

## **A9 Safety Group**

Tuesday 2nd February 2016 at 10:30  
Birnam Arts and Conference Centre, Birnam

### Attendees:

|                   |                           |
|-------------------|---------------------------|
| Alan Campbell     | BEAR Scotland Ltd         |
| John Smith        | BEAR Scotland Ltd         |
| Kevin McKechnie   | BEAR Scotland Ltd         |
| Chic Haggart      | Perth and Kinross Council |
| Craig Linton      | Police Scotland           |
| Chris Campbell    | Road Haulage Association  |
| Michael McDonnell | Road Safety Scotland      |
| Hugh Logan        | The Highland Council      |
| Stewart Leggett   | Transport Scotland        |
| Stephen Davies    | Transport Scotland        |
| David McConnell   | Transport Scotland        |
| David Pollock     | Transport Scotland        |

### **Notes of Meeting**

#### **1. Welcome & Introductions**

**Stewart Leggett** welcomed all to the meeting.

#### **2. Apologies**

Apologies were made for Stuart Wilson, (Transport Scotland), Neil Greig (IAM) and David Richardson (Federation of Small Businesses).

#### **3. Previous Minutes & Actions**

**Stewart Leggett** asked for comments on the minutes of previous meeting held on the 26<sup>th</sup> August 2015. There were no issues raised with the minutes produced for the previous meeting. Items for Action were included in agenda items.

#### **4. Average Speed Camera System Update**

**David McConnell** provided a short presentation on the recently released performance data for the Average Speed Camera System which covered the first 15 months of operation. This data which is published on the A9 Safety Group website has evidenced the sustained change in driver behaviour along the route with levels of excessive speeding remaining 95% lower than the baseline figures. The data release also contained the accident and casualty analysis covering the period from November 2014 to October 2015. The headline figures when compared against the established baseline indicated:

- The number of fatal casualties between Dunblane and Inverness is down by 25% compared to the baseline average.

- The number of fatal and serious collisions between Dunblane and Inverness overall is down by almost 59%, with fatal and serious casualties down by over 64%.
- The number of fatal and serious collisions and fatal and serious injuries between Dunblane and Perth is down 100%.
- The number of fatal and serious collisions between Perth and Inverness is down by almost 45%, with fatal and serious casualties down by almost 58%.
- The total number of fatal collisions remains the same but the number of fatal casualties between Perth & Inverness is down 18.2%
- The total number of injury collisions and casualties, which includes slight injuries, have also fallen. Between Dunblane and Inverness the total number of injury collisions is down by 40%, with a reduction in injury related casualties of almost 55%.

The on-going monitoring has also revealed that in the second half of 2015 there were no fatalities anywhere on the route which is the first time this has happened since the road was upgraded in the 1970s.

It was highlighted that the analysis was also indicating a slight but gradual upward trend in the speed profile between Tibbermore and Dunning (southbound). While in comparison to original baseline figures this was minimal it was agreed to monitor this section and consider whether further mitigation measures were needed.

**Action No1:** *David McConnell & Alan Campbell to monitor the situation and report at the next meeting.*

**Stewart Leggett** added that there should still be caution over drawing conclusions from a relatively short analysis period. However, the latest statistics appeared to indicate a significant shift in driver behavior. **Michael McDonnell** mentioned that the ASC fits in well with the Safe System ethos. **Chic Haggart** commented that the ASC strategy was demonstrating a fundamental shift in driver behaviour and this was now being evidenced through the casualty reductions on the route.

In continuing with the data release **David McConnell** indicated that journey times were now being segregated to take cognisance of the dualling programme which was now underway between Kincaig and Dalraddy.

In closing this item **Stewart Leggett** indicated that he would welcome any thoughts from Group members on how best to present the data so that it is easily understood by the wider audience.

## 5. Collision and Casualty Analysis

**Craig Linton** provided a report on the five fatal collisions occurring on the A9 between Dunblane and Inverness from November 2014 through to October 2015. While there is a degree of confidentiality around some aspects of the investigations he could conclude that a main theme through the majority of the collisions appears to be the involvement of fatigue/distraction. One of the fatal collisions had recently been the subject of a Fatal Accident Enquiry which had concluded that the cause was due to the driver of one vehicle being under the influence of drugs.

It was also noted that involvement of HGVs were over-represented in these collisions. Stewart Leggett suggested that it would be worth further analysis of collisions resulting in fatal or serious injuries on the A9 to determine the prominent causation factors.

Craig also provided a summary of injury collisions on the A9 between Inverness and Scrabster that have occurred since the last meeting. There were no specific patterns identified in these collisions.

**Action No 2:** *Craig Linton to develop a reporting template to be used for analysis of fatal and serious collisions on the A9.*

## 6. Group Priorities

**John Smith** and **Alan Campbell** reported on the following recent and forthcoming road safety improvements along the route:

- Tore Roundabout – Extension of existing street lighting system, installation of pedestrian activated signing, footway widening and signing upgrades;
- Tain North Junction – Installation of high friction surfacing and central hatching and signing improvements;
- Pitlochry Slip Road – Installation of hazard marker posts and chevrons and edge delineation;
- North of Inveralmond Roundabout – Cycle path delineation and signing, review of roundabout lane destinations and signal timings, installation of passive safe sign posts and central reserve gap closures;
- Munloch Junction – Improved signing and road markings, increases to visibility splays and safety barrier terminal upgrades;
- Dalmore Junction – Installation of high friction surfacing, road markings and passively safe signs and increases to visibility splays;
- Gleneagles – Installation of pedestrian activated signing and footway widening;
- Blackford South Junction – Surfacing and visibility splay improvements.

In addition, the following sites have been identified for further investigation as part of the 2016/17 Strategic Road Safety Programme:

- Faskally to Dalnaspidal
- Dalwhinnie to Newtonmore
- Newtonmore to Kingussie
- Carrbridge to Tomatin
- Rosskeen junction
- Nigg roundabout to Dornoch roundabout
- Dornoch to the Mound
- Thurso
- Broxden Roundabout

There was a general discussion on a wide range of subjects in terms of developing the Group Priorities going forward. The focus of the discussions was on:

- **Stewart Leggett** suggested that a route tour should be undertaken to identify any mitigation measures which could support the identified safety issues.
- **Michael McDonnell** explained that reducing budgets may affect potential future campaigns and suggested that less traditional methods may have to be investigated. This will be discussed further at the next Tactical Options Group meeting.
- **Stephen Davies** suggested that there should be a future campaign on winter weather driving, with the existing variable message signs reinforcing the prevailing conditions. Chris Campbell highlighted the need for HGV parking in advance of the Snow Gates to ensure that drivers of large vehicles have appropriate and convenient facilities during inclement weather.
- It was suggested that a further campaign on fatigue/distraction should be considered, particularly in light of the contributory factors associated with the recent fatal collisions. Chris Campbell added that a previous campaign used by the RHA, concerning drivers' state of mind, may tie in with this proposal.

- It was highlighted that a number of seasonal campaigns could be scheduled in a set annual programme. Road Safety Scotland, Transport Scotland and Police Scotland to consider this further.

**Action No 3:** *David McConnell and Michael McDonnell to discuss and develop proposed Group Priorities ahead of the next meeting*

## 7. A9 Dualling Update

**David Pollock** updated the group on A9 dualling progress.

The project is now utilising over 800 design related jobs in Scotland, 335 of which are graduates and 12 are apprentices. The programme is now in construction with the Kincaig to Dalraddy section of the project commencing on 18<sup>th</sup> September 2015 and is due for completion in summer 2017.

The update covered the following areas:

- A Public Local Inquiry into the Luncarty to Pass of Birnman section of the project has been held and the decision from this is awaited.
- Public exhibitions have now been held for eight of the twelve sections of dualling. One area of comment at the majority of meetings related to cycling provision and on this basis a non-motorised User Forum has been established, which will take account of these views.
- Demand for offline routes for construction traffic have been voiced due to the disruption to the travelling public during the construction period.
- An A9 Dualling newsletter will be circulated to Working Group members.

Separately, the single objection to the proposed improvements works at Berriedale Braes on the A9 in Caithness has not been withdrawn. Consequently, a Public Local Inquiry will be held in April 2016.

## 8. Update from Partners

In Neil Greig's absence, **Stewart Leggett** advised that a report on driver distraction, entitled 'Battle for Attention' has been undertaken for the IAM. David McConnell provided a brief synopsis of the report and it was agreed that that a more detailed analysis of the report should be undertaken with a view to identifying any identified trends relate to A9 driver behaviour issues.

**Action No 4:** *David McConnell & Neil Greig to develop a priority list from the report directly relative to A9 identified issues.*

**Michael McDonnell** reported that a review of the National Road Safety Framework will be published before 21<sup>st</sup> March 2016. The key areas that the review will concentrate upon is age, vulnerable road users and speed.

An action raised in a previous meeting related to directional arrows on the carriageway and the risks they presented in adverse weather conditions. **Alan Campbell** advised that there are high friction road marking products available from various manufacturers and that these materials were suitable for use in all weather conditions.

**Action No 5:** *Stewart Leggett to consider this proposal as additional mitigation measures during the route tour.*

**Hugh Logan** reported that concerns had been raised by Kincaig Primary School over vehicles rat-running along the B9152 to bypass the A9 Kincaig to Dalraddy works. He will be meeting representatives of the school to determine appropriate mitigation measures and asked if works can be phased to limit the length of the

temporary 40mph speed limit. **David Pollock** advised that there is a contractual requirement to manage the impact of the roadworks and that the contractor was monitored on their compliance of this requirement.

**Chris Campbell** highlighted concerns from RHA members over longer journey times and delays caused by the dualling works. **David Pollock** advised that information on proposed phasing of the works, etc., is available from the dualling team and is on the Transport Scotland website. **David McConnell** advised that the current journey time monitoring equipment was not indicating any significant delay with the current Kincaig to Dalraddy works. The works themselves on average were adding less than four minutes to the overall journey time between Perth and Inverness

#### **9. AOCB**

No further points raised.

#### **10. Date of next meeting**

The next meeting will be held on Thursday 11 August 2016.