

A9 Safety Group

Thursday 7th March 2013 at 1000.

Scotland TranServ Office, Broxden House, Lamberkine Drive, Perth

Attendees:

Stewart Leggett	Transport Scotland
Stephen Davies	Transport Scotland
Hugh Gillies	Transport Scotland
George Henry	Transport Scotland
Paul Reid	Transport Scotland
Michelle Campbell	Transport Scotland
Inspector Neil Lumsden	Northern Constabulary
Dougie Bennion	Northern Safety Camera Partnership
Sergeant Kerry MacLeod	Tayside Police
Aaron Duncan	Tayside Safety Camera Partnership
Neil MacSporran	Central Scotland Safety Camera Partnership
Hugh Logan	The Highland Council
Phil Flanders	Road Haulage Association
Sam Greer	Stagecoach
Malcolm Bingham	Freight Transport Association
Alan Campbell	BEAR (Scotland)
John Smith	Scotland TranServ

Draft Notes of Meeting

Stewart Leggett introduced himself as the new chair of the A9 Safety Group and welcomed everybody to the 3rd formal meeting of the group. Introductions around the table were made.

Notes from the previous meeting were agreed and it was highlighted that notes from this meeting (like previous meetings) would be made available to other parties and members of the public on request.

The list of live actions that emerged from the 10th January 2013 meeting were reviewed and brief updates provided for each action as follows:

- Dr Neale Kineers presentation slides from the 10 January 2013 meeting have been circulated to the group;
- The review of the traffic modelling work undertaken to forecast the potential impacts of an Average Speed Camera System (ASCS) and an increase of the speed limit for heavy goods vehicles above 7.5 tonnes is on-going;
- The route 'evidence base' has been prepared;

- Following completion of the signing and lining review report (Perth to Scrabster), Scotland TranServ have delivered road stud improvement works at priority locations on the route and have programmed further road stud improvements by the end of March. Scotland TranServ have also programmed the delivery of the replacement of 90 national speed limit signs with two way traffic signs across the route between Perth and Inverness by the end of March 2013;
- Following completion of the signing and lining review report (Dunblane to Perth), Bear Scotland have delivered further improvements to the centre line and edge line markings at priority locations on the route. Further work of a similar nature is programmed for completions by the end of April 2013, and re-studding works have been programmed for summer 2013;
- Further discussions have taken place regarding improvements in the coordination of roadwork's. It is considered that sufficient coordination can be achieved through adherence to the existing processes and procedures. George Henry also outlined recent work on the Kessock Bridge as an example of additional measures that can be taken in special circumstances to minimise disruption and safeguard safety for road users.

Stewart Leggett shared a summary of correspondence (views and recommendations to improve safety) received from the public since the last meeting. It was noted that many of the suggestions received were being considered through the on-going work of the group. No further comments were offered from the wider group on the points raised.

Stephen Davies provided an update on the progress of the A9 Communications sub-group. A revised draft Communications Strategy had been prepared and comments from the sub-group have been received and taken account of. It is intended to finalise the strategy at the next sub-group meeting planned for 22nd March. Driver behaviours identified through the route 'evidence base' will be incorporated into the strategy as they are agreed. These behaviours will be targeted through bespoke safety campaigns.

Timescales for publishing the website are expected to be in the region of 8-10 weeks but this work has not yet commenced and is subject to agreement on the priority driver behaviours that the group would like to address. Liaison is on-going with Traffic Scotland to explore opportunities to include direct links within the website.

It has been established that bus-back advertising on the Stagecoach fleet would not be possible. Stagecoach have offered internal advertising space however the communications sub-group did not feel this would reach the correct audience to influence driver behaviour on the route.

Any campaigns taken forward as part of the website would be mindful of current and planned Road Safety Scotland and ACPOS campaigns.

Stephen Davies presented an overview of the route 'evidence base'. This included:

- Route overview / traffic levels and usage
- Accident analysis
- Existing Vehicle Speeds
- Existing Speed Enforcement statistics

A discussion took place around the presentation content. There was a general acceptance of the presentation content, however it was agreed that the supporting accident analysis and vehicle speed reports should be circulated to the group by Friday 15 March for more detailed

consideration. Group members should feedback on behalf of their respective organisations by mid-April.

It was agreed that additional vehicle speed data should be analysed across the A9 to inform the group's considerations and help to target existing speed enforcement on the route. A template for the collation of additional data will be agreed amongst the group before this data is collected.

It was also reported that consideration is being made to upgrade a number of current vehicle counter sites on the A9. This would allow for vehicle by vehicle speed data to be collected at these locations. These considerations were welcomed by the Safety Camera Partnerships as it would provide improved coverage of the route to better inform deployment plans. This is particularly the case north of Inverness where it was noted that there is limited coverage of traffic counters capable of appropriately measuring vehicle speeds. Stewart Leggett agreed to share any emerging details relating to the programme of upgrades.

Average Speed Camera Systems (ASCS) were discussed and the available evidence indicated that accident numbers have reduced at other locations through ASCS deployment. Transport Scotland hosted an Industry Day on 21 February 2013 at which all four companies with Home Office Type approval for ASCS presented an overview of the capabilities of their respective systems.

Work is ongoing to consider design and cost requirements of an ASCS on the A9. George Henry reported that the deployment of an ASCS on the A77 has resulted in a reduction in the number of accidents on the route without any corresponding increase in accident numbers outside the extents of the system, or on any nearby local authority roads. All members of the group agreed that an Average Speed Camera System would be a positive initiative for the road safety performance of the A9.

Stewart Leggett reported that a debate had taken place in the Scottish Parliament on 21 February 2013 on the possibility of a trial of a 50 mph speed limit for HGV on the single carriageway sections of the A9 between Perth and Inverness. Keith Brown, Transport Minister had stated that the Scottish Government would look seriously at an HGV increase from 40-50 mph. It was agreed that Transport Scotland would circulate a draft document outlining arguments for and against (including details of any supporting evidence) raising the speed limit for HGVs >7.5T on the A9 to 50 mph. Stewart Leggett asked that each organisation provided feedback on this document, adding additional arguments and items of supporting evidence where possible. This would allow the group to establish a comprehensive list of arguments and evidence for consideration in advance of the next A9 Safety Group meeting.

Date of next meeting expected to be early May 2013. Date to be confirmed following discussion with BEAR Scotland on hosting the meeting.