



STEWART PATON ASSOCIATES
Consulting Engineers and Forensic Investigation Specialists

A74 (M)/M74 Motorway Millbank to National Border

**STAGE 10 ROAD SAFETY AUDIT
(SPA Ref No:4674)**

Roads Authority: Transport Scotland

Client: Autolink Concessionaires (M6) plc



CONTENTS	Page
1 INTRODUCTION	
1.1 Background to the Study	1
1.2 Study Purpose	1
2 SCHEME DETAILS	
2.1 Description of the Scheme	2
3 ANALYSIS OF COLLISIONS	
3.1 General	2
4 TRAFFIC CONDITIONS	
4.1 Traffic Flows	7
4.2 Traffic Speeds	7
5 STATEMENT OF SAFETY PROBLEMS	
5.1 Fatal Collisions	7
5.2 Clusters of Collisions	11
5.3 Between Junctions 19 -20 - Smoke Discharge	15
5.4 Junction 21 – B7076	15
5.5 Review of Previous Road Safety Audit Reports and Exception Reports	16
6 OPTIONS FOR TREATMENT	
6.1 General	17
7 CONCLUSIONS	
7.1 General	17
8 AUDIT TEAM STATEMENT	18
APPENDICES	
I Collision Plot	
II Graphs showing Collision Frequency by Year, Month & Day of the Week and Hour of Day	
III Graphs showing, Weather Conditions, Road Surface Conditions and Light Conditions	

1 INTRODUCTION

1.1 Background to the study

1.1.1 This Road Safety Audit Report results from the Road Safety Audit Stage 10– 36 month monitoring carried out on the A74(M)/M74 motorway improvement scheme between Millbank and the National Border which is maintained for Transport Scotland under the direction of Autolink Concessionaires (M6) Plc (Autolink). The Road Safety Audit Report has been produced as part of a routine collision monitoring/Road Safety Audit procedure and the terms of reference for this monitoring report are described in HD 19/15. The Road Safety Audit has also been undertaken in accordance with the Road Safety Audit Brief provided by Autolink.

REDACTED

1.1.3 A site visit was conducted by both Road Safety Audit Team Members together on 26 January 2017, during which the weather was fair with clear skies and the road surface was dry. Traffic conditions were free flowing. A 'dash-cam' video recording was made of the route for reference purposes.

1.2 Study purpose

1.2.1 The purpose of this study is as follows:

- to undertake an in-depth study of the collisions that have occurred on the scheme during the past three years since opening;
- to identify any road collision problems;
- to suggest possible measures that would contribute to collision reduction on the scheme.
- to review the recommendations from the previous Road Safety Audit Reports at Stage 9
- Consider specific aspects of the route and collision locations as directed by the project sponsor.

Cluster 2 - Southbound

Location - At 8719 Overbridge (Greenhillstairs)

Accident ID 378713 involved two vehicles in collision during flooding conditions. It would appear that a previous collision had occurred in the vicinity and a northbound vehicle has crossed the central reserve and struck a southbound vehicle.

Accident ID 439976 involved three vehicles in frost/ice conditions. One vehicle appears to have 'hit and run', despite not being struck, with the other vehicles being damaged in the front.

Accident ID 453586 involved a single vehicle losing control in dry conditions and striking the central reserve barrier. Fatigue is recorded as a possible factor in the collision.

Observations: The southbound carriageway at this point is relatively level but passes through a number of transitions in terms of the horizontal alignment. The locus is some distance from any junction diverge and merge points. There is a works access to the north of the 87129 overbridge but this does not appear to have played any factor in the collisions.

Conclusion: The Audit Team considers this cluster of collisions does not appear to have occurred due any deficiencies in the road layout.