

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

From: [REDACTED] [REDACTED] **On Behalf Of** Gilruth J (Jenny), MSP

Sent: 06 December 2022 09:05

To: Minister for Transport <MinisterFT@gov.scot>

Subject: Fwd: A9

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From: [REDACTED] [REDACTED]

Sent: Monday, December 5, 2022 8:23:39 PM

To: Gilruth J (Jenny), MSP <Jenny.Gilruth.msp@parliament.scot>

Cc: Patricia GIBSON <patricia.gibson.mp@parliament.uk>; Gibson K (Kenneth), MSP <Kenneth.Gibson.msp@parliament.scot>

Subject: A9

Ms gilruth

Following up on the sad piece on BBC web regards the shocking death toll on a9

As a regular user of the a9 I continue to find it utterly scandalous that our Scottish Govt sit back doing very little with respect of the A9 duelling.

If my memory serves me right your Govt. Committed to having Perth - inverness complete by 2025. To date no more than 10 miles complete in past decade. At this rate, it will be end century befor it's completed and countless more decent people will die due to the ineptitude of our Govt.

This is a scandalous indictment on our Govt. With yet more promises broken

I just hope and prey I'm not next victim as I drive this road every second week on business trips between Ayrshire - inverness.

I've copied my local MPs also - maybe one of you will take time to explain why this has dragged on through the years, to the detriment of our country, and worse, at the terrible waste of lives of many decent Scots, , who like me pay way more tax than our colleagues in rest UK

Yours [REDACTED].

Sent from my iPhone

WE DESIGN THE FUTL

[REDACTED]

[REDACTED]

Tel: [REDACTED]

Mob: [REDACTED]

[REDACTED]



Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

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Major Projects

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
[REDACTED]



[REDACTED]
By email – [REDACTED]

Our ref:
202200333449

Date:
12 December
2022

Dear [REDACTED]

A9 Dualling Programme

Thank you for your email dated 5 December 2022 to Jenny Gilruth, Minister for Transport, regarding the above project, with reference to fatal road traffic accidents on the A9. As this is a matter for which Transport Scotland has responsibility, your enquiry has been passed to me to respond.

We can assure you that road safety is of paramount importance to the Scottish Government. The recent accidents on the A9 are tragic for everyone involved and our sympathies are with the families and friends of everyone affected by these events. We are working with Police Scotland and our Operating Companies to understand the circumstances of the accidents that have happened, however, as Police investigations are ongoing, we cannot comment on specific accidents.

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

The Scottish Government has always been clear that any road death is one too many and the recent trend of fatal accidents on the A9 is a very understandable concern and is committed to achieving safer and sustainable road travel in Scotland now and in the future. This commitment has been set out in our Road Safety Framework to 2030 with the target to halve road deaths by 2030, reducing them to zero by 2050.

We have an ongoing programme of road safety improvements on the A9 and more widely across the Trunk Road network and are examining options for further measures that could improve A9 safety in advance of dualling works. We will continue to invest in the safety of the A9 where it is appropriate and possible to do so, and the A9 safety group, a multi-agency group, will continue to consider safety for the wider route.

We can also confirm that the Scottish Government remains firmly committed to completing the dualling of the A9 between Perth and Inverness.

Work is continuing to progress with road users already benefiting from the dualled stretch between Kincairdie and Dalraddy and Luncarty and the Pass of Birnam, which opened in September 2017 and August 2021 respectively.

We are currently progressing the procurement for the Tomatin to Moy section and undertaking design work on the rest of the programme, with ministerial decisions to complete the statutory process confirmed for seven of the remaining eight schemes.

The only section not to have started the statutory process is the Pass of Birnam to Tay Crossing project, where design and assessment is ongoing to identify a preferred route option following the innovative co-creative process with the local community. Work is progressing on announcing a preferred route for this section.

Work to determine the most suitable procurement options for the remaining sections of the A9 dualling is ongoing. This is a complex exercise which looks at a number of factors including how the project can be delivered most efficiently by the industry, whilst minimising disruption to road users and helping to support economic recovery post-COVID.

I hope you find the above information helpful.

Yours sincerely

[REDACTED]

[REDACTED]
Policy Officer

From: [REDACTED] [REDACTED] > **On Behalf Of** Gilruth J (Jenny), MSP
Sent: 05 December 2022 14:19
To: Minister for Transport <MinisterFT@gov.scot>
Subject: FW: A9 Trunk Road

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

[REDACTED]

Caseworker for Jenny Gilruth MSP
Mid Fife and Glenrothes Constituency
12 Commercial Street, Markinch, Fife, KY7 6DE
T: [REDACTED]

From: [REDACTED] [REDACTED]
Sent: 05 December 2022 14:14
To: Gilruth J (Jenny), MSP <Jenny.Gilruth.msp@parliament.scot>
Subject: Fwd: A9 Trunk Road

Dear Ms Gilruth . Please find enclosed copy of email sent to BBC anent the A9 which they featured today . Gaelic to English I think that you are out of order
Kind regards. [REDACTED]
Sent from my iPad

Begin forwarded message:

From: [REDACTED] [REDACTED]
Date: 5 December 2022 at 13:55:51 GMT
To: [REDACTED]
Subject: A9 Trunk Road

Sir Tha mi a' smaoinichadh gu bheil thu as do rian . When Lib Dem Nicol Stephen was Transport Minister in the Holyrood Labour Administration not a single penny was spent on the A9 . Trunk road improvements are exceedingly costly and through the Barnett formula the present Scottish Government has limited resources . Yet we have seen immense upgrading works . To wit the Dunbeath flyover, the Berriedale bends improvements, the Helmsdale to Ord improvements, the Tomatin by pass, the Slochd improvements , Kincaig to Dalwhinnie improvements, Ballinluig improvements and latterly the multi million improvements at Luncarty
European monies are now lost to the Highlands . With EU finance we benefitted from double dualling eg on the following roads Fort William to Mallaig . Ullapool to Durness, Melvich to Bettyhill etc
Another SNP bad pronouncement from BBC Scotland . Independence must be ahead in the Opinion Polls
[REDACTED]
Sent from my iPad

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Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

No response issued to [REDACTED]

From: [REDACTED] [REDACTED]

Sent: 09 December 2022 18:25

To: Minister for Transport <MinisterFT@gov.scot>

Subject: A9

Dear Minister,

Is the A9 Still on course to be dualled by 2025? And the A96 dualled by 2030?

Yours sincerely,

[REDACTED]

Major Projects Transport Scotland

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF Direct Line: [REDACTED] [REDACTED]

[REDACTED]

[REDACTED]

Your ref: A9

Our ref:
202200334400

Date:
10 January 2023

Dear [REDACTED]

A9 Dualling Programme / A96 Corridor Review

Thank you for your email dated 9 December 2022 to the Minister for Transport, Jenny Gilruth, regarding the above projects. As this is a matter for which Transport Scotland has responsibility, your enquiry has been passed to me to respond.

We can confirm that the Scottish Government remains firmly committed to completing the dualling of the A9 between Perth and Inverness.

Work is continuing to progress with road users already benefiting from the dualled sections between Kincaig and Dalraddy and Luncarty and the Pass of Birnam, which opened in September 2017 and August 2021 respectively.

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

We are currently progressing the procurement for the Tomatin to Moy section and undertaking design work on the rest of the programme, with ministerial decisions to complete the statutory process confirmed for seven of the remaining eight schemes.

The only section not to have started the statutory process is the Pass of Birnam to Tay Crossing project, where design and assessment is ongoing to identify a preferred route option following the innovative co-creative process with the local community. Work is progressing on announcing a preferred route for this section.

Work to determine the most suitable procurement options for the remaining sections of the A9 dualling is ongoing. This is a complex exercise which looks at a number of factors including how the project can be delivered most efficiently by the industry, whilst minimising disruption to road users and helping to support economic recovery post-COVID.

Turning to the A96, the Scottish Government remains absolutely committed to delivering improvements for the north and north east of Scotland along the A96 corridor and will take forward an enhancements programme that improves connectivity between surrounding towns, helps deliver inclusive economic growth, tackles congestion and addresses safety and environmental issues. We also recognise that the

delivery of improvements to the A96 will provide substantial employment opportunities, supporting the local economy and construction sector more widely.

It remains the Scottish Government's commitment to fully dual the A96 between Inverness and Aberdeen and we are undertaking a transparent evidence-based review of the corridor. The recent public consultation received nearly 5,000 responses, generating more than 11,000 suggestions and potential opportunities for the route. Rightly, it has taken time to appraise all of those options. A report on the Public Consultation and the Initial Appraisal was published on 22 December 2022. The reports can be found on the Transport Scotland website using the following links:

A96 Corridor Review Public Consultation Report -

<https://www.transport.gov.scot/publication/stakeholder-public-engagement-consultation-report-december-2022-a96-corridor-review/>

A96 Corridor Review Initial Appraisal: Case for Change Report -

<https://www.transport.gov.scot/publication/initial-appraisal-case-for-change-december-2022-a96-corridor-review/>

As part of this Government's commitment to the A96, I would like to reassure you that we continue to progress the preparation stages on the A96 Dualling Inverness to Nairn (including Nairn Bypass) scheme which is separate from the wider A96 review process. The scheme has already received ministerial consent following a public local inquiry. This includes the significant work required to prepare for publication of made Orders, including the Compulsory Purchase Order, in the coming weeks.

Subject to no legal challenge being received, the Scottish Ministers will then have the relevant powers to acquire the land necessary to construct the scheme.

Delivery of the scheme can only commence if approved under the relevant statutory procedures and thereafter a timetable for progress can be set in line with available budgets. It is not possible to set a firm programme for delivery of the scheme until statutory consents are completed because we are not in full control of that process or timescale.

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

I hope you find the above information helpful.

Yours sincerely

[REDACTED]
Policy Officer

From all Badenoch and Strathspey Community Councils

Jenny Gilruth MSP
12 Commercial Street Markinch
KY7 6DE

12th December 2022

Dear Jenny Gilruth,

DELAYS TO DUALLING OF THE A9

We, the undersigned, together represent all the communities comprising Badenoch and Strathspey, whose combined resident population is approximately 14,000. We are writing to push you and the Scottish Government, to urgently publish detailed revised plans for the delivery of your pledge to dual the 80 miles of the A9 from Perth to Inverness. In doing so, we acknowledge your own personal support for this project and the interest you have taken in advancing its progress, which is much appreciated.

As Community Councils, we have always supported and wholeheartedly welcomed the pledges made by the Scottish Government to dual the A9 as soon as possible. The A9 is the main route that B&S residents and local businesses have to the south and north to Inverness and many people living in Badenoch and Strathspey have to travel and commute very regularly outwith the area using this road.

The A9 dualling pledge was first made in 2008 in the then Scottish Government's Strategic Transport Infrastructure Plan. However, over the 14 years since that pledge was first made, only two of the eleven sections into which Transport Scotland (TS) has divided the road, have in fact been dualled, namely Kincaig to Dalraddy and more recently, Luncarty to the Pass of Birnam. We understand a third section, Tomatin to Moy is now in procurement to be completed by end 2025, which we welcome, but none of this is going fast enough.

We are not aware of any pledge by your Government to deliver any other major transport project in Scotland which has suffered such an extended delay in its implementation and have to say that this delay is now the subject of much adverse comment here locally and throughout the Highlands as well as in the press and media. Given the pledges were first made 14 years ago, we do not think it is unreasonable for us to now request delivery of the dualling of the remaining sections as swiftly as is practically possible, by prioritising the spending needed to do so as a priority.

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

Our communities have been greatly affected by the tragic loss of life in 2022, as a result of road traffic incidents on the A9. It is widely thought that because the A9 is a mixture of single, dual and two plus one sections, with fairly rapid and frequent alternation between each of the 3 modes, that this leads to greater risks of the occurrence of serious incidents. Indeed, from the reporting of these incidents we believe that most or all of them have occurred on single carriageway sections; some at junctions notorious as accident blackspots, such as Dunkeld, Kingussie, Aviemore and Carrbridge - and some at points of the road where dual carriageway becomes single eg at Slochd.

At the time of writing, we recognise and are aware of the many acute challenges facing Scottish Government currently: from the impacts of the pandemic, Westminster funding, pressure on Scottish Government's budgets and inflation, to the need for economic household support in the current economic environment.

However, locals in Badenoch and Strathspey are now looking for early indications of your intentions and are seeking indicative dates for the intended completion of each of the remaining 9 sections. This to provide reassurance for the public as well as the civil engineering companies involved and their workforces. We hope that the Scottish Budget for 23/24, to be published on 15th December will duly cover this matter.

We note in particular from the TS website that there are four sections which have had the necessary roads and Compulsory Purchase Orders completed. Together these amount to about 35 kilometres in length in total. To get these done and into procurement quickly now will be seen as a massive proof of good faith.

The economic and social case for dualling of the road has been well accepted and understood for many years. It can only become more robust, especially as the Highlands are to be the main focus of much of the investment and jobs in the renewable energy sector, for example at Nigg and elsewhere - some estimates put the jobs involved at around 25,000. This will of course mean much increased traffic volumes on the A9.

Given the area's huge concerns over this issue, this letter is copied to the First Minister, the Deputy First Minister and the CEO of Transport Scotland.

We look forward to hearing from you at your earliest convenience as to how our communities' concerns on this urgent matter will be addressed.

Yours sincerely

Aviemore & Vicinity Community Council aviemoreccchair@gmail.com
Boat of Garten & Vicinity Community Council boatofgartencc@gmail.com
Carrbridge & Vicinity Community Council secretary@carrbridge.com
Cromdale & Advie Community Council cromdaleandadviecc@gmail.com
Dalwhinnie Community Council dalwhinniechair@gmail.com
Dulnain Bridge Community Council dulnainbridgecc@gmail.com
Grantown on Spey & Vicinity Community Council gsvcc@gmail.com
Kincaig & Vicinity Community Council kincaigcommunitycouncil@gmail.com
Kingussie & Vicinity Community Council kvcc-secretary@outlook.com
Laggan Community Council chairlcc@laggan.com
Nethy Bridge Community Council [REDACTED]
Newtonmore & Vicinity Community Council nvccsec@gmail.com

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

Cc'd to

First Minister: Nicola Sturgeon

MSP Deputy First Minister: John Swinney MSP

Michelle Quinn, Interim Chief Executive, Transport Scotland

Major Projects

Transport Scotland

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF Direct Line: 01412727992

[REDACTED]

Your ref:

Community Councils letter_ dualling

Our ref:

202200334590

Date:

21 December 2022

Badenoch and Strathspey Community Councils Badenoch and Strathspey Community Councils

[REDACTED]

Dear Badenoch and Strathspey Community Councils,

A9 Dualling Programme

Thank you for your letter dated 12 December 2022, on behalf of the Badenoch and Strathspey Community Councils, to Jenny Gilruth, Minister for Transport, regarding the above project, with reference to fatal road traffic accidents on the A9. As this is a matter for which Transport Scotland has responsibility, your enquiry has been passed to me to respond.

We can assure you that road safety is of paramount importance to Transport Scotland and the Scottish Government. The recent accidents on the A9 are tragic for everyone involved and our sympathies are with the families and friends of everyone affected by these events. We are working with Police Scotland and our Operating Companies to understand the circumstances of the accidents that have happened, however, as Police investigations are ongoing, we cannot comment on specific accidents.

We have always been clear that any road death is one too many and the recent trend of fatal accidents on the A9 is a very understandable concern. The Scottish Government is committed to achieving safer and sustainable road travel in Scotland now and in the future. This commitment has been set out in our Road Safety Framework to 2030 with the target to halve road deaths by 2030, reducing them to zero by 2050.

We have an ongoing programme of road safety improvements on the A9 and more widely across the Trunk Road network and are examining options for further measures that could improve A9 safety in

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advance of dualling works. A package of short term measures has been identified, valued at £5 million, which is intended to promote safety on the A9 between Perth and Inverness. Work on the first elements of this package will begin this financial year. We will continue to invest in the safety of the A9 where it is appropriate and possible to do so, and the A9 safety group will continue to consider safety for the wider route.

We can also confirm that the Scottish Government remains firmly committed to completing the dualling of the A9 between Perth and Inverness.

Work is continuing to progress with road users already benefiting from the dualled stretch between www.transport.gov.scot

Kincraig and Dalraddy and Luncarty and the Pass of Birnam, which opened in September 2017 and August 2021 respectively.

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I hope you find the above information helpful.

Yours sincerely

[REDACTED]

Policy Officer

-----Original Message-----

From: [REDACTED] [REDACTED]

Sent: 16 December 2022 18:18

To: Minister for Transport <MinisterFT@gov.scot>

Subject: A9 Dual Carriageway

Hi

I have just read with considerable scepticism about the commitment of your government to upgrade the A9 to dual carriageway. I note that it has taken 10 years

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

to upgrade eleven miles of the road and that there are still 77 miles to do. I am no mathematician but even I can work out that at that rate it will take about seventy years to complete the job. By that time most of us will probably be dead and buried from natural causes. Also numbers of people will die in accidents on the road during those seventy years, leaving families grieving the loss of loved ones. The total that could be killed due to your lack of action could be as high as 910.

Your spending of £600,000 is simply papering over the cracks and would be far better spent on the upgrading of the road. I am sure that a lot of the delay is due to your party having to keep the Greens happy. I am wondering if you and your fellow ministers have any conscience at all. I suspect not, as you are obviously quite content to allow these unnecessary deaths to continue.

If you are serious about this then surely the timetable has to be such that the job is completed in far less time than the current rate of progress would indicate.

I am hoping for some assurance that the job will be done with considerable urgency thus saving potentially hundreds of lives.

I hope to hear from you at your earliest convenience and that you will stick to your pledge with regard to this road.

[REDACTED]

Major Projects
Transport Scotland

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Direct Line: [REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

Your ref:

Our ref:
202200335366

Date:
23 December 2022

Dear [REDACTED],

A9 Dualling Programme

Thank you for your email dated 16 December 2022, to the Minister for Transport, Jenny Gilruth, regarding the above project, with reference to fatal road traffic accidents on the

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

A9. As this is a matter for which Transport Scotland has responsibility, your enquiry has been passed to me to respond.

We can assure you that road safety is of paramount importance to Transport Scotland and the Scottish Government. The recent accidents on the A9 are tragic for everyone involved and our sympathies are with the families and friends of everyone affected by these events. We are working with Police Scotland and our Operating Companies to understand the circumstances of the accidents that have happened, however, as Police investigations are ongoing, we cannot comment on specific accidents.

We have always been clear that any road death is one too many and the recent trend of fatal accidents on the A9 is a very understandable concern. The Scottish Government is committed to achieving safer and sustainable road travel in Scotland now and in the future. This commitment has been set out in our Road Safety Framework to 2030 with the target to halve road deaths by 2030.

We have an ongoing programme of road safety improvements on the A9 and more widely across the Trunk Road network and are examining options for further measures that could improve A9 safety in advance of dualling works. A package of short term measures has been identified, valued at £5 million, which is intended to promote safety on the A9 between Perth and Inverness. Work on the first elements of this package will begin this financial year. We will continue to invest in the safety of the A9 where it is appropriate and possible to do so, and the A9 safety group will continue to consider safety for the wider route.

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I hope you find the above information helpful.

Yours sincerely

[REDACTED]

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

Policy Officer

From: [REDACTED] [REDACTED]

Sent: 19 December 2022 10:41

To: Minister for Transport <MinisterFT@gov.scot>

Subject: (Case Ref: MM1218)

Dear Minister Jenny Gilruth MSP,

Mr Matheson has been contacted by a constituent raising concerns over the dualling of the A9. I would appreciate your consideration of the contents of the e-mail below from the constituent.

E-mail from Constituent regarding A9:

I was concerned to read on the BBC news website (article below) that the Scottish Government is far, far behind in its plans to dual the A9 main road between Perth and Inverness, and that - according to the article - "About 77 miles of the A9 between Inverness and Perth remains to be upgraded to dual carriageway. Over the last 10 years, work has been completed on two sections, totalling 11 miles of road".

Only 11 miles have been dualled and that has taken ten years?!

That is very poor, this is a major tourist and business route and works should have been completed well before now. I know there will have been some disruption due to the pandemic but that aside, this is sloth-like performance. Ten years to do eleven miles. At this rate I will be blind, in a nursing home and incapable of driving by the time the route is completed.

From past experience of driving on this road, the best way to improve safety is to have larger & better designed junctions (permitting traffic to slow down/speed up separate from the main carriageway) and for the entire route to be dualled, which would help to reduce driver frustration (at being held in a queue of traffic at 40 miles per hour) and risky overtaking maneuvers.

I would appreciate it if you could speak to the relevant Department and give me an update on when the dualling work for Perth to Inverness will be completed.

I look forward to your response.

With Best Wishes

Yours sincerely,

[REDACTED]

Communications Officer to Michael Matheson MSP
Member of the Scottish Parliament for Falkirk West
15a East Bridge Street, Falkirk, FK1 1YD

T: [REDACTED] | E: [REDACTED]

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

Minister for Transport
Ministear airson Còmhhdail
Jenny Gilruth BPA/MSP

T : 0300 244 4000
E : scottish.ministers@gov.scot

Michael Matheson MSP
[REDACTED]

Our Reference: 202200335409
Your Reference: MM1218
23 January 2023

Dear Michael,

A9 Dualling Programme

Thank you for your email dated 19 December 2022 on behalf of your constituent in regards to the above project, with reference to road safety on the A9.

I can confirm that the Scottish Government remains firmly committed to completing the dualling of the A9 between Perth and Inverness.

Road users are already benefiting from the dualled stretch between Kincaig and Dalraddy and Luncarty and the Pass of Birnam, which opened in September 2017 and August 2021 respectively.

We are currently progressing the procurement for the Tomatin to Moy section and undertaking design work on the rest of the programme, with ministerial decisions to complete the statutory process confirmed for seven of the remaining eight schemes.

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I can assure your constituent that road safety is of paramount importance to the Government. We are committed to achieving safer and sustainable road travel in Scotland now and in the future. This commitment has been set out in our Road Safety Framework to 2030 with the target to halve road deaths by 2050.

We have an ongoing programme of road safety improvements on the A9 and more widely across the Trunk Road network and are examining options for further measures that could improve A9 safety in advance of dualling works. A package of short term measures has been identified, valued at £5 million, which is intended to promote safety

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on the A9 between Perth and Inverness. Work on the first elements of this package will begin this financial year. We will continue to invest in the safety of the A9 where it is appropriate and possible to do so, and the A9 safety group will continue to consider safety for the wider route.

I trust this response is of interest to your constituent.

Yours sincerely

[REDACTED]

JENNY GILRUTH

From: Kate Forbes MSP <Kate.Forbes.msp@parliament.scot>

Sent: 09 February 2023 14:44

To: Minister for Transport <MinisterFT@gov.scot>

Subject: A9 Dualling

Dear Jenny,

It will come as no surprise to you that many of my constituents were angered and deeply disappointed by yesterday's announcement. I don't think a single Highland community will have been untouched by it. The fatality figures from the last year alone serve as a painful reminder as to why a dualled A9 from Perth to Inverness is so badly needed.

I urge you to set out a realistic timescale for the remainder of the programme. Anyone driving the road has known for some time now that the 2025 target was overly ambitious.

Whilst I do recognise there are a number of factors outwith your control, I am writing to ask what Transport Scotland can do to help streamline the remainder of the dualling programme? I note your comments yesterday about how elements of Transport Scotland's standard terms and conditions – which have been in place for over 20 years – might be modified to encourage more bidders. Is there any further detail that I can share with my constituents?

I am sure you agree it is absolutely critical that everything possible is done to mitigate the delays as much as possible.

With best wishes,

Kate

Kate Forbes, MSP
Skye, Lochaber and Badenoch

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

Minister for Transport
Ministear airson Còmhdhail
Jenny Gilruth BPA/MSP

T : 0300 244 4000
E : scottish.ministers@gov.scot

Kate Forbes MSP
Kate.Forbes.msp@parliament.scot

Our Reference: 202300342735

20 March 2023

Dear Kate,

A9 Dualling Programme

Thank you for your email regarding the above project.

As you are aware, I provided an update on the A9 Dualling Programme to Parliament on 8 February 2023, details of this statement can be found on our website at the following link: <https://www.transport.gov.scot/news/parliament-updated-on-a9-dualling-programme/>

Within my update I reiterated the Scottish Government's firm commitment to completing the dualling of the A9 between Perth and Inverness. As you know, we have invested over £430m to date with road users already benefiting from the dualled sections between Kincaig and Dalraddy and Luncarty and the Pass of Birnam, which opened in September 2017 and August 2021 respectively.

The 2025 target date for completion of the full programme represented an ambitious challenge. It was also reliant on the timely and positive outcome of a range of factors such as completing public and stakeholder consultation; statutory approval processes; market capacity; supply chain availability and availability of funding, all of which have been significantly impacted by the economic volatility mentioned in my statement on 8 February. This has made the 2025 date simply unachievable.

In relation to the terms and conditions of Transport Scotland's design and build contracts, I can confirm that work to update contract terms has begun and this will include engaging with representatives of the construction industry on modifications to encourage more bidders to participate in a new procurement.

With regard to the remaining sections to be dualled, Transport Scotland is urgently considering a range of different options to provide Ministers with advice on the most efficient way in which to undertake the dualling. Work to determine the most suitable procurement options for these sections is a complex exercise which looks at a number of factors including how the project can be delivered most efficiently by the industry, whilst minimising disruption to road users and helping to support economic recovery post-COVID. This work is expected to conclude in Autumn 2023 and I will provide an

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

update on a renewed timescale for completion to the Scottish Parliament at that time.

I hope you find the above information helpful. Yours sincerely

JENNY GILRUTH
[REDACTED]

From: [REDACTED] [REDACTED]

Sent: 09 February 2023 13:32

To: Minister for Transport <MinisterFT@gov.scot>

Subject: A9 Duelling

To whom it May concern,

I am deeply disgusted that again the Highlands are completely left out and to be quite frank discriminated against, after the decision to delay the A9 duelling.

I travel up and down the A9 regularly and been at the sharp end of Accidents that happen on the single track areas. It is only the year 2023 mind you, we are so far behind former eastern block countries.

It is funny how money is found for Edinburgh and Glasgow Projects, Like the M8, Our roads here in the Highlands are like something I have witnessed and seen in the early 1990's in the former East Germany. It is disgraceful.

It is not the 1970s where no one had cars and not a lot of Lorries etc going up and down this torturous Road.

It is quite clear that anything North of Perth does not matter and is shear insult and discriminatory to the population North and the Highlands that this has been put on hold. Inverness has a fast growing population, so has the Highlands and needs to be better connected. even some areas of the main train line is STILL Single track, But let me guess of course North of Perth again.

We cant even go by train from Inverness to Fort William Direct in the year 2023.

I am Angry at this decision. And it needs to be relooked at, it is now clear that the money was never there in the first place and the two stretches that has been done was just a small sweetener.

And although I hoped it would happen, it now never will. The Highlands being a place for 1000's of visitors per year. SO how many more have to die on this horrendous single track Main A road connecting cities.

I thought the SNP was better than this UK government and trying to make our country of Scotland a better place to live and work and travel, clearly not.

You will be losing my vote.

Kind Regards

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

[REDACTED]

Major Projects

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF

[REDACTED]

[REDACTED]

By email – [REDACTED]

Our ref:
202300342760

Date:
24 February 2023

Dear [REDACTED]

A9 Dualling Programme

Thank you for your email dated 9 February 2023, to the Minister for Transport, Jenny Gilruth MSP, regarding the above project, with reference to fatal road traffic accidents on the A9. As this is a matter for which Transport Scotland has responsibility, your enquiry has been passed to me to respond.

We can assure you that road safety is of paramount importance to Transport Scotland and the Scottish Government. The recent accidents on the A9 are tragic for everyone involved and our sympathies are with the families and friends of everyone affected by these events. We are working with Police Scotland and our Operating Companies to understand the circumstances of the accidents that have happened, however, as Police investigations are ongoing, we cannot comment on specific accidents.

Ministers have been clear that any road death is one too many and the recent trend of fatal accidents on the A9 is a very understandable concern. The Scottish Government is committed to achieving safer and sustainable road travel in Scotland now and in the future. This commitment has been set out in our Road Safety Framework to 2030 with the target to halve road deaths by 2030.

We have an ongoing programme of road safety improvements on the A9 and more widely across the Trunk Road network and are examining options for further measures that could improve A9 safety in advance of dualling works. A package of short-term measures has been identified, valued at £5 million, which is intended to promote safety on the A9 between Perth and Inverness. Work on the first elements of this package has commenced and will continue into the two coming financial years. This includes enhancements to signing and road markings, initially between Birnam and Dalguise, and installation of electronic signs to display safety messages between Perth and Inverness.

Furthermore, a road safety campaign targeting driver fatigue, upweighted in areas around the A9, launched on 13 February and preparations for a drive on the left campaign are well underway ahead of a launch towards the end of March.

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

Next month the Minister for Transport will convene a stakeholder summit with car hire companies serving our main airports to discuss further work we can undertake with the sector to improve foreign drivers understanding of the A9.

With regards to the A9 Dualling Programme as you may be aware, the Minister for Transport provided an update to Parliament on 8 February 2023, details of this statement can be found on our website at the following link:
<https://www.transport.gov.scot/news/parliament-updated-on-a9-dualling-programme/>

The Scottish Government remains firmly committed to completing the dualling of the A9 between Perth and Inverness and has invested over £430m to date with road users already benefiting from the dualled sections between Kincaig and Dalraddy and Luncarty and the Pass of Birnam, which opened in September 2017 and August 2021 respectively.

The 2025 target date for completion of the full programme represented an ambitious challenge. It was also reliant on the timely and positive outcome of a range of factors such as completing public and stakeholder consultation; statutory approval processes; and assessment of market capacity; supply chain availability and availability of funding, all of which have been significantly impacted by the economic volatility mentioned by the Minister in her statement on 8 February. This has made the 2025 date unachievable.

Transport Scotland is urgently considering a range of different options to provide Ministers advice on the most efficient way in which to dual the remaining sections. Work to determine the most suitable procurement options for these sections is a complex exercise which looks at a number of factors including how the project can be delivered most efficiently by the industry, whilst minimising disruption to road users and helping to support economic recovery post-COVID. This work is expected to conclude in Autumn 2023 and an update on a renewed timescale for completion will be provided to the Scottish Parliament at that time.

Along with improvements to the A9, we are also looking at potential enhancements to the parallel Highland Main Line railway, with a view to attracting passenger and, in particular, freight traffic, off the A9 and thus enhancing its safety.

I hope you find the above information helpful.

Yours sincerely

[Redacted]
Policy Officer

From: [Redacted] [Redacted]

Sent: 8 February 2023 18:32

To: Gilruth J (Jenny), MSP <Jenny.Gilruth.msp@parliament.scot>

Subject: More recent carnage on the A9, Perth to Inverness road. (Case Ref: JG6754)

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

Like most of the country, I'm so disappointed (but not surprised) to hear that you and your Government have ditched progressing the completion of the A9, Perth/Inverness road, to beyond 2025, particularly after the amount of fatalities on this road was brought to your attention last year. Only two out of eleven sections completed after all this time (15 years - pre Brexit and Covid) is a disgrace and will add your Government's current woes.

Major Projects

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
[Redacted]

[Redacted]
By email – [Redacted]

Our ref:
202300342803

Date:
24 February 2023

Dear [Redacted]

A9 Dualling Programme

Thank you for your email dated 8 February 2023, to Jenny Gilruth MSP, Minister for Transport, regarding the above project, with reference to fatal road traffic accidents on the A9. As this is a matter for which Transport Scotland has responsibility, your enquiry has been passed to me to respond.

We can assure you that road safety is of paramount importance to Transport Scotland and the Scottish Government. The recent accidents on the A9 are tragic for everyone involved and our sympathies are with the families and friends of everyone affected by these events. We are working with Police Scotland and our Operating Companies to understand the circumstances of the accidents that have happened, however, as Police investigations are ongoing, we cannot comment on specific accidents.

Ministers have been clear that any road death is one too many and the recent trend of fatal accidents on the A9 is a very understandable concern. The Scottish Government is committed to achieving safer and sustainable road travel in Scotland now and in the future. This commitment has been set out in our Road Safety Framework to 2030 with the target to halve road deaths by 2030.

We have an ongoing programme of road safety improvements on the A9 and more widely across the Trunk Road network and are examining options for further measures that could improve A9 safety in advance of dualling works. A package of short-term measures has been identified, valued at £5 million, which is intended to promote safety on the A9 between Perth and Inverness. Work on the first elements of this package has

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

commenced and is progressing well. This includes enhancements to signing and road markings, initially between Birnam and Dalguise, and installation of electronic signs to display safety messages between Perth and Inverness.

Furthermore, a road safety campaign targeting driver fatigue, launched on 13 February and preparations for a drive on the left campaign are well underway ahead of a launch towards the end of March.

Next month the Minister for Transport will convene a stakeholder summit with car hire companies serving our main airports to discuss further work we can undertake with the sector to improve foreign drivers understanding of the A9.

As you are aware, the Minister for Transport provided an update on the A9 Dualling Programme to Parliament on 8 February 2023, details of this statement can be found on our website at the following link: <https://www.transport.gov.scot/news/parliament-updated-on-a9-dualling-programme/>

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The 2025 target date for completion of the full programme represented an ambitious challenge. It was also reliant on the timely and positive outcome of a range of factors such as completing public and stakeholder consultation; statutory approval processes; and assessment of market capacity; supply chain availability and availability of funding, all of which have been significantly impacted by the events mentioned by the Minister in her statement on 8 February. This has made the 2025 date unachievable.

Transport Scotland is urgently considering a range of different options to provide Ministers advice on the most efficient way in which to dual the remaining sections. Work to determine the most suitable procurement options for these sections is a complex exercise which looks at a number of factors including how the project can be delivered most efficiently by the industry, whilst minimising disruption to road users and helping to support economic recovery post-COVID. This work is expected to conclude in Autumn 2023 and an update on a renewed timescale for completion will be provided to the Scottish Parliament at that time.

I hope you find the above information helpful.

Yours sincerely

[Redacted]
Policy Officer

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

From: [Redacted] [Redacted]

Sent: 09 February 2023 11:38

To: Gilruth J (Jenny), MSP <Jenny.Gilruth.msp@parliament.scot>

Subject: A9 Dualling

Ms Gilruth,

I read today of the latest issue with the A9 Dualling project.

Please may I submit to you some of my hard earned advice on the way forward to complete this project on time and within your current budget.

- Sit down with your one Contractor and advise that they are the preferred bidder.
- Negotiate with them a reduction in the bid price by removing or deferring 'nice to have' or cosmetic elements
- Review contract scope and reduce if necessary eg 6 to 5 miles to get to your budget figure.
- Award contract on fixed price basis with penalties for cost/time overruns

- Apply for future budget to complete workscope (if reduced by above)
- Involve Contractor in bidding for deleted scope.

Everyone recognises that there is cost escalation in contracts of this nature, particularly in the present financial climate, but the key visible aspect is that progressing this work now, with the funds available now is critical to the travellers on this route and the wider Scottish public. Progress now will provide value for taxpayers money.

Regards,

[Redacted]

CEng FIMechE

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

Major Projects

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
[Redacted]

[Redacted]
By email – [Redacted]

Our ref:
202300342864

Date:
17 February 2023

Dear [Redacted]

A9 Dualling: Tomatin to Moy Project

Thank you for your email dated 9 February 2023, to Jenny Gilruth MSP, Minister for Transport, regarding the above project. As this is a matter for which Transport Scotland has responsibility, your enquiry has been passed to me to respond.

As you may be aware, the Minister for Transport provided an update on the A9 Dualling Programme, including the outcome of the procurement of the Tomatin to Moy project, to Parliament on 8 February 2023, details of this statement can be found on our website at the following link: <https://www.transport.gov.scot/news/parliament-updated-on-a9-dualling-programme/>

The Scottish Government remains firmly committed to completing the dualling of the A9 between Perth and Inverness, including the section between Tomatin and Moy. In light of the unexpected outcome of the procurement of the Tomatin to Moy project,

Transport Scotland is currently engaging with the Civil Engineering Contractors Association (CECA) and other industry partners to determine the most suitable procurement and contract options for delivering the this section of the A9 Dualling Programme, in line with current market conditions.

Transport Scotland will look to start the re-tendering process at the earliest opportunity, with the aim of achieving a contract award before the end of 2023.

I hope you find the above information helpful.

Yours sincerely

[Redacted]
Policy Officer

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

-----Original Message-----

From: [Redacted] [Redacted]
Sent: 09 February 2023 09:56
To: Gilruth J (Jenny), MSP <Jenny.Gilruth.msp@parliament.scot>
Subject: A9 Dualling

Dear Ms Gilruth

Yesterday's statement confirming that completion of the dualling of the A9 will not now happen by 2025, as previously set out in 2011, will have come as no surprise to anyone familiar with with the road. What was sadly lacking from your statement was a revised timescale.

You trotted out the now familiar excuses of Brexit, Covid pandemic and current economic climate but made no mention, not surprisingly, of no doubt opposition from your bed fellows, the Green Party.

Out of respect for those of us who live in the Highlands and who travel up and down the A9 on a regular basis have the decency, and political courage to be honest with us. Why do we need to wait till the Autumn for an announcement on a revised timetable. This issue has been in your in tray for long enough now for you to be able to make a decision.

Regards

[Redacted]
[Redacted] Resident

P.S I travelled by bus to and from Edinburgh on Sunday just past. If you want to know the shocking state of repair of our Trunk Roads can I suggest that you take a seat on one of the said buses. You will then feel every pot hole between Aviemore and Dunkeld.

Major Projects

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
[Redacted]

[Redacted]
By email – [Redacted]

Our ref:
202300342868

Date:
16 February 2023

Dear [Redacted]

A9 Dualling Programme

Thank you for your email dated 9 February 2023, to Jenny Gilruth MSP, Minister for Transport, regarding the above project. As this is a matter for which Transport Scotland has responsibility, your enquiry has been passed to me to respond.

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

As you are aware, the Minister for Transport provided an update on the A9 Dualling Programme to Parliament on 8 February 2023, details of this statement can be found on our website at the following link: <https://www.transport.gov.scot/news/parliament-updated-on-a9-dualling-programme/>

The Scottish Government remains firmly committed to completing the dualling of the A9 between Perth and Inverness and has invested over £430m to date with road users already benefiting from the dualled sections between Kinraig and Dalraddy and Luncarty and the Pass of Birnam, which opened in September 2017 and August 2021 respectively.

The 2025 target date for completion of the full programme represented an ambitious challenge. It was also reliant on the timely and positive outcome of a range of factors such as completing public and stakeholder consultation; statutory approval processes; market capacity; supply chain availability and availability of funding, all of which have been significantly impacted by the economic volatility mentioned by the Minister in her statement on 8 February. This has made the 2025 date simply unachievable.

Transport Scotland is urgently considering a range of different options to provide Ministers advice on the most efficient way in which to dual the remaining sections. Work to determine the most suitable procurement options for these sections is a complex exercise which looks at a number of factors including how the project can be delivered most efficiently by the industry, whilst minimising disruption to road users and helping to support economic recovery post-COVID. As set out in the Minister's statement, it is necessary to assess the impact of market changes on the available procurement options, including the impact of the UK Government's 'mini-budget' and the potential cost implications of any changes to the terms and conditions in our roads contracts. This work is expected to conclude in Autumn 2023, and an update on a renewed timescale for completion will be provided to the Scottish Parliament at that time.

I hope you find the above information helpful.

Yours sincerely

[Redacted]
Policy Officer

-----Original Message-----

From: [Redacted] [Redacted]

Sent: 09 February 2023 12:30

To: Minister for Transport <MinisterFT@gov.scot>

Subject: A9 Dualling Changes to conditions of contract

Allow me to to introduce myself, my name is [Redacted] and I have worked in the construction industry for over 45 years mostly on the commercial financial side and have been involved in building thousands of miles of new roads.

I read with interest this morning, an article in a construction newsletter regarding the difficulties contractors are having in submitting a firm unqualified bid for the Tomatin to Moy section of the A9 Upgrade, and I have a quick and easy solution to the problem.

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

What you are currently doing is asking the contractors to guess how much the price rises in the labour plant and materials will be from the submission of their tender to the completion of the contract a task which even with a crystal ball is impossible. This a similar situation as existed in the 1970's and the Intuition of Civil Engineers came up with a solution to it called the Contract Price Fluctuations Clause . All you have to do is insert this clause into the conditions of contract and everybody can have a level playing field to base their tender on without getting their fingers burnt.

Hope this might help you

Regards

[Redacted]

Major Projects

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF

[Redacted]

[Redacted]

By email – [Redacted]

Our ref:
202300342874

Date:
17 February 2023

Dear [Redacted]

A9 Dualling: Changes to conditions of contract

Thank you for your email dated 9 February 2023, to the Minister for Transport, Jenny Gilruth MSP, regarding potential changes to the A9 Dualling conditions of contract, with reference to the Tomatin to Moy project. As this is a matter for which Transport Scotland has responsibility, your enquiry has been passed to me to respond.

As you may be aware, the Minister for Transport provided an update on the A9 Dualling Programme to Parliament on 8 February 2023, which includes the outcome of the recent Tomatin to Moy procurement process. Details of the full statement can be found on our website at the following link: <https://www.transport.gov.scot/news/parliament-updated-on-a9-dualling-programme/>

I thank you for your interest in the A9 Dualling Programme and for your comments in this regard. I can confirm that a price fluctuation clause was included in the conditions of contract for the procurement of the Tomatin to Moy project, in line with the Scottish Government's Construction Policy Note (CPN) 03/2021, to help mitigate the effects of price volatility that currently exist within the market.

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

I can also confirm that Transport Scotland is currently engaging with the Civil Engineering Contractors Association (CECA) and other industry partners to determine the most suitable procurement and contract options for delivering the Tomatin to Moy section of the A9 Dualling Programme, in line with current market conditions. Transport Scotland will look to start the re-tendering process at the earliest opportunity, with the aim of achieving a contract award before the end of 2023.

The Scottish Government remains firmly committed to completing the dualling of the A9 between Perth and Inverness, including the section between Tomatin and Moy, and has invested over £430m to date with road users already benefiting from the dualled sections between Kinraig and Dalraddy and Luncarty and the Pass of Birnam, which opened in September 2017 and August 2021 respectively.

Transport Scotland is urgently considering a range of different options to provide Ministers advice on the most efficient way in which to dual the remaining sections. Work to determine the most suitable procurement options for these sections is a complex exercise which looks at a number of factors including how the project can be delivered most efficiently by the industry, whilst minimising disruption to road users and helping to support economic recovery post-COVID.

I hope you find the above information helpful.

Yours sincerely

[Redacted]
Policy Officer

From: [Redacted] [Redacted]
Sent: 10 February 2023 12:25
To: First Minister <firstminister@gov.scot>
Subject: A9

First Minister

May I add my comments to the current A9 debate.

As finances are difficult and will be for some years to come, there is a need to re-focus the development of the A9.

Once a new budget has been prepared the first essential is to vastly improve the junctions such as the one at Birnam and Dunkeld - this needs to be done with great urgency. Then, depending on budget restraints, Some of the easier to dual sections can be attempted.

There needs to be a re-focus away from a 'full dual carriageway' to first 'drastically improve junctions'.

Yours, [Redacted]

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

Major Projects

5 Atlantic Quay, 150 Broomielaw, Glasgow, G2 8LU
[redacted]

[redacted]
By email – [redacted]

Our ref:
202300342895

Date:
10 March 2023

Dear [redacted]

A9 Dualling Programme

Thank you for your email dated 10 February 2023, to the First Minister of Scotland, regarding the above project. As this is a matter for which Transport Scotland has responsibility, your enquiry has been passed to me to respond.

We can assure you that road safety is of paramount importance to Transport Scotland and the Scottish Government. The recent accidents on the A9 are tragic for everyone involved and our sympathies are with the families and friends of everyone affected by these events. We are working with Police Scotland and our Operating Companies to understand the circumstances of the accidents that have happened, however, as Police investigations are ongoing, we cannot comment on specific accidents.

Ministers have been clear that any road death is one too many and the recent trend of fatal accidents on the A9 is a very understandable concern. The Scottish Government is committed to achieving safer and sustainable road travel in Scotland now and in the future. This commitment has been set out in our Road Safety Framework to 2030 with the target to halve road deaths by 2030.

We have an ongoing programme of road safety improvements on the A9 and more widely across the Trunk Road network and are examining options for further measures that could improve A9 safety in advance of dualling works. A package of short-term measures has been identified, valued at £5 million, which is intended to promote safety on the A9 between Perth and Inverness.

Work on the first elements of this package has commenced and is progressing well and will continue into the two coming financial years. This includes enhancements to

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

signing and road markings, with a particular focus on junctions where illuminated road studs and red ghost island surfacing is being installed, initially between Birnam and Dalguise, and installation of electronic signs to display safety messages between Perth and Inverness.

Improvements to the southbound exit slip road on the dual carriageway at Ballinluig and to the B9150 Newtomore/Ralia junction further north are also nearing completion.

Furthermore, a road safety campaign targeting driver fatigue launched on 13 February and preparations for a drive on the left campaign are well underway ahead of a launch towards the end of March.

Next month the Minister for Transport will convene a stakeholder summit with car hire companies serving our main airports to discuss further work we can undertake with the sector to improve foreign drivers understanding of the A9.

As you may be aware, the Minister for Transport provided an update on the A9 Dualling Programme to Parliament on 8 February 2023, details of this statement can be found on our website at the following link: <https://www.transport.gov.scot/news/parliament-updated-on-a9-dualling-programme/>

The Scottish Government remains firmly committed to completing the dualling of the A9 between Perth and Inverness and has invested over £430m to date with road users already benefiting from the dualled sections between Kincaig and Dalraddy and Luncarty and the Pass of Birnam, which opened in September 2017 and August 2021 respectively.

The 2025 target date for completion of the full programme represented an ambitious challenge. It was also reliant on the timely and positive outcome of a range of factors such as completing public and stakeholder consultation; statutory approval processes; and assessment of market capacity; supply chain availability and availability of funding, all of which have been significantly impacted by the events mentioned by the Minister in her statement on 8 February. This has made the 2025 date unachievable.

Transport Scotland is urgently considering a range of different options to provide Ministers advice on the most efficient way in which to dual the remaining sections. Work to determine the most suitable procurement options for these sections is a complex exercise which looks at a number of factors including how the project can be delivered most efficiently by the industry, whilst minimising disruption to road users and helping to support economic recovery post- COVID. This work is expected to conclude in Autumn 2023 and an update on a renewed timescale for completion will be provided to the Scottish Parliament at that time.

I hope you find the above information helpful.

Yours sincerely

[redacted]
Policy Officer

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

-----Original Message-----

From: [Redacted] [Redacted]

Sent: 09 February 2023 19:32

To: Minister for Transport <MinisterFT@gov.scot>

Cc: fergus.ewing.msp@parliament.scot

Subject: A9 dualling

Dear Ms Gilruth

So now we know the A9 will not be dualled by 2025. Something the vast majority of people have known for many years, but for whatever reason the Scottish Government has been reluctant to formally confirm.

I'm sorry but I don't accept the excuses. They are all relatively recent and there were many years previously when work could have been carried out. These excuses are up there with Tory like statements over the last few years.

I live in the Central belt but have long established family connections in Grantown on Spey. My continual travels (over 60 years) on the road make me well placed to understand just how dangerous the road can be. In recent years, in the summertime, the volume of traffic has been phenomenal, with non stop convoys at times. With that level of traffic, it only takes one slight error of judgment for a major event to occur.

The average speed cameras have undoubtedly made a positive difference but people are still taking far too many risks or not understanding the road. Without dualling, I can only envisage the road becoming more unsafe as more people travel. Despite what your Green partners may wish for, traffic growth in the UK is predicted to increase significantly over the next few decades.

I never expected the road to be completely dualled by 2025, as that neither seemed sensible nor achievable. However to have only dualled 11 miles, in what, some 10+ years ?, is absolutely scandalous. It suggests that there was never any determined intention to dual and that it was more a political statement. Or is that being unkind ?

I cannot believe that you are unable to provide any plan going forward after all these years. Surely a broad timeframe and sequencing could be estimated. People will expect it to change but at least lay down some acceptable and realistic marker. Although sadly in light of the dogmatic - "yes it will be dualled by 2025" - the credibility of any announcement will likely be considered suspect.

In truth, I don't know how you should proceed but some honesty and clarity would be appreciated and expected.

All in all it's pretty sad and not a great advertisement for Scotland as an efficient and dynamic country.

I would endorse Fergus Ewing's comment about some form of enquiry, which should also include why is there such disinterest in tendering for A9 sections.

Kind Regards

[Redacted]

[Redacted]

[Redacted]

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

Major Projects

5 Atlantic Quay, 150 Broomielaw, Glasgow, G2 8LU
[redacted]

[redacted]
By email – [redacted]

Our ref:
202300343047

Date:
10 March 2023

Dear [redacted]

A9 Dualling Programme

Thank you for your email dated 9 February 2023, to Jenny Gilruth MSP, Minister for Transport, regarding the above project. As this is a matter for which Transport Scotland has responsibility, your email has been passed to me to respond.

In relation to the average speed camera system, since this system was deployed on the A9 in October 2014 there has been a positive step change in the level of speed limit compliance on the route leading to a reduction in collisions and casualties when compared to the three year period prior to ASC deployment. A recent upgrade to the system went live in Autumn 2022 and we continue to monitor its effectiveness.

As you are aware, the Minister for Transport provided an update on the A9 Dualling Programme to Parliament on 8 February 2023, details of this statement can be found on our website at the following link:

<https://www.transport.gov.scot/news/parliament-updated-on-a9-dualling-programme/>

The Scottish Government remains firmly committed to completing the dualling of the A9 between Perth and Inverness and has invested over £430m to date with road users already benefiting from the dualled sections between Kincaig and Dalraddy and Luncarty and the Pass of Birnam, which opened in September 2017 and August 2021 respectively.

The 2025 target date for completion of the full programme represented an ambitious challenge. It was also reliant on the timely and positive outcome of a range of factors such as completing public and stakeholder consultation; statutory approval processes; and assessment of market capacity; supply chain availability and availability of funding, all of which have been significantly impacted by the events mentioned by the Minister in her statement on 8 February. This has made the 2025 date unachievable.

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

Transport Scotland is urgently considering a range of different options to provide Ministers advice on the most efficient way in which to dual the remaining sections. Work to determine the most suitable procurement options for these sections is a complex exercise which looks at a number of factors including how the project can be delivered most efficiently by the industry, whilst minimising disruption to road users and helping to support economic recovery post- COVID. This work is expected to conclude in Autumn 2023 and an update on a renewed timescale for completion will be provided to the Scottish Parliament at that time.

I hope you find the above information helpful.

Yours sincerely

[redacted]
Policy Officer

From: [Redacted] [Redacted]
Sent: 10 February 2023 12:20
To: Minister for Transport <MinisterFT@gov.scot>
Subject: Fwd: A9

----- Forwarded message -----

From: [Redacted] [Redacted]
Date: Fri, 10 Feb 2023, 12:15
Subject: A9
To: <Jenny.Gilruth.msp@parliament.scot>

Dear Ms Gilruth,

I thought your statement on Wednesday regarding Tomatin -Moy was very welcome. Not welcome, of course, in that work on the A9 will not be done on time, but in belated recognition that the timetable has not been realistic.

That perception has been a reasonable surmise for some time- well preceding the Ukraine war, the pandemic and the toils of Brexit.

The comments of your political opponents including Fergus Ewing, as published in Thursday's press - shock,outrage betrayal etc come across as grandstanding and take us no further.

I was surprised to read that of the reported 3 billion pounds required for the project only around 15% had been spent. To me this suggests that getting the funding has constantly been a battle. Surely government should spell out how payment is secured for the project.

Of course it's desirable that we should have a dualled Electric Highway but if the problem is the finance, then surely we the public should be educated in this regard.

I recently read the appropriate 2016 report and looked at it again today. There is a huge amount of analysis of the case for dualling. Was there an overkill here.

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

Some of the almost decade ago discussion seems quite irrelevant

There is, for example, a section on housing development adjacent to the A9 corridor. Yet in Badenoch and Strathspey neither of the developments cited, An Camas Mor by Aviemore and Kingussie's housing project have yet come to fruition.

There was a good deal relating to parallel plans for Perth- Inverness rail improvements. That hasn't happened.

The tourist draw of the NC500 was not envisaged.

And so on.

Is it not the case that here, as in so many other areas, there is an emphasis on paper work which detracts from the urgency of getting things done.

In that 2016 report

only a small proportion

concerned safety. Safety has now been brought to the fore but there seems little recognition from your critics of improving on the present situation.

I read a few weeks ago after a particularly bad accident, of government funding to address possible ameliorative safety measures including signage.

I wondered why messages regarding road dangers had not been immediately displayed on the roadside electronic information boards. I think that system which too often displays generalities could be better employed.

Occasionally when I have the sat nav on I have been warned of my imminent arrival at a speed camera, an encouragement to avoid speed restrictions! Might it not be possible to arrange that sat navs, for example, Google Maps, draws attention to dangerous junctions.

It's been pointed out that the recent upsurge in A9 fatalities has resulted from complex causes. I guess though that speed is almost always a factor in the seriousness of an incident.

My guess is that there is a perception that the average speed camera system is now less of a 'threat' to the speeding driver, hence more recklessness.

For myself I would like to see a succession of 'aires' proximate to the communities. These aires could provide rest places for lorry drivers, for rests and facilities for travellers and for stopping places for coaches.

Coach and bus provision for Highland communities along the route is very poor. 'Aires' could help solve the problem.

Getting folk out of their cars should be a priority. Why cannot compulsory purchase be used to buy carriageway adjacent land cheaply. Attractive investment opportunities could allow the development of 'aires'

Flexible multi-purpose public transport should be the way to travel to and within a National Park. There's many a document, many a feasibility study, many a plan but travel services have only seen decline or disappearance.

I wish you every success in your difficult work.

Yours sincerely,

[Redacted]

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

Major Projects
Transport Scotland

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Direct Line: [redacted]
[redacted]

[redacted]
[redacted]

Your ref:
A9

Our ref:
202300343380

Date:
16 March 2023

Dear [redacted]

A9 Dualling Programme

Thank you for your email dated 10 February 2023, to Jenny Gilruth MSP, Minister for Transport, regarding the above project, with reference to fatal road traffic accidents on the A9. As this is a matter for which Transport Scotland has responsibility, your enquiry has been passed to me to respond.

We can assure you that road safety is of paramount importance to Transport Scotland and the Scottish Government. The recent accidents on the A9 are tragic for everyone involved and our sympathies are with the families and friends of everyone affected by these events. We are working with Police Scotland and our Operating Companies to understand the circumstances of the accidents that have happened, however, as Police investigations are ongoing, we cannot comment on specific accidents.

Ministers have been clear that any road death is one too many and the recent trend of fatal accidents on the A9 is a very understandable concern. The Scottish Government is committed to achieving safer and sustainable road travel in Scotland now and in the future. This commitment has been set out in our Road Safety Framework to 2030 with the target to halve road deaths by 2030.

We have an ongoing programme of road safety improvements on the A9 and more widely across the Trunk Road network and are examining options for further measures that could improve A9 safety in advance of dualling works. A package of short-term measures has been identified, valued at £5 million, which is intended to promote safety on the A9 between Perth and Inverness. Work on the first elements of this package has commenced and will continue into the two coming financial years. This includes enhancements to signing and road markings, initially between Birnam and Dalguise, and installation of electronic signs to display safety messages between Perth and Inverness.

Furthermore, a road safety campaign targeting driver fatigue launched on 13 February and preparations for a drive on the left campaign are well underway ahead of a launch towards the end of March.

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

Next month the Minister for Transport will convene a stakeholder summit with car hire companies serving our main airports to discuss further work we can undertake with the sector to improve foreign drivers understanding of the A9.

The Traffic Scotland service provides quality real-time transport information to the public through messaging on trunk road and motorway Variable message Signs (VMS), social media such as Facebook and Twitter, the Traffic Scotland websites, and the Traffic Scotland Radio service. Traffic signs are generally not used for any other purpose than to convey road traffic messages or information to road users, no matter the reason. Additionally, VMS legends usually provide road users with information that is relevant to their current or future road journey.

The Traffic Scotland service is continuing to provide real-time traffic and travel information to the travelling public, however in periods where there is no demand for normal operational requirements, as detailed below, network messaging is being provided in the course of normal operations VMS assets are prioritised to alert drivers of:

- real-time incident alerts
- weather warnings
- Police travel advice
- advance warning of planned events (e.g. roadworks)
- background road safety messages

Only when there are not higher priority signing do we use the background safety messages. These messages provide the driver with information to assist in providing a safe and efficient road network.

In terms of the average speed camera system, since the ASC system was deployed on the A9 in October 2014 there has been a positive step change in the level of speed limit compliance on the route leading to a reduction in collisions and casualties when compared to the 3 year period prior to ASC deployment. We continue to monitor the effectiveness of the ASC system which has resulted in an upgrade to the system, awarded in March 2022 to ensure newer, more reliable technology is in place.

Colleagues from the Scottish Safety Camera Partnership also collaborate with other stakeholders in the A9 Safety Group as part of the overall road safety strategy.

As you are aware, the Minister for Transport provided an update on the A9 Dualling Programme to Parliament on 8 February 2023, details of this statement can be found on our website at the following link: <https://www.transport.gov.scot/news/parliament-updated-on-a9-dualling-programme/>.

The Scottish Government remains firmly committed to completing the dualling of the A9 between Perth and Inverness and has invested over £430m to date with road users already benefiting from the dualled sections between Kincaig and Dalraddy and Luncarty and the Pass of Birnam, which opened in September 2017 and August 2021 respectively.

The 2025 target date for completion of the full programme represented an ambitious challenge. It was also reliant on the timely and positive outcome of a range of factors such as completing public and stakeholder consultation; statutory approval processes; and assessment of market capacity; supply chain availability and availability of funding,

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

all of which have been significantly impacted by the events mentioned by the Minister in her statement on 8 February. This has made the 2025 date unachievable.

Transport Scotland is urgently considering a range of different options to provide Ministers advice on the most efficient way in which to dual the remaining sections. Work to determine the most suitable procurement options for these sections is a complex exercise which looks at a number of factors including how the project can be delivered most efficiently by the industry, whilst minimising disruption to road users and helping to support economic recovery post-COVID. This work is expected to conclude in Autumn 2023 and an update on a renewed timescale for completion will be provided to the Scottish Parliament at that time.

The 2016 A9 Dualling Programme for Investment report was undertaken in line with Transport Scotland's "Guidance on the development of business cases" that was in place at the time. At 110 pages the main report is a comprehensive and detailed document but of a proportionate size and rigour given the costs of the scheme, assessed at the time as almost £2 billion in 2010 prices and (discounted) values.

With regards to your point on the lack of improvements to the railway between Perth and Inverness since 2016, the latest phase of the Highland Main Line enhancement programme was completed in March 2019 at a cost of £57 million. This phase delivered signalling upgrades at Aviemore and Pitlochry stations, along with an extension of the passing loop at Aviemore and the reconfiguration and extension of the platforms at Pitlochry, enabling simultaneous arrival of trains at both these stations.

In line with a recommendation from the second Strategic Transport Project Review (STPR 2), Network Rail is developing proposals for the lengthening of several passing loops along the line to enable longer and more frequent freight and passenger services. These proposals will then be considered by Transport Scotland, taking into account the usual affordability and value for money considerations.

Achieving modal shift from road to rail, particularly in the case of freight traffic, has been recognised as a key component in achieving carbon reductions within Scotland's transport system.

The provision of local bus services is a matter for individual bus operators who use their own commercial judgement on service routes, frequencies and vehicle types. Local authorities can provide subsidy for services that are not provided on a commercial basis but this is entirely a matter for the local authority.

The Transport (Scotland) Act 2019 provides wider powers for local transport authorities to run their own bus services, which sits alongside their existing ability to subsidise services. Since July 2022, local transport authorities have had the power to run their own bus services. The Act is not restrictive in how they can provide their own services, be it running services directly or through an arm's length company, it is for the local authority to decide. Secondary legislation to enable bus franchising and partnership options will also be introduced before the end of 2023. This timeline takes into account the delivery of complex legislation require for partnership and franchising and we will continue to work with our partners on the implementation of these measures.

To assist local authorities to improve bus services in their areas, the Scottish Government allocated £500 million for the creation of the Bus Partnership Fund. This

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

fund provides support to authorities in partnership with bus operators to deliver bus priority infrastructure such as bus lanes/gates to tackle negative impacts from congestion so that journeys are quicker and more reliable. In addition, we have allocated £1 million for development of the Community Bus Fund in 2022-23 to support local transport authorities to improve local bus services and to explore the full range of options set out in the 2019 Act.

The Community Bus Fund complements our long-term investment in bus. The powers in the 2019 Act allow local transport authorities to influence the frequency/routing of services or vehicle types used. The decision to award contracts and/or subsidise services is solely a matter for the local transport authority to consider and the Scottish Government and Ministers have no powers to intervene in these matters. You may wish to contact Aberdeenshire Council to ensure that your views are taken on board in relation to local transport options in your area.

National Parks have an important role to play in tackling the biodiversity and climate crises, whilst also supporting local communities, businesses and visitors.

Future investment priorities for our transport network are set out in Scotland's second Strategic Transport Project Review (STPR2) which was published on 8 December 2022. This concluded a three year process of detailed technical analysis and appraisal by Transport Scotland and their consultants, with a set of 45 recommendations for the future of transport in Scotland. Whilst we are already making progress on 38 of the 45 recommendations, these will help us deliver the vision, priorities and outcomes that are set out in the second National Transport Strategy (NTS2) of: taking climate action; addressing inequalities and improving accessibility; improving health and wellbeing; supporting sustainable and inclusive economic growth; and to improve safety and resilience on our transport network. STPR2 is an essential and transformational 20 year plan, aligned with both the Sustainable Travel and Sustainable Investment hierarchies, and which will help us meet our aims of protecting our climate and improving lives. You can read more about STPR2 here: [Strategic Transport Projects Review 2 | Transport Scotland](#) where you can search and explore the project and its recommendations by region and or themes.

All local authorities and National Park representatives across all regions of Scotland were consulted throughout the development of STPR2 in the form of 11 Regional Transport Working Groups.

We assume that your reference to the 'appropriate 2016 report' is in regard to the A9 Dualling Programme Case for Investment which was undertaken in 2015/16 and published in 2016, and which can be viewed here: [A9 Dualling Perth to Inverness \(transport.gov.scot\)](#). The production of such a Business Case is a requirement for the development and design of strategic major projects and reflects the support we provide to the Investment Decision Making and Governance process within Scottish Government.

We are aware that Cairngorms National Park have several projects ongoing in relation to sustainable travel and the National Park. You can read more about these at their website here: [Heritage Horizons - Cairngorms 2030 - Cairngorms National Park Authority](#). Our [Climate Change Plan update](#) (CCPu) published in December 2020 shows how we plan to deliver net zero by 2045.

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

The CCPu contained our world leading target of reducing car km by 20% by 2030 and on January 13th 2022, we published our [route map](#) containing over 30 interventions we believe can help meet this target. The route map identifies four key behaviours for everyone in Scotland, including those in rural areas to consider each time we plan a journey. These are: reducing the need to travel; living well locally; switching modes; and combining or sharing trips. Just transition considerations run through the route map as well as the CCPu and we do recognise however that different behaviours will be more feasible in different geographical locations and for individuals with different needs. This is a national ambition and does not mean car use in rural and remote areas is expected to drop at the same rate as towns and cities.

I hope you find the above information helpful.

Yours sincerely

[redacted]
Policy Officer

From: [Redacted] [Redacted]

Sent: 13 February 2023 10:06

To: Gilruth J (Jenny), MSP <Jenny.Gilruth.msp@parliament.scot>

Subject: A9 delays

The wife of a childhood friend of mine died on the A9 in September

ScotGove recently stated that the

Quote from press

The Scottish Government has confirmed the £3bn dualling of the A9 between Perth and Inverness will now be delayed after receiving just one bid from shortlisted firms for a key section of the project.

The £115m section from Tomatin to Moy ***will be retendered once contract terms and conditions have been altered to better reflect the risks of a challenging construction market.***

Balfour Beatty Civil Engineering, John Graham Construction and Wills Bros Civil Engineering were shortlisted to bid for the 9.6km stretch of the A9.

It has now emerged that Transport Scotland only received one bid, which was much higher than budgeted.

Transport Minister Jenny Gilruth said that even allowing for the real-world impacts of the volatile economy, it had been decided that a contract award at this time did not represent best value for the taxpayer.

She told Holyrood that Transport Scotland will now retender the project, with the aim of achieving a contract award before the end of 2023.

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

End of quote

After a life in civil engineering let me tell you why you only received just one "higher than budgeted" bid from a short list of three competent contractors. The clue is in "**will be retendered once contract terms and conditions have been altered to better reflect the risks of a challenging construction market**".

The public sector frequently gets its contracts wrong, this was the case with the Edinburgh Trams which was let under an unfit for purpose contract specially written for the works

Contractors are very chary of one off contracts because they have no track record, no case history; so we do one of two things, take it at face value which results in insufficient revenue for the contractor who sometimes goes bust which is a problem for the client as well as the contractor -if you owe the bank £100 it is your problem but if you owe the bank £3Million, it is the bank's problem- or the tenderer ensures that his bid price will cover the risks of an untried and untested contract

This is a delay caused by your government and as with CALMAC lives are being destroyed by government failings

My great uncle worked on the A9 between Struan and Dalnaspidal in the 1930s

Regards
[Redacted]

Sent from a device without advertising – the eyes have it not

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

Major Projects

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
[Redacted]

[Redacted]

By email – [Redacted]

Our ref:
202300343407

Date:
17 February 2023

Dear [Redacted]

A9 Dualling Programme

Thank you for your email dated 13 February 2023, to Jenny Gilruth MSP, Minister for Transport, regarding the above project, with reference to a fatal road traffic accident on the A9 affecting your friend. As this is a matter for which Transport Scotland has responsibility, your enquiry has been passed to me to respond.

We are sincerely sorry to hear that your friend has lost his wife in a fatal road traffic accident on the A9 in September 2022. We can assure you that road safety is of paramount importance to Transport Scotland and the Scottish Government. All of the recent accidents on the A9 are tragic for everyone involved and our sympathies are with the families and friends of everyone affected by these events. We are working with Police Scotland and our Operating Companies to understand the circumstances of the accidents that have happened, however, as Police investigations are ongoing, we cannot comment on specific accidents.

Ministers have been clear that any road death is one too many and the recent trend of fatal accidents on the A9 is a very understandable concern. The Scottish Government is committed to achieving safer and sustainable road travel in Scotland now and in the future. This commitment has been set out in our Road Safety Framework to 2030 with the target to halve road deaths by 2030.

We have an ongoing programme of road safety improvements on the A9 and more widely across the Trunk Road network and are examining options for further measures that could improve A9 safety in advance of dualling works. In response to the recent increase in fatal accidents on the A9 between Perth and Inverness, a package of short-term measures has been identified, valued at £5 million, which is intended to promote safety. Work on the first elements of this package has commenced and will continue into the two coming financial years. This includes enhancements to signing and road markings, initially between Birnam and Dalguise, and installation of electronic signs to display safety messages between Perth and Inverness.

Furthermore, a road safety campaign targeting driver fatigue launched on 13 February and preparations for a drive on the left campaign are well underway ahead of a launch towards the end of March.

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

Next month the Minister for Transport will convene a stakeholder summit with car hire companies serving our main airports to discuss further work we can undertake with the sector to improve foreign drivers understanding of the A9.

As you may be aware, the Minister for Transport provided an update on the A9 Dualling Programme to Parliament on 8 February 2023, details of this statement can be found on our website at the following link: <https://www.transport.gov.scot/news/parliament-updated-on-a9-dualling-programme/>

With regards to the outcome of the procurement process for the Tomatin to Moy project, to which you refer in your email, it may be helpful to note that Transport Scotland's design and build works contract has been successfully implemented for over 20 years. However, recent years have seen a decline in the numbers of tenderers for projects.

Transport Scotland is reassessing its design and build contract in light of current market conditions. We will carefully consider how to get the best balance between: achieving cost certainty, making our contract attractive to the market, achieving appropriate risk allocation between contracting parties and improving collaboration between Transport Scotland and the contractor. As part of this process, Transport Scotland is currently engaging with the Civil Engineering Contractors Association (CECA) and other industry partners to determine the most suitable procurement and contract options for delivering the Tomatin to Moy section of the A9 Dualling Programme, under current market conditions.

We will look to start the re-tendering process for the Tomatin to Moy project at the earliest opportunity, with the aim of achieving a contract award before the end of 2023.

We hope you find the above information helpful.

Yours sincerely

[Redacted]
Policy Officer

-----Original Message-----

From: [Redacted] [Redacted]

Sent: 13 February 2023 13:17

To: Gilruth J (Jenny), MSP <Jenny.Gilruth.msp@parliament.scot>

Subject: A9 Another broken promise

Dear Ms Gilruth

The SNP made Election promises to dual the A9 by 2025. Your announcement last week to postpone that date is a national scandal and an insult to to the people of the Highlands of Scotland and indeed to the people of Scotland.

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

The people of Scotland did not need to have construction building knowledge to recognise that your announcement was simply stating the obvious and your reasons for the delay in making the announcement were simply political and dishonest in the extreme.

It is easy to make promises to gain votes. It is dishonest, misleading and immoral to fail to deliver a promise to deliver the dualing of the A9 over a fourteen year timescale and then state the blindingly obvious that you have failed to deliver an essential part of the national transport network with such a pathetic list of reasons.

You then state that you will be not able to give an update on a new programme until the autumn 2023. This is totally unacceptable to the people of Scotland.

We are not fools! when will you have the decency to come on the national media and explain your announcement to the people of Scotland?

Disappointed Regards

[Redacted]

Major Projects

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF

[Redacted]

[Redacted]

By email – [Redacted]

Our ref:
202300343410

Date:
16 February 2023

Dear [Redacted]

A9 Dualling Programme

Thank you for your email dated 13 February 2023, to Jenny Gilruth MSP, Minister for Transport, regarding the above project. As this is a matter for which Transport Scotland has responsibility, your enquiry has been passed to me to respond.

As you are aware, the Minister for Transport provided an update on the A9 Dualling Programme to Parliament on 8 February 2023, details of this statement can be found on our website at the following link: <https://www.transport.gov.scot/news/parliament-updated-on-a9-dualling-programme/>

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

The Scottish Government remains firmly committed to completing the dualling of the A9 between Perth and Inverness and has invested over £430m to date with road users already benefiting from the dualled sections between Kincaig and Dalraddy and Luncarty and the Pass of Birnam, which opened in September 2017 and August 2021 respectively.

The 2025 target date for completion of the full programme represented an ambitious challenge. It was also reliant on the timely and positive outcome of a range of factors such as completing public and stakeholder consultation; statutory approval processes; market capacity; supply chain availability and availability of funding, all of which have been significantly impacted by the economic volatility mentioned by the Minister in her statement on 8 February. This has made the 2025 date simply unachievable.

Transport Scotland is urgently considering a range of different options to provide Ministers advice on the most efficient way in which to dual the remaining sections. Work to determine the most suitable procurement options for these sections is a complex exercise which looks at a number of factors including how the project can be delivered most efficiently by the industry, whilst minimising disruption to road users and helping to support economic recovery post-COVID. As set out in the Minister's statement, it is necessary to assess the impact of market changes on the available procurement options, including the impact of the UK Government's 'mini-budget' and the potential cost implications of any changes to the terms and conditions in our roads contracts. This work is expected to conclude in Autumn 2023 and an update on a renewed timescale for completion will be provided to the Scottish Parliament at that time.

I hope you find the above information helpful.

Yours sincerely

[Redacted]
Policy Officer

-----Original Message-----

From: [Redacted] [Redacted]
Sent: 10 February 2023 20:20
To: Gilruth J (Jenny), MSP <Jenny.Gilruth.msp@parliament.scot>
Subject: A9 Dualling

Hi Jenny

Just wanted to share my displeasure at the news that the A9 dualling promise made by the SNP has been renegeed upon.

Originally from Glenrothes, but having moved to Inverness in 2005, I honestly have voted SNP on the premise they would dual the A9. With family still in Glenrothes, we spend many a day on the road visiting one another.

From a safety and economic perspective, dualling of the A9 is a must.

SNP will not get another vote from me until it's done.

Kind Regards

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

[Redacted]

Sent from my iPhone

Major Projects

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
[Redacted]

[Redacted]
By email – [Redacted]

Our ref:
202300343474

Date:
28 February 2023

Dear [Redacted]

A9 Dualling Programme

Thank you for your email dated 10 February 2023, to Jenny Gilruth MSP, Minister for Transport, regarding the above project. As this is a matter for which Transport Scotland has responsibility, your email has been passed to me to respond.

As you are aware, the Minister for Transport provided an update on the A9 Dualling Programme to Parliament on 8 February 2023, details of this statement can be found on our website at the following link: <https://www.transport.gov.scot/news/parliament-updated-on-a9-dualling-programme/>

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Transport Scotland is urgently considering a range of different options to provide Ministers advice on the most efficient way in which to dual the remaining sections. Work to determine the most suitable procurement options for these sections is a complex exercise which looks at a number of factors including how the project can be delivered

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

most efficiently by the industry, whilst minimising disruption to road users and helping to support economic recovery post-COVID. This work is expected to conclude in Autumn 2023 and an update on a renewed timescale for completion will be provided to the Scottish Parliament at that time.

We can assure you that road safety is of paramount importance to Transport Scotland and the Scottish Government. The recent accidents on the A9 are tragic for everyone involved and our sympathies are with the families and friends of everyone affected by these events. We are working with Police Scotland and our Operating Companies to understand the circumstances of the accidents that have happened, however, as Police investigations are ongoing, we cannot comment on specific accidents.

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Furthermore, a road safety campaign targeting driver fatigue launched on 13 February and preparations for a drive on the left campaign are well underway ahead of a launch towards the end of March.

Next month the Minister for Transport will convene a stakeholder summit with car hire companies serving our main airports to discuss further work we can undertake with the sector to improve foreign drivers understanding of the A9.

I hope you find the above information helpful.

Yours sincerely

[Redacted]
Policy Officer

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

From: [Redacted] [Redacted]

Sent: 09 February 2023 12:05

To: Minister for Transport <MinisterFT@gov.scot>

Subject: Better signage of dual or single carriageway of the A9

Good morning Jenny Gilruth,

For many years I have used the A9.

It is difficult to know and remember whether you are on dual or single carriageway.

Usually it is very obvious but sometimes dual carriageway appears

to be single carriageway when the other carriageway is not obvious.

Chopping and changing the driving mindset from one to the other may be difficult

when you have to do it so often.

My suggestion is that EVERY MILE between Perth and Inverness

there is a sign stating whether it is dual carriageway or single carriageway.

That way the drivers, however tired, get a REGULAR REMINDER.

I'd be delighted to know this gets to you and receive and acknowledgement

that is is even being considered.

Sincerely,

[Redacted]

[Redacted]

[Redacted]

[Redacted]

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

Major Projects

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
[Redacted]

[Redacted]

By email – [Redacted]

Our ref:
202300343758

Date:
24 February 2023

Dear [Redacted]

A9 Dualling Programme

Thank you for your email dated 9 February 2023, to Jenny Gilruth MSP, Minister for Transport, regarding the above project, and in particular signage. As this is a matter for which Transport Scotland has responsibility, your enquiry has been passed to me to respond.

As you may be aware, the Minister for Transport provided an update on the A9 Dualling Programme to Parliament on 8 February 2023, details of this statement can be found on our website at the following link: <https://www.transport.gov.scot/news/parliament-updated-on-a9-dualling-programme/>

The Scottish Government remains firmly committed to completing the dualling of the A9 between Perth and Inverness and has invested over £430m to date with road users already benefiting from the dualled sections between Kincaig and Dalraddy and Luncarty and the Pass of Birnam, which opened in September 2017 and August 2021 respectively.

As part of the £5M package of short term road safety interventions on the A9 between Perth and Inverness, which were announced by the Minister for Transport on 16 December 2022, signage and road markings will be installed at regular intervals, typically one mile, to indicate single carriageway sections of the route. Similar measures will also be provided on some dual carriageway parts of the route where drivers are unable to see the opposite carriageway, such as that to south of Drumochter summit. These will supplement existing signing and road markings for this purpose on the route.

Driving tired is estimated to kill or seriously injure around 50 people each year in Scotland, and to be a factor in up to 25% of fatal collisions on the A9. Road Safety Scotland is currently running a national fatigue campaign to alert drivers to the risks of driving while tired. It encourages drivers to plan well-ahead and, when feeling tired, to stop, take a caffeinated drink and rest before continuing their journey.

I hope you find the above information helpful.

Yours sincerely

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

[Redacted]
Policy Officer

From: [Redacted] [Redacted]

Sent: 09 February 2023 16:51

To: Minister for Transport <MinisterFT@gov.scot>

Subject: A9 UPGRADE

Dear Jenny Gilruth

You have stated that Covid, Brexit and the war in Ukraine are part of the reason for the delaying of the A9 upgade that is complete nonsense.

8 years ago I was talking to someone who is involved in construction of roads etc and he stated at the time there was no way that time frame of 2025 was feasible due to the huge scale of the project, costs, plus the hardest part of upgrading the A9 was still to come with a lot of unknown factors.

It's taken this long to do 10 miles and there is still 70 miles to go, so given the same time frame your looking at well beyond 2030 and more than likely 2040, so will the costs still be within the 3 billion that was forecasted if not what kind of costs are forecasted, taxpayers cannot be held responsible for every time a project has collapsed due to bad management, planning, tendering from government like the ferries fiasco.

Kind regards

[Redacted]

Major Projects

5 Atlantic Quay, 150 Broomielaw, Glasgow G2 8LU
[redacted]

[redacted]

By email – [redacted]

Our ref:
202300343760

Date:
10 March 2023

Dear [redacted]

A9 Dualling Programme

Thank you for your email dated 9 February 2023, to Jenny Gilruth MSP, Minister for Transport, regarding the above project. As this is a matter for which Transport Scotland has responsibility, your enquiry has been passed to me to respond.

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

As you are aware, the Minister for Transport provided an update on the A9 Dualling Programme to Parliament on 8 February 2023, details of this statement can be found on our website at the following link: <https://www.transport.gov.scot/news/parliament-updated-on-a9-dualling-programme/>

The Scottish Government remains firmly committed to completing the dualling of the A9 between Perth and Inverness and has invested over £430m to date with road users already benefiting from the dualled sections between Kincaig and Dalraddy and Luncarty and the Pass of Birnam, which opened in September 2017 and August 2021 respectively.

The 2025 target date for completion of the full programme represented an ambitious challenge. It was also reliant on the timely and positive outcome of a range of factors such as completing public and stakeholder consultation; statutory approval processes; and assessment of market capacity; supply chain availability and availability of funding, all of which have been significantly impacted by the events mentioned by the Minister in her statement on 8 February. This has made the 2025 date unachievable.

The primary impacts of Brexit, the Covid-19 pandemic and the war in Ukraine on the A9 Dualling programme are through their impact on inflationary pressures. Evidence of the impact of these events is available from a number of sources, such as the analytical report in the following link: [The Cost of Living Crisis in Scotland: analytical report - gov.scot \(www.gov.scot\)](https://www.gov.scot).

As a consequence of these inflationary pressures it has been necessary to assess the impact of market changes on the available procurement options, causing a delay to the process of determining the most efficient options for delivery of the remaining elements of the A9 Dualling programme.

Transport Scotland is urgently considering a range of different options to provide Ministers advice on the most efficient way in which to dual the remaining sections. Work to determine the most suitable procurement options for these sections is a complex exercise which looks at a number of factors including how the project can be delivered most efficiently by the industry, whilst minimising disruption to road users and helping to support economic recovery post-COVID. This work is expected to conclude in Autumn 2023 and an update on a renewed timescale for completion will be provided to the Scottish Parliament at that time.

I hope you find the above information helpful.

Yours sincerely

[redacted]
Policy Officer

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

From: Jenny Gilruth MSP <jenny.gilruth.msp@parliament.scot>

Sent: 15 February 2023 15:02

To: Minister for Transport <MinisterFT@gov.scot>

Subject: (Case Ref: JG7377)

Good afternoon,

Please see the below email for Jenny's capacity as Minister for Transport.

It was addressed to someone else and has been forward to us, hence the nature of the correspondence.

[Redacted] can receive the response directly.

Kind regards,

[Redacted]

Begin forwarded message:

From: [Redacted] [Redacted]

Date: 10 February 2023 at 12:16:38 GMT

Subject: Dualing the Perth to Inverness road

Hi

You will have read about stooshie created by the admission that the above road will not now be dualled by 2025 as planned. I have never really understood just what the problem was in Scotland about progressing road works such as the above and the Rest and be Thankful. There is practically no major road building going on in Scotland at the moment.

Is it Transport Scotland, is it lack of capital ?

Could you email Jenny Gilruth and ask her just how are road projects in Scotland are financed. Do we rely on capital provided under Barnett consequential; have we the power to raise our own capital for such projects; are we limited by how much capital we get provided by Westminster?

Down south the Westminster Govt. can happily proceed with things like HS2, the various Cross-rails in London, even Hinkley Point and Sizewell nuclear power stations (all going seriously over budget) with little constraint.

For engineers, dualing the road from Perth to Inverness is a pretty simple ask. It could be done in 5 years.

So what is the problem?

[Redacted]

[Redacted]

[Redacted]

[Redacted]. [Redacted]

[Redacted]

Senior Caseworker for Jenny Gilruth MSP
Mid Fife and Glenrothes Constituency

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

12 Commercial Street, Markinch, Fife, KY7 6DE
T: [Redacted]

Major Projects
Transport Scotland

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Direct Line: [redacted]
[redacted]

[redacted]
[redacted]

Your ref:

Our ref:
202300343796

Date:
14 March 2023

Dear [redacted]

A9 Dualling Programme

Thank you for your email dated 10 February 2023, to Jenny Gilruth MSP, Minister for Transport, regarding the above project. As this is a matter for which Transport Scotland has responsibility, your enquiry has been passed to me to respond.

The money that the Scottish Government has to spend, comes from the following sources:

- block grant from the UK Government;
- EU funds;
- Scottish income tax (collected by HMRC);
- non-domestic rates (collected by local authorities and redistributed by us);
- devolved taxes (collected by Revenue Scotland); and
- some restricted borrowing (within defined limits).

Council tax does not form part of Scottish Government funding as it is both collected and spent by local government.

All other sources of revenue such as; funding raised through fuel duty, oil and gas receipts, reserved income tax (dividend and interest income), national insurance, corporation tax, air passenger duty, VAT, tax on alcohol and cigarettes, inheritance tax, and capital gains tax, are reserved and collected by the UK government. These revenues, alongside UK government borrowing, are used to fund the aggregate of UK Government spending, including the block grant for Scottish Government.

The change to the amount of block grant payable to Scottish Government is calculated each year a population share of changes in equivalent UK departmental spending on

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

public services devolved to Scotland. This is done using the Barnett Formula. For all taxes set, raised or assigned in Scotland, the block grant is reduced. More information on how the block grant adjustment for taxes devolved to Scotland is calculated is available in fiscal framework factsheet, which can be found at: [Fiscal framework: factsheet – gov.scot \(www.gov.scot\)](https://www.gov.scot)

Spending by the Scottish Government on major road projects is funded from within the funding aggregate available to Scottish Ministers (either from Capital Budgets or Resource Budgets), with the latter source being used where a contract is in place that uses private finance, for example on the M8/M73/M74 Motorway Improvements project.

As you are aware, the Minister for Transport provided an update on the A9 Dualling Programme to Parliament on 8 February 2023, details of this statement can be found on our website at the following link: <https://www.transport.gov.scot/news/parliament-updated-on-a9-dualling-programme/>.

The Scottish Government remains firmly committed to completing the dualling of the A9 between Perth and Inverness and has invested over £430m to date with road users already benefiting from the dualled sections between Kincaig and Dalraddy and Luncarty and the Pass of Birnam, which opened in September 2017 and August 2021 respectively.

The 2025 target date for completion of the full programme represented an ambitious challenge. It was also reliant on the timely and positive outcome of a range of factors such as completing public and stakeholder consultation; statutory approval processes; and assessment of market capacity; supply chain availability and availability of funding, all of which have been significantly impacted by the events mentioned by the Minister in her statement on 8 February. This has made the 2025 date unachievable.

Transport Scotland is urgently considering a range of different options to provide Ministers advice on the most efficient way in which to dual the remaining sections. Work to determine the most suitable procurement options for these sections is a complex exercise which looks at a number of factors including how the project can be delivered most efficiently by the industry, whilst minimising disruption to road users and helping to support economic recovery post-COVID. This work is expected to conclude in Autumn 2023 and an update on a renewed timescale for completion will be provided to the Scottish Parliament at that time.

I hope you find the above information helpful.

Yours sincerely

[redacted]
Policy Officer

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

From: [Redacted] [Redacted]

Sent: 13 February 2023 17:06

To: Minister for Transport <MinisterFT@gov.scot>

Cc: Mark.Ruskell.msp@parliament.scot; Angus.Robertson.msp@parliament.scot;

Minister for Green Skills, Circular Economy and Biodiversity

<MinisterGSCEB@gov.scot>

Subject: road and rail between Inverness and Perth

Jenny Gilruth, MSP

Good afternoon, Jenny.

The SNP administration's announcement that the dualling of the A9 between Perth and Inverness will not be completed by 2025 has been in the news recently.

I believe the comments I have heard on this matter are wide of the mark. They focus only on facilitation of road transport.

Part of your brief includes low-carbon transport. Facilitating road transport is not the most effective way to achieve this goal. Parallel to the A9 runs the Highland main line, a largely single-track railway line that carries passengers and freight with a much lower carbon footprint than A9 vehicles. In contrast to the policy to dual the A9, I hear little about policies and efforts to increase the use of the Highland main line. For instance, do you plan to dual more of that railway line?

As an A9 user, I see that the current configuration sometimes runs at full capacity in places. However, I don't see that this compromises safety. (I fully accept that safety is important.) In my experience, the average-speed regime works well and traffic moves along in tandem with little overtaking. In some cases, I can see the ambiguity about whether a given stretch of road is (a) two-way or (b) one side of a dual carriageway. However, I think that directional white arrows on the road surface (and possibly other signage) could remove most of this danger.

The A9 has a big gap in its electric-vehicle charging capacity, particularly for those heading west and who turn off the A9 towards Spean Bridge at Dalwhinnie. There is a charging gap of 70+ miles between Pitlochry and Roy Bridge. Sometimes the Pitlochry and/or Roy Bridge EV chargers are not working, which makes the gap larger still. This is a significant weakness.

As a user of the Highland main-line railway, I see Tesco wagons (containers?) on the railway line, reminding me that freight transport should be viable along this line. I remember hearing about a trial (in 2022?) to investigate the ways in which more freight might be transferred from road to rail along this axis. However, I am unaware whether you are actively planning to increase the proportion of freight that travels by rail.

As a cyclist, I note that some of the A9 has cycle paths alongside. I am most aware of the old road being pushed into this role in places. However, I don't believe that I see a continuity of cycle paths on this route, which would tend to push cyclists onto the A9 itself.

Please update me on:

- the policies that successive SNP administrations have put in place to increase the use of the Highland main line, including their integration into net-zero energy policies and policies to increase cycling and other active transport along the A9 corridor
- these administrations' success in implementing those policies

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

- your rationale for the current and proposed division of funds for road and rail between Perth and Inverness
- your plans to increase freight carried by rail on this route
- the carbon footprint of the road and rail investments you plan to make on this axis.

Sincerely,

[Redacted]

[Redacted]

[Redacted]

[Redacted]

As of 23 March 2023, response to [redacted] has not been issued.

----- Forwarded message -----

From: [Redacted] [Redacted]

Date: Sat, 18 Feb 2023 at 12:57

Subject: State of the Road network

To: <Jenny.Gilruth.msp@parliament.scot>

Ms Gilruth

I am writing to you in your capacity as the current Transport Minister.

As I am sure you are aware the Road Network throughout Scotland is in a poor state of repair. Motorways have potholes and the Trunk roads have significant wear and tear with potholes which are so deep that even driving at a slow speed, will cause wheel and tyre damage. The lack of white lines on many roads including motorways, or the lack of maintaining the lines, is I believe making the roads more dangerous.

I believe the Government is failing in its duties in ensuring that the Road Network is maintained to a high standard. The Roads are so poor that some Third World countries have a better road network than we have in Scotland. This will certainly not help in attracting inward investment to Scotland.

The recent announcement of a delay to the dualling of the A9 is another example of the Government's lack of investment in the Road Network. This is despite a previous announcement that the dualling was to be completed by 2025!

I shall be pleased to hear what actions **you** as the Transport Minister are doing to resolve the issues mentioned above. I am certainly not the only person who is concerned about the lack of investment in the Road Network.

[Redacted]

[Redacted]

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

TRANSPORT SCOTLAND
TS : Transport Scotland Roads

[redacted]
[redacted]

Our Reference: 202300344612
Your Reference: State of Scotland's roads

13 March 2023

Dear [redacted]

Thank you for your e-mail of 18 February to Jenny Gilruth MSP, Minister for Transport in which you raise your concerns about the condition of Scotland's roads, delays in dualling of the A9 trunk road and lack of investment in the road network. As Transport Scotland has overall responsibility to ensure the maintenance and safe operation of the Scottish Trunk Road Network, I have been asked to reply as Area Manager for the A9 trunk road.

As you may already be aware, Transport Scotland is responsible for the management and maintenance of the strategic trunk road network including motorways, which is delivered through our operating company contracts. The Roads (Scotland) Act 1984 places the statutory responsibility for local roads improvement, maintenance and repair with local road authorities.

In respect of trunk roads, our operating companies have a contractual obligation to carry out Safety Inspections on all trunk roads at 7-day intervals. These inspections are primarily to identify defects that require prompt attention because they present, or could present, an immediate hazard to road users. Severe carriageway defects, such as some potholes, are classified as Category 1 Defects which are required to be made safe when identified, following which a temporary or permanent repair must be undertaken as soon as possible and no later than 06:00 on the day following identification. Where a temporary repair has been carried out, a permanent repair is required to be carried out within 28 days.

Lesser defects and general deterioration which do not necessitate such an immediate safety-led response are then considered with findings from our annual testing of the network to determine future maintenance schemes. These schemes may include localised patching repairs or larger structural maintenance schemes, which are then programmed and considered against competing priorities across the Trunk Road network.

Due to the cycle of freeze and thaw which all roads are subject through the winter, and which causes accelerated deterioration of road surfaces, the end of the winter period is always the time of year when roads are generally in their poorest condition. The large scale maintenance and improvement interventions that our Operating Companies undertake do not start fully until early spring and the programme of works for 2023 will be starting shortly.

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

This includes renewal of worn road markings which are planned from our annual retro-reflectivity inspections of the entire trunk road network and weekly safety inspections

Should you wish to report a specific defect on trunk roads, we operate a customer contact system for the convenience of members of the public to report any matters relating to the management and maintenance of the trunk road network. All reports to 0800 028 1414 are passed on to our Operating Companies for appropriate action and are logged for future reference.

With regard to local roads, the vast majority of funding to local authorities from the Scottish Government is provided via a block grant and it is the responsibility of each local authority to manage their own budget and to allocate the financial resources available to them on the basis of local needs and priorities, having first fulfilled their statutory obligations and the jointly agreed set of national and local priorities.

You can contact the relevant local authority to report any problems or to obtain more information about local roads.

In noting your concerns about the delay in dualling the A9. The Minister for Transport provided an update on the A9 Dualling Programme to Parliament on 8 February 2023, details of this statement can be found on our website at the following link:

<https://www.transport.gov.scot/news/parliament-updatedon-a9-dualling-programme/>

The Scottish Government remains firmly committed to completing the dualling of the A9 between Perth and Inverness and has invested over £430m to date with road users already benefiting from the dualled sections between Kincaig and Dalraddy and Luncarty and the Pass of Birnam, which opened in September 2017 and August 2021 respectively.

The 2025 target date for completion of the full programme represented an ambitious challenge. It was also reliant on the timely and positive outcome of a range of factors such as completing public and stakeholder consultation; statutory approval processes; and assessment of market capacity; supply chain availability and availability of funding, all of which have been significantly impacted by the events mentioned by the Minister in her statement on 8 February. This has made the 2025 date unachievable.

Transport Scotland is urgently considering a range of different options to provide Ministers advice on the most efficient way in which to dual the remaining sections. Work to determine the most suitable procurement options for these sections is a complex exercise which looks at a number of factors including how the project can be delivered most efficiently by the industry, whilst minimising disruption to road users and helping to support economic recovery post-COVID. This work is expected to conclude in Autumn 2023 and an update on a renewed timescale for completion will be provided to the Scottish Parliament at that time.

I hope this information is helpful.

Yours sincerely

[redacted]

TS : Roads - Network Maintenance

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

From: [Redacted] [Redacted]
Sent: 11 February 2023 19:56
To: Minister for Transport <MinisterFT@gov.scot>
Subject: Edinburgh

Hello,

I have to query the state of the roads in Edinburgh currently.

So not including the debacle that has been the tram works, now Edinburgh seems to be in a constant state of road repair.

Now I understand that roads need repaired but there seems to be every single road in Edinburgh with some sort of works on it. How is it possible that this has been allowed to go ahead in such a way? Is it incompetence?

Also the A9 not being completed on time? What a shock. The Scottish government are nothing short of a joke with a bad punchline.

[Redacted]

TRANSPORT SCOTLAND
Transport Scotland

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF

[redacted]

[redacted]
[redacted]

Your ref:
Roads in Edinburgh

Our ref:
202300343415

Date:
1 March 2023

Dear [redacted]

Thank you for your email of 11 February to the Minister for Transport, Jenny Gilruth MSP, regarding the condition of roads in Edinburgh. As this is a transport related matter, I have been asked to reply.

It may be helpful if I explain that the Roads (Scotland) Act 1984 places the statutory responsibility for local roads improvement, maintenance and repair with local road authorities. Neither the Scottish Ministers nor the Scottish Government would become directly involved in their day-to-day duties.

Correspondence issued to Jenny Gilruth MSP from her constituents between 3 December 2022 and 10 February 2023.

You may wish to raise your concerns with the City of Edinburgh Council who can be contacted via their website at: [Contact us – The City of Edinburgh Council](#).

With regard to the A9 dualling, as you may be aware, the Minister for Transport provided an update on the A9 Dualling Programme to Parliament on 8 February 2023. Details of this statement can be found on our website at the following link: <https://www.transport.gov.scot/news/parliament-updated-on-a9-dualling-programme/>.

The Scottish Government remains firmly committed to completing the dualling of the A9 between Perth and Inverness and has invested over £430m to date with road users already benefiting from the dualled sections between Kincaig and Dalraddy and Luncarty and the Pass of Birnam, which opened in September 2017 and August 2021 respectively.

The 2025 target date for completion of the full programme represented an ambitious challenge. It was also reliant on the timely and positive outcome of a range of factors such as completing public and stakeholder consultation; statutory approval processes; and assessment of market capacity; supply chain availability and availability of funding, all of which have been significantly impacted by the economic volatility mentioned by the Minister in her statement on 8 February. This has made the 2025 date unachievable.

Transport Scotland is urgently considering a range of different options to provide Ministers advice on the most efficient way in which to dual the remaining sections. Work to determine the most suitable procurement options for these sections is a complex exercise which looks at a number of factors including how the project can be delivered most efficiently by the industry, whilst minimising disruption to road users and helping to support economic recovery post-COVID. This work is expected to conclude in Autumn 2023 and an update on a renewed timescale for completion will be provided to the Scottish Parliament at that time.

I hope this is helpful.

Yours sincerely

[redacted]
TRANS : TS Roads