

**PE1503/J**

27<sup>th</sup> February 2014

Your Ref: **Scottish Parliament Public  
Petition PE1503 on Review of A9 speed  
camera proposals**



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Dear Mr Howlett

I refer to the above petition and thank you for providing me the opportunity to respond to the two questions asked of the A9 Safety Group by the Scottish Parliamentary Public Petitions Committee in response to the petition raised by Mr Mike Burns.

- What are your views on what the petition seeks and the discussions that took place at the meeting on 28 January?

Northern Safety Camera Partnership has been part of the A9 Safety Group since July 2012.

The A9 is acknowledged as a unique road at 273 miles in length the longest road in Scotland with unique geographical characteristics that have influenced its design.

As a motorist who currently lives and works next to the A9 using the road on a daily basis travelling to and from work I believe I have a unique insight into some of the issues highlighted by Mr Burns petition.

I have been provided with the following information at A9 Road Safety meetings that I have attended that has had an influence on how I view the impact of the introduction of Average Speed cameras on the A9.

The majority of drivers who use the A9 do drive carefully and comply with the posted speed limit for their class of vehicle. However 1 in 3 cars through speed survey are found to be driving in excess of the posted speed limit on single carriageway sections of the A9. Average Speed Cameras the first of

which schemes was input on the A77 in Ayrshire in 2005 has seen a 46% reduction in people being killed and a 35% reduction in those seriously injured.

Average speed cameras are only part of the toolkit available to reduce the incidence of Fatal and Serious injury collisions on the route. Improvements have been also been carried out to the route since 2007 involving upgrades to the structure of the road with a new section of dual carriageway and 2+1 overtaking sections, improved sightline, resurfacing, signing and lining. Journey time Vehicle Message Signs are currently providing the information drivers require to enable drivers of different class of speed vehicles to plan any overtaking manoeuvre and enable the overtake to be carried out within the speed limit.

During the period 1<sup>st</sup> July to 30<sup>th</sup> September 2013, 3869 speeding offences were detected all classes of vehicle being identified driving in excess of the speed limit.

There will be 7 different average speed camera zones North of Perth with the longest section of 31 miles in length. The 14 camera locations will be spaced 5 - 7km apart.

63% of all fatal accidents on the A9 from Perth to Inverness are head on collisions and 77% of all persons killed and seriously injured are on single carriageway sections of the road.

HGV's above 7.5 tonnes are nearly 3 times more likely to be involved in an accident on single carriageway sections of this section of the road than on any other road in Scotland.

Goods vehicle's less than 7.5 tonnes are involved in twice as many collisions compared to the average over the roads in the area.

35% of all fatal accidents are related to overtaking. 80% of vehicles that use the route between Perth and Inverness are motor cars with goods vehicles making up 18%. The volume of traffic ranges from 22,500 at Perth to 8,500 near Pitlochrie and 35,000 near Inverness.

53% of right turn collisions involved people being killed or seriously injured on the Dunblane to Perth section compared to the average for the area of 29%. Twice as many HGV's are involved in accidents than the average for the area 17% to 9%.

25,000 vehicles use the route between Dunblane and Perth daily with a similar ratio of cars to HGV's as the Perth to Inverness section.

The technical work that TRL and AECOM have undertaken to model issues on the route have provided a raft of useful data to the Safety on overtaking opportunities and platooning that will provide a base line of information to be

built on with additional work that I understand is in the process of being undertaken. This work was in addition to a significant amount of data collected by Transport Scotland's Operating Partner Bear Scotland which provided valuable collision data information relating causation factors of each and every collision on the route.

I have had personal experience of driving on numerous Average Speed Camera systems in England and last year on the whole length of the A77 and previously on the M80 Extension and found the experience on the whole relaxing without the constant lookout for overtaking drivers taking risks as all the drivers were travelling at the same speed for their class of vehicle.

I believe Average Speed Cameras will make a significant contribution to road safety and will look forward to a reduction in Fatal and Serious Injury collisions on the route as a whole. Drivers of all classes of vehicle will have more time to react to situations and avoid or reduce the severity of a collision.

- In addition to the Institute of Advanced Motorists recently joining, has the A9 Safety Group considered inviting other organisations such as the AA to be members of the Group?

I would welcome any additional member able to contribute in a positive manner to join the A9 Safety group. IAM have recently joined and have become a useful member of the group. I would like to state to Mr Burns that I am a Motor car driver and regularly use the road on a daily basis. I use all information that I glean from my use of the road to make a positive contribution in the work I currently undertake to reduce collisions on the A9 at the Safety Camera Partnership.

Yours Sincerely

Dougie Bennion

Partnership Manager  
Northern Safety Camera Partnership