve the safety of the local community.

Figure 1: Overview of area depicting footpaths (red dashes), cycle paths (blue dashes or red fill (National Cycle Routes)) and Fife Council core paths (black dots)



Balfarg Junction

Figure 2: Balfarg junction indicating location of photographs



A short section of dual carriageway runs from Balfarg to New Inn roundabout. There are staggered junctions for vehicles to join or leave the A92, including filter lanes, as well as a traffic island for pedestrians crossing. The pedestrian crossing is part of Fife core path network and part of proposed Pilgrim Way long distance route.

Figure 3: Looking east across Balfarg staggered crossing



Figure 4: Looking south from Balfarg staggered crossing

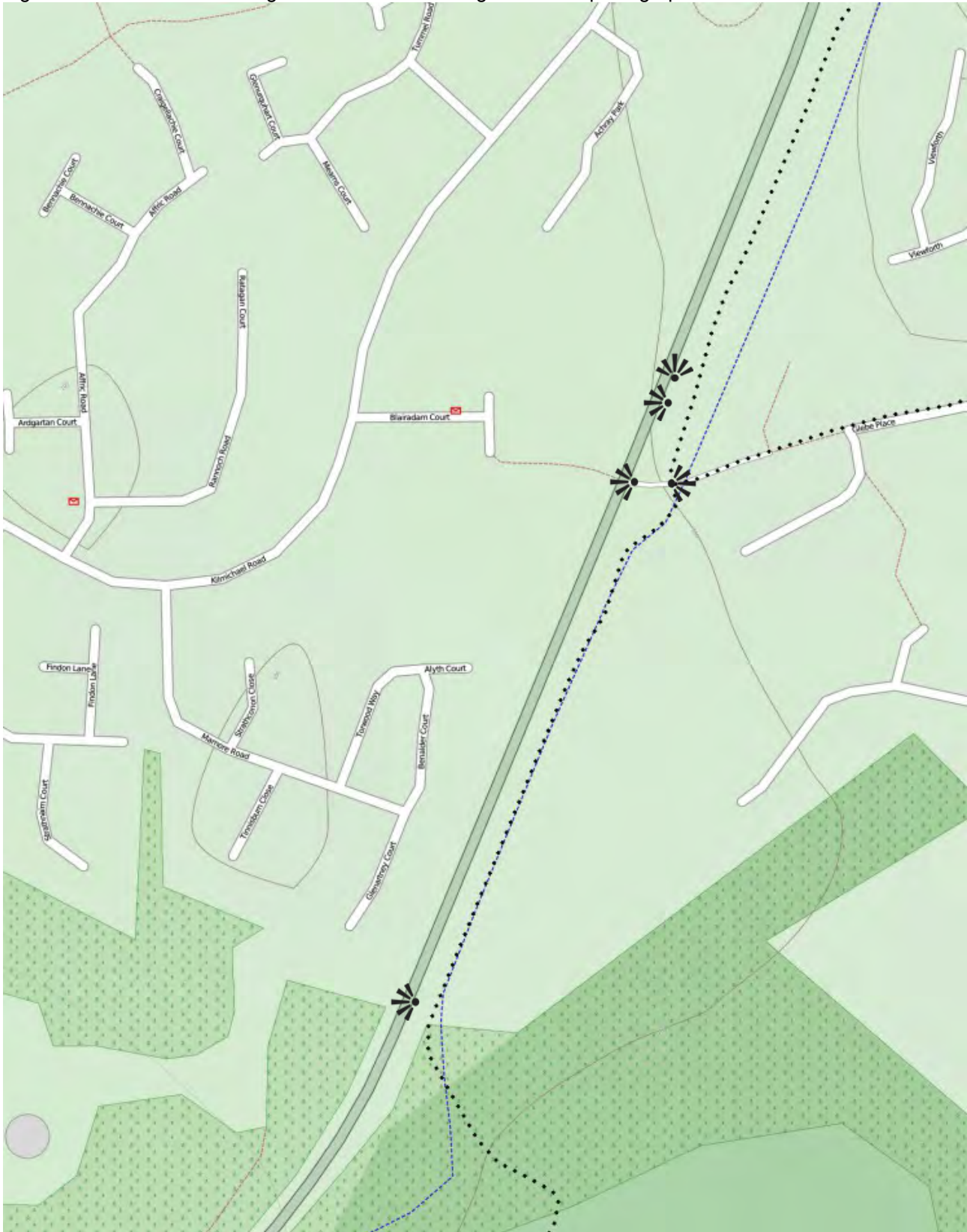


Figure 5: Looking north from Balfarg staggered crossing



Balfarg to Cadham

Figure 6: A92 between Balfarg and Cadham indicating location of photographs



This section of the A92 has a pavement on east side from Cadham junction towards Balfarg. The pavement stops short of the crossing at Balfarg junction. There is a desire path behind Blairadam Court which was recently blocked off.

Figure 7: Looking east from A92 towards Glebe Place



Figure 8: Looking west from A92 towards Blairadam Court

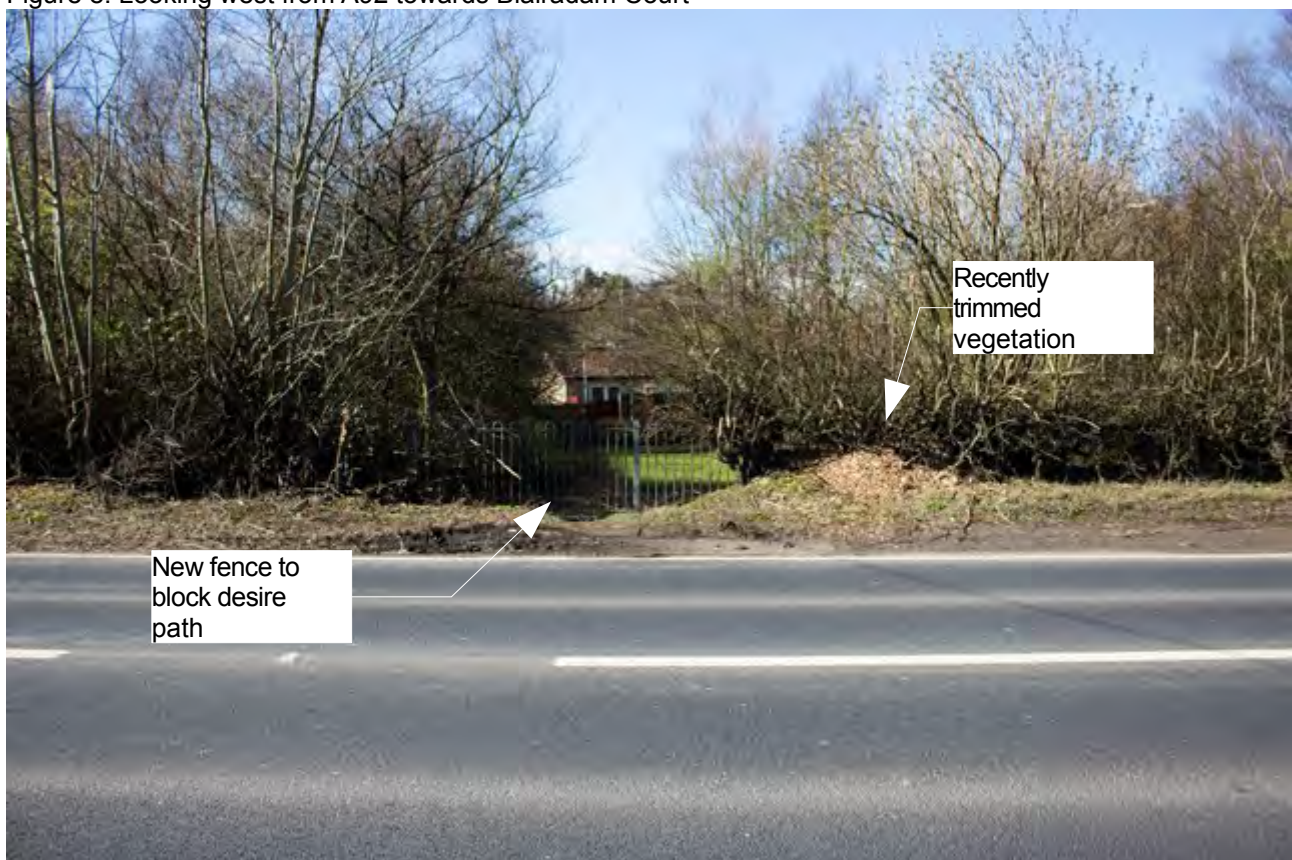


Figure 9: Looking west from A92 towards Blairadam Court



Figure 10: Looking north along A92



Figure 11: Looking west from A92 towards playpark (behind Mamore Road)



Figure 12: Looking west from A92 towards playpark (behind Mamore Road)



Cadham Junction

Figure 13: Cadham junction indicating location of photographs



This section of A92 has restrictions for southbound vehicles turning right onto Cadham Road. There are shared pavements/cycle paths on east side and on the west side south of Cadham road. Pedestrian crossings are via traffic islands at Tullis Russell roundabout.

Figures 14/5: Looking south along A92, north of Cadham Junction



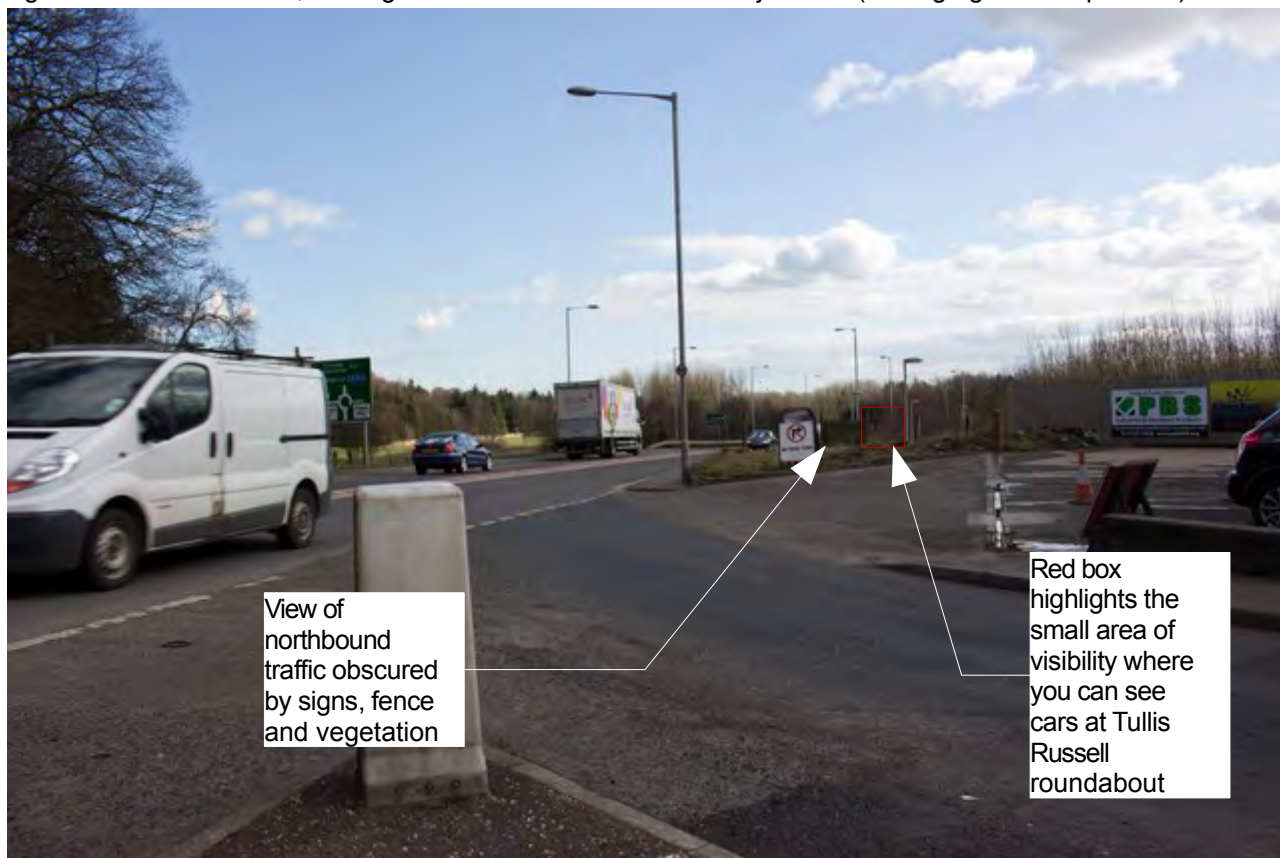
Figure 16: Looking south along A92 towards Cadham junction



Figure 17: Motorists view, looking north onto A92 from Cadham junction (turning right/south position)



Figure 18: Motorists view, looking south onto A92 from Cadham junction (turning right/south position)



NOTE: Since photograph was taken, the sign has been removed and vegetation cleared

Figure 19: Looking north from cycle path on east side of A92



Figure 20: Southbound traffic queuing at Tullis Russell roundabout.



Figure 21: Desire path from western cycle path towards Tullis Russell roundabout



Figure 21: Northbound traffic leaving Tullis Russell roundabout

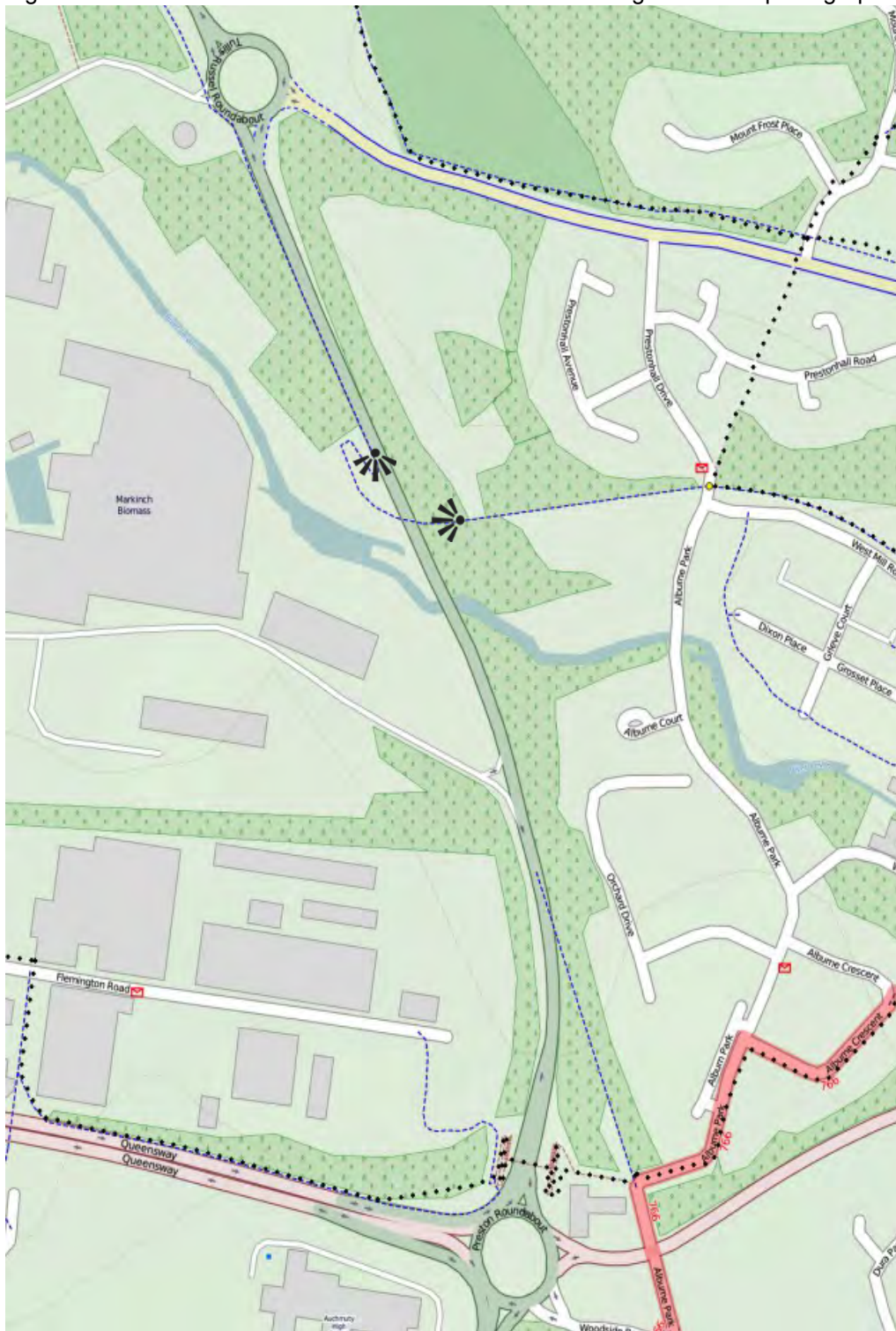


Figure 22: Northbound joining Tullis Russell roundabout



Tullis Russell Roundabout to Prestonhall

Figure 23: Tullis Russell Roundabout to Prestonhall indicating location of photographs



This section of A92 joins Tullis Russell roundabout with Prestonhall roundabout. There is a one-way system in place for the biomass plant where northbound vehicles can exit or join the A92. The east side of the A92 has a pavement between both roundabouts, the west side has a shared pavement/cycle path which crosses below the A92 just north of the River Leven, continuing to Markinch.

Figure 24: Looking south along A92 from cycle path

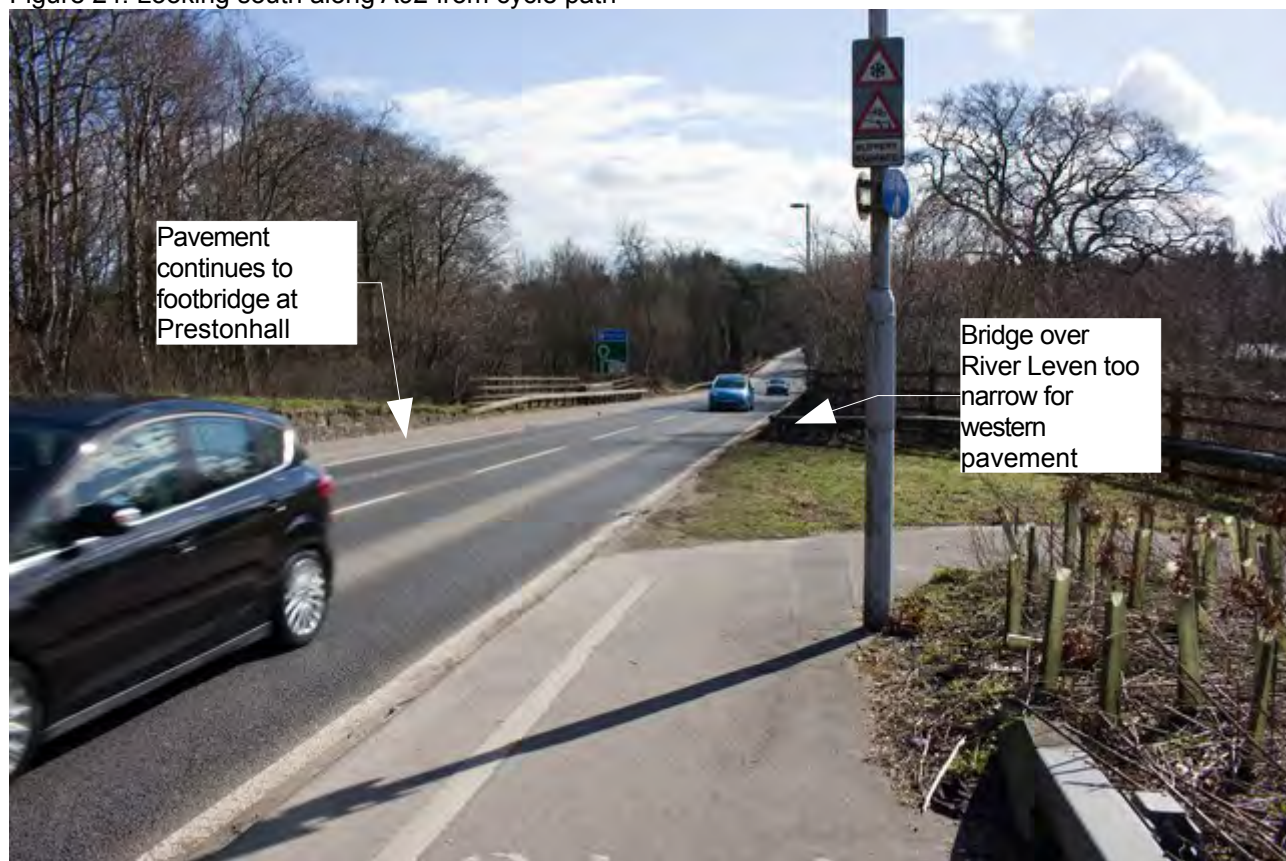


Figure 25: Looking west along cycle path



Summary of Issues

- 1) Traffic flow at Balfarg and Cadham Road junctions
- 2) No segregated pedestrian crossings at Balfarg and Cadham
- 3) Existing pavement infrastructure encourages uncontrolled pedestrian crossings (c/f HSE work site guidance: <http://www.hse.gov.uk/workplacetransport/separating.htm>)
- 4) Vegetation clearing improves driver visibility but opens gaps for uncontrolled crossings by pedestrians and wildlife such as deer

Longer term or wider issues

- 5) Traffic is expected to increase on A92 in the future, particularly HGVs with developments such as the biomass plant etc
- 6) A proposed housing development on land south of Cadham Road would increase traffic at either Cadham Road junction or Tullis Russell roundabout. (200 houses planned with space for 2 cars per home)
- 7) Requirement to meet EU air quality limit values for nitrogen dioxide. Road transport is dominant source of NOx in areas exceeding limit values (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/82273/draft-overview-doc.pdf)
- 8) Traffic-related air pollution is linked with childhood obesity (<http://www.ncbi.nlm.nih.gov/pubmed/24913018>). Reduction in physical exercise can contribute to obesity if motor vehicles are preferred mode of transport.
- 9) Weakening of local community and increasing in feelings of loneliness as people increasingly drive to work, to shops and to visit friends or family (<http://www.ncbi.nlm.nih.gov/pubmed/22303614>)

Potential Solutions

	Short/Immediate term	Medium term	Longer term
Balfarg junction	Segregated pedestrian crossing Replace junction with roundabout		Dual carriageway (option 1a or 1b)
Balfarg to Cadham Road	30mph speed limit Fixed speed cameras Block, remove or improve pavements on east side of A92 Warning signs about wildlife	Use of fences to dampen noise traffic for residents Increased hedgerows to reduce wildlife crossing	Dual carriageway (if option 1b) or traffic diverted
Cadham junction	Ensure clear vision north and south from junction Segregated pedestrian crossing Improve signage for crossings. 30 mph speed limit	Traffic lights at Cadham junction with pedestrian crossing or Traffic diverted via new road through new housing development (option 2)	Traffic diverted

	Short/Immediate term	Medium term	Longer term
Tullis Russell roundabout to Prestonhall roundabout	Segregated pedestrian crossing by joining cycle path to pavement on east side of A92 and improving this path 30 mph speed limit Improve signage and road markings	Promote active transport network to town centre (cycle and footpaths) Improve public transport links from Cadham including A92 north and south Promote local retail areas to avoid car journeys	Dual carriageway (if option 1b) or traffic diverted
A92 North of Glenrothes	Improve visibility Widen junctions and corners	Promote use of rail for freight instead of HGVs	Dual carriageway to Tay Bridge Move

Possible improved road infrastructures

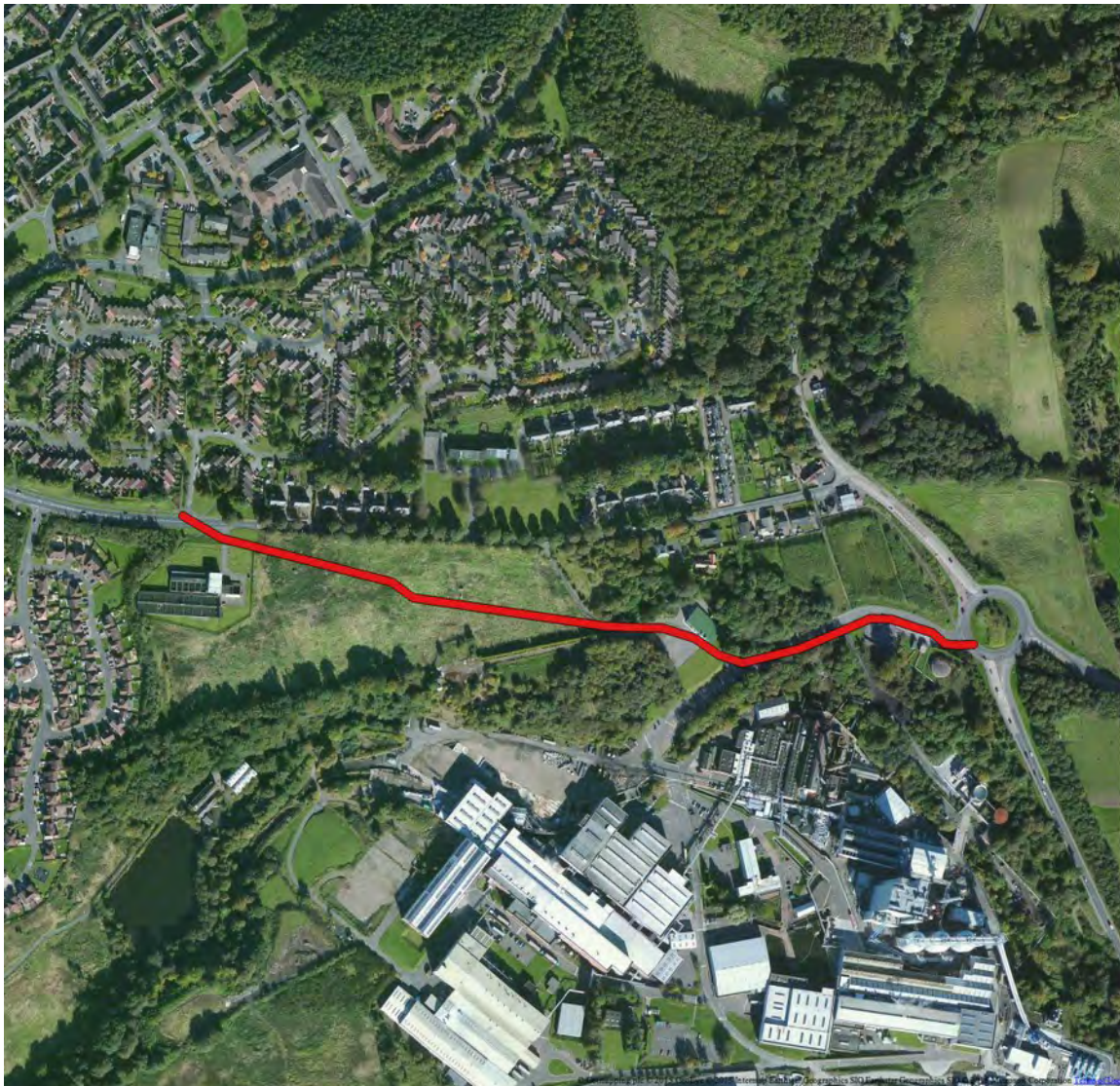
Option 1a: Re-route and widen A92 as dual carriageway via Southfield Roundabout and Western Avenue plus roundabout at Balfarg



Option 1b: GDC dual carriageway proposals plus roundabout at Balfarg



Option 2: Re-route local traffic from Cadham Road via proposed housing development to TR roundabout



This report was prepared on behalf of North Glenrothes Community Council for submission to Fife Council and Transport Scotland. The report was last updated on 6th May 2015.

Photographs were taken on 27th March 2015 between 12:20 and 13:00.

Maps were produced using QGIS with OpenCycleMap and Bing aerial imagery basemaps and Ordnance Survey OpenData vector data (Meridian 2).

Appendix E

The Economic Case to Upgrade the A92 Glenrothes to Dundee

The Economic Case to Upgrade the A92 — Glenrothes to Dundee

January 2015



Introduction

Economic and Transportation Overview

The Fife Economic Strategy 2013 - 2023 sets out the ambitions Fife Council and the Fife Economy Partnership share for the Fife economy and how they will be delivered as part of Fife's Community Plan. It outlines how the partners want to create an environment for economic growth that supports businesses in Fife with growth potential, regardless of size or sector or location.

Today the Fife economy is slowly recovering from the global financial crisis of 2007-08. Fife has the capability to make a significant contribution to the ambitions of the Government Economic Strategy and to contribute more strongly to adjacent city region economies. Fife has world class engineering projects underway and many innovative projects in the Energy Sector. Fife must capitalise on these successes to boost its external reputation as the best place to start and grow a business and attract further investment.

The Agenda for Cities and their Regions develops the key assets of Scotland's cities and their regions into internationally investible propositions as drivers of growth. It recognises that cities rely on their immediate neighbours for access to labour and to house essential economic activities and industries. Equally, surrounding areas rely on cities for employment opportunities and access to social and cultural services and activities. Without the right regional transportation links, these opportunities will not be realised.

The A92 trunk road is a regional transport corridor from the M90 through to Glenrothes that enables economic and social growth in the communities along its route. From the M90 to Glenrothes it is a dual carriageway. However, from Glenrothes north the road reverts to single carriageway, depriving almost 50% of Fife's population of the wider economic opportunities in Dundee and Aberdeen cities.

Businesses in Fife, City of Edinburgh and the Lothians miss out on the **productivity savings** from reduced journey times and improved reliability that dualling the route would bring. Although the 20 mile stretch is estimated to cost £600—750m* to convert to a dual carriageway, the potential economic benefits to Fife and the adjoining city regions is estimated to exceed this.

** Based on an average of £30k per mile quoted by the Highways Agency in 2011 and the £37.5k per mile for the A9 in 2014*

Why is this investment in the A92 necessary?

Regional Transport Corridors - Traffic Levels

Between 2007 and 2024, the corridors which are forecast to see the largest increases in absolute terms over time are the A92, A921, the East Coast Main Line and the Fife Circle. The most significant increase would be in the Queensferry Corridor by both road and rail, with expected growth forecast to reach 46% which is amongst the biggest increases in the SEStran area. This is to be anticipated as this is one of the most congested routes in the area at present and any additional traffic will create disproportional increases in congestion.

This forecast is due to a mixture of traffic increases which broadly reflects the population changes and job opportunities available in the area. These figures will reflect traffic originating / destined for these areas and also through traffic. Glenrothes / Kirkcaldy in Fife's regeneration areas should also see significant increases in line with population increases.

Helping to meet the Climate Change target for the decarbonisation of Transport by 2050

The Scottish Government's Climate Change (Scotland) Act sets an interim target of a 42% reduction by 2020 (relative to 1990 levels) in greenhouse gases and for an 80% reduction by 2050.

To meet these targets the public sector aims to ensure that:

- Transport facilitates economic growth, regional prosperity and vitality in a sustainable manner.
- Accessibility is improved for those with limited transport choice or no access to a car, particularly those who live in rural areas. Between 15 – 25% of the population in the rural communities in North Fife do not have access to a car (2011 Census).
- Development is achieved in an environmentally sustainable manner.
- The population in the SEStran area is healthier and more active.

Upgrading the A92 will **reduce the distance travelled** between Edinburgh and Dundee city centres by 8 miles or 12.5% and reduce travel times to help reduce CO₂ emissions. It will enable economic growth across the wider city regions and assist in the regeneration of the local economy in Fife through:

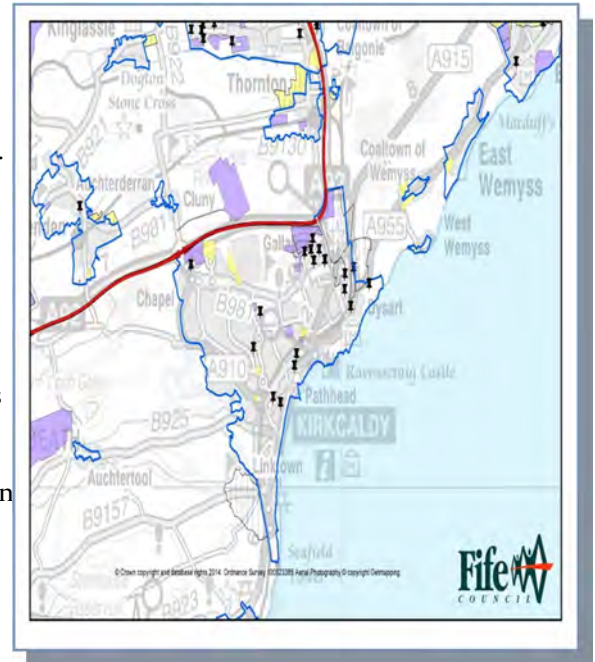
- Jobs associated with construction of the A92 upgrade scheme;
- Jobs associated with operating and maintaining the scheme;
- Jobs arising as a result of the improved travel conditions the scheme delivers; and
- Increased employment by giving residents in Fife's regeneration areas access to jobs that were previously inaccessible. More than 67,000 jobs are forecast [#] to be created in Dundee, Aberdeen and its shire by 2031.

Background Information

Fife's Regeneration Areas

Kirkcaldy

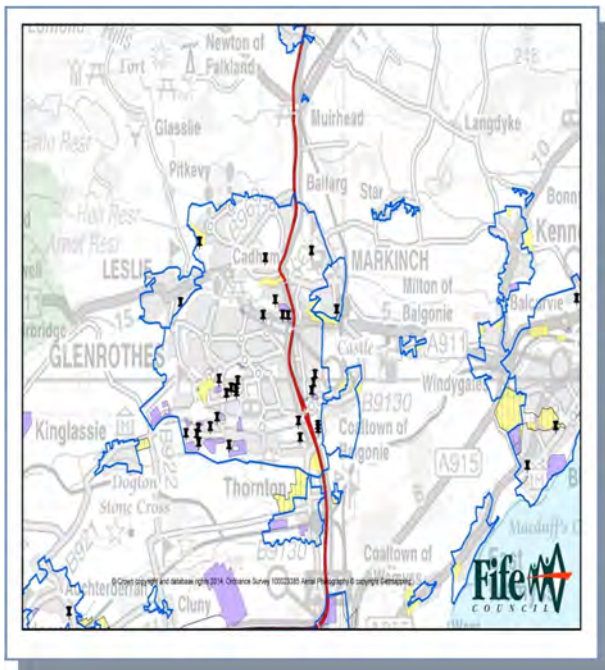
Kirkcaldy is home to almost 60,000 people, 17% of the Fife population. There are more than 2,000 businesses including 24 of Fife's largest 200. The claimant rate for Jobseekers Allowance is 6.3% or almost 2,000 residents aged 16-64. This is almost double the average rate for Scotland. In 2012 the Scottish Index of Multiple Deprivation reported that 14.3% of the population was employment deprived. 21 of the datazones in the area are in the 20% most deprived in Fife. The Census in 2011 indicates that 32% of the households in Kirkcaldy North East are workless. There are 45 employment sites allocated in the Local Plan - approx. 80 Ha. and 2 Strategic Development Areas of 288Ha.



Glenrothes

Glenrothes is home to almost 50,000 people, 14% of the Fife population. There are more than 1,200 businesses including 42 of Fife's largest 200. The claimant rate for Jobseekers Allowance is 4.5% or almost 1,200 residents aged 16-64, above the average rate for Scotland. In 2012 the Scottish Index of Multiple Deprivation reported that 14% of the population was employment deprived. 11 of the datazones in the area are in the 20% most deprived in Fife.

There are 23 employment sites allocated in the Local Plan - approx. 60 Ha.



Levenmouth

Levenmouth is home to almost 40,000 people, 11% of the Fife population. There are more than 900 businesses including 7 of Fife's largest 200. The claimant rate for Jobseekers Allowance is 6.8% or almost 1,100 residents aged 16-64, above the average rate for Scotland. In 2012 the Scottish Index of Multiple Deprivation reported that 19.4% of the population was employment deprived. 19 of the datazones in the area are in the 20% most deprived in Fife. The 2011 Census indicates that 37% of households in Methil, 33% in Buckhaven and 32% in Leven East and Methilhill were workless. There are 15 employment sites allocated in the Local Plan - approx. 80 Ha.

Fife's Growth Sectors—Energy and Tourism

Energy: Fife has a longstanding and expanding reputation as an ideal location for businesses serving international offshore oil and gas markets and offshore renewables. It is home to approx. 75 companies serving the supply chain for these markets. Fife's range of expertise focused in Subsea construction and includes:

- BiFab in Burntisland and Methil: fabricating subsea jackets
- Proclad Group in Glenrothes: world-leading weld overlay cladding for subsea installations
- National Oilwell Varco in Glenrothes: flexible pipe systems to the offshore oil and gas industry.
- Score Europe, Cowdenbeath and Glenrothes: storage, testing and distribution of valves.

As well as providing a range of quayside employment sites, Fife is investing in apprenticeships and a reskilling programme to ensure that it maintains a skilled and stable workforce for the engineering/ energy sector. Fife competes effectively with other areas of Scotland and Europe for Energy investment.

Tourism in Fife is worth £313m annually, supports 9,500 full time jobs and contributes around 9% to the Fife economy as a whole (Source: Scottish Tourism Economic Activity Monitor 2013). The tourism sector in Fife has seen year-on-year growth in expenditure since the onset of the economic recession whilst tourism expenditure in other parts of Scotland has shown decline. The V&A provides opportunity for further job growth in this sector in Fife.

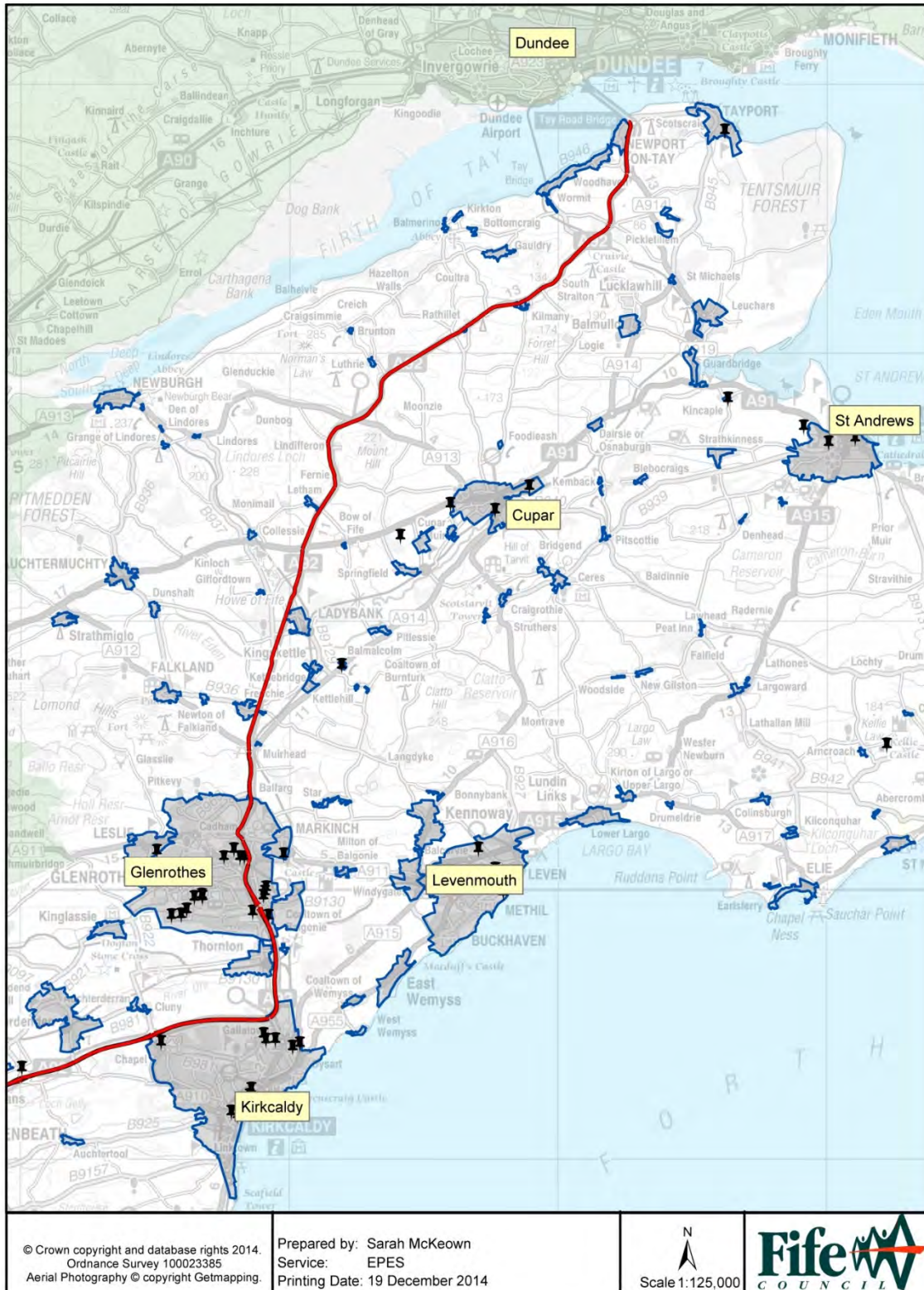
Dundee is a centre for academic activity with a student population of around 40,000 across two universities. Dundee also has world class research capabilities in the life sciences sector. Its tourism assets will be strengthened by the proposed V&A centre for design in Scotland in partnership with the world renowned V&A museum. This is anticipated to generate between 270,000 and 350,000 additional visitors per year. Dundee is home to almost 5,000 businesses. It is forecast[#] to create an additional 10,800 jobs by 2031 by developing its capacity as a major centre for offshore wind power, capitalising on its proximity to Aberdeen and its existing manufacturing capabilities.

Aberdeen is Europe's energy capital. It is home to more than 17,000 businesses including multi-national operators and contractors in the Oil & Gas industry as well as Scottish supply and service companies. Aberdeen achieves well above its size in economic contribution to both Scotland and the UK. In 2012 it generated 14% of all Scottish output. The city region aims to embrace renewable energy as a rapidly expanding market, focusing on marine renewables and aspiring to become a world-leading hydrogen city and a centre of excellence in operations and maintenance. It is forecast[#] to create an additional 56,000 jobs by 2030.

The Regional Skills Assessment for Aberdeen City Region in 2014 concluded that unemployment in Aberdeen City & Shire has been consistently below the national average since 2006. **The employment rate remains high, suggesting close to full employment.** Employers in Aberdeen are more likely to report current vacancies, and more hard-to-fill and skill-shortage vacancies than across Scotland.

[#] Experian Forecasts for 2014-2031

Economic Case to Upgrade the A92 - Glenrothes to Tay Bridge



More information on the economic proposition can be obtained from:

Morag Millar, Lead Officer– Economic Programmes & Policy,

Economy, Planning & Employability Services, Fife Council

morag.millar@fife.gov.uk

Jane Findlay, Lead Professional - Climate Change/Carbon Reduction/Environment,

Assets, Transportation & Environment, Fife Council

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Fife Council, having made reasonable enquiries, believes that the information contained within this publication was accurate at January 2015. Fife Council cannot and does not warrant the veracity of the information and excludes any liability for any party's reliance on the information contained herein. Fife Council is not responsible for the content of external internet sites.

Appendix F

**Presentation by Dr Bob McLellan
25 March 2015**

A92 (Trunk Road) Key Improvements Required

Dr Bob McLellan

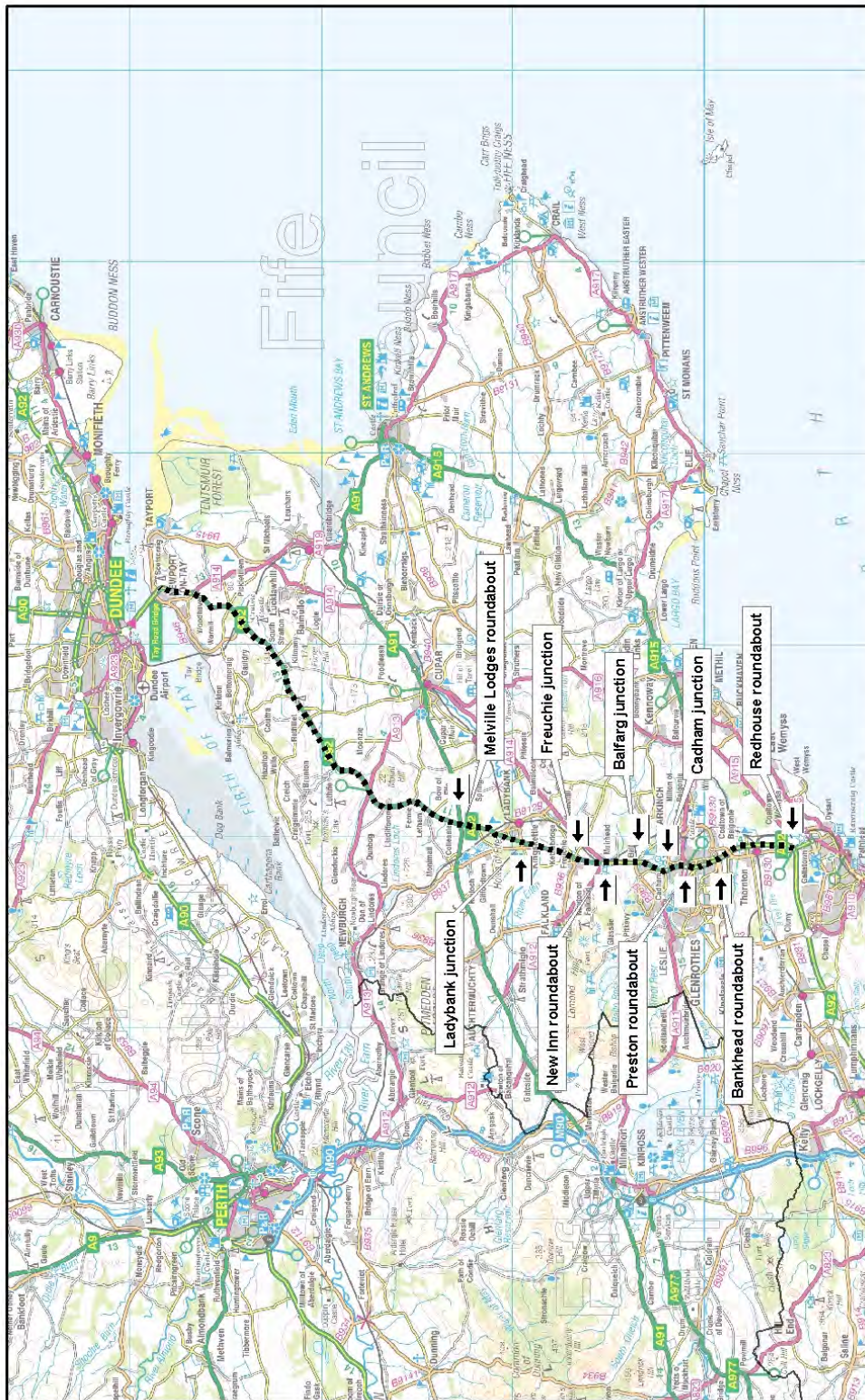
**Head of Transportation and Environment
Fife Council**

March 2015

Overview

- A92 Overview – Trunk Road Transport Scotland responsibility
 - BEAR Scotland carries out the maintenance
- A92 Accident Statistics
- Transport Scotland Actions
- Local Concerns
- Developing an Action Plan
- The Next Steps

The A92 in Fife



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Scale: 1:180,582

A92 Fife - Redhouse to Tay Bridge

Prepared By: KHutchison-85
Service: Transportation & Env
Printing Date: 25 March 2015

A92 10 Year Data - Accident Statistics

Redhouse to Tay Bridge – 10 Year plus Crash Statistics

1701 reported crashes in last ten years (Jan 2005 to Feb 2015), comprising 469 casualties - 17 fatal, 74 serious & 378 slight

- 1 fatality recently at road junction (Freuchie)
- 1 fatality recently North of Cadham junction
- 1 fatality recently North of Freuchie
- All other fatalities were not at junction locations

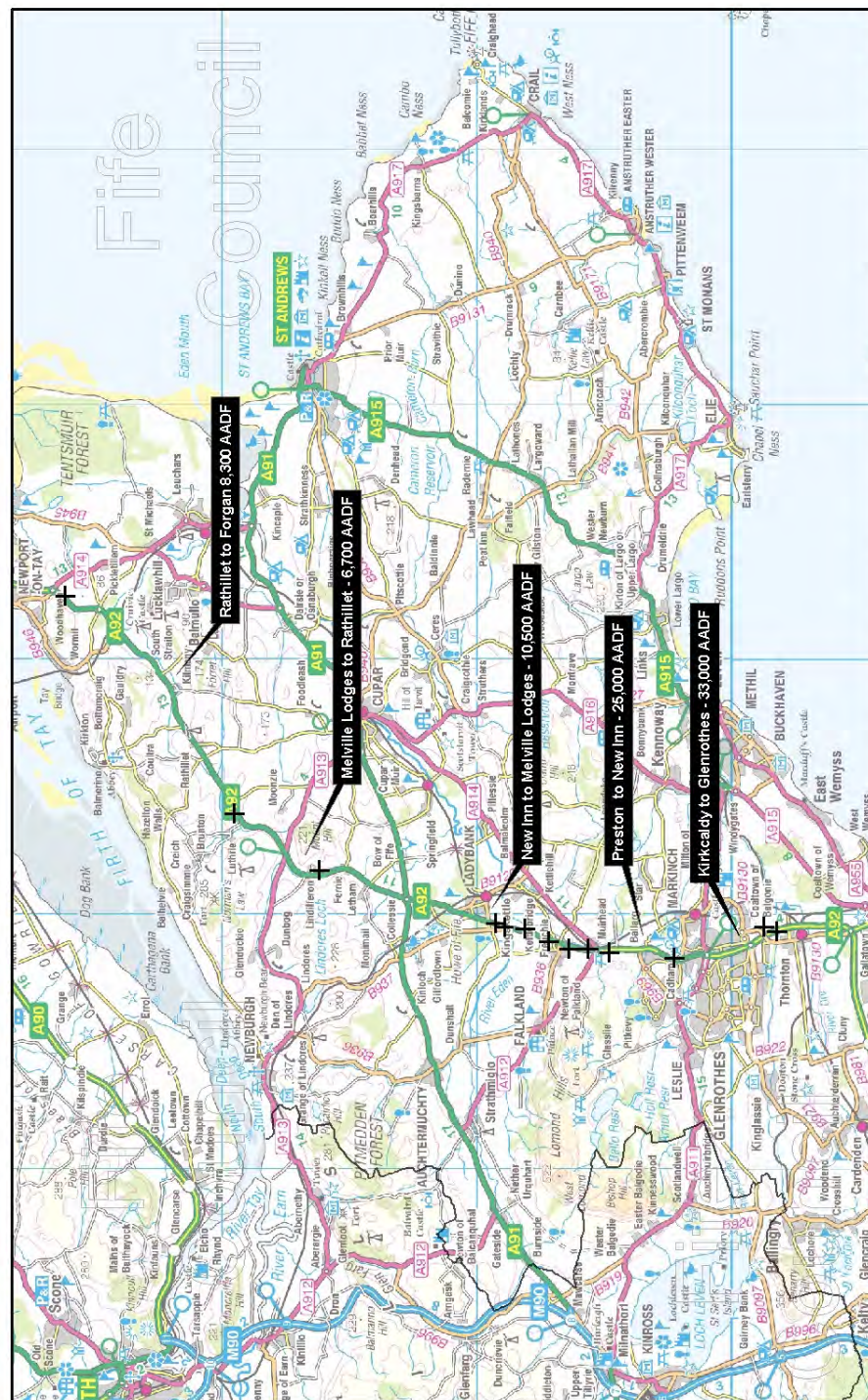
Identified Locations where 'Most' crashes happen

No.	Cluster Centre	Fatal	Serious	Slight	Damage
1	A92 Redhouse Roundabout, Kirkcaldy	0	2	37	199
2	A92 Bankhead Roundabout, Glenrothes	0	3	43	188
3	A92 Preston Roundabout, Glenrothes	0	2	18	131
4	A92 New Inn Roundabout	0	0	12	106
5	A92 Balfarg Junction (not incl Star)	0	4	18	34
6	A92 Forgan Roundabout	0	2	6	45
7	A92 Tay Bridge Roundabout	0	0	7	41
8	A92 Tullis Russell Roundabout	0	1	9	33
9	A92 Cairnfield Junction	0	2	10	18
10	A92 Melville Gates Roundabout	0	0	4	26

	A92 Freuchie (within 40mph limit)	2	1	16	47
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A92 Accident Statistics

Fatal Road Crash Locations



<p>© Crown copyright and database rights 2015. Ordnance Survey 100023385 Aerial Photography © copyright Getmapping.</p>	<p>A92 Fife - Traffic flows & Accident locations</p> <p>Prepared By: KHutchison-95 Service: Transportation & Env Printing Date: 25 March 2015</p> <p>Scale: 1:135,436</p>	<p>Fife COUNCIL</p>
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10 years:
(Jan 2005 -
Feb 2015)

13 fatal
crashes
resulting in
17 fatalities

A92 Accident Statistics — 3 Years Crash Statistics

A92 Preston Roundabout to South of New Inn (Jan 2012 to Feb 2015)

Road Crash Numbers by Year and Severity (Injury)

Severity of Crash	2012	2013	2014	Jan to Feb 2015	Total
Fatal	0	0	0	1	1
Serious	1	1	0	0	2
Slight	1	4	7	1	13
TOTAL	2	5	7	2	16

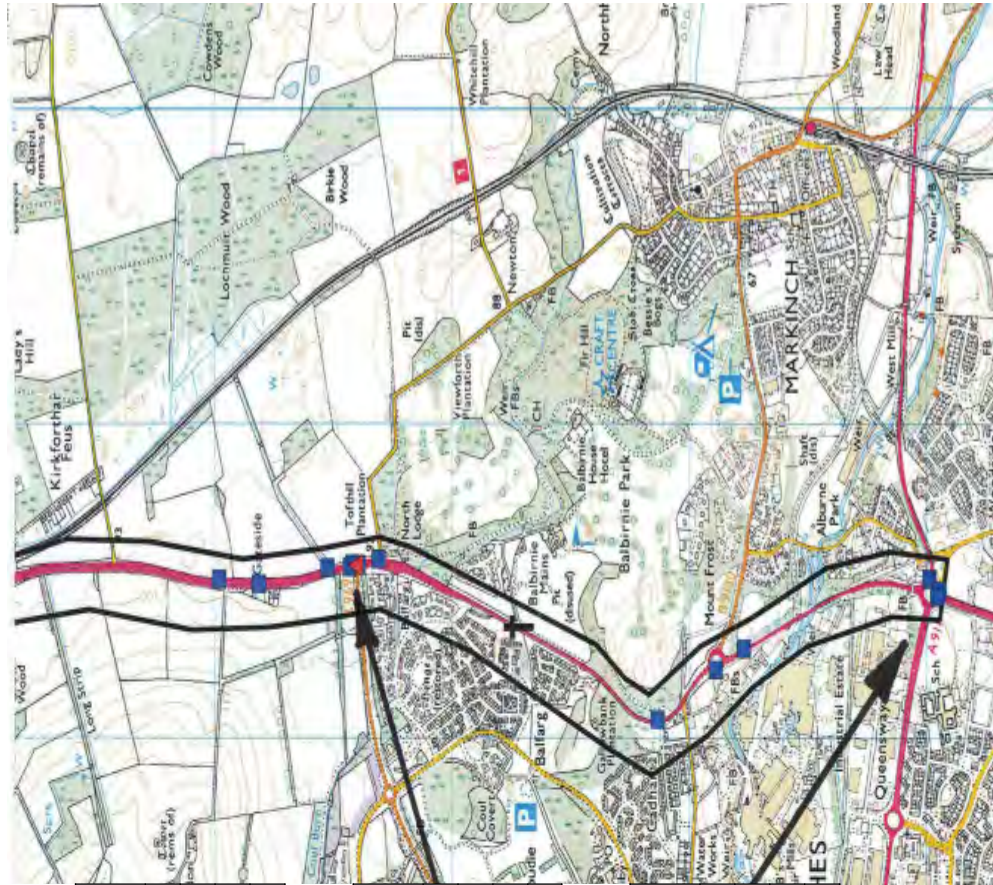
Balfarg Jct inc Star Road

Severity of Crash	2012	2013	2014	Jan to Feb 2015	Total
Fatal	0	0	0	0	0
Serious	1	1	0	0	2
Slight	0	3	1	0	4
TOTAL	1	4	1	0	6

Preston Roundabout

Severity of Crash	2012	2013	2014	Jan to Feb 2015	Total
Fatal	0	0	0	0	0
Serious	0	0	0	0	0
Slight	0	1	1	1	3
TOTAL	0	1	1	1	3

Key:	
Fatal	X
Serious	▲
Slight	■



A92 Accident Statistics — 3 Years Crash Statistics

A92 New Inn Roundabout to North of Freuchie (Jan 2012 to Feb 2015)

Road Crash Numbers by Year and Severity (Injury)

Severity of Crash	2012	2013	2014	Jan to Feb 2015	Total
Fatal	0	0	0	2	2
Serious	1	1	0	0	2
Slight	2	2	2	1	7
TOTAL	3	3	2	3	11

Freuchie within 40mph limits

Severity of Crash	2012	2013	2014	Jan to Feb 2015	Total
Fatal	0	0	0	1	1
Serious	0	0	0	0	0
Slight	0	0	2	0	2
TOTAL	0	0	2	1	3

New Inn Roundabout

Severity of Crash	2012	2013	2014	Jan to Feb 2015	Total
Fatal	0	0	0	0	0
Serious	0	0	0	0	0
Slight	1	1	0	1	3
TOTAL	1	1	0	1	3

Key:	
Fatal	X
Serious	▲
Slight	■



Transport Scotland Actions to Date

- Bankhead – New signing and road markings
- Tullis Russell & Cadham – New signing and road markings
- Balfarg – turning traffic Vehicle Activated Signs, new road markings
- Forthar Mill – new warning signs
- B9129 Ladybank – new Advanced Directional Signs and bollards

Transport Scotland Planned Actions

- Preston Roundabout – new signing and road markings
- New Inn Roundabout – new signing and road markings
- Freuchie – improved signing & Report on Pedestrian survey and Traffic Surveys
- Grip Testing – Bankhead (Northbound exit) & Bend North of Cadham

Local Concerns

Over a number of years concerns have been raised through local action groups.

Regarding junction layouts and advance warning and driver awareness.

Developing Action Plan

Short Term Actions – 0 to 2 years

- Balfarg junction improvements
 - Suggested closure of Balfarg Central Reservation Gap(s) (£20,000)
 - Roundabout (£2.5 million)
- New Inn Roundabout – high friction surfacing to south bound exit (£20,000)
- Freuchie junction improvements
 - Roundabout (£2 million)
 - Pedestrian crossing (£40,000)
 - Speed limit reduced to 30mph (£2,000)
 - Right turn lane at Bridgend Garage (£200,000)
- Ladybank junction improvements
 - Roundabout (£2 million)
 - Crossing facilities (£80,000)
- Cadham junction improvements
 - High friction surfacing (£25,000)
 - Signalisation (£80,000)
- Tay Bridge Park & Ride – (£4 million)

Developing Action Plan - continued

Medium to Long Term Actions – 5 years onwards

- Preston Roundabout – proposed signalisation (£300,000)
- Redhouse Roundabout
 - Grade separation (£20 million)
 - Signalisation (£4.1 million)
- Bankhead Roundabout – signalisation (£300,000)
- Dualling Preston Roundabout to New Inn Roundabout (£90 million)
- Dualling to Taybridge (£600-750 million)

The Next Steps

- Fife Council develop Action Plan for A92
 - Working with GAFG and all interested parties
 - Leaflet to support campaign for improvements on the A92
- Invite Transport Minister Derek Mackay to Fife/Meeting at Parliament before September/October 2015

