

## A9 Safety Group

Thursday 10<sup>th</sup> January 2013 at 1000.  
Scotland TranServ Office, Broxden House, Lamberkine Drive, Perth

Attendees:	Hugh Gillies	Transport Scotland
	Paul Reid	Transport Scotland
	Stewart Leggett	Transport Scotland
	Stephen Davies	Transport Scotland
	Joanne Seath	Transport Scotland
	Michelle Campbell	Transport Scotland
	Inspector Neil Lumsden	Northern Constabulary
	Dougie Bennion	Northern Safety Camera Partnership
	Inspector Grant Edward	Tayside Police
	Sergeant Kerry MacLeod	Tayside Police
	Aaron Duncan	Tayside Safety Camera Partnership
	Neil MacSporran	Central Scotland Safety Camera Partnership
	Michael McDonnell	Road Safety Scotland
	Daryl McKeown	Perth & Kinross Council
	Hugh Logan	The Highland Council
	Phil Flanders	Road Haulage Association
	Chris MacRae	Freight Transport Association
	Robert Hutchings	Stagecoach
	Dr Neale Kinnear	Transport Research Laboratory
	Alan Campbell	BEAR (Scotland)
	Adam Lloyd	Scotland Transerv
	John Smith	Scotland Transerv

### **Draft notes of meeting**

Hugh Gillies welcomed everybody to the 2<sup>nd</sup> formal meeting of the A9 Safety Group. Introductions were made and apologies were noted from Marion Harvie, Northern Safety Camera Partnership, Jo Blewett, Transport Scotland and Jeremy Tinsley, Confederation of Passenger Transport.

Notes of the previous A9 Safety Group meetings would, once agreed, be made available.

The list of actions from the meeting of 4<sup>th</sup> October 2012 were reviewed and brief updates provided for each action as follows:

- Scotland Transerv and BEAR (Scotland) have prepared 'signing and lining' and 'accident review' reports
- Consideration will be given to the deployment of additional mobile VMS providing roadside information following further interrogation of the accident analysis reports

- New VMS to provide additional journey time information on the route has been installed. Feedback on the system has been generally positive, the performance of the system will continue to be monitored
- Work still ongoing at Transport Scotland to consider how roadwork's on the route are coordinated
- It is planned to focus the review of junction visibility splays at locations where accidents have occurred. Work still to be commissioned
- The business case for an average speed camera system continues to be developed
- Work ongoing with Communications experts (Big Partnership) to consider the development of a website. A Draft Communications Strategy has been developed and will be circulated for comment
- As is usual, Transport Scotland and its Operating Companies are continuing work relating to the rolling programme of low cost accident remedial measures.

A summary of the accident analysis undertaken was delivered by Adam Lloyd (Scotland Transerv) for the section of the A9 between Perth and Thurso and by Alan Campbell (BEAR Scotland) for the section between Dunblane and Perth.

Dr Neale Kinnear gave a presentation looking at;

- The relationship between speed and accidents
- Drivers' speed choice
- Speeder types
- The effects of changing speed limits on road safety
- Differential speed limits
- The outcomes of modeling work undertaken to forecast the potential impacts of changing the HGV speed limit and introducing an Average Speed Camera System on the route.

It was agreed that a further review of the modeling exercise would be required to fully understand the work undertaken.

Group discussion took place on the causation of accidents on the route, with driver error generally thought to be the main factor and an under reporting of 'speed' as a contributory factor in accidents.

Both Safety Camera Partnership noted a lack of compliance with the existing speed limit for HGV's.

Robert Hutchings reported on behalf of Stagecoach that advertising space to promote the work of the A9 Safety Group would be made available on services between Perth and Inverness. He also explained that meetings had been held with Citylink, and that Citylink would be happy to support the work of the A9 Safety Group through putting up posters in their depots.

Adam Lloyd provided a summary of the signing and lining review undertaken for the route between Perth and Thurso. Recommendations were made for consideration of the group to provide more information on 2+1's and to replace the 60mph repeaters with 2-way warning signs.

Alan Campbell provided a summary of the signing and lining review undertaken for the route between Dunblane and Perth. Recommendations were made for consideration of the group to standardise right turn layouts and enhance the signing for farm junctions.

Hugh Logan questioned why the NW Unit review (Perth to Thurso) had been split at Tore. It was explained that this was based on the change in route provision at this point from dual/single carriageway to single carriageway only. He asked that the route was split at Dornoch Bridge when undertaking further accident analysis as this would better reflect the change in road alignment and character of the route (and change in safety issues) north of the bridge. It was agreed to consider any specific safety issues on each part of the route as part of future analysis.

Concerns were raised about the reflectivity standard of road studs at night and Paul Reid reported that additional funding had been provided to both Operating Companies to renew road studs.

Phil Flanders explained that he has been in contact with a number of hauliers to try and find a freight 'champion' to join the group. The Road Haulage Association will act as champion in the event that a haulier does not agree to fill the role.

Discussion took place on the issue of raising the HGV speed limit to 50mph, enforcement of the existing speed limit for HGV's and the potential impacts of introducing Average Speed Cameras on vehicle speeds and traffic flows.

A summary of the police enforcement activity between 15<sup>th</sup> and 25<sup>th</sup> August 2012 was provided. It was acknowledged that the introduction of a single Scottish Police Force could result in changes to how the route is currently enforced.

The group were in general agreement that the status quo is not acceptable and that improvements are required to improve safety on the route.

Given the volume of information, Stewart Leggett agreed that the next step should be to collate and summarise all the facts to create an 'evidence base'. This evidence base should then be presented to the group for its consideration, with a view to reaching consensus on the existing route issues.

Hugh Gillies asked that any communication on the A9 from Group members be coordinated and shared amongst the relevant parties in order that the Group spoke with one voice.

Grant Edward explained that IWC Media, on behalf of the BBC Scotland, had been commissioned to make a documentary relative to 'Life on the A9' and Tayside Police were taking part in the programme – with filming due to start shortly.

Responses to the consultation issue by DfT on speed limits is due to close on 1<sup>st</sup> February and it was agreed that each organisation would submit their own views.

Hugh Gillies thanked everybody for their contributions and it was agreed that the Group would next meet on 7<sup>th</sup> March 2013 at Broxden House, Perth.