

Minister for Transport
Ministear airson Còmhdhail
Jenny Gilruth BPA/MSP



Scottish Government
Riaghaltas na h-Alba
gov.scot

T : 0300 244 4000
E : scottish.ministers@gov.scot

Mairi Gougeon MSP
Mairi.Gougeon.msp@parliament.scot

Our Reference: 202200323940
Your Reference: Laurencekirk Junction

2 November 2022

Dear Mairi,

Thank you for your email of 5 October to the Minister of Transport, Jenny Gilruth MSP, with a request for a meeting with the Minister, along with your constituent, [REDACTED], to discuss the A90/A937 Laurencekirk Junction Improvement Scheme.

Subject to Parliamentary Business, Ms Gilruth would be delighted to meet with you both to discuss the scheme. Please contact [REDACTED], her Diary Secretary, at MinisterFT@gov.scot to discuss the arrangements.

Yours sincerely

Steven Lamont
Private Secretary

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T : 0300 244 4000
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Tess White MSP
Tess.White.MSP@Parliament.scot

Our Reference: 202200324257
Your Reference: Follow up letter from today

1 November 2022

Dear Tess,

RE: Consultation on women's safety on public transport

Thank you for your letter dated 5 October regarding our meeting on 5 October to discuss women's safety on public transport and questions about the progress of this work, and concerns relating to the Laurencekirk Junction.

As discussed at our meeting, the engagement work on women's safety across public transport is underway, with a number of stakeholders, passengers and staff taking part. A full research report is due later this year and I am grateful for your ideas and reflections on this important piece of work.

In terms of sharing the outcomes of this work, I recently met with the Minister for Equalities & Older People and the Minister for Public Health, Women's Health & Sport on the Scottish Government's Equally Safe Strategy. The meeting was organised with a view to advancing collaboration around the many points of crossover between our areas of policy responsibility, with regards to tackling violence against women and girls.

Transport Scotland officials are considering formats for disseminating the outcome of the engagement work with women and girls on safety on public transport. This includes a potential event early next year. They are also engaging with Scottish Government officials from the Equally Safe Strategy team to identify opportunities to further promote this work. I will ask that your office be kept apprised of this work, as we discussed at our recent meeting.

I will write separately to you in relation to the Laurencekirk junction.

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Yours sincerely

JENNY GILRUTH

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Mairi Gougeon MSP
mairi.gougeon.msp@parliament.scot

Our Reference: 202300352058
Your Reference: Case Ref: ME5996

3 May 2023

Dear Mairi

A90/A937 Laurencekirk Junction Improvement

Thank you for your email of 14 April 2023 regarding the A90/A937 Laurencekirk Junction Improvement Scheme.

I would like to reassure you that the Scottish Government remains committed to completing the A90/A937 Laurencekirk Junction Improvement as soon as possible as part of a package of additional investment alongside the Aberdeen City Region Deal.

As you are aware following the publication of draft Orders, Transport Scotland received four objections to the proposed scheme including one from Aberdeenshire Council. Transport Scotland has been working with the objectors to try and resolve concerns where possible and continues to engage in positive dialogue with Aberdeenshire Council and other objectors. Three objections currently remain outstanding, including the one from Aberdeenshire Council.

The meeting held between Aberdeenshire Council and Transport Scotland on 02 February 2023 was constructive in moving matters forward and I can confirm that further positive engagement has taken place since. Rest assured my officials at Transport Scotland continue to progress work on this as a priority with a view to concluding a formal Agreement with Aberdeenshire Council in order to resolve their objection.

Should Transport Scotland be unsuccessful in removing all objections, a public local inquiry may be required. As with all trunk road projects, this is the appropriate forum for considering objections

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received and not withdrawn. The statutory right for individuals to have their say on our proposals cannot be set aside.

Yours sincerely

KEVIN STEWART

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T : 0300 244 4000
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[REDACTED]

mearnscommunitycouncil@gmail.com

Our Reference: 202300372780
Your Reference: A90/A937 flyover

7 September 2023

Dear [REDACTED],

A90/A937 Laurencekirk Junction Improvement

Thank you for your email of 23 August 2023 regarding the A90/A937 Laurencekirk Junction Improvement Scheme.

I would like to reassure you that the Scottish Government is committed to delivering the A90/A937 Laurencekirk Junction Improvement scheme as part of a package of additional investment alongside the Aberdeen City Region Deal.

Following the publication of draft Orders, Transport Scotland received a number of objections to the proposed improvements at Laurencekirk, including one from Aberdeenshire Council. I can advise that my officials at Transport Scotland continue to work with Aberdeenshire Council to resolve their concerns and to put in place a formal agreement to enable withdrawal of their objection and I wish to assure you that this work is continuing to progress as a priority. Constructive dialogue continues with Aberdeenshire Council in that regard and it is hoped that agreement can be achieved to allow resolution of their objection. In addition to Aberdeenshire Council's objection, two objections from directly affected landowners remain extant. Transport Scotland continues to work with the objectors to try and resolve concerns where possible.

Should Transport Scotland be unsuccessful in removing all objections a public local inquiry may be required. As with all trunk road projects this is the appropriate forum for considering objections received and not withdrawn. The statutory right for individuals to have their say on our proposals cannot be set aside.

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Delivery of the scheme itself can only commence if it is approved under the relevant statutory procedures, at which point a timetable for its progress can be set.

In respect to receiving further scheme updates and being added to a distribution list, I can advise that I have asked my officials at Transport Scotland to include Mearns Community Council in any notifications of relevant future consultation events or updates for the scheme.

Yours sincerely

FIONA HYSLOP
Minister for Transport

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Mairi Gougeon MSP
Mairi.gougeon@parliament.scot

Our Reference: 202300372976
Your Reference: ME6674

7 September 2023

Dear Mairi,

A90/A937 Laurencekirk Junction Improvement

Thank you for your email of 23 August 2023 regarding the A90/A937 Laurencekirk Junction Improvement Scheme.

Firstly, I would like to reassure you that the Scottish Government remains committed to delivering the A90/A937 Laurencekirk Junction Improvement scheme as part of a package of additional investment alongside the Aberdeen City Region Deal.

My officials at Transport Scotland continue to work with Aberdeenshire Council to resolve their concerns and to put in place the necessary formal agreement to enable withdrawal of their objection. At this particular time it is noted that the Aberdeenshire Council objection has not yet been formally withdrawn. However, I wish to assure you that this work is continuing to progress as a priority and can confirm that officials have conducted constructive dialogue with Aberdeenshire Council with respect to concluding the agreement. It is hoped that a formal written agreement can be achieved with Aberdeenshire Council in short course allowing for resolution of the objection.

In addition to Aberdeenshire Council's objection, two objections from directly affected landowners remain extant. Transport Scotland continues to work with the objectors to try and resolve concerns where possible.

Should Transport Scotland be unsuccessful in removing all objections, a public local inquiry may be required. As with all trunk road projects, this is the appropriate forum for considering objections

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received and not withdrawn. The statutory right for individuals to have their say on our proposals cannot be set aside.

Delivery of the scheme itself can only commence if it is approved under the relevant statutory procedures, at which point a timetable for its progress can be set.

Yours sincerely

FIONA HYSLOP
Minister for Transport

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Planning & Design – Design Team 1
Major Transport Infrastructure Projects

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



Meeting Minutes

Room 1a/1b Floor 2,
Endeavour House,
1 Greenmarket, Dundee,
DD1 4QB.

**A90/A937
Laurencekirk
Junction
Improvement
Scheme**

Partnership
Meeting

3 November 2016

Attendees

[REDACTED]	[REDACTED]	Transport Scotland (TS)
[REDACTED]	[REDACTED]	Transport Scotland
[REDACTED]	[REDACTED]	Transport Scotland
[REDACTED]	[REDACTED]	Amey
[REDACTED]	[REDACTED]	Amey
[REDACTED]	[REDACTED]	Nestrans
[REDACTED]	[REDACTED]	Aberdeenshire Council (AbC)
[REDACTED]	[REDACTED]	Aberdeenshire Council
[REDACTED]	[REDACTED]	Angus Council (AnC)

Apologies

[REDACTED]	[REDACTED]	Transport Scotland
[REDACTED]	[REDACTED]	Transport Scotland
[REDACTED]	[REDACTED]	Angus Council



	Item	Action
1.	<p>Introductions</p> <p>All parties were introduced.</p>	
2.	<p>Laurencekirk Development Scheme</p> <p>i. <u>Next Steps</u></p> <p>TS and Amey provided an overview of the scheme.[REDACTED] introduced [REDACTED] (Task Order Manager) and [REDACTED](Principal Roads and Infrastructure Engineer), from Amey who are the recently appointed consultants taking forward the next steps of the design following completion of Nestrans STAG Appraisal .</p> <p>[REDACTED] gave brief introduction of the scheme, explaining the work that has been done to date and the design process and statutory procedures that needs to be followed going forward.</p> <p>The following key programme activities and timescales were highlighted:-</p> <ul style="list-style-type: none"> • completion of DMRB Stage 2 to identify a preferred Junction Layout in 2018 • completion of DMRB Stage 3 to allow draft Orders to be published in 2019 <p>[REDACTED] and [REDACTED]expressed their view that this scheme is not typical because both local authorities share a common interest and therefore this scheme would need a lot more stakeholder collaboration than usual.</p> <p>[REDACTED] highlighted that the TS project Inception workshop is scheduled for Wednesday 9 November 2016 and that the scheme objectives will be set as part of this process. Partnership members highlighted their desire to get involved in the workshop. TS explained that the workshop is a standard part of the design team process that introduces the scheme to TS specialists, such as Standards,Environment and Road Safety Branches and provides an opportunity to meet their counterparts from the consultant's design team. The workshop covers the consultants approach to the commission and define scheme specific objectives. TS confirmed that the STAG objectives would inform the scheme objectives. The Partnership expressed a desire to be involved with this process. TS agreed that the outcome from the workshop, and specifically the scheme objectives will be shared with the Partnership for comment.</p> <p>[REDACTED] and [REDACTED]highlighted that the City Deals memorandum of understanding requires regular reporting of progress on this scheme to the Joint Committee.</p> <p>ii. <u>Programme</u></p>	TS

	<p>It was acknowledged that recent Scottish Ministerial (SM) announcements indicate that the Draft Orders of the scheme are currently programmed to be published in 2019. [REDACTED] advised that this programme commitment would be shared with the Nestrans board.</p> <p>iii. Key Issues</p> <p>All parties acknowledged the importance of keeping and nurturing good relations with the local stakeholders.</p> <p>[REDACTED] explained that a “Meet the Team” event was planned in the coming months and it was agreed by all parties that this would be welcomed by the community and should be arranged to be held sooner rather than later.</p> <p>[REDACTED] recommended that Amey make early contact with AC’s Area Manager, [REDACTED]He meets the local community council on a regular basis and is an important contact for keeping the public apprised of progress and forthcoming events such as “Meet the Team”.</p> <p>[REDACTED] advised that a topographical survey will to be carried out shortly. [REDACTED] stated that options involving LiDAR and/or Unmanned Arial Vehicles (UAV) are currently being explored. It was noted that such options can be undertaken from a moving vehicle and will not require traffic management and keep any disruptions on the road network to a minimum.</p> <p>[REDACTED] asked [REDACTED] that AbC be kept informed prior to any survey works on site or any other planned works that may cause disruption on the road network, so that they can field any questions asked by the local community and press.</p>	<p>All [REDACTED]</p> <p>Amey/TS</p> <p>Amey/TS</p> <p>Amey</p> <p>Amey</p>
<p>3.</p>	<p>Development Management Update</p> <p>[REDACTED] advised that the additional traffic projected from the Montrose Airfield development may have impact on the layout of the new junction. At the moment the developer is required to demonstrate to AnC and TS the phasing impact of the development on surrounding road network before development work can start. However it was recognised that it may be possible that small scale development could be permitted at this site before there is a need for grade separation at Laurencekirk.</p> <p>[REDACTED]also advised that A937 may potentially have increased HGV traffic in the future because of AnC plans to lower the A937 and remove a height restriction at an A937 railway bridge which currently prohibits high sided vehicles accessing the Laurencekirk junction.</p>	

	<p>It was similarly noted that planning approval of large scale housing development in and around Laurencekirk is heavily dependent on a grade separated junction being in place. However it was noted that there have been some concessions that allow smaller scale development to proceed without a GSJ eg 200 houses at the northern M1 site.</p> <p>[REDACTED] asked if AnC had a traffic model that could inform traffic flows for the Laurencekirk Paramics model. [REDACTED] advised that there is currently no traffic model for Angus Area but that this is something that needs to be addressed by AnC.</p> <p>It was agreed by all that a development management sub-group meeting to discuss economic development and cross border interaction should be organised for end November early December.[REDACTED]advised that he would contact [REDACTED] Development Management and[REDACTED]of Technical Analysis Branch to arrange.</p> <p>[REDACTED]noted that [REDACTED], TS Development Management, will also be extended an invite to all future Partnership Meetings.</p>	<p>TS</p> <p>TS</p>
<p>4.</p>	<p>Funding Arrangements</p> <p>Noted that the Scottish Government announced, at the same time as the Aberdeen City Deals announcement of £250 million, an additional £254 million for the NE area which includes £24 million to take forward a new grade separated junction at Laurencekirk.</p>	
<p>5.</p>	<p>AOCB</p> <p>The structure and timing of future meetings to be arranged but agreed a 3 month cycle would be appropriate and try to coordinate with Aberdeen City Deals meeting and to allow TS to provide updates on scheme progress</p>	
<p>6.</p>	<p>Date of Next Meeting</p> <p>To be agreed.</p>	



Minutes of Meeting

Multi-Supplier Framework Agreement for Engineering and Transportation Consultancy Services – Lot 1 - Roads

A90/A937 Laurencekirk Junction Improvement Scheme – Partnership Meeting

Purpose of Meeting Partnership Meeting

Location: Endeavour House, Dundee

Time/Date: 13:30, Tuesday 28th February 2017

Attendees: [REDACTED](Design Manager, MTRIPs Design Team 1 – Transport Scotland)
 [REDACTED] (Project Manager, MTRIPs Design Team 1 – Transport Scotland)
 [REDACTED](Senior Transport Planner, Strategic Transport Planning – TS)
 [REDACTED](TS Development Management)
 [REDACTED]((SYSTRA) TS Development Management)

[REDACTED](Principal Engineer – Amey)
 [REDACTED](Principal Transportation Specialist – Amey)

[REDACTED](Aberdeenshire Council (AbC))
 [REDACTED](Aberdeenshire Council (AbC))

[REDACTED](Angus Council (AnC))

[REDACTED](NESTRANS)

Apologies: [REDACTED](MTRIPs), [REDACTED](Amey),[REDACTED]Angus)

Item	Minutes	Actions
1.0	Apologies Apologies were given as noted above. [REDACTED]confirmed that [REDACTED]would be retiring on 1 st June and the meeting extended best wishes.	
2.0	Actions from previous Note of Meeting, 3rd November 2016 (Item number of previous note of meeting in brackets)	
2.1	(2) TS had provided the scheme objectives (as agreed as part of the Inception Workshop process) to the Partnership for comment.	
2.2	(2) [REDACTED]to confirm that the broad programme for the scheme had been shared with the NESTRANS board.	[REDACTED]
2.3	(2) [REDACTED]confirmed that good contact had been established with [REDACTED] and his colleagues (including [REDACTED] , albeit by email only at this stage). Good relations had been established with local stakeholders.	
2.4	(3) [REDACTED]confirmed that the sub-group meeting had taken place on 15 December 2016, attended by[REDACTED]and [REDACTED]from AbC.	
3.0	Progress Report on the Laurencekirk Junction Improvement Scheme	

Item	Minutes	Actions
3.1	<p>Progress</p> <p>[REDACTED] gave an overview of progress to date, summarised as follows:</p> <ul style="list-style-type: none"> • Inception complete • Topographical survey substantially complete • Environmental surveys commenced • Conceptual design of layouts for junction improvements on-going • Meet the Team event successfully held – circa 180 attendees • Traffic forecasting and modelling on-going • Consultations with relevant authorities on-going 	
3.2	<p>Programme</p> <p>[REDACTED] confirmed that the project was on programme towards combining improvement elements into scheme options for further engineering, traffic & economic and environmental assessment. [REDACTED] confirmed that the next milestone was the public exhibition to show the options for the preferred scheme, which was scheduled for September 2017. [REDACTED] queried when the options would be available for the Partnership to view and it was confirmed that this would be just in advance of the public exhibition, so not before late summer. It was agreed that this would be the appropriate time for the next Partnership meeting.</p>	
3.3	<p>Amey and TS gave an overview of the successful Meet the Team event. [REDACTED] provided a link to the scheme information (including the event material) on the TS website, post meeting.</p>	
3.4	<p>Key issues in forthcoming months</p> <p>[REDACTED] confirmed that there were no major issues at this point and that consultation was on-going regarding the implications of construction above or near the Forties pipeline.</p>	
3.5	<p>Sifting the many potential permutations of options and layouts will be the main focus in forthcoming months.</p> <p>[REDACTED] commented that measures need to be proportionate, for example the flows associated with the centre junction might not justify the expense of a link road to the south junction. [REDACTED] also commented that the central reserve crossing just south of the south junction should be closed as part of the scheme because reasonable alternative access would be available. [REDACTED] confirmed that such considerations were part of the assessment work.</p>	
4.0	Scheme Objectives	
4.1	<p>The measurability of Objective 1 which refers to ‘a reduction in accidents at the A90 Laurencekirk Junctions as a result of traffic turning or crossing at the junctions.’ was questioned because safety measures that have been implemented over the years have improved the accident record to such an extent that a reduction in accidents will be difficult to achieve. However, it was noted that this objective covers all the Laurencekirk junctions and therefore it was considered there was still scope to show reduction overall.</p>	
4.2	<p>The Objectives were discussed in the wider context of junctions on the A90 either side of Laurencekirk i.e. north of the north junction and south of the south junction. [REDACTED] commented that the Objectives seemed too specific to the south junction.</p>	
4.3	<p>[REDACTED] commented that the STAG study had defined a wider zone of interest and the objectives should relate to this. STAG report to be checked in this regard. [REDACTED] advised that the objectives that were agreed as part of the Inception process were based on the original STAG objectives and that this was the starting point for discussion and that the new scheme objectives were not drastically different.</p>	Amey
4.4	<p>[REDACTED] commented that the DMRB process was not so objectives driven compared to STAG.</p>	



Item	Minutes	Actions
5.0	Impacts on Laurencekirk High Street and local road network	
5.1	[REDACTED]clarified the roles and responsibilities with regard Laurencekirk High Street. It was agreed by all partners at the meeting that Transport Scotland and Amey will work in partnership with AbC to identify the impacts on the High Street resulting from the various junction improvement options and development and to identify possible mitigation measures for the High Street. After that AbC will have responsibility for implementing and funding the mitigation measures that are appropriate for the preferred option. The impact on the local road network was discussed but will be dependent on the preferred scheme for junction improvements.	
5.2	[REDACTED]commented that the item should remain on the agenda and consultation/ collaboration was to continue towards modelling the wider and predicted traffic patterns (including re-routing potential). [REDACTED]outlined AnCs aspiration to improve the A937 and other routes from Montrose to the A90 (including a new local link road connecting to the A90 Stracathro junction) and commented that these were related to improvement of the south junction at Laurencekirk and were obviously subject to available funding.[REDACTED]provided links, post meeting, to the Tay cities site associated with these infrastructure improvement aspirations.	
5.3	[REDACTED]commented that the item should remain on the agenda and consultation/ collaboration was to continue towards modelling the wider and predicted traffic patterns (including re-routing potential). [REDACTED]outlined AnCs aspiration to improve the A937 and other routes from Montrose to the A90 (including a new local link road connecting to the A90 Stracathro junction) and commented that these were related to improvement of the south junction at Laurencekirk and were obviously subject to available funding.[REDACTED]provided links, post meeting, to the Tay cities site associated with these infrastructure improvement aspirations.	
6.0	Development Management Update	
6.1	The Sunnyside Hospital, Hillside, Montrose development was discussed. Scoping discussions are on-going with the developer.	
6.2	The Montrose airfield development was discussed and it was noted that the developer had done nothing to produce traffic impact analysis.	
6.3	[REDACTED]commented that TS were concerned about the cumulative impact of permitted developments at Laurencekirk and North Angus in advance of a south grade-separated junction at Laurencekirk.	
6.4	[REDACTED]commented that the allocation for development land on the AbC local structure plan was considered to be more than sufficient to accommodate the appetite for construction of developments for some years to come, given the historical and predicted rates of build on permitted developments.	
7.0	Funding Arrangements	
7.1	It was agreed that avenues to enhance/supplement funding for the Laurencekirk Junction Improvement Scheme will continue to be explored.	
8.0	Actions	
8.1	The actions from the meeting are summarised in these Minutes.	
9.0	AOCB	
9.1	No other competent business was identified.	
10.0	Next Meeting	
10.1	The next meeting was to be arranged for this summer to suit availability of scheme options for the preferred option prior to the public exhibition of emerging options.	



Minutes of Meeting

**Multi-Supplier Framework Agreement for
Engineering and Transportation Consultancy Services – Lot 1 - Roads**

A90/A937 Laurencekirk Junction Improvement Scheme – Partnership Meeting

Purpose of Meeting Partnership Meeting

Location: Endeavour House, Dundee

Time/Date: 10:00, Friday 8th September 2017

Attendees: [REDACTED](Design Manager, MTRIPs Design Team 1 – Transport Scotland)
 [REDACTED](Project Manager, MTRIPs Design Team 1 – Transport Scotland)
 [REDACTED](SYSTRA) (TS Development Management)
 [REDACTED](Task Order Manager – Amey)
 [REDACTED] (Principal Engineer – Amey)
 [REDACTED](Aberdeenshire Council Infrastructure Services - Head of Transportation (AbC))
 [REDACTED](Angus Council - Service Manager (Roads) - Technical & Property Services (AnC))
 [REDACTED](Director - NESTRANS)
 [REDACTED](TS Development Management),[REDACTED]Aberdeenshire Council (AbC))

Apologies:

Item	Minutes	Actions
1.0	Actions from previous Minutes of Meeting of 28th February 2017 (Item number of previous Minutes in brackets)	
1.0	(2.2) [REDACTED] confirmed that the broad programme for the scheme had been shared with the NESTRANS board.	
1.1	(4.3) The attendees were content that the scheme objectives had taken cognisance of the STAG objectives.	
2.0	Overview of development and sifting of options	
2.1	[REDACTED] provided an overview of the work that had taken place to date to develop the scheme options and create preliminary designs, and described the work involved in undertaking the initial sifting exercise, which was as follows:	

Item	Minutes	Actions
2.2	<p>Conceptual designs have been created for the junction layouts at both the north and south junctions focussing on different arrangements which conform to the requirements of DMRB, Volume 6, TD40 or TD22. [REDACTED] explained that these arrangements had been initially sifted by means of comparing with alternative arrangements, which included taking cognisance of:</p> <ul style="list-style-type: none"> a. Quadrants for better traffic performance – minimise conflicting flows b. Buildability – minimise disruption to existing roads – offline c. CDM – risk reduction for construct and maintain – minimise interaction with hazards d. Road safety – potential speeds, conflicting manoeuvres, interaction with existing roads, potential for closing A90 CR gaps, access links, impact on the High Street e. Footprint – environmental impact – landtake f. Potential cost – larger and/or skewed structures g. Potential Departures – compliance with Standards – unnecessary complication h. Compliance with Scheme Objectives 	
2.3	<p>Following consultation with TS Standards, TD40 Compact grade-separated junctions (GSJs) were considered to be unsuitable for the traffic flows (Mainline flows between 12,500 AADT and 30,000 but side road traffic flows too high (up to 3,000 vehicles per day)).</p>	
2.4	<p>The larger grade-separated junction layouts were considered to have disproportionate cost and environmental impact. However, the north junction option for Quarter Cloverleaf has the potential for equal benefits at much lower cost and environmental impact than larger GSJs, through efficient utilisation of some existing infrastructure.</p>	
2.5	<p>Grade-separated junctions involving underpasses beneath the A90 were considered to have problematic drainage and would cause unacceptable disruption to traffic during construction.</p>	
2.6	<p>Other Options that could perform well and satisfy the Scheme Objectives were considered and The A937 Realignment option emerged from this process.</p>	
3.0	<p>Overview of developing proposals for the Public Exhibition</p> <p>3.1 [REDACTED] gave an overview of the material that was being prepared for the forthcoming Public Exhibition. A3 copies of the draft exhibition boards were presented to all attendees, and A1 copies of the draft boards that were intended to show the scheme options to be taken forward to full DMRB Stage 2 Assessment were tabled and discussed.</p> <p>3.2 The provisional date for the public exhibition was confirmed as Friday 29th September 2017. Attendees were updated post meeting when it became clear that the date for the exhibition would be after 29th September and the school holidays for both Aberdeenshire and Angus would affect dates in October. As of writing on the 26th September, the 30th October or 10th November were the most likely dates for the exhibition.</p> <p>3.3 [REDACTED] explained that the rationale for displaying the scheme options at the exhibition would be to focus on the option elements rather than the multiple combinations of elements that made up the scheme options.[REDACTED] commented that this was problematic when showing the north junction element in isolation since it was only viable in combination with a south GSJ.</p> <p>Amey to consider how best to show full scheme options at the exhibition (with consistent view angle and scale).</p> <p>Amey to include existing traffic flows and predominant movements on the exhibition boards.</p>	<p>Amey</p> <p>Amey</p>

Item	Minutes	Actions
3.4	<p>The closure of the central reserve gaps was discussed, with particular attention given to the closure of the central reserve gap at the north junction. [REDACTED] commented that closure of this central reserve gap should be part of the preferred scheme.</p> <p>Amey to consider how best to show proposals/option elements to close central reserve gaps at the exhibition.</p>	Amey
3.5	<p>Early indication of cost estimates for scheme options was discussed.[REDACTED] commented that TS should be wary of showing scheme options that were unaffordable at the public exhibition and causing false expectation. Amey and TS stressed that only very early indicative cost estimates had been compiled to date. It was considered that the scheme options that were recommended in the Access to Laurencekirk Study (STAG/Stage 1) to be assessed at Stage 2 could not be sifted-out prior to full Stage 2 Assessment based on cost alone. Amey and TS accepted that public perception would need to be carefully managed for the scheme option involving two GSJs, which could have an affordability issue.</p>	
3.6	<p>The additional scheme option involving realignment of the A937 to a GSJ at the north junction was viewed and discussed (and well-received). AbC's views on the additional infrastructure that would ultimately be within AbC's road authority network were queried and [REDACTED] felt that this should not be an issue.</p>	Amey
3.7	<p>Amey to check the existing north junction for compliance with current DMRB standards.</p>	
3.8	<p>Amey to include additional boards at the exhibition showing the scheme drawings to allow extra opportunity to view and discuss the scheme options. Seating areas and breakout tables to be included too.</p>	Amey
4.0	<p>Feedback from the Partnership</p>	
4.1	<p>The feedback from the Partnership is incorporated in the items in Section 3 of this Minute.</p>	
4.2	<p>[REDACTED] commented that the meeting had been most useful in keeping the Partnership involved and informed.</p>	
5.0	<p>Any Other Business</p>	
5.1	<p>[REDACTED] informed the meeting that Amey had been awarded the commission from Angus Council for the Montrose to A90 Road Link Study.</p>	
6.0	<p>Next Meeting</p>	
6.1	<p>The next meeting was to be arranged. It is suggested that this should be after the Stage 2 value for money exercise when the preferred option has emerged.</p>	



Minutes of Meeting

Multi-Supplier Framework Agreement for Engineering and Transportation Consultancy Services – Lot 1 - Roads

A90/A937 Laurencekirk Junction Improvement Scheme – Partnership Meeting

Purpose of Meeting Partnership Meeting
 Location: Endeavour House, Dundee
 Time/Date: 11:00, Monday 26th February 2018

Attendees: [REDACTED] (Design Manager, MTRIPs Design Team 1 – Transport Scotland)
 [REDACTED] (Project Manager, MTRIPs Design Team 1 – Transport Scotland)

- [REDACTED] (Technical Director – Amey)
- [REDACTED] (Head of Transportation - Aberdeenshire Council Infrastructure Services (AbC))
- [REDACTED] (Strategic Transportation Project Manager - Aberdeenshire Council Infrastructure Services - (AbC))
- [REDACTED] (Service Manager (Roads) - Angus Council - Technical & Property Services (AnC))
- [REDACTED] (Director - NESTRANS)

Apologies: [REDACTED] and [REDACTED] (TS Development Management)
 [REDACTED] (Task Order Manager – Amey)

Item	Minutes	Actions
1.0	Actions from previous Minutes of Meeting of 8th September 2017 (Item number of previous Minutes in brackets)	
1.1	All previous actions were reviewed and related to preparations for the public exhibition held in October 2017. Actions noted as complete.	
2.0	Overview of project progress	
2.1	[REDACTED] provided an overview of project progress since the last Partnership meeting as follows: <ul style="list-style-type: none"> • Successful public exhibition held on 30th October 2017 and feedback examined. • Engineering assessment being progressed. • Advance preparation for ground investigation commenced including engagement with TS independent checker. • Traffic & economic assessment substantially complete and independent audit commenced. • Environmental assessment substantially complete and audit by TS on-going. • Preparations for TS Value for Money Workshop (VfM2) commenced – workshop scheduled for 26th March 2018. • Initial preparations for the preferred option public exhibition forming the Stage 2 assessment of the Design Manual for Roads and Bridges (DMRB) is to commence in the coming months. 	

Item	Minutes	Actions
2.2	[REDACTED] commented that many of the activities in Item 2.1 above were sub-critical in terms of programme in that they all had the potential to be the critical path for completion of the DMRB Stage 2 Assessment and progression to Stage 3.	
3.0	Overview of feedback from the public exhibition	
3.1	[REDACTED] gave an overview of the feedback received during and following the options public exhibition as summarised in Item 3.2 below.	
3.2	<p>The exhibition was attended by over 240 members of the public, including elected members, local interested people, business owners and property owners directly and indirectly affected by the improvement proposals. Attendees were predominantly from the south Aberdeenshire and north Angus areas.</p> <p>Attendees were asked to complete a feedback form, providing opportunity to comment on the exhibition and the options under consideration. A total of 147 comments were recorded; 72 via forms returned during the exhibition, 29 verbal comments noted at the exhibition and 46 communications via emails after the exhibition.</p> <p>Analysis of the feedback indicates that Option 1 appeared to be favoured with 42% of all comments received expressing a preference involving Option 1 (55% of comments where a preference was stated). Opinion on the preferred Sub-Option (interventions at the centre and north junctions) was fairly evenly split. Whilst 19% of all comments received expressed a preference for Option 3, it elicited the most emotive and polarised reaction from feedback, which also included 24% of all comments received expressing a specific dislike of Option 3.</p> <p>Of the 147 comments received, 91 contained a primary concern. The impact of proposals on Laurencekirk High Street appeared to be cited as the main topic of concern with 36% of all primary concerns expressed relating to this. The next most cited concern was safety at existing and/or proposed junctions forming 11% of all primary concerns expressed.</p> <p>The exhibition provided a valuable opportunity for community engagement and elicited useful feedback from locals and road users to help inform the DMRB Stage 2 Assessment.</p>	
3.3	[REDACTED] commented that findings of the exhibition should be in the public domain given that the exhibition was for public engagement to illicit the feedback received. It was acknowledged by all that an exhibition feedback report could be the subject of a FOI request if not placed in the public domain. Accordingly, any information contained in an exhibition report should take full cognisance of data protection requirements. Compilation of an Executive Summary of feedback received was discussed. TS to consider.	TS
3.4	[REDACTED] commented that care should be exercised when drawing conclusions from a relatively small sample size, consisting of comments from 147 people. All agreed that care should be exercised regarding the use of statistical analysis of feedback taking cognisance that comments were requested and not subject of a "vote".	
3.5	[REDACTED] confirmed that the option for 2 grade-separated junctions (GSJs) had been sifted out in advance of the options public exhibition as it was considered not to perform well against project objectives and other assessment criteria.	
3.6	[REDACTED] gave an overview of some of the salient communications following the exhibition including Laurencekirk Development Trust (LDT) and Mearns Community Council (MCC).[REDACTED] commented that MCC had also made representations to AbC, including an attempt to raise the matter a full Council meeting but that an Area Committee Meeting was pending.	
3.7	[REDACTED] commented that a Laurencekirk Summit meeting was being proposed and that he would keep TS and Amey informed if specific input regarding the project was requested.	[REDACTED]

Item	Minutes	Actions
4.0	Update from Transport Scotland (TS)	
4.1	Items in Section 3 of these Minutes include feedback and updates from TS.	
4.2	[REDACTED] and [REDACTED] made reference to the recent TS announcement made to convey positive findings regarding driver behaviour following the introduction of average speed cameras on the A90 from Dundee to Aberdeen. It was noted that no specific ministerial event in Laurencekirk was held as part of the announcement as it was considered likely that such an event may attract concern from local residents that the findings would prejudice delivery of a new GSJ at Laurencekirk.	
5.0	Feedback/Update from the Partnership	
5.1	Items in Section 3 of these Minutes include feedback and updates from the Partnership.	
5.2	[REDACTED] and [REDACTED] discussed the longer-term strategy for improvement to the A90 in relation to a specific ministerial/Transport Scotland commitment to GSJ upgrades from Dunblane to Aberdeen versus projects taken forward as part of City Region Deals. Wider discussion between relevant bodies are on-going in this regard.	
6.0	The way forward	
6.1	<p>[REDACTED] outlined the current project programme for the coming period noting continuation of assessments and necessary audits in March then conclusion of assessments and presentation of the preferred option to TS Investment Decision Makers (IDM) in April /May 2018 for approval.</p> <p>[REDACTED] commented that TS are aiming to ensure that the public exhibition to display the preferred option is held in advance of the summer school holidays.</p> <p>[REDACTED] enquired about the dates of school holidays in Aberdeenshire and Angus and it was confirmed that they were early July.</p> <p>Post Meeting Note - [REDACTED] provided dates for AbC school holidays as below: Aberdeenshire schools break up on Friday 06/07/18. The only other day of note is public holiday on Monday 07 May.</p> <p>From the Angus Council webpages</p> <ul style="list-style-type: none"> • 7th May is also a public holiday • 28 May is an in-service day • Schools break up on Friday 29 June 	
6.2	[REDACTED] commented that reference to the issues/concerns related to transport matters around Laurencekirk and explanation of how the preferred option makes improvements with regards to them would be worth considering for inclusion in the boards for the preferred option exhibition.	Amey TS
7.0	Any Other Business	
7.1	No AOB was raised around the table.	
8.0	Date for next meeting	
8.1	The next meeting would be scheduled for the period after IDM confirmation of the preferred option and before the public exhibition. Arrangements to be confirmed provisionally for May 2018.	All



Record of Meetings

Multi-Supplier Framework Agreement for Engineering and Transportation Consultancy Services – Lot 1 - Roads

A90/A937 Laurencekirk Junction Improvement Scheme – Partnership Briefings

Purpose of Meeting: Update the Partnership on the DMRB Stage 2 Preferred Option in advance of Public Exhibitions

Location: various as noted

Time/Date: various as noted

Attendees: [REDACTED] (Project Manager, MTRIPs Design Team 1 – Transport Scotland)

[REDACTED] (Technical Director – Principal R & I Engineer – Amey)

Partnership members as noted

Apologies: none required

Item	Minutes	Actions
1.0	<p>Background</p> <p>As part of Transport Scotland’s and Amey’s on-going commitment to consultation with the Partnership, a meeting was originally proposed for July 2018 to provide a project update and brief the Partnership on the identification of the DMRB Stage 2 preferred option in advance of the public exhibitions scheduled for 20/07/18 and 24/08/18. Due to varying availabilities and the holiday period, a meeting with all members in attendance was not feasible in the time available and therefore four separate briefings were carried out as noted in this record of meetings.</p>	
2.0	<p>Briefings</p>	
2.1	[REDACTED] and [REDACTED] gave the briefings in all cases.	
2.2	The briefings comprised an overview of the DMRB Stage 2 Value for Money (VfM2) Workshop Report and discussion of the factors that had contributed to the assessment/identification of the preferred option. The panels prepared for the preferred option public exhibition(s) were also reviewed.	
2.3	The first briefing was a meeting held on Thursday 12 th July 2018 in Buchanan House, Glasgow with [REDACTED] of Aberdeenshire Council.	
2.4	The second briefing was a Skype conference call (with shared desktop) on Friday 13 th July 2018 with [REDACTED] of Angus Council.	
2.5	The third briefing was a Skype conference call (with shared desktop) on Wednesday 18 th July 2018 with [REDACTED] of Aberdeenshire Council.	
2.6	The fourth and final briefing was a meeting held on Thursday 19 th July 2018 in Endeavour House, Dundee with [REDACTED] of NESTRANS.	
2.7	The briefings were well-received by all members of the Partnership who were content with Option 1a as the preferred junction option. No specific actions were generated.	
2.8	The next Partnership meeting is to be arranged for September/October 2018 following appraisal of the exhibition feedback.	



Minutes of Meeting

Multi-Supplier Framework Agreement for Engineering and Transportation Consultancy Services – Lot 1 - Roads

A90/A937 Laurencekirk Junction Improvement Scheme – Partnership Meeting

Purpose of Meeting Partnership Meeting

Location: Endeavour House, Dundee

Time/Date: 13:00, Friday 2nd November 2018

Attendees:

[REDACTED] (Design Manager – Transport Scotland)
 [REDACTED] (Project Manager – Transport Scotland)

[REDACTED] (Technical Director – Amey)

[REDACTED] (Head of Transportation - Aberdeenshire Council Infrastructure Services (AbC))
 [REDACTED] (Strategic Transportation Project Manager - Aberdeenshire Council Infrastructure Services - (AbC))
 [REDACTED] (Roads & Landscape Services Manager - Aberdeenshire Council Infrastructure Services – (AbC))

[REDACTED] (Director - NESTRANS)

Apologies: [REDACTED] (Service Manager (Roads) - Angus Council (AnC))
 [REDACTED] (Task Order Manager – Amey)

Item	Minutes	Actions
1.0	Actions from previous Minutes of Meetings (Briefings in July 2018 & meeting of 26/02/18) (Item number of previous Minutes in brackets)	
1.1	(3.3) TS acknowledge that consideration is required regarding data protection implications of any information relating to members of the public included or appended to exhibition documents and reports.	
1.2	(3.7) [REDACTED] confirmed that a Laurencekirk Summit had not taken place to date.	
1.3	(6.2) The preferred option public exhibitions had been held on 20/07/18 and 24/08/18.	
2.0	Overview of project progress	
2.1	[REDACTED] outlined project progress since the last Partnership meeting of 26/02/18 and the pre-exhibition briefings in July 2018 as follows: <ul style="list-style-type: none"> • TS IDM approval given to commence DMRB Stage 3 design and assessment • Successful public exhibitions held on 20/07/18 and 24/08/18 and feedback examined • Design of the preferred scheme on-going • Drainage design on-going • NMU surveys and questionnaire • Preparations for a ground investigation in 2019 on-going including engagement with TS independent checker 	

Item	Minutes	Actions
	<ul style="list-style-type: none"> • Traffic & economic assessment on-going with development of forecasting and modelling • Environmental surveys on-going and early preparation for EIA <p>2.2 [REDACTED] outlined the programme for completion of DMRB Stage 3 and progression to publication of draft Orders before the end of 2019.</p> <p>2.3 The provision of data from the Aberdeen Sub Area Model (ASAM) to inform the Laurencekirk traffic & economic assessment was discussed. [REDACTED] outlined ASAM development work including cognisance of AWPR and other strategic developments. [REDACTED] indicated that the full body of development work would not be complete before summer 2019 but that the provision of data for Amey's Laurencekirk model may be expected in a month or so (with ASAM update and calibration work on-going).</p>	
<p>3.0</p> <p>3.1</p> <p>3.2</p> <p>3.3</p> <p>3.4</p>	<p>Overview of feedback from the public exhibition</p> <p>[REDACTED] gave an overview of the feedback received during and following the preferred option public exhibitions as summarised in Item 3.2 below.</p> <p>The exhibitions were attended by 177 people over the 2 dates, including elected members, local interested people, business owners and property owners directly and indirectly affected by the improvement proposals. Attendees were predominantly from the south Aberdeenshire and north Angus areas.</p> <p>Attendees were asked to complete a feedback form, providing opportunity to make comment and express opinion on the exhibition and the preferred option. 29 representations were recorded, 19 from the feedback forms at the exhibitions, 1 verbal comment recorded at the exhibitions and 9 emails received after the exhibition(s).</p> <p>The feedback indicated a largely positive response to the preferred option with 76% of the representations being in favour of the preferred option and only 7% of the representations being negative.</p> <p>Despite relatively low attendance and representations made, the exhibitions were considered a success, having provided an opportunity for community engagement, elicited useful feedback from stakeholders (including locals and road users) to help inform the DMRB Stage 3 Design and Assessment and provided general endorsement of the preferred option from the community.</p> <p>The main points from feedback comments were:</p> <ul style="list-style-type: none"> • Work at other junctions with the A90 at Laurencekirk: 13 of the representations commented that more needed to be done to improve the safety of the other Laurencekirk junctions (7 relating to the north junction and 6 to the centre junction) • Speed Restrictions: 6 of the representations commented on the speed of vehicles on the A90 around the junctions, with some hoping that the 50mph speed limit would remain in force or be extended when the scheme is complete. There was also some concern for the speed that traffic would be entering Laurencekirk from the grade-separated south junction • High Street Traffic: 4 of the representations commented on the potential for increased traffic (or increased HGV traffic) on the High Street • Lighting at junctions: 3 of the representations commented that lighting of the A90 junctions at Laurencekirk would improve safety • Other: 7 of the representations commented on other concerns with infrastructure and development around Laurencekirk <p>[REDACTED] referred to comments on lighting of the north junction and indicated that the current lack of lighting and any potential future lighting should be in accordance with a TS strategy/policy for lighting at-grade junctions on the A90.</p>	

Item	Minutes	Actions
3.5	[REDACTED] informed the meeting of specific representations received that will have a bearing on development of the preferred scheme from Scotia Homes, the prospective owners of [REDACTED] and the [REDACTED] .	
3.6	[REDACTED] and [REDACTED] gave a brief overview of the meeting that they had attended with Laurencekirk Development Trust and Mearns Community Council on 04/09/18.	
3.7	[REDACTED] outlined the proposals for an NMU link from the south grade-separated junction to the B9120 and the proposal to facilitate connection to the farm accommodation underpass for Johnston Mains Farm. [REDACTED] confirmed that the proposal was to facilitate on-going informal use of the underpass by NMUs but not to incorporate the underpass (and link to Frain Drive) into a formal NMU route as part of the scheme due to anticipated difficulties with standards, land ownership and consequential disproportionate risk to promotion of the scheme.	
3.8	[REDACTED] [REDACTED] and [REDACTED] confirmed that many of the matters relating to local authority roads affected by the scheme would be discussed further at the meeting TS/Amey/AbC scheduled for 15/11/18.	
3.9	[REDACTED] commented, in relation to Laurencekirk High Street, the importance of having a clear understanding of the operation of the High Street and any interventions ready for the publication of the draft Orders exhibition, given anticipated interest from members of the public.	
4.0	Update from Transport Scotland (TS)	
4.1	Items in Section 3 of these Minutes include feedback and updates from TS.	
4.2	TS informed the meeting of the potential for archaeological survey, which is being considered.[REDACTED] advised that [REDACTED] was AbC's Archaeologist and that he should be consulted. [REDACTED] provided contact details post meeting.	
5.0	Feedback/Update from the Partnership	
5.1	Items in Section 3 of these Minutes include feedback and updates from the Partnership.	
5.2	[REDACTED] queried whether environmental surveys were constrained by their seasonal windows and [REDACTED] confirmed that the DMRB Stages 2 and 3 durations spanned sufficient time to allow all seasonal dependent environmental surveys to be undertaken. [REDACTED] commented that a fish survey on the Gaugers Burn was imminent.	
5.3	[REDACTED] noted that despite the lack of a meeting to date, there is potential of the Cherryford Cherryford it being convened going forward.	
6.0	Cherryford	
6.1	[REDACTED] outlined the current project programme for the coming period noting ground investigation on site around March/April 2019, emerging findings from DMRB Stage 3 assessment and detailed development work around summer 2019, followed by value for money workshop, preparations for draft Orders & exhibition, IDM approval to proceed to ensure publication of draft Orders before the end of 2019.	
7.0	Any Other Business	
7.1	No AOB was raised around the table.	
8.0	Date for next meeting	



Item	Minutes	Actions
8.1	[REDACTED] proposed that the next routine meeting be via Skype to reduce travelling and this was agreed. [REDACTED] to arrange for around June 2019. The next face-to-face meeting would be scheduled for the period before publication of draft Orders, later in 2019.	[REDACTED]



Minutes of Meeting

**Multi-Supplier Framework Agreement for
Engineering and Transportation Consultancy Services – Lot 1 - Roads**

A90/A937 Laurencekirk Junction Improvement Scheme – Partnership Meeting

Purpose of Meeting Partnership Meeting

Location: via Skype

Time/Date: 13:00, Thursday 13th June 2019

Attendees:

- [REDACTED] Project Manager – Transport Scotland
- [REDACTED] Technical Director – Amey
- [REDACTED] Head of Transportation - Aberdeenshire Council (AbC)
- [REDACTED] Strategic Transportation Project Manager - Aberdeenshire Council
- [REDACTED] Transport Executive (Programmes & Delivery) - NESTRANS

Apologies:

- [REDACTED] Design Manager – Transport Scotland
- [REDACTED] Director - NESTRANS
- [REDACTED] Service Manager (Roads) - Angus Council (AnC)
- [REDACTED] Task Order Manager – Amey

Item	Minutes	Actions
1.0	Actions from previous Minutes of Meetings (meeting of 02/11/18) (Item number of previous Minutes in brackets)	
1.1	There were no outstanding actions from the previous meeting.	
2.0	Overview of project progress	
2.1	[REDACTED] outlined project progress since the last Partnership meeting of 02/11/18 and status of primary tasks as follows: <ul style="list-style-type: none"> • DMRB Stage 3 design of the preferred scheme substantially complete • Departure applications submitted and determined by both TS and AbC • RSA Stage 1 undertaken and at Designer’s Response • Constructability review carried out with TS Construction Branch • DMRB Stage 3 assessment on-going • Ground investigation site works on-going • Traffic & economic assessment on-going towards independent audit in near future • Environmental surveys complete • Environmental Impact Assessment Report (EIAR) [ex Environmental Statement] on-going towards independent audit in near future • Draft Orders documentation in preparation • Consultations on-going, including with those directly affected by the proposed closure of Oatyhill junction 	
2.2	[REDACTED] confirmed the programme for completion of DMRB Stage 3 and progression to publication of draft Orders before the end of 2019.	

Item	Minutes	Actions
3.0	Discussion	
3.1	[REDACTED] gave an overview of the proposal to close Oatyhill junction and the consultations being carried out and the matter was discussed with reference to Google Maps.	AbC
3.2	AbC to review the proposal to close the junction inclusive of implications for the old road and bridge over the railway.	Amey
3.3	Amey to convene a review of constructability/phasing with AbC – [REDACTED] to arrange a Skype call with [REDACTED]	Amey
4.0	Update from Transport Scotland (TS)	
4.1	TS confirmed that they remain committed to progressing the detailed development and assessment of the preferred option with a view to publication of draft Orders later this year.	
4.2	TS noted that an archaeological survey has not been incorporated into the current GI site works. [REDACTED] confirmed as previously advised that [REDACTED] was AbC's Archaeologist and he should be consulted on any matters related to archaeology for the scheme.	
5.0	Feedback/Update from the Partnership	
5.1	AbC queried proposals for incorporation of improvements at the north junction into the scheme, [REDACTED] confirmed that reviews were on-going regarding the introduction of lighting and extension of the southbound right-turn lane in the central reserve. [REDACTED] commented that the former was subject to a lighting appraisal, and initial investigation into the latter suggested that space was not readily available. Works at the Centre Junction are also being considered which could include footway improvements and making the at-grade crossing safer. No lighting or queue management measures are being considered.	TS
5.2	AbC queried the status of the A90 Route Accident Reduction Plan (RARP).	
5.3	[REDACTED] commented that interventions on the High Street remained to be assessed. TS commented that the updated traffic model would provide projected impact on the High Street in terms of increased traffic flow and provide the data to assess if interventions were necessary because of the scheme.	
6.0	The way forward	
6.1	[REDACTED] outlined the current project programme for the coming period noting ground investigation on site around March/April 2019, emerging findings from DMRB Stage 3 assessment and detailed development work around summer 2019, followed by value for money workshop, preparations for draft Orders & exhibition, IDM approval to proceed to ensure publication of draft Orders before the end of 2019.	
7.0	Any Other Business	
7.1	Amey to contact [REDACTED] to provide the update for Angus Council ([REDACTED] had encountered technical difficulties connecting to the Skype meeting).	Amey
8.0	Date for next meeting	
8.1	The next face-to-face meeting would be scheduled for the period before publication of draft Orders, later in 2019.	[REDACTED]



Notes of Meeting

Multi-Supplier Framework Agreement for Engineering and Transportation Consultancy Services – Lot 1 - Roads

A90/A937 Laurencekirk Junction Improvement Scheme – Partnership Meeting

Purpose of Meeting Partnership call

Location: via Skype

Time/Date: 16:00, Wednesday 27 November 2019

Attendees:

- [REDACTED] Design Manager – Transport Scotland
- [REDACTED] Project Manager – Transport Scotland
- [REDACTED] Technical Director – Amey
- [REDACTED] Strategic Transportation Project Manager – (AbC)
- [REDACTED] Transport Executive (Programmes & Delivery) - Nestrans

Apologies:

- [REDACTED] Service Manager (Roads) - Angus Council (AnC)
- [REDACTED] Programme Director - Amey
- [REDACTED] Head of Transportation - Aberdeenshire Council (AbC)

Item	Minutes	Actions
1.0	Purpose of the call and Transport Scotland’s (TS) Position	
1.1	[REDACTED] outlined the purpose of the call was to discuss readiness for publication of draft Orders. [REDACTED] confirmed that much of the documentation had been prepared and TS were progressing with governance processes and still intended publication in 2019, albeit December now, with the public exhibition likely in January 2020.	
2.0	Information from AbC	
2.1	[REDACTED] confirmed that rail possessions for further examination of Oatyhill Bridge were scheduled for 11, 18 and 25 January 2020.	
2.2	[REDACTED] commented that further assessment of the structure will be dependent on results from the further examination.	
2.3	In response to a query during the meeting, [REDACTED] confirmed that no specific information relating to the bridge condition had been released to the public by AbC. [REDACTED] provided more detail in an email on 02 December 2019 regarding the bridge having been added to the “amber” list of bridges maintained by the AbC structures team and the list being in the public domain.	
2.4	In response to a query during the meeting,[REDACTED] undertook to check what Network Rail knew of the bridge condition and if any weight restriction was currently in place. [REDACTED] provided more detail in an email on 28 November 2019.	

Item	Minutes	Actions
2.5	In response to a query during the meeting, [REDACTED] confirmed that AbC consider the Scotia Homes development to have been initiated (albeit formalisation of a field access).	
2.6	<p>In response to a query during the meeting,[REDACTED] undertook to confirm landowner status of the would-be old A937 adjacent to [REDACTED] fields (and Scotia development site) on the northbound side of the A90.</p> <p>This matter was resolved in advance of publication of draft Orders.</p>	
3.0	The way forward	
3.1	<p>Amey to revert to [REDACTED] if assistance is required in arranging for draft Orders documentation to be displayed in the library at Laurencekirk Community Campus.</p> <p>This matter was resolved in advance of publication of draft Orders.</p>	
3.2	Amey to arrange to update the Partnership on material intended for display at the public exhibition.	Amey
3.3	<p>TS and Amey to work towards publication of draft Orders before end of 2019.</p> <p>The draft Orders were published on 19 December 2019.</p>	



Notes of Meeting

Multi-Supplier Framework Agreement for Engineering and Transportation Consultancy Services – Lot 1 - Roads

A90/A937 Laurencekirk Junction Improvement Scheme – Partnership Meeting

Purpose of Meeting Partnership call – update on Statutory Process

Location: via Skype

Time/Date: 14:00, Monday 02 March 2020

Attendees:

[REDACTED]	Design Manager – Transport Scotland
[REDACTED]	Project Manager – Transport Scotland
[REDACTED]	Technical Director – Amey
[REDACTED]	Head of Transportation - Aberdeenshire Council (AbC)
[REDACTED]	Strategic Transportation Project Manager – (AbC)
[REDACTED]	Transport Executive (Programmes & Delivery) - Nestrans

Apologies:

[REDACTED]	Service Manager (Roads) - Angus Council (AnC)
[REDACTED]	Programme Director - Amey

Item	Minutes	Actions
1.0	Purpose of the call and Transport Scotland's (TS) Position	
1.1	<p>It was acknowledged that [REDACTED] had attempted to join the call, but this had been disrupted by IT issues. [REDACTED] also had IT issues during the call.</p> <p>[REDACTED] proposed that the next meeting should be face to face (f2f), given the IT issues but also since this seemed appropriate after the sequence of online calls latterly and the time elapsed since the last f2f meeting. Amey to arrange the next meeting for May 2020 (availabilities permitting).</p>	Amey
1.2	<p>[REDACTED] confirmed that the purpose of the call was to update the Partnership on the position in relation to representations and objections received following expiry of the Statutory Consultation Period of the draft Orders and Environmental Impact Assessment Report on 14 February 2020.</p> <p>[REDACTED] noted that there were no outstanding actions from the previous Partnership call (27 November 2019).</p>	
1.3	<p>[REDACTED] and [REDACTED] informed the call that four objections had been received (inclusive of that from AbC), as well as four primary representations. Amey and TS were now preparing responses to objections and representations and initiating engagement to seek resolution of issues and ultimately aiming for the withdrawal of objections.</p> <p>Amey and TS commented that there was cautious optimism about the opportunity of negotiating withdrawal of objections, none of which were fundamental objections to the scheme in principle.</p>	

2.0	Information from AbC	
2.1	[REDACTED] provided an update on the ongoing inspection and assessment works at Oatyhill Bridge and confirmed that an arrester system had been installed beneath the Bridge structure as a precautionary measure. [REDACTED] noted that assessment is ongoing and further interventions are being considered which is likely to include a weight restriction to be applied as a do-minimum measure to protect the asset pending further interventions following assessment and any subsequent recommendations for full engineering interventions.	AbC
2.2	[REDACTED] advised that the programme for completion of the assessment currently remains as May 2020.[REDACTED] asked that AbC continue to provide updates on any emerging findings from the on-going work at the earliest opportunity. AbC confirmed that local Ward members had been consulted in advance of submission of the Objection to the draft Side Roads Order.	
2.3	Amey and TS confirmed that one of the representations received was from a [REDACTED] and that the status of the bridge was a matter cited in the representation.	AbC
2.4	AbC to update TS on any developments with respect to the assessment and interventions for the bridge.	TS
2.5	TS to engage with AbC to seek resolution of the Objection.	
	AbC and TS are due to update the Aberdeen City Region Deal (ACRD) Board regarding the scheme in June 2020. It was noted that preparation for this would therefore be in May 2020, hence one reason for the proposed timing of the next Partnership meeting.	AbC TS
3.0	Information from Nestrans	
3.1	[REDACTED] confirmed that Nestrans had been kept updated on the scheme and associated issues and would continue to monitor developments.	
4.0	Any other business	
4.1	[REDACTED] requested that [REDACTED] (AbC Local Area Manager) be included in future arrangements for Partnership calls and meetings. [REDACTED] commented that [REDACTED] had been unavailable to the call in this instance.	Amey
4.2	[REDACTED] informed the meeting that [REDACTED] would be leaving AbC and joining Nestrans from the end of March 2020. Amey and TS expressed gratitude to [REDACTED] for his contribution to the scheme and assistance from the outset in 2016.	
4.3	[REDACTED] to be invited to future Partnership meetings and calls.	Amey
5.0	The way forward	
5.1	[REDACTED] to arrange the next meeting and issue an appointment for calendars/diaries, as noted in Item 1.1 above.	

Notes of Meeting

Multi-Supplier Framework Agreement for Engineering and Transportation Consultancy Services – Lot 1 - Roads

A90/A937 Laurencekirk Junction Improvement Scheme – Partnership Meeting

Purpose of Meeting Partnership call – update on scheme progress

Location: via Teams

Time/Date: 14:00, Monday 13 May 2020

Attendees:

[REDACTED]	Head of Design Team 1 and 3 – Transport Scotland
[REDACTED]	Project Manager – Transport Scotland
[REDACTED]	Technical Director – Amey
[REDACTED]	Head of Transportation - Aberdeenshire Council (AbC)
[REDACTED]	Strategic Transport Officer – (AbC)
[REDACTED]	Area Manager Kincardine & Mearns – (AbC)
[REDACTED]	Strategy Manager - Nestrans
[REDACTED]	Service Manager (Roads) - Angus Council (AnC)

Apologies:

[REDACTED] Programme Director - Amey

Item	Minutes	Actions
0.0	Actions from previous meeting (02 March 2020)	
0.1	(2.1) Recommendations for full engineering interventions following assessment of Oatyhill Bridge remained outstanding – the final full assessment was not yet completed.	AbC
0.2	(2.3) AbC to update TS on any developments with respect to the assessment and interventions for the bridge.	AbC
1.0	Purpose of the call and Transport Scotland's (TS) Position	
1.1	The meeting had been originally proposed as a face to face meeting in Aberdeen but was convened as scheduled following the previous meeting but was being held as an online call again due to COVID restrictions.	
1.2	[REDACTED] and [REDACTED] update the Partnership on the position in relation to representations and objections received following expiry of the Statutory Consultation Period of the draft Orders and Environmental Impact Assessment Report on 14 February 2020.	
1.3	It was noted that engagement with objectors and those that had made representations was now being handled with sensitivity due to the potential for their lack of appetite for engaging in relation to the scheme during the COVID period. [REDACTED] confirmed that monitoring tasks on ground investigation installations remained outstanding due to lack of access during COVID restriction.	

Item	Minutes	Actions
1.4	Amey and TS confirmed that there had been little general communications to or from stakeholders and the public in the period since March 2020.	
2.0	Information from Aberdeenshire Council (AbC)	
2.1	[REDACTED] provided an update on the ongoing inspection and assessment works at Oatyhill Bridge and confirmed that an arrester system had been installed beneath the Bridge structure as a precautionary measure. [REDACTED] noted that assessment is on-going and further interventions are being considered which is likely to include a weight restriction to be applied as a do-minimum measure to protect the asset pending further interventions following assessment and any subsequent recommendations for full engineering interventions. [REDACTED] confirmed that no restrictions were currently in force but that 2-weekly inspections were on-going. [REDACTED] asked that AbC continue to provide updates on any emerging findings from the on-going work at the earliest opportunity.	AbC
2.2	[REDACTED] commented that water ingress at one of the wingwalls indicated that a drainage solution would be required.	
2.4	TS to engage with AbC to seek resolution of the Objection once the final assessment for Oatyhill was completed and prognosis for the structure was known. [REDACTED] commented that he would press for conclusion of the bridge assessments and finalisation of recommendations.	
2.5	AbC confirmed that there had been little general communications to or from elected members or the community in the period since March 2020.	
2.6	AbC noted that the updated LDP was due on 25 May 2020 and the Infrastructure Services Committee was due to sit on 14 May 2020. [REDACTED] to update Amey and TS regarding this and implications for the Scotia development in particular.	[REDACTED]
3.0	Information from Nestrans	
3.1	The Partnership welcomed [REDACTED] in his new role with Nestrans. [REDACTED] noted the roadmap to resolution of the AbC objection was conclusion of bridge assessment then option for resolution then negotiations for withdrawal of the objection.	
4.0	Information from Angus Council (AnC)	
4.1	[REDACTED] had no further comment regarding the Laurencekirk scheme but updated the Partnership on the North Angus Growth Opportunity (NAGO), which was progressing towards the end of options appraisal. AbC were briefed on progress with NAGO in a separate session in the period following the meeting call on 28 May 2020.	
5.0	The way forward	
5.1	[REDACTED] to arrange the next meeting and issue an appointment for calendars/diaries following a check on availabilities for a call in around 4 weeks' and 8 weeks' time (late June and late July).	[REDACTED]



Notes of Meeting

Multi-Supplier Framework Agreement for Engineering and Transportation Consultancy Services – Lot 1 - Roads

A90/A937 Laurencekirk Junction Improvement Scheme – Partnership Meeting

Purpose of Meeting Partnership call – update on scheme progress and Oatyhill Bridge

Location: via Microsoft Teams

Time/Date: 11:30, Monday 27 July 2020

Attendees:

- [REDACTED] Head of Design Team 1 and 3 – Transport Scotland
- [REDACTED] Project Manager – Transport Scotland
- [REDACTED] Technical Director – Amey
- [REDACTED] Strategic Transport Officer – (AbC)
- [REDACTED] Area Manager Kincardine & Mearns – (AbC)
- [REDACTED] Principal Structures Engineer – (AbC)
- (part meeting)
- [REDACTED] Strategy Manager - Nestrans
- [REDACTED] Service Manager (Roads) - Angus Council (AnC)

Apologies:

- [REDACTED] Programme Director - Amey
- [REDACTED] Head of Transportation - Aberdeenshire Council (AbC)

Item	Minutes	Actions
0.0	Actions from previous meeting (13 May 2020)	
0.1	(0.1) Recommendations for full engineering interventions following assessment of Oatyhill Bridge remained outstanding – the assessment had been completed and was being considered along with the long-term proposals.	AbC
0.2	(2.1) TS asked that AbC continue to provide updates from the on-going review of the assessment.	AbC
0.3	(2.6) Update of the AbC LDP had been mentioned at the previous meeting and [REDACTED] confirmed that the status of the Scotia Homes development was unchanged. [REDACTED] commented that Scotia were understood to be in the process of being bought-out.	
1.0	Purpose of the call and Transport Scotland’s (TS) Position	
1.1	The meeting had been convened to review the situation with Oatyhill Bridge following completion of the assessment and availability of the Sweco report. AbC had closed the bridge on 24 July 2020 and noted that applied for closure until 13 August 2020.	

Item	Minutes	Actions
1.2	<p>[REDACTED] updated the meeting on recent engagement with Scotia Homes, [REDACTED] (landowner) and [REDACTED] (resident at [REDACTED]).</p> <p>Amey and TS engagement with those that had made representations and the objectors was on-going.</p>	
<p>2.0</p> <p>2.1</p> <p>2.2</p> <p>2.4</p> <p>2.5</p> <p>2.6</p> <p>2.7</p> <p>2.8</p>	<p>Information from Aberdeenshire Council (AbC)</p> <p>[REDACTED] provided an update on the assessment of Oatyhill Bridge. The following additional comments were noted: Station Bridge at Fordoun was in a similar circumstance to Oatyhill in terms single lane traffic but this was being/will be controlled with traffic lights</p> <ul style="list-style-type: none"> • Oatyhill Bridge has cross beams but Abbeyton hadn't • Oatyhill NE wingwall has water ingress and poor pointing • There is water ingress at the ribs too <p>The bridge assessment and closure and implications were discussed. The longer-term plan in terms of potential full-time closure versus weight restriction was tabled as scenarios. AbC to update the group when consideration of the longer-term plan was concluded.</p> <p>[REDACTED] commented that a 7.5T weight limit and single lane working would not constitute suitable access allowing the Oatyhill junction with the A90 to be closed. Any heavier vehicles would be unable to access Oatyhill and therefore the problem with closure of the junction would remain.</p> <p>[REDACTED] commented that access via the Oatyhill junction with the A90 has safety implications/concerns compared to via the bridge.</p> <p>[REDACTED] to contact the TS network management team regarding extension of the 50mph zone on the A90 to encompass the Oatyhill junction.</p> <p>[REDACTED] to provide a copy of the full assessment report. [Post Meeting Note: Report issued by email on 11 August 2020].</p> <p>[REDACTED] outlined some preliminary alternative access options that appeared worthy of consideration, as follows:</p> <ul style="list-style-type: none"> • Replacement crossing of the railway either online with the existing structure or offset • Alternative access from the A90 northbound, located farther south from the scheme • A new access route not involving crossing the railway or access from the A90 – access from the B9120 <p>[REDACTED] commented that these were being considered by TS and Amey purely to help inform discussions on feasible solutions to the problem.</p> <p>The concept of a Bailey Bridge type replacement structure was discussed. [REDACTED] commented that she would favour demolition of the existing bridge if a replacement structure was provided. [REDACTED] commented that the existing bridge's serviceable life had expired. [REDACTED] considered that a Bailey Bridge superstructure above the existing bridge would be problematic in terms of access and management of the existing bridge.</p> <p>AbC to keep the group updated on developments.</p>	<p>AbC</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>AbC</p>
<p>3.0</p> <p>3.1</p>	<p>Information from Nestrans</p> <p>[REDACTED] confirmed that Nestrans continue to monitor the situation closely. [REDACTED] commented that Nestrans would be willing to assist with the negotiations relating to the AbC objection to the scheme – Nestrans could provide “third party space” in this regard.</p>	

Item	Minutes	Actions
4.0	Information from Angus Council (AnC)	
4.1	[REDACTED] had no further comment regarding the Laurencekirk scheme but updated the Partnership on the North Angus Growth Opportunity (NAGO), which was progressing towards the end of options appraisal.	
5.0	The way forward	
5.1	<p>The next meeting call was arranged in the period following the meeting for Monday 31 August 2020 at 2pm.</p> <p>Monthly recurring meetings were planned (but yet to be scheduled) towards resolution of the AbC Objection.</p>	[REDACTED]



Minutes of Meeting

Multi-Supplier Framework Agreement for Engineering and Transportation Consultancy Services – Lot 1 - Roads

A90/A937 Laurencekirk Junction Improvement Scheme – Partnership Meeting

Purpose of Meeting Partnership call – update on scheme progress and Oatyhill Bridge

Location: via Microsoft Teams

Time/Date: 14:00, Monday 31 August 2020

Attendees:

- [REDACTED] Head of Design Teams 1 and 3 – Transport Scotland
- [REDACTED] Project Manager – Transport Scotland

- [REDACTED] Programme Director - Amey
- [REDACTED] Technical Director – Amey

- [REDACTED] Head of Transportation - Aberdeenshire Council (AbC)
- (part meeting)
- [REDACTED] Strategic Transport Officer – (AbC)
- [REDACTED] Area Manager Kincardine & Mearns – (AbC)
- [REDACTED] Principal Structures Engineer – (AbC)
- [REDACTED] Principal Structures Engineer – (AbC)

- [REDACTED] Strategy Manager - Nestrans

Apologies:

- [REDACTED] Service Manager (Roads) - Angus Council (AnC)
- [REDACTED] Head of Design – Transport Scotland

Item	Minutes	Actions
0.0	Actions from previous meeting (27 July 2020)	
0.1	(0.1) Oatyhill Bridge assessment had been completed and was being considered along with the long-term proposals. [REDACTED] confirmed that assessment of the strength of voussoirs from Abbeyton Bridge was on-going to help inform the situation with Oatyhill Bridge.	
0.2	(2.2) The longer-term plan in relation to the closure of the bridge to vehicular traffic was discussed. AbC to update the group when consideration of the longer-term plan was concluded.	AbC
0.3	[REDACTED] to confirm if the bridge is now closed to vehicular traffic until February 2022.	[REDACTED]
0.4	(2.4) [REDACTED] to contact the TS network management team regarding potential extension of the 50mph zone on the A90 to encompass the Oatyhill junction. All parties had kept the group informed of pertinent developments/communications between meeting calls. [REDACTED] confirmed that he had updated council committees and the media as required	[REDACTED]
1.0		

Item	Minutes	Actions
1.1	Amey and TS updated the group on scheme progress, current activities and progress with the statutory process. It was confirmed that TS had responded to the three other statutory objectors and that a call with the [REDACTED] was scheduled for Friday 04 September 2020.	
1.2	[REDACTED] commented that the timeline of communications surrounding Oatyhill Bridge may come under further scrutiny and comms handling to be given appropriate consideration by all parties as necessary.	
1.3	Amey/TS queried the longer-term plan for the bridge. [REDACTED] commented that it was too early to say whether the bridge should be demolished sooner rather than later and that consultations with Network Rail (NR) were required. Drainage improvement/repair was also required for the issue with the bulging wingwall, but this work will only ease further concern from NR and will not strengthen the bridge as such.	
1.4	<p>[REDACTED] commented that with closure of Oatyhill Bridge TS do not now have a promotable scheme as things stand. [REDACTED] confirmed that TS/Amey were investigating potential alternative access options to Oatyhill including associated implications on promotion and delivery of the current scheme.</p> <p>[REDACTED] commented that TS considered it a distinct possibility that resolution would involve republication of draft Orders for the scheme.</p>	
1.5	[REDACTED] commented that the scheme was not currently delayed against the project programme, which included a period for negotiation with objectors. This period extended through to the end of October 2020.	
2.0	Information from Aberdeenshire Council (AbC)	
2.1	AbC confirmed that the bridge was currently open to NMUs and could remain so until such times as the bridge needs to be demolished.	
2.2	[REDACTED] had produced a note of broad options for alternative access to Oatyhill, which was circulated immediately in advance of the call to aid discussion. [REDACTED] commented that the document was intended as an aid memoir to set out potential options for consideration.	
2.4	[REDACTED] commented, before having to leave the meeting, that Oatyhill residents would need to appreciate that at-grade crossing on the A90 were numerous and not unusual. TS to update the group on any on-going work to review/investigate/improve at-grade crossings on the A90 (Road Casualty Reduction Plan). TS to liaise with	TS
2.5	[REDACTED] [REDACTED] commented that four Council Ward members had been informed and, may wish to join the scheduled call with Oatyhill residents.	
3.0	The way forward with access to Oatyhill, the Scheme and the Objection	
3.1	<p>[REDACTED] commented that there were two fundamental scenarios for going forward consisting of either:</p> <ol style="list-style-type: none"> 1. There is no viable alternative access option or neither party willing to progress one, in which case the scheme could not progress as proposed, or; 2. A viable alternative is identified, and a party is willing to promote it, then the scheme could progress as proposed provided that the alternative was in place before the scheme was open. 	

Item	Minutes	Actions
3.2	AbC queried whether the scheme design could be modified to avoid the need to close Oatyhill junction. [REDACTED] confirmed that the scheme design could not be modified such that the northbound diverge slip road was far enough away from the junction. It had been made clear that a Departure from Standards would not be granted for the juxtaposition of the junction and the diverge slip road and inherent safety implications for such an arrangement.	
3.3	[REDACTED] confirmed that Amey/TS were investigating alternative access options to try and determine the most viable option. [REDACTED] added that it was the intention that the report containing an initial assessment would be concluded in the coming weeks. It was noted that at this stage there remains several unknowns including need for additional GI, environmental assessment, PUs protection/diversion works, acceptability [landowners/public/residents].	
3.4	[REDACTED] queried whether a new bridge over the railway promoted by AbC would allow the scheme to progress. [REDACTED] confirmed that this would be affirmative provided that the bridge was in place and open before Oatyhill junction was to be stopped up. This scenario may also be one that avoids republication of scheme Orders by TS.	
3.5	[REDACTED] commented that it would be reasonable to expect that a replacement bridge might take three years from inception to completion.	
3.5	[REDACTED] commented that the wingwall must be repaired and that this required the road drainage above to be repaired in the first instance. [REDACTED] reiterated that the bridge has limited residual life and will eventually need to be demolished.	
3.6	It was agreed that the existing bridge could not be relied upon to provide the access route for NMUs in the long-term and therefore an alternative access option should also cater for NMUs.	
3.6	[REDACTED] asked for AbC views on the concept of access from the B9120 to the west of the railway. [REDACTED] confirmed that this appeared to be acceptable in principle.	AbC
3.7		AbC
3.8	AbC to provide the short, medium and long term plans in relation to Oatyhill bridge.	AbC
4.0	Information from Nestrans	
4.1	Information from the Nestrans services that currently cross Oatyhill bridge.	
4.1	[REDACTED] confirmed that Nestrans continue to monitor the situation closely. [REDACTED] reiterated that Nestrans would be willing to assist with the negotiations relating to the AbC objection to the scheme – Nestrans could provide “third party space” in this regard.	
4.2	[REDACTED] confirmed that Nestrans were keen that the scheme was not abandoned or unduly delayed.	
5.0	Information from Angus Council (AnC)	
5.1	[REDACTED] had been unavailable to participate in the call.	
6.0	The way forward	
6.1	The next meeting call was arranged for Friday 02 October 2020 at 2pm.	All



Minutes of Meeting

Multi-Supplier Framework Agreement for Engineering and Transportation Consultancy Services – Lot 1 - Roads

A90/A937 Laurencekirk Junction Improvement Scheme – Partnership Meeting

Purpose of Meeting: Partnership call – update on scheme progress and Oatyhill Bridge

Location: via Microsoft Teams

Time/Date: 14:00, Friday 02 October 2020

Attendees:

- | | |
|------------|--|
| [REDACTED] | Head of Design – Transport Scotland |
| [REDACTED] | Head of Design Teams 1 and 3 – Transport Scotland |
| [REDACTED] | Project Manager – Transport Scotland |
| [REDACTED] | Programme Director - Amey |
| [REDACTED] | Technical Director – Amey |
| [REDACTED] | Head of Transportation - Aberdeenshire Council (AbC) |
| [REDACTED] | Strategic Transport Officer – (AbC) |
| [REDACTED] | Principal Structures Engineer – (AbC) |
| [REDACTED] | Service Manager (Roads) - Angus Council (AnC) |

Apologies:

- | | |
|------------|--|
| [REDACTED] | Strategy Manager - Nestrans |
| [REDACTED] | Principal Structures Engineer – (AbC) |
| [REDACTED] | Area Manager Kincardine & Mearns – (AbC) |

Item	Minutes	Actions
0.0	Actions from previous meeting (31 August 2020)	
0.1	(0.2) The longer-term plan in relation to the closure of the bridge to vehicular traffic was discussed. [REDACTED] confirmed that the road closure order was for 18 months commencing Friday 14 August 2020, which was the maximum permissible via temporary closure. TS requested copy of the road closure order(s) and this was provided in the period following the meeting.	
0.2	(0.3) [REDACTED] was investigating the potential extension of the 50mph zone on the A90 to encompass the Oatyhill junction.	[REDACTED]
0.3	(2.4) TS was investigating on-going work to review/investigate/improve at-grade crossings on the A90 (Road Casualty Reduction Plan).	TS
0.4	(3.7) AbC to confirm the plans in relation to Oatyhill Bridge. [REDACTED] commented on current considerations.	AbC
0.5	(3.8) AbC confirmed that BT was the only buried service that crossed Oatyhill bridge.	

Item	Minutes	Actions
1.0	Amey and TS Scheme Update	
1.1	Amey and TS updated the group on scheme progress, current activities and progress with the statutory process. It was confirmed that TS had responded to the three other statutory objectors and that a call with the [REDACTED] had taken place on Friday 04 September 2020.	
1.2	[REDACTED] queried whether other objections included matters related to Oatyhill and [REDACTED] confirmed that they were more related to CPO issues and the objectors' specific land interests.	
1.3	It was acknowledged that the timeline of communications surrounding Oatyhill Bridge was attracting further scrutiny and comms handling was to be given appropriate consideration by all parties as necessary.	
1.4	The longer-term considerations for the bridge were discussed.[REDACTED] commented that water ingress had the potential to accelerate deterioration of the bridge. [REDACTED] also commented that any future demolition of the structure could be similar to Abbeyton where the abutments were not removed.	[REDACTED]
	Amey requested copy of any 3D scans of the Oatyhill structure that may have been surveyed.[REDACTED] to check and provide if available.	AbC
	Amey also requested information on contractors used by AbC for Abbeyton demolition and for any bridge replacements over railway in recent years.	
	TS/Amey continue to investigate potential alternative access options to Oatyhill including associated implications on promotion and delivery of the current scheme.	
	[REDACTED] commented that sharing the estimates of costs of options would be useful for TS and AbC further considerations and communications. [REDACTED] commented that TS and AbC should exercise care and coordinate regarding information to elected members and Scottish Ministers regarding cost estimates.	TS AbC
	[REDACTED] also commented that Network Rail aspirations in terms of upgrades to the railway line, e.g. future electrification, should be considered for the height clearance of any replacement structure (future proofing). Amey acknowledged this. TS to consult with rail colleagues regarding electrification potential and report.	TS
1.5	[REDACTED] commented that the scheme was now virtually certain to be delayed in terms of the project programme, which included a period for negotiation with objectors that would now require to be extended beyond the current provision (end of October 2020).	
2.0	Information from Aberdeenshire Council (AbC)	
2.1	AbC continue to assess the long-term prognosis for the structure (including the possibility of demolition) prior to further briefings to elected members. [REDACTED] commented that AbC need to consider Oatyhill in the context of the bigger picture with Aberdeenshire's aging bridge stock, numbering some 1308 bridges, and the other on-going bridge assessments.	
2.2	AbC to share information with TS, and vice versa, in advance of on-going relevant communications (briefings, queries and responses).	AbC TS
3.0	The way forward with access to Oatyhill, the Scheme and the Objection	
3.1	Amey/TS continue to investigate alternative access options to try and determine the most viable option. The draft report containing an initial assessment had been submitted to TS and was being reviewed. Further design and assessment of the better-performing options had commenced. On-going assessment of options encompass implications for the main scheme and the AbC objection.	

Item	Minutes	Actions
4.0	Information from Nestrans	
4.1	[REDACTED] was not available for the meeting, but [REDACTED] was able to confirm following a recent discussion with [REDACTED] that there were no updates from Nestrans.	
5.0	Information from Angus Council (AnC)	
5.1	[REDACTED] provided a brief update on the North Angus Growth Opportunity including potential implications of route options for crossings of the River North Esk and connection to the A90 at Stracathro.	
6.0	Next meeting	
6.1	The next meeting call was arranged in the period following the meeting for Friday 06 November 2020 at 2pm.	All



Minutes of Meeting

Multi-Supplier Framework Agreement for Engineering and Transportation Consultancy Services – Lot 1 - Roads

A90/A937 Laurencekirk Junction Improvement Scheme – Partnership Meeting

Purpose of Meeting Partnership call – update on scheme progress and Oatyhill Bridge

Location: via Microsoft Teams

Time/Date: 14:00, Friday 06 November 2020

Attendees:

[REDACTED] Head of Design Teams 1 and 3 – Transport Scotland
[REDACTED] Project Manager – Transport Scotland

[REDACTED] Programme Director - Amey
[REDACTED] Technical Director – Amey
[REDACTED] Principal Engineer - Amey

[REDACTED] Head of Transportation - Aberdeenshire Council (AbC)
[REDACTED] Strategic Transport Officer – (AbC)
[REDACTED] Principal Structures Engineer – (AbC)

[REDACTED] Service Manager (Roads) - Angus Council (AnC)

[REDACTED] Strategy Manager - Nestrans

Apologies:

[REDACTED] Head of Design – Transport Scotland
[REDACTED] Principal Structures Engineer – (AbC)
[REDACTED] Area Manager Kincardine & Mearns – (AbC)

Item	Minutes	Actions
0.0	Review of Actions from the previous meeting (02 October 2020)	
0.1	(0.2) On-going - [REDACTED] was investigating the potential extension of the 50mph zone on the A90 to encompass the Oatyhill junction. [REDACTED] was in consultation with TS network management personnel.	
0.2	(0.3) On-going - TS was investigating on-going work to review/investigate/improve at-grade crossings on the A90 (Road Casualty Reduction Plan).	
0.3	(0.4) On-going - AbC keeping the group informed of their plans in relation to Oatyhill Bridge.	
0.4	(1.3) Amey had requested copy of any 3D scans of the Oatyhill structure that may have been surveyed and [REDACTED] provided this in the period following the meeting.	
0.5	(1.3) Amey had requested information on contractors used by AbC for Abbeyton demolition and for any bridge replacements over railway in recent years and [REDACTED] had provided this on 04 November 2020.	

Item	Minutes	Actions
0.6	(1.4) and (2.2) On-going - TS and AbC sharing communications (briefings, queries and responses) and estimates of costs of options relating to further considerations, communications and coordination of information to the public, elected members and Scottish Ministers.	
0.7	(1.4) On-going – Amey taking cognisance of Network Rail aspirations in terms of upgrades to the railway line, e.g. future electrification, for the height clearance of any replacement structure (future proofing). TS to consult with rail colleagues regarding electrification potential and report.	TS
1.0	Amey and TS Scheme and Oatyhill Update	
1.1	Amey and TS updated the group on scheme progress, current activities and progress with the statutory process. It was confirmed that TS had responded to the three other statutory objectors and that a call with one of the objectors had taken place on 05 November 2020 and the others were being arranged.	
1.2	TS/Amey continue design and assessment of alternative access options to Oatyhill including associated implications on promotion and delivery of the main scheme.	
1.3	[REDACTED] queried the plan in terms of funding discussions, timescales, communications, processes and so forth following identification of the preferred option. [REDACTED] outlined the plan to devise an assessment matrix for use at an assessment workshop with TS in mid-January 2021 seeking to establish the preferred option. Some of the proposed assessment criteria were outlined. [REDACTED] confirmed that a baseline assumption for the assessment was that TS acquire the powers to promote the solution unilaterally. [REDACTED] commented that the potential for AbC to use their powers as local roads authority to promote road improvements may be a differentiator between some of the options. Amey to consider this as a sub-criteria for the assessment matrix.	Amey
1.4	Amey confirmed – that the LIDAR topographical survey via drone was being arranged. Advance communications with Oatyhill residents and affected landowners/occupiers was planned.	Amey
1.5	Amey proposed a brief update email to Oatyhill residents.	Amey
1.6	TS confirmed that actions related to recent Liam Kerr MSP communications had been concluded.	
1.7	Amey to provide a copy of the proposed Oatyhill assessment matrix for review by the group in advance of or during the next meeting.	Amey
2.0	Information from Aberdeenshire Council (AbC)	
2.1	AbC continue to assess the long-term prognosis for the structure (including the possibility of demolition) prior to further briefings to elected members.	
2.2	[REDACTED] confirmed receipt of an email from [REDACTED] requesting copy of inspection reports for Blackiemuir and Station Road bridges over the railway. AbC were considering the request. [REDACTED] commented that the request would be in relation to the option for access to Oatyhill that routed via the B9120 and the Blackiemuir bridge.	
2.3	[REDACTED] noted that the City Region Deal Joint Committee meeting was scheduled for Friday 13 November 2020, when updates might be expected regarding the scheme.	
2.4	[REDACTED] confirmed that he was dealing with a direct enquiry related to the matters raised by Lian Kerr.	

Item	Minutes	Actions
2.5	It was noted that AbC had an Infrastructure Services Committee scheduled for 27 November 2020 when the scheme and Oatyhill, and the issues with the bridges stock as a whole may be raised.	
2.6	[REDACTED] commented that he was dealing with a request for update from [REDACTED]	
3.0	Information from Nestrans	
3.1	[REDACTED] reiterated Nestrans willingness and ability to assist/support the group with the issues at hand.	
4.0	Information from Angus Council (AnC)	
4.1	[REDACTED] provided a brief update on the North Angus Growth Opportunity including potential implications of route options for crossings of the River North Esk and Marykirk.	
4.2	[REDACTED] confirmed that LIDAR surveys by drone were planned for the areas around potential A937 crossings of the River North Esk and Marykirk.	
5.0	Any Other Business	
5.1	No other business was identified.	
6.0	Next meeting	
6.1	The next meeting was scheduled for Friday 11 December 2020 at 10:30.	All



Minutes of Meeting

Transport Scotland Multi-Supplier Framework Agreement for Engineering and Transportation Consultancy Services – Lot 1 - Roads

A90/A937 Laurencekirk Junction Improvement Scheme – Partnership Meeting

Purpose of Meeting Partnership – update on scheme progress and Oatyhill Bridge

Location: via Microsoft Teams

Time/Date: 11:00, Friday 11 December 2020

Attendees:

[REDACTED]	Project Manager – Transport Scotland
[REDACTED]	Technical Director – Amey
[REDACTED]	Principal Engineer - Amey
[REDACTED]	Head of Transportation - Aberdeenshire Council (AbC)
[REDACTED]	Strategic Transport Officer – (AbC)
[REDACTED]	Principal Structures Engineer – (AbC)
(part meeting) [REDACTED]	Area Manager Kincardine & Mearns – (AbC)
[REDACTED]	Service Manager (Roads) - Angus Council (AnC)
[REDACTED]	Strategy Manager - Nestrans

Apologies:

[REDACTED]	Head of Design – Transport Scotland
[REDACTED]	Principal Structures Engineer – (AbC)
[REDACTED]	Programme Director - Amey
[REDACTED]	Head of Design Teams 1 and 3 – Transport Scotland

Item	Minutes	Actions
0.0	Review of Actions from the previous meeting (06 November 2020)	
0.1	(0.7) On-going – Amey taking cognisance of Network Rail aspirations in terms of upgrades to the railway line, e.g. future electrification, for the height clearance of any replacement structure (future proofing). [REDACTED] confirmed that a useful and informative meeting had been held with NR on 01 December 2020 when parameters for future proofing had been outlined.	
0.2	(1.3) Amey were considering a sub-criteria for the assessment matrix regarding potential for AbC to use their powers as local roads authority to assist with promotion of options for access to Oatyhill.	
0.3	(1.4 and 1.5) The LIDAR survey was on-going and Amey had contacted residents and landowners. [REDACTED] copied the briefing email sent to residents to [REDACTED] following the meeting as requested.	
0.4	(1.7) Amey to provide a copy of the proposed Oatyhill assessment matrix for review by the group. [REDACTED] commented that the matrix was being refined following review by TS and should be available soon.	Amey

Item	Minutes	Actions
1.0	<p>Amey and TS Update on Scheme and Oatyhill</p> <p>1.1 Amey and TS updated the group on scheme progress, current activities and progress with the statutory process. It was confirmed that TS and Amey had discussed matters cited in other objections with each objector or agent thereof and that the action was now with [REDACTED] to confirm record of the meetings and draft further responses for review by TS. Further response to objectors would follow.</p> <p>1.2 TS/Amey continue design and assessment of alternative access options to Oatyhill including associated implications on promotion and delivery of the main scheme.</p> <p>[REDACTED] confirmed progress including the following activities:</p> <ul style="list-style-type: none"> • LIDAR topographical survey • On-going consultation with residents (ad hoc) • Meeting with Network Rail • Meeting with AbC re design standards • Development of the assessment matrix • Engagement with SEPA • Development of the designs for options 	
2.0	<p>Information from Aberdeenshire Council (AbC)</p> <p>2.1 [REDACTED] commented that recent Councillor queries regarding potential demolition of the bridge had arisen from awareness of projected resource implications for the AbC Structures Team.</p> <p>2.2 [REDACTED] commented that AbC were considering the request from [REDACTED] to open the bridge to one-way traffic but that making this change was unlikely to be approved.</p> <p>2.3 [REDACTED] confirmed that the next Councillor Ward Meeting was scheduled for 05 January 2021 when the Oatyhill issues should be expected to be discussed.</p> <p>2.4 [REDACTED] commented that AbC continue to consider their position as progress is made and matters evolve with the access to Oatyhill issue.</p> <p>2.5 [REDACTED] queried and Amey and TS clarified the triggers for consideration of PLI. Impasse or lack of traction towards resolution of issues cited in objections would be an initial trigger and this was not the current situation.</p>	
3.0	<p>Information from Nestrans</p> <p>3.1 [REDACTED] reiterated that Nestrans continue to monitor the situation and support the group with the issues at hand.</p>	
4.0	<p>Information from Angus Council (AnC)</p> <p>4.1 [REDACTED] provided a brief update on the North Angus Growth Opportunity (NAGO) including potential implications of route options for crossings of the River North Esk and Marykirk.</p> <p>4.2 [REDACTED] confirmed that consultations regarding NAGO continue internally within Angus Council and are scheduled with AbC regarding crossings of the River North Esk and Marykirk.</p>	
5.0	<p>Any Other Business</p> <p>5.1 [REDACTED] gave a more detailed update on progress with design and assessment of options for access to Oatyhill.</p>	

Item	Minutes	Actions
5.2	[REDACTED] commented on AbC further considerations in relation to structures over the railway and confirmed that funding for demolition of the existing bridge was being assessed by AbC.	
5.3	[REDACTED] confirmed that the matter of the extension of the 50mph speed limit on the A90 to fully encompass the Oatyhill junction was with Bear for consideration.	
6.0	Next meeting	
6.1	The next meeting was scheduled for Friday 22 January 2021 at 11am.	All

Minutes of Meeting

Transport Scotland Multi-Supplier Framework Agreement for Engineering and Transportation Consultancy Services – Lot 1 - Roads

A90/A937 Laurencekirk Junction Improvement Scheme – Partnership Meeting

Purpose of Meeting Partnership – update on scheme progress and Oatyhill Bridge

Location: via Microsoft Teams

Time/Date: 11:00, Friday 22 January 2021

Attendees:

[REDACTED] Head of Design Teams 1 and 3 – Transport Scotland
[REDACTED] Project Manager – Transport Scotland
[REDACTED] Project Manager – Transport Scotland

[REDACTED] Technical Director – Amey
[REDACTED] Principal Engineer - Amey

[REDACTED] Head of Transportation - Aberdeenshire Council (AbC)
[REDACTED] Strategic Transport Officer – (AbC)
[REDACTED] Principal Structures Engineer – (AbC)

(part meeting)
[REDACTED] Area Manager Kincardine & Mearns – (AbC)

[REDACTED] Service Manager (Roads) - Angus Council (AnC)

[REDACTED] Strategy Manager - Nestrans

Apologies:

[REDACTED] Head of Design – Transport Scotland
[REDACTED] Principal Structures Engineer – (AbC)
[REDACTED] Programme Director - Amey

Item	Minutes	Actions
0.0	Review of Actions from the previous meeting (11 December 2020)	
0.1	(0.4) [REDACTED] commented that the matrix was being refined and that Amey and TS were in the process of appraising scoring via the matrix and its contribution to the overall assessment towards identification of the preferred option. Amey to provide a copy of the Oatyhill assessment matrix to the group following the on-going appraisal.	Amey
1.0	Amey and TS Update on Scheme and Oatyhill	
1.1	[REDACTED] was introduced to the group and vice versa.	
1.2	[REDACTED] informed the group of the cyber-attack on 18 December 2020 that had affected Amey's IT systems and disrupted scheme progress over the festive period and the first part of January to date.[REDACTED] confirmed that most project files had now been migrated from the servers to SharePoint and were therefore accessible again, but that disruption continued with many systems unavailable and staff computers in varying phases of rebuild.	

Item	Minutes	Actions
1.3 1.4	<p>[REDACTED] confirmed that progress with the assessment of options for access to Oatyhill had been affected.</p> <p>It was noted that SEPA had also been the victim of a similar cyber-attack.</p> <p>Amey and TS updated the group on scheme progress, current activities and progress with the statutory process. It was confirmed that progress continued with other objectors including actions from the meetings in November 2020 towards potential resolution of matters cited in the objections.</p> <p>Amey/TS to respond further to objectors.</p> <p>TS/Amey continue design and assessment of alternative access options to Oatyhill including associated implications on promotion and delivery of the main scheme.</p> <p>Amey confirmed progress including the following activities:</p> <ul style="list-style-type: none"> • LIDAR topographical survey – drone and infills completed with photos and video to follow • On-going consultation with residents (ad hoc) • Development of the assessment matrix • Engagement with SEPA – pragmatic approach – potentially 2 levels of treatment and swales rather than ponds • Development of the design options – possible new Option 8 (NMU improvement to Option 7) 	<p>Amey TS</p>
2.0 2.1 2.2 2.3 2.4 2.5 2.6 2.7	<p>Information from Aberdeenshire Council (AbC)</p> <p>[REDACTED] confirmed that the next Councillor Ward Meeting, following the briefing on 05 January 2021, was scheduled for 09 February 2021 when the preferred option for access to Oatyhill issues was expected to be discussed.</p> <p>[REDACTED] commented that prioritisation across all AbC bridge issues including public consultation would not be expected to be in the current committees' cycle.</p> <p>[REDACTED] queried and [REDACTED] confirmed that the public engagement being considered was by virtual means. A virtual forum called "bang the table" was being considered.</p> <p>[REDACTED] confirmed that a response to [REDACTED] was pending following the request to open the bridge to one-way traffic and that making this change was unlikely to be approved.</p> <p>AbC confirmed that NMU access across the Oatyhill Bridge remained available, and that the bridge is currently only closed to vehicles.</p> <p>[REDACTED] informed the group of a recent collision incident on the A90 at the Marykirk junction, relatively close to the Oatyhill area.</p> <p>[REDACTED] also confirmed that there had been a recent article in the local press regarding junctions on the A90.</p> <p>Notwithstanding the foregoing, AbC confirmed that communications with the general public and elected members relating to the Oatyhill situation and the improvement scheme in general had reduced in recent weeks.</p> <p>[REDACTED] confirmed that no information was yet available following recent structural issues on the east coast mainline railway between Montrose and Stonehaven (i.e. collapsed wall at a structure located three miles north of the Carmont signal box)</p>	
	<p>[REDACTED] queried and [REDACTED] confirmed that demolition of the Oatyhill Bridge was still planned to coincide with the Christmas 2021 rail closure window.</p>	

Item	Minutes	Actions
2.8	[REDACTED] queried and [REDACTED] confirmed that AbC continue to consider their position as progress is made and matters evolve with regards to the issue of access to Oatyhill, as well as their objection to the main scheme. [REDACTED] confirmed that any likely decision would be pending the identification of the preferred option for access to Oatyhill.	
3.0	Information from Nestrans	
3.1	[REDACTED] commented that Nestrans Regional Transport Strategy was expected to be signed-off in the next few weeks.	
3.2	To date there has been limited discussion at the Aberdeen City Region Deal board meetings regarding the Oatyhill situation, although written progress reports had confirmed that the main scheme was pending identification of the preferred option for access to Oatyhill. The next scheduled written progress update would be mid-May.	
4.0	Information from Angus Council (AnC)	
4.1	[REDACTED] provided a brief update on the North Angus Growth Opportunity (NAGO) including cross-border discussion/collaboration regarding potential implications of route options for crossings of the River North Esk and Marykirk.	
4.2	[REDACTED] confirmed that the next phase of the NAGO project was broader consideration of the project in the context of policy and development/strategic transportation planning including regarding crossings of the River North Esk and Marykirk.	
5.0	The way forward	
5.1	Amey estimated two to three weeks before the assessment process might identify a preferred option for access to Oatyhill.	
5.1	AbC acknowledged Amey's IT issues that had disrupted progress with assessment of options for access to Oatyhill, but [REDACTED] commented that the next Councillor Ward Meeting was scheduled for 09 February 2021 on the understanding that the preferred option would be known. [REDACTED] commented that a full decision inclusive of TS and AbC endorsement would be unlikely in this timeframe.	
5.2	[REDACTED] requested a Partnership catchup on 05 February 2021 to review progress with the assessment and this was agreed and arranged after the meeting. Amey/TS scheduled further assessment sessions in advance of this date to progress matters.	
5.3	[REDACTED] and [REDACTED] acknowledged that further AbC/TS dialogue and governance would be required after identification of a preferred option to reach the point where an announcement could be made.	
6.0	Any Other Business	
6.1	No other business was identified.	
7.0	Next meeting	
7.1	The next meeting was scheduled for Friday 05 February 2021 at 2pm.	All

Minutes of Meeting

Transport Scotland Multi-Supplier Framework Agreement for Engineering and Transportation Consultancy Services – Lot 1 - Roads

A90/A937 Laurencekirk Junction Improvement Scheme – Partnership Meeting

Purpose of Meeting Partnership – update on Oatyhill options assessment

Location: via Microsoft Teams

Time/Date: 14:00, Friday 05 February 2021

Attendees:

[REDACTED] [REDACTED]	Head of Design Teams 1 and 3 – Transport Scotland Project Manager – Transport Scotland
[REDACTED] [REDACTED]	Technical Director – Amey Principal Engineer - Amey
[REDACTED] [REDACTED] [REDACTED] [REDACTED]	Head of Transportation - Aberdeenshire Council (AbC) Strategic Transport Officer – (AbC) Principal Structures Engineer – (AbC) Area Manager Kincardine & Mearns – (AbC)
[REDACTED]	Service Manager (Roads) - Angus Council (AnC)
[REDACTED]	Strategy Manager - Nestrans

Apologies:

[REDACTED] [REDACTED] [REDACTED] [REDACTED]	Head of Design – Transport Scotland Principal Structures Engineer – (AbC) Programme Director - Amey Project Manager – Transport Scotland
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Item	Minutes	Actions
0.0	Review of Actions from the previous meeting (22 January 2021)	
0.1	(0.1) Amey to provide a copy of the Oatyhill assessment matrix to the group following the on-going appraisal.	Amey
0.2	(1.3) Amey and TS continue to engage with objectors to seek resolution of concerns and withdrawal of objections.	Amey/TS (on-going)
1.0	Update on Oatyhill options assessment	
1.1	Amey and TS confirmed that they had completed a joint review of the assessment matrix, scoring the options for access to Oatyhill. Further reporting was now required to expand on the assessment to better define justification and conclusions. TS approval of findings and governance would follow. Amey and TS confirmed therefore that conclusion to the assessment had not been reached whereby AbC could inform elected members at the forthcoming meeting.	Amey TS
1.2	[REDACTED] acknowledged the situation and commented that AbC would need to consider the message to Ward Members at the forthcoming meeting scheduled on 09 February 2021.	

Item	Minutes	Actions
1.3	[REDACTED] offered Partnership participation to the assessment to help reach a conclusion. TS acknowledged the potential for contribution and will take away for consideration.	TS
1.4	Amey and TS commented that a further option variant had been introduced to the assessment. This related to the possibility of using the Network Rail (NR) Denlethen Bridge over the railway for NMU access to the A937 (broadly similar to the existing situation) in conjunction with the option for vehicular traffic around the west side of Denlethen Wood to the B9120.	
1.5	The potential use of Denlethen Bridge for NMUs was discussed. [REDACTED] asked if NR in the consultations to date had expressed a view with respect to using this bridge structure. Amey confirmed that NR initial views did not preclude the proposal. [Amey copied Denlethen Bridge structural assessment information to [REDACTED] following the meeting]	
1.6	[REDACTED] noted that NR were actively assessing the line for future electrification and it would be prudent to discuss Denlethen Bridge in this context. Amey acknowledged and will take this forward as part of further consultation with NR.	Amey
1.7	[REDACTED] and [REDACTED] discussed up-coming engagement with elected members during the meeting.	
1.8	[REDACTED] noted that an Aberdeen City Region Deal meeting was imminent when the matter might be raised. [REDACTED] thanked Amey and TS for convening the meeting and updating AbC in advance of their ward meeting.	
1.9	[REDACTED] noted that an Aberdeen City Region Deal meeting was imminent when the matter might be raised. [REDACTED] thanked Amey and TS for convening the meeting and updating AbC in advance of their ward meeting.	
1.10	AbC noted that their bridge prioritisation report was due to be published on 23 March 2021.	
2.0	Any Other Business	
2.1	No other business was identified.	
3.0	Next meeting	
3.1	The next meeting was scheduled for Friday 05 March 2021 at 3pm.	All

Minutes of Meeting

Transport Scotland Multi-Supplier Framework Agreement for Engineering and Transportation Consultancy Services – Lot 1 - Roads

A90/A937 Laurencekirk Junction Improvement Scheme – Partnership Meeting

Purpose of Meeting Partnership – update on scheme progress and current issues

Location: online

Time/Date: 15:00, Friday 05 March 2021

Attendees:

[REDACTED] Head of Design Teams 1 and 3 – Transport Scotland
[REDACTED] Project Manager – Transport Scotland

[REDACTED] Technical Director – Amey
[REDACTED] Principal Engineer - Amey

[REDACTED] Head of Transportation - Aberdeenshire Council (AbC)
[REDACTED] Strategic Transport Officer – (AbC)
[REDACTED] Principal Structures Engineer – (AbC)

Apologies:

[REDACTED] Programme Director - Amey
[REDACTED] Project Manager – Transport Scotland
[REDACTED] Service Manager (Roads) - Angus Council (AnC)
[REDACTED] Strategy Manager - Nestrans
[REDACTED] Area Manager Kincardine & Mearns – (AbC)

Item	Minutes	Actions
1.0	Safety Moment	
1.1	[REDACTED] commented on the need for vigilance and appropriate Covid good practice in the coming period as attendees and colleagues emerge from Covid lockdown and resume duties visiting sites and office environments.	
2.0	Review of Actions from the previous meeting (05 February 2021)	
2.1	(0.1 and 1.1) Amey continue assessment of options for access to Oatychill. Amey/TS to provide further information on the assessment to the group at salient points in the process.	Amey/TS
2.2	(0.2) Amey and TS continue to engage with objectors to seek resolution of concerns and withdrawal of objections.	Amey/TS (on-going)
2.3	(1.3) [REDACTED] had offered Partnership participation to the assessment to help reach a conclusion. TS acknowledged the potential for contribution and will consider this for the appropriate point in the process.	TS
2.4	(1.6) [REDACTED] had noted that NR were actively assessing the line for future electrification and it would be prudent to discuss Denlethen Bridge in this context. Amey had acknowledged this and were taking this forward as part of on-going consultation with NR.	Amey (on-going)

Item	Minutes	Actions
<p>3.0</p> <p>3.1</p> <p>3.2</p> <p>3.3</p> <p>3.4</p> <p>3.5</p>	<p>Amey update on the Scheme and assessment of Oatyhill options</p> <p>[REDACTED] updated the meeting on progress and confirmed that negotiations with objectors continued and assessment of options for access to Oatyhill was on-going. The draft assessment report was expected to be submitted to TS before the end of March 2021.</p> <p>Amey and TS thanked [REDACTED] for the opportunity in the days before the meeting to review AbC's draft briefing note to elected members regarding Oatyhill.</p> <p>[REDACTED] requested further information from AbC regarding plans for demolition of the existing Oatyhill Bridge. [REDACTED] intimated that this had a bearing on the assessment of options – the impact of the timing of demolition on the relative merits of an online versus offline replacement structure.</p> <p>[REDACTED] confirmed that the plan for demolition would replicate that implemented for Abbeyton Bridge over Christmas 2018. The abutments would be left in place and tie-ins agreed with Network Rail (NR).[REDACTED] confirmed that AbC were actively planning for demolition during a 54-hour possession over the 2021 festive period (or any free possession opportunity that might arise before that). [REDACTED] noted that the line was double track and confirmed that NR had not intimated any lateral clearance issue with the existing abutments for any future electrification. Amey to investigate if this is a potential issue with NR. [REDACTED] queried whether the abutments could be removed and [REDACTED] commented that this would likely require a longer possession and that, in any case, the abutment were understood to be in good structural order (notwithstanding bulging wingwalls that required repair but did not contribute to the structural operation of the abutments). [REDACTED] confirmed that communications to inform the public of the intention to demolish the bridge were planned for the end of March 2021.[REDACTED] requested advance notification of any announcement.</p> <p>[REDACTED] queried whether a coordinated announcement including the preferred option for access to Oatyhill would be possible. Amey and TS commented that, whilst the draft assessment report should be with TS for consideration at the end of March, there would be insufficient time for approval by Investment Decision Makers and the Cabinet Secretary to allow announcement of the preferred option at that time. [REDACTED] noted that the pre-election period would be an additional factor affecting this. The commencement date for the pre-election period was discussed – 25 March or 08 April 2021 were possible. [REDACTED] commented that, notwithstanding the pre-election period, the group should strive for coordinated comms where practicable. [REDACTED] confirmed receipt of topographical survey information and drone video footage from Amey/TS.</p>	<p>Amey</p> <p>AbC</p>
<p>4.0</p> <p>4.1</p> <p>4.2</p> <p>4.3</p>	<p>AbC Update</p> <p>[REDACTED] confirmed that the planned NMU route to/from Oatyhill during/after demolition of Oatyhill Bridge was via Denlethen Wood and Denlethen Bridge over the railway.</p> <p>[REDACTED] queried and [REDACTED] confirmed that diversion of the BT apparatus currently through Oatyhill Bridge would be investigated with BT but was expected to be overhead and a permanent diversion (not temporary).</p> <p>[REDACTED] confirmed that a meeting had been convened between AbC, Bear and TS to investigate extension of the 50mph speed limit on the A90 to encompass the Oatyhill junction more fully.</p>	

Item	Minutes	Actions
5.0	Updates from Angus Council and Nestrans	
5.1	There were no updates on behalf of Angus Council or Nestrans since [REDACTED] and [REDACTED] had been unavailable for the meeting.	
6.0	Any Other Business	
6.1	No other business was identified.	
7.0	Next meeting	
7.1	The next meeting was scheduled for Thursday 01 April 2021 at 11am.	All



Minutes of Meeting

Multi-Supplier Framework Agreement for Engineering and Transportation Consultancy Services – Lot 1 - Roads

A90/A937 Laurencekirk Junction Improvement Scheme – Local Roads Design Interface

Purpose of Meeting Local Roads Design Interface

Location: Aberdeenshire Council, Woodhill House, Westburn Road, Aberdeen, AB16 5GB

Time/Date: 11:00, Thursday 15th November 2018

Attendees: [REDACTED] (Aberdeenshire Council)
 [REDACTED] (Aberdeenshire Council)
 [REDACTED] (Aberdeenshire Council)
 [REDACTED] (Aberdeenshire Council)
 [REDACTED] Aberdeenshire Council

 [REDACTED] Transport Scotland – Project Manager)

 [REDACTED] (Principal Engineer (Roads) – Amey)
 [REDACTED] (Assistant Engineer (Roads) – Amey)
 [REDACTED] (Assistant Engineer (Roads) – Amey)

Apologies:

Item	Minutes	Actions
1.0	Introduction & Project Overview	

Item	Minutes	Actions
1.1	<p>Initial introduction provided by [REDACTED] on the purpose of the meeting and the potential benefits an understanding following Aberdeenshire Council's (AbC) recent involvement in the AWPR project.</p> <p>Following introductions[REDACTED] gave an overview of the A90/A937 Laurencekirk Junction Improvement project and the preferred option announced in July 2018. [REDACTED] emphasised the main objective from the meeting was to agree local road design standards and categories on roads which would come under the ownership of AbC. [REDACTED] added that this would allow the design to progress through DMRB Stage 3 assessment and provide a layout to inform the statutory process, i.e. draft road Orders and CPO.</p> <p>[REDACTED] identified all roads and accesses Amey considered would come under the ownership of AbC. This included the A937 northern and southern legs, the A937 overbridge running surfaces, verges and footpaths, old A90 access road, Denlethen Woods access track and the shared use Non-Motorised User (NMU) track to Johnston Lodge continuing to the B9120.</p> <p>[REDACTED] indicated that the access to Denlethen Woods is currently a private access and on the basis that this would remain the same ownership, AbC would only be interested in the junction with the old A90.[REDACTED] stated that the design standards of the Denlethen Woods access should be discussed and agreed with the landowner.</p> <p>[REDACTED] noted that the shared access/NMU link to the Johnstone Lodge property would be considered to fall under the ownership of the trunk road authority and not AbC.</p>	
2.0	<p>Road Geometry</p> <p>2.1 Design Speed</p> <p>[REDACTED] stated that Amey have used a design speed of 85kph for both the A937 northern and southern legs. AbC agreed to the design speed, noting that it was acting as a transition zone for vehicles leaving the A90 prior to entering the 30mph zone at Laurencekirk. AbC confirmed that their preferred approach would be to create a 40mph zone prior to the 30mph limit at the southern entry to Laurencekirk. The extent and location of the 40mph signs to be confirmed following design development.</p> <p>[REDACTED] noted that the design speed to be applied between the two roundabouts (over the bridge structure) at the top of the A90 slip roads would be taken forward as 60kph due to the limited distance to gain speed.</p>	

Item	Minutes	Actions
2.2	<p>Road Category</p> <p>[REDACTED] explained that the A937 northern and southern legs were categorised as a Primary and District Distributor Road in line with Aberdeenshire Council Roads Development guide. AbC agreed this was the appropriate category to apply for this section of the road network. [REDACTED] advised that in accordance with the AbC Standards the A937 (Primary and District Distributor Road), has been designed to meet DMRB standards at the design speed of 85kph.</p> <p>[REDACTED] emphasised that the old A90 road had been categorised as a core road for the purposes of the design. AbC agreed with this category and requested that future development potential is considered in the design of this particular access.[REDACTED] explained that the access to Denlethen Woods is a private access and therefore AbC would not be responsible for this road.</p>	
2.3	<p>Alignment and Cross Section</p> <p>[REDACTED] described the alignment for the A937 derived from the DMRB Vol 6, compliant with AbC Design Standards for a Primary and District Distributor Road.</p> <p>[REDACTED] discussed the proposed cross section as derived from the AbC Roads Development guide for the appropriate road category.</p> <p>After discussion, the following cross section was agreed;</p> <ul style="list-style-type: none"> • A937 northern and southern legs and connection over bridge – 2No. running lanes of 3.65m width which shall be kerbed, 2m verge on the of the northbound lane, on the southbound lane there shall be a 2m buffer separation zone and a 3m footway / cycleway with a 0.5m verge at the back of the verge (not on bridge). The cross section shall not contain any hardstrips. <p>AbC noted that they considered kerbs were appropriate and the 1.0m wide hardstrips removed in order to urbanise the section of carriageway on the approach to Laurencekirk.</p> <p>[REDACTED] described the alignment designed and the cross section chosen for the old A90. This was categorised by Amey as a Core Road from AbC Design Standards.</p> <p>After discussion, the following cross section was agreed;</p> <ul style="list-style-type: none"> • Old A90 – 2No. 3.65m wide running lanes with 1m hardstrips and kerbs (included to accommodate any future development), 2m verge on the westbound side and a 2m buffer separation zone with 2m cycleway and 0.5m verge to the rear. 	<p>Amey</p> <p>Amey</p>

Item	Minutes	Actions
2.4	<p>A937 (North) Tie-in / Laurencekirk Gateway</p> <p>[REDACTED] tabled drawings illustrating the proposed A937 (North) tie-in position. [REDACTED] noted that the tie-in is positioned south of the existing bridge structure over Gaugers Burn. AbC noted they are content with this layout but suggested that the shared footway / cycleway tapers to the existing and includes “End of Cycleway” signs / bollards to warn cyclists.</p> <p>ABC noted that there could be benefits in forming a gateway feature at this location and suggested that signage could be incorporated. Amey to review and consider options.</p> <p>Access to Scotia Development</p> <p>[REDACTED] requested AbC’s view on the Scotia Development and if they envisaged access provision being included as part of the A90 Laurencekirk scheme. [REDACTED] suggested that it would be beneficial to have some form of access from the existing A937 onto the proposed A937. Amey to consider options and incorporate access into design for discussion.</p> <p>Amey to arrange a meeting with Scotia Homes, AbC Roads and AbC Planning to discuss design proposals.</p> <p>Oatyhill Junction</p> <p>AbC queried what were the proposals for the existing Oatyhill junction located immediately to the south of the proposed grade separate junction and asked if this would remain open or closed. AbC noted potential issues with access across the rail bridge structure. Amey stated that they would consider options and review with TS Standards Branch given the proximity of the slip road.</p>	<p>Amey</p> <p>Amey</p> <p>Amey</p> <p>Amey</p> <p>Amey</p>
3.0	<p>Drainage</p> <p>3.1 Network Drainage</p> <p>[REDACTED] presented the proposed drainage design, outlining the various networks and outfalls. AbC confirmed that content with the overall strategy of the drainage design, however, would request pre-earthwork drainage to be separated from road drainage. AbC content for pre-earthwork drainage and road drainage to outfall into the same detention basin.</p> <p>Regarding water treatment, AbC noted that they are content to accept SEPA’s approval for the system.</p> <p>AbC stated that they would like overland flow flood and sensitivity checks carried out on the design.</p> <p>3.2 SuDS</p> <p>AbC noted that they would prefer a gated access off the A937 into the detention basins, effectively reducing the amount of maintenance required for access tracks.</p> <p>3.3 Culvert</p> <p>AbC reiterated that they are not willing to accept responsibility for Johnston Lodge access and subsequently will not accept responsibility for the culvert at this location.</p>	
4.0	<p>NMU Routes</p>	

Item	Minutes	Actions
4.1 4.2	<p>[REDACTED] presented the proposed NMU routes including the shared NMU / Johnston Lodge access track which comprises of a shared surface width of 3.5m and 2.5m passing places. [REDACTED] explained that AbC would not take ownership of the shared NMU / access track but noted that the proposed overall approach and design appears appropriate.</p> <p>The cycleway running along the A937 was described in detail. AbC confirmed satisfaction with the cross section of the NMU route, however, [REDACTED] questioned whether the cyclist jug handle is necessary and if it would be actually used by cyclists. The decision was taken to leave the jug handle in place and allow the cycling and road safety audit to determine the suitability.</p>	Amey
5.0 5.1	<p>5.0 Landscaping</p> <p>[REDACTED] discussed the proposed earthwork slope gradient of 1(V) in 3(H) and explained this was in line with the current BS 4428:1989 which gives guidance on gradients for maintenance purposes. AbC confirmed that they were satisfied with this approach. [REDACTED] suggested consultation should take place with AbC prior to completion on the landscape design to agree the general approach on Council roads.</p>	Amey
6.0 6.1	<p>6.0 Maintenance Access Provision</p> <p>[REDACTED] highlighted there are a number of locations that would allow parking and access to AbC landscape areas and drainage/SuDS areas for maintenance.</p> <p>[REDACTED] stated AbC would require access to all AbC assets. [REDACTED] confirmed that appropriate access would be provided and highlighted there would be a minimum 3m wide zone from the scheme boundary to all assets. [REDACTED] added that would ensure assess points and turning provision would be considered prior to the completion of CPO boundaries.</p>	
7.0 7.1	<p>7.0 VRS</p> <p>It was noted from the previous meeting that AbC had expressed a desire to have VRS where necessary instead of passive safe systems. AbC confirmed that this was still the case although they would be willing to look at individual cases if it were necessary.</p>	
8.0 8.1	<p>8.0 Departures</p> <p>[REDACTED] queried AbC's departure process. [REDACTED] confirmed that departures would be accepted in the Transport Scotland or AbC template and can be submitted online via AbC Roads website.[REDACTED] also noted that it would be beneficial discussing any departures with AbC prior to formal submission to allow appropriate mitigation measures to be put in place.</p>	
9.0 9.1	<p>9.0 Road Safety Audit (RSA)</p> <p>[REDACTED] queried whether Amey's RSA team had been approved by AbC to carry out Road Safety Audits.[REDACTED] confirmed that aware of [REDACTED] and [REDACTED] having both been previously approved by AbC, but would undertake a check to verify.</p> <p>[Post Meeting: Correspondence of 16/11/2018 from [REDACTED] confirmed [REDACTED] and [REDACTED] have been approved by AbC to undertake RSA)</p>	

Item	Minutes	Actions
10.0	As-builts / Records	
10.1	[REDACTED] queried if AbC had any existing As-Built drawings or records to inform the ongoing design development. AbC stated that no formal records are available.	
11.0	Demarcation of Trunk Road	
11.1	AbC confirmed they would be responsible for the roundabouts at the top of the A90 slips (to the back of the bell-mouths), along with the running lanes, verges and cycleway/footpaths across the proposed structure.	
12.0	Other Business	
12.1	[REDACTED] discussed proposed lighting for the scheme. AbC noted they would like a fully separated system from the Trunk Road. This would include a separate power supply and junction boxes. AbC added that they would prefer lighting columns to be located off the structure from a maintenance perspective. Any departure specifically associated with this would be considered acceptable.	



Minutes of Meeting

Multi-Supplier Framework Agreement for Engineering and Transportation Consultancy Services – Lot 1 - Roads

A90/A937 Laurencekirk Junction Improvement Scheme – Speed Limits

Purpose of Meeting: to review appropriateness of potential future speed limits on scheme local roads

Location: online

Time/Date: 12:00, Thursday 25 August 2022

Attendees:

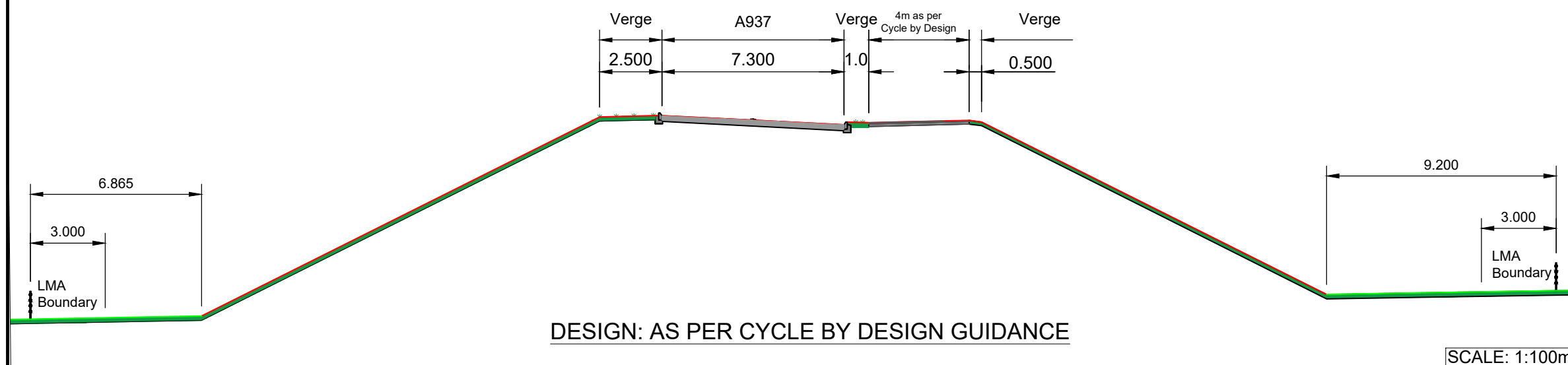
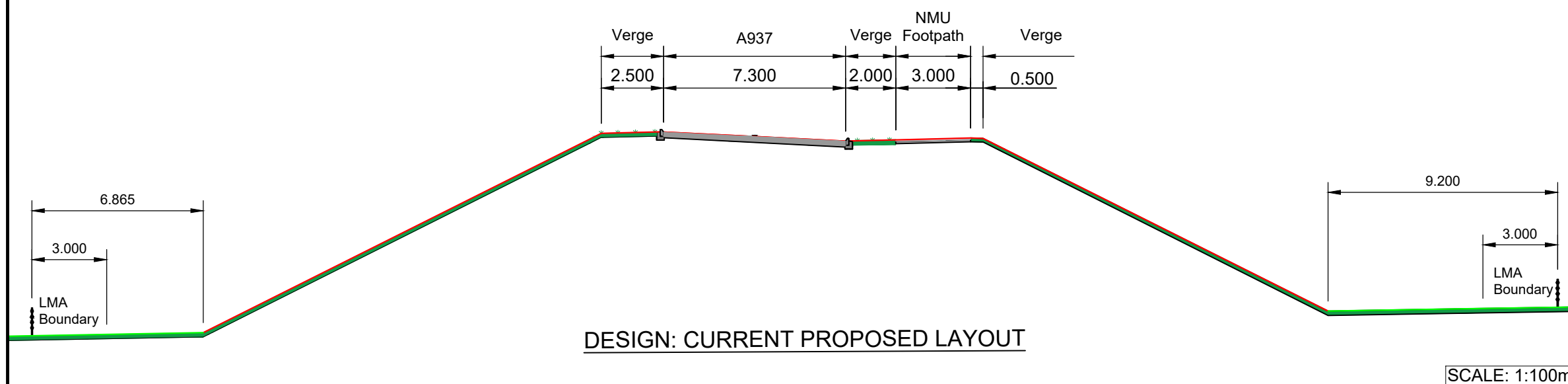
[REDACTED]	Project Manager, MP Design Team 1 – Transport Scotland (TS)
[REDACTED]	Technical Director – Principal R & I Engineer – Amey
[REDACTED]	Principal Engineer – Amey
[REDACTED]	Strategic Transport Officer - Aberdeenshire Council (AbC)

Apologies: None required

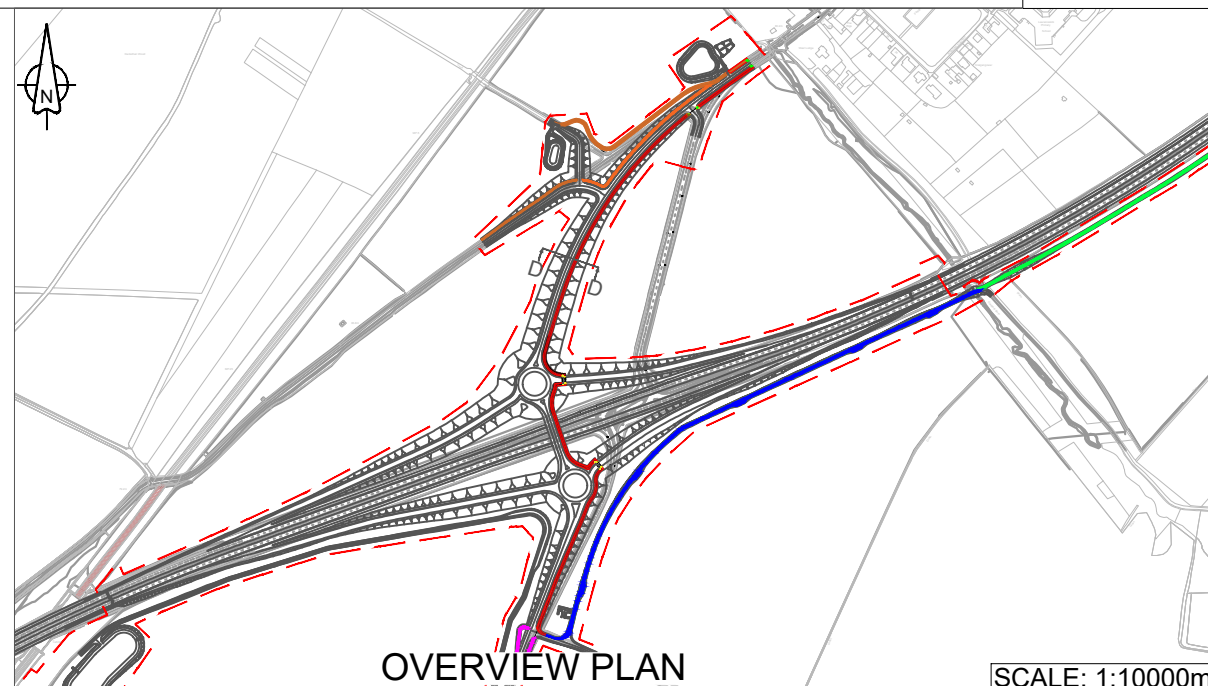
Item	Minutes	Actions
1.0	Purpose	
1.1	Amey had requested the meeting to review AbC's intentions/views regarding prospective speed limits for the local roads that would be realigned and amended as part of the A90/A937 Laurencekirk Junction Improvement Scheme (the proposed scheme).	
1.2	Amey gave a brief overview of previous discussions and understanding of options for speed limits being considered by AbC.	
1.3	More recent aspects and policies affecting speed limits were discussed – NTS2, The Highway Code 2022, the hierarchy of road users, Cycling by Design 2021, emphasis on NMUs, and 20mph zones.	
2.0	The proposed hotel development	
2.1	Amey enquired and AbC confirmed that the proposed hotel development located between the proposed A937 realignment and Oatyhill Bridge had planning permission (understood to be permission in principle) with conditions related to the proposed scheme.	
3.0	Speed Limit Considerations	
3.1	The potential for a 30mph speed limit on the proposed A937 realignment was discussed. AbC considered that this would not be favoured pending AbC's on-going considerations regarding 20mph zones.	
3.2	A future 40mph speed limit on the full extent of the proposed A937 was considered appropriate (from the south tie-in near Mains of Newton to the existing 30mph threshold at Gauger's Burn).	
3.3	The implications of a 40mph speed limit on the A937 adjacent to shared footways in the context of Cycling by Design 2021 were discussed. The existing proposal for the footway width was a 2m wide buffer behind the kerb and 3m wide footway in accordance with AbC standards. Amey considered that revision to a 1m wide buffer and 4m wide footway would be more compliant with guidance in Cycling by Design 2021. AbC confirmed that this	

Item	Minutes	Actions
3.4	<p>would be an acceptable amendment that would be unlikely to require a Departure from Standard, but this would be checked.</p> <p>Following the meeting, Amey checked the proposed footway width at the proposed bridge over the A90 and confirm that the Stage 3 design provision was a 2m hardened verge on the south side and a 5m footway width on the north side comprising 1.5m buffer, 3m shared footway, and 0.5m parapet clearance – effectively 1.5m buffer and 3.5m shared footway.</p>	AbC
3.5	<p>It was agreed that the on-going assessment of proposed NMU provision and Cycling by Design 2021 requirements should assume a 40mph speed limit for the extents of the A937 realignment.</p>	

D-D Cross Section A937 North of Junction: CH:150.000m Typical section from CH:25-300



	LOCATION	LENGTH (m)	GEOMETRY		LEVEL OF SERVICEABILITY
			Width (m)	Gradient (%)	
DESIGN	A937 Overbridge to Northern Tie-in	275	3.0	Ranges from 2.0 – 3.0 with a Max of 5.0 for 20m	Medium
CYCLE BY DESIGN GUIDANCE	A937 Overbridge to Northern Tie-in		4.0	Max of 3 for full length. To be widened by 0.25m if exceeded	High



KEY:

- Land Made Available (LMA)
- Proposed Dedicated detached NMU path for pedestrians and cyclists (3.0m)
- Proposed Footway/Cycleway Stepped from Carrigeway (3.0m)
- Proposed Footway Stepped/ Remote from Carrigeway (2.5m)
- Proposed Mixed Use, Shared NMU Path and Johnston Lodge Access (3.5m)
- Proposed Cyclist Jug Handle & Merge Taper (3.0m)

NOTES:

1. All dimensions are measured in meters

Revision details					
P02	Created	Checked	Reviewed	Approved	Authorised
	20/06/22	[REDACTED]	21/06/22	21/06/22	21/06/22
Initial Revision					
P01	Created	Checked	Reviewed	Approved	Authorised
	24/02/22	[REDACTED]	25/02/22	25/02/22	25/02/22

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 Precision House
 McNeil Drive
 Motherwell, ML1 4UR

ameyconsulting

Client
 58 Port Dundas Road
 Glasgow
 G4 0HF

TRANSPORT SCOTLAND

Project Name
A90/A937 Laurencekirk Junction Improvement Scheme

Drawing Title
A937 NMU Routes Design Review: Cross-Section Review: D-D

Project Ref. No.	Stage	Scale	@A3
25000276	3	As Shown	-

Drawing Number	Project	Originator	Volume
A90LK	-	AMY	NMU
SWI	-	DR - CH -	0009
Location	Type	Role	Number

Suitability	Suitability Description	Revision
S2	Fit For Information	P01