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**TRANSPORT  
SCOTLAND**  
CÒMHDHAIL ALBA

Mr Mike Burns  
A9 Average Speed Cameras Are Not the Answer

Our ref:  
A8500752

Date:  
9 June 2014

Dear Mr Burns,

### **Public Petition PE1503 – A9 average speed cameras**

Thank you for your letter of 22 May. I regret you have declined my invitation to meet and discuss road safety on the A9 and in doing so, ignored advice from the Public Petitions Committee. I remain open to a meeting, should you wish to reconsider your decision.

The A9 Safety Group has engaged widely, meeting Highland MSPs in October of last year and business groups in Inverness later that same month. On 28 February this year, the A9 Safety Group launched its Safe Overtaking Campaign, held the first of six public information exhibitions in Inverness and met with Danny Alexander MP. Work on the A9 interim safety plan is proceeding and our aim is to promote the safety and efficient use of the A9 both before and during the dualling of the A9. It is unfortunate that you were unable to attend the public information events held by the A9 Safety Group for a direct discussion and to learn more about the wider work of the Group.

With over a third of cars speeding on the A9, the Safety Group – which includes representatives from Police Scotland, hauliers, local authorities, and the Institute of Advanced Motorists – believes the cameras will address the worst excesses of poor behaviour and make a significant contribution to reducing serious accidents. The 50 mph HGV pilot being introduced alongside the cameras will bring operational benefits and further improve driver behaviour by reducing frustration.

The 50mph HGV pilot is dependent on the introduction of the Average Speed Cameras. This will raise the legal speed limit for HGVs over 7.5 tonnes from 40 to 50 mph and so reduce the speed differential of vehicles using the A9, with consequential reductions in the lengths of platoons created by the slowest moving vehicles. The Minister for Transport and Veterans gave evidence

to the Infrastructure and Capital Investment Committee on 4 June, following which the Committee unanimously supported the motion that the 50mph pilot be taken forward.

With regard to the dualling programme, significant progress is being made. Ground investigations have begun for the Birnam to Tay Crossing scheme, while the Kinraig to Dalraddy Scheme is scheduled for completion in 2017 and the Luncarty to Pass of Birnam section in 2019. Public exhibitions are being held for nine further sections and we are on track to meeting the timetable of finishing over half of the dualling programme by 2022, with completion by 2025.

I hope this is helpful.

Yours sincerely,

**Stewart Leggett**  
**Strategic Impacts Manager (Chair of A9 Safety Group), Transport Scotland**