

From: redacted 11(2)

Sent: 12 April 2022 20:19

To: redacted 11(2) @gov.scot>; redacted 11(2) @gov.scot>

Cc: redacted 11(2)@highland.gov.uk

Subject: A9 skiach junction, highlands

You urgently need to do something about the A9 Skiach services junction, just north of cromarty firth bridge and south of alness.

YET ANOTHER RTA FATALITY TODAY!!

This is a tragic but all too frequent occurrence.

You must urgently put in some kind of control... reducing the speed limit on this stretch, altering the road to include a roundabout, whatever...I am no road expert.

But you can no longer do nothing.

People die here. And that can include innocent law abiding safe drivers.

redacted 11(2)

redacted 11(2)

Roads: Operations
Transport Scotland

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Direct Line: redacted 11(2)
redacted 11(2)@transport.gov.scot



redacted 11(2)
redacted 11(2)

Your ref:

Our ref:
202200296124

Date:
4 May 2022

Dear redacted 11(2),

A9 Skiach Junction, Highlands

Thank you for your correspondence of 13 April 2022 to the redacted 11(2) and the redacted 11(2). As this is an operational matter for Transport Scotland, as the Road Safety Manager for this area, I have been asked to consider your correspondence.

Road safety is of paramount importance to the Scottish Government and my colleagues within Transport Scotland regularly liaise with our operational partners, including Police Scotland, to discuss road safety issues. Through our trunk road operating companies an annual assessment of the safety performance of the entire trunk road network is undertaken. This considers accident patterns and rates in the form of Route Accident Reduction Plans (RARP), while also screening all locations where three or more personal-injury accidents have occurred in a three year period. Further investigations are then carried out and, where appropriate, mitigation measures are prioritised for delivery. This robust, evidence-based approach ensures that the funding available is prioritised for those locations with the potential to deliver the greatest casualty accident savings.

The A9/B9176 Skiach junction was identified through this process and fully investigated in 2019. As a result, improvements were made to the vehicle restraint systems in summer 2020 and signing associated with the junction in March 2021 to clarify the layout and upgrade to modern standards. Further improvements to street lighting and traffic islands are programmed for this financial year. Following completion of these works, we will monitor the effectiveness using the process outlined above. The investigation, undertaken by road safety engineers in BEAR Scotland, did not recommend consideration being given to alterations to the junction form or means of control. Reductions to speed limits to reduce the number and severity of accidents are considered once all feasible engineering intervention measures have been exhausted.

In regards to the fatal accident on the A9 on 12 April, I can confirm that this occurred approximately 225 metres north east of the A9/B9176 Skiach junction. As standard policy with all fatal accidents, Transport Scotland arrange to meet with Police Scotland and our Operating Company to obtain more information on the incident and to identify if there is a need for a further road safety investigation. We held this meeting shortly after the accident and can confirm that no road-operator issues were identified which could have been a contributory factor. However, as police investigations into these accidents are on-

going it would be inappropriate to comment further at this time.

We have reviewed personal-injury accidents recorded on the A9 at Skiach junction, which are available from 1 January 1979 to 7 January 2022. Whilst there have been injury accidents during this period, as outlined above, we do not have any records of fatal accidents at this location.

I hope this is helpful.

Kind regards.

Yours sincerely

redacted 11(2)

redacted 11(2)

Road Safety Manager

From: redacted 11(2)
To: redacted 11(2)
Subject: FW: Your recent correspondence with Scottish Government and partner agencies - 202200304495
Date: 10 January 2023 15:05:23
Attachments: [image001.jpg](#)
[Response-202200304495.pdf](#)
[Transport Scotland.doc](#)

From: redacted 11(2) >
Sent: 02 January 2023 22:14
To: redacted 11(2) <@transport.gov.scot>
Subject: FW: Your recent correspondence with Scottish Government and partner agencies - 202200304495

Dear redacted 11(2),

I would like to wish you a happy new year and hope you had a lovely time over the festive holiday.

I'd like to introduce myself as the redacted 11(2) for Berriedale and Dunbeath Community Council. You have previously been in touch with the ex secretary redacted 11(2) – correspondence is attached.

I have previously emailed, however have not received a reply - I do apologise if a reply has been sent and that I have missed it.

The situation highlighted in redacted 11(2) original letter above about the speed and manoeuvres of vehicles travelling through Dunbeath remains. We appreciate your reply about the area not meeting criteria for a reduced speed limit. Due to overtaking multiple times a day resulting in near misses, especially from corner at Knockglass Road end to mid way across the bridge, this being a blind summit with two junctions, one business entry and 2 driveways to properties, we would like to ask what the criteria would be for no overtaking along this. The pathway along the

A9 between both these junctions are narrow and used as a walkway for school children along with the public.

If you'd like any further information, please feel free to send me an email.

I look forward to hearing from you.

Best wishes,

redacted 11(2)

redacted 11(2)

Berriedale and Dunbeath Community Council

Sent from [Mail](#) for Windows

From: redacted 11(2)

Sent: 09 June 2022 21:08

To: redacted 11(2)

Subject: FW: Your recent correspondence with Scottish Government and partner agencies - 202200304495

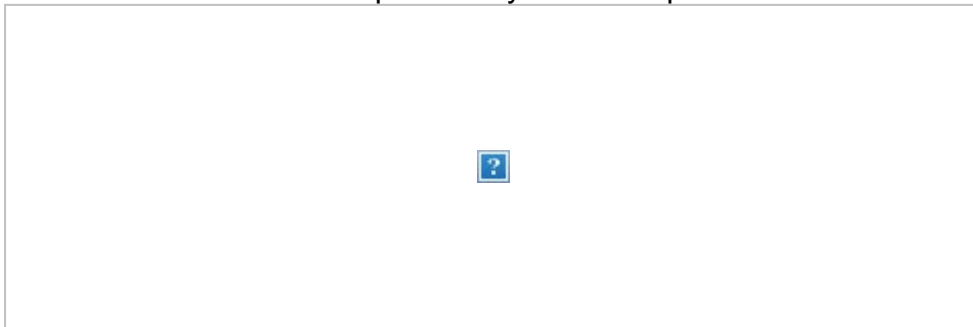
From: casehandling.service@gov.scot <casehandling.service@gov.scot>

Sent: 09 June 2022 02:54 PM

To: redacted 11(2)

Subject: Your recent correspondence with Scottish Government and partner agencies - 202200304495

Please find attached a response to your correspondence.



BERRIEDALE and DUNBEATH COMMUNITY COUNCIL

redacted 11(2) , redacted 11(2) , redacted 11(2)

redacted 11(2)

redacted 11(2) mob redacted 11(2)

Transport Scotland

Roads-Development Management,

Buchanan House,

58 Port Dundas Road.

Date 3/11/2021

Glasgow,

G4 OHF.

Dear Sir/Madam.

Speed Limit on A9 Traffic passing through the Village of Dunbeath, Caithness.

At a recent Community Council Meeting the matter was raised about the speed and amount of traffic heading North and South on the A9 through our Village and would ask if you to consider putting a speed limit on the A9 before any accidents happen, we are part of the Route 500 and has seen a big increase in the number of vehicles on the road this summer.

Yours Faithfully

redacted 11(2) .

Roads: Operations
Transport Scotland

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Direct Line: redacted 11(2)
redacted 11(2)@transport.gov.scot



redacted 11(2)
Berriedale and Dunbeath Community Council
redacted 11(2)

Your ref:
Our ref:
202200304495

Date:
9 June 2022

Dear redacted 11(2) ,

A9 Dunbeath

Thank you for your correspondence of 3 November 2021 on behalf of Berriedale and Dunbeath Community Council. I have made enquiries with colleagues in Development Management regarding the letter you sent to them, however they have no record of receiving it. Please accept my apologies for the delay in responding.

The speed limits applied to any section of the Trunk Road network are determined by a number of criteria, set out in Circular ETLLED (2006). These are intended to provide consistency in speed limits and this Circular was used as the basis for the Trunk Road speed limit review, which was completed in 2012.

In applying the criteria, we draw on the evidence available and seek to make our decisions based on an assessment of that. Where relevant criteria exist within the Circular, this assessment will include considerations of how best to support wider Scottish Government Policy outcomes, including, for example, opportunities for promoting active travel.

The Speed Limit Review, published in 2012, concluded that, given the character, mean speed and accident rates, the national speed limit was appropriate for the A9 at Dunbeath. We are not aware of any change in the accident rate, mean speed, or the number of junctions and accesses in the area, or other material change since the review was undertaken that would lead us to revisit the findings of the Speed Limit Review. However, we will continue to monitor road safety of the A9 at Dunbeath.

Whilst we recognise the benefits lower speed limits can have in specific settings, lowering trunk road speed limits to low levels which are not consistent with the road environment and are not self-enforcing is not desirable as it undermines the wider consistency of speed limit application, risks reducing compliance with speed limits more generally and can introduce risk where compliance is assumed by road users and not achieved. Any speed limit reduction would require the support of Police Scotland and limits not appropriate for the road environment and road users risk undermining the credibility of established enforcement regimes.

I hope you find this information useful.

Kind regards.

Yours sincerely
redacted 11(2)

redacted 11(2)
Road Safety Manager

Roads: Operations
Transport Scotland

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Direct Line: redacted 11(2)
redacted 11(2)@transport.gov.scot



redacted 11(2)
Berriedale and Dunbeath Community Council
redacted 11(2)

Your ref:

Our ref:
202300337423

Date:
20 January 2023

Dear redacted 11(2),

A9 Dunbeath

Thank you for your correspondence of 2 January regarding this location. Firstly may I take this opportunity to welcome you to your new role and offer my best wishes for the new year.

We have reviewed our incoming correspondence, however we do not appear to have received any previous enquiries recently from yourself or the Community Council. If these relate to matters other than the points addressed below then we would be grateful if you can re-send these for our consideration.

The use of double white lines, which prohibit overtaking, is specified in the Traffic Signs Manual. This sets out the circumstances when use of double white lines may be considered and these include locations where forward visibility is below a specific threshold depending on the speed of traffic. This approach ensures that overtaking restrictions are installed only where there is justification and prevents inappropriate or excessive use that can undermine their effectiveness across the wider road network. The agreement of Police Scotland, who enforce overtaking restrictions, is also required.

At present, the carriageway centreline on the A9 around Dunbeath is generally formed of a hazard warning line (see Highway Code Rule 127) to emphasise the presence of junctions and reduced visibility. There is also a section of white diagonal stripes bounded by a hazard warning line (Highway Code Rule 130) which drivers should not enter unless it is necessary and safe to do so. This is preceded by deflection arrows directing drivers making overtaking manoeuvres back towards the left lane. Drivers should, therefore, understand that overtaking is inadvisable at this location.

Notwithstanding this, our Operating Company, BEAR Scotland, has reviewed the forward visibility on the A9 around Dunbeath and recommended that a detailed engineering assessment of the section from north of the Dunbeath junction to Houstry junction is carried out to confirm if the criteria for use of double white lines is met and if this measure is appropriate for the location. This is programmed for the coming financial year and any changes recommended to road markings will be progressed as soon as possible thereafter if required.

I hope you find this useful.

Yours sincerely
redacted 11(2)

redacted 11(2)
Road Safety Manager

From: redacted 11(2) @Parliament.scot> **On Behalf Of** redacted 11(2)
Sent: 19 December 2022 10:25
To: redacted 11(2) @gov.scot>
Subject: FW: Cheap Improvements to A9 Safety

redacted 11(2)
Caseworker for redacted 11(2)
Mid Fife and Glenrothes Constituency
redacted 11(2)
T: redacted 11(2)

From: redacted 11(2) >
Sent: 19 December 2022 10:24
To: redacted 11(2) @parliament.scot>
Cc: redacted 11(2) @parliament.scot>
Subject: Cheap Improvements to A9 Safety

redacted 11(2)

My car is equipped Traffic Sign Recognition (TSR) and frequently displays a limit of 50mph on the A9 when the actual limit is 60. It is reading the experimental signs permitting HGV's to do 50mph when their speed limit elsewhere in Scotland remains at 40mph .

I know my Highway Code so ignore the wrongly displayed limit 50 for my car. However many motorists, and tourists, some in hire cars, are obviously confused by this message and slow

down believing that the 50 limit applies to them. This leads to unnecessarily slow queues and frustrated motorists. Something to be avoided on the A9 - the electronic signs sometimes display *"Frustration Causes Accidents"*.

The 50mph road signs established on the A9 in 2014 were to be "temporary" allowing for HGVs to do 50 rather than 40. The final report was issued June 2018. - but still no action - some 4.5 years later. Why are the signs are still being displayed?

Safety will be improved by removing the signs either by reducing the HGV limit down to 40 (a retrograde step) or more sensibly having a national 50 limit. Please have the HGV limit increased to 50 on single carriageway (as in England and Wales since 2015) and have the 50 temporary signs removed as soon as possible.

Safety could be further improved by improving visibility on all bends and junctions by felling many roadside trees, cutting back overhanging branches and removing scrub. Grass cutting which is regularly carried out (no doubt at great expense) makes only a minor improvement to the visibility particularly on the long sweeping bends.

Regards

redacted 11(2)

redacted 11(2)

redacted 11(2)

redacted 11(2)

Roads: Operations
Transport Scotland

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Direct Line: redacted 11(2)
redacted 11(2)@transport.gov.scot



redacted 11(2)
redacted 11(2)

Your ref:

Our ref:
202200335412

Date:
9 January 2023

Dear redacted 11(2)

Thank you for your e-mail of 19 December in respect of speed limit signs and HGV speeds on the A9.

The trial HGV speed limit came into force in October 2014, at the same time the average speed camera system was activated. It covers all of the single carriageway sections between Perth and Inverness.

The signing provided is required to inform drivers of the presence of the speed limit. The 50 mph speed limit for HGVs is expected to remain in place for each of the single carriageway sections until these are dualled. It was on this basis that the trial was promoted and the trial itself has no specified end date for any specific section of the route.

A National Speed management review is currently underway and the application of HGV speed limits nationally will be considered as part of that review. It is too early to say what the outcomes of the review itself will be.

Additional safety investment in the A9 has recently been announced, with £5 million over the balance of this financial year and the two following. This will focus on improved lining and signing, enhancement of the transitions from single to dual carriageway, localised junction improvements, improvements to keep left signing on single carriageways and targeted road safety campaigns.

I hope you find this information helpful.

Yours sincerely

redacted 11(2)

redacted 11(2)

Road Safety Manager

From: redacted 11(2) >

Sent: 08 December 2022 15:07

To: redacted 11(2) @gov.scot>

Subject: A9 issues

Dear Minister,

Having read the recent report on road deaths on the A9 I am minded to write yet again to the government on this issue. I did last time and my recommendations fell on deaf ears.

I traveled the road for many years after the introduction of the average speed cameras in a van and had to sit painfully at 50mph with even articulated lorries up my back doing the same speed. Vans should be put up to 60mph to stop frustration which we know causes people to get impatient. If lorries can go from 40 to 50 why not van from 50 to 60, there are so many of them on the roads now with deliveries it would save millions in lost time and engines are tuned to be more economical at 56mph.

you really should look at this again, a trial period?

yours sincerely

redacted 11(2)

redacted 11(2)

Skye and Lochalsh Echo

Bayview

Elgol

Isle of Skye

IV49 9BL

www.skyeandlochalshecho.com

Tel: redacted 11(2)

Roads: Operations
Transport Scotland

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Direct Line: redacted 11(2)
redacted 11(2)@transport.gov.scot



redacted 11(2)
Skye and Lochalsh Echo
redacted 11(2)

Your ref:
A9 issues

Our ref:
202200333921

Date:
10 January 2023

Dear redacted 11(2) ,

A9 Issues

Thank you for your correspondence of 8 December 2022 to the redacted 11(2) . As this would normally be an operational matter for Transport Scotland, I have been asked to reply.

The recent accidents on the A9 are tragic for everyone involved and my thoughts remain with those affected. Road safety is of paramount importance to the Scottish Government and Transport Scotland is undertaking a package of short term improvement measures on the A9 between Perth and Inverness, commencing this year and continuing until the 2024/2025 financial year. These measures target the causations of the recent fatal accidents on the A9 which have been identified through Police Scotland's detailed collision investigations.

In regards to your specific query regarding speed limits for vans, the Scottish Government published a Road Safety Framework to 2030 in 2021. The framework sets out a vision for Scotland to have the best road safety performance in the world by 2030 and an ambitious long term goal where no one is seriously injured or killed on our roads by 2050.

As part of the framework, we are undertaking a National Speed Management Review to support a range of policies that helps those Government national outcomes and indicators relevant to this area. Related policy drivers include better road safety and health outcomes, promotion of active travel, climate change mitigation, place making and economic growth. The review has commenced and covers comprehensive analysis of all types of speed management policies and initiatives in Scotland as well as a review of what has been introduced in other countries throughout the world. It will thereafter consider whether any changes to speed limits may be beneficial for specific locations on the trunk road network.

The process will also include a stakeholder and public consultation to consider their views of whether any changes to speed limit policies and speed management measures should be introduced as part of our speed management plan. Officials are still examining the timescales for the items set out above but the next phase of work will begin in quarter 1 of 2023.

I hope you find this response useful and please be assured that we will continue to monitor road safety on the A9.

I hope you find this helpful.

Kind regards.

Yours sincerely

redacted 11(2)

redacted 11(2)

Road Safety Manager

From: redacted 11(2) >
Sent: 15 December 2022 15:51
To: redacted 11(2) @gov.scot>
Subject: Fwd: Your recent correspondence with Scottish Government and partner agencies - 202200333441

Response to recent correspondence RE A9 Dualling.

Begin forwarded message:

From: redacted 11(2) >
Subject: Re: Your recent correspondence with Scottish Government and partner agencies - 202200333441
Date: 15 December 2022 at 3:45:27 pm GMT
To: casehandling.service@gov.scot

Dear redacted 11(2),

Thank you for your interesting reply to my correspondence relating to the A9 Dualling.

I am aware, as an ex motorcyclist, that road markings tend to have less grip and should be treated with caution in any case.

I appreciate that the markings on the A701 are there for a different reason/purpose and was aware of this by their placement on the road.

The present roadside signposting of direction of traffic flow on the A9, to me, is not that obvious. The signs are rather small and insignificant. You would see them however when the road is snow covered but then you should be driving with extra care in any case.

My view is for placing clear **Bold, Large and obvious V's on the road surface.** It is only common sense to avoid marking the road on bends etc. where a skid risk might be created.

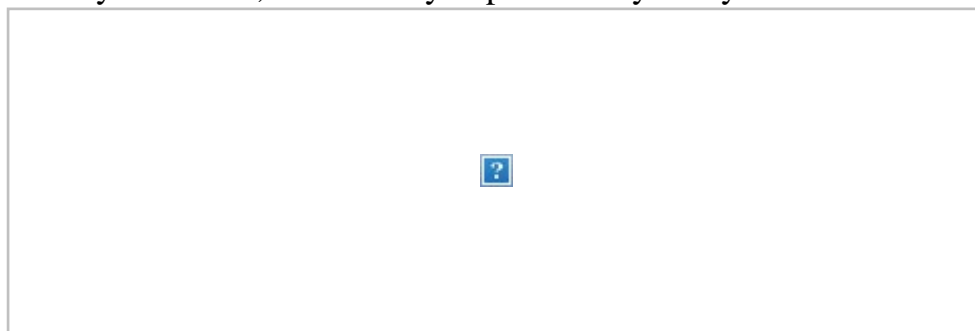
To me, these simple road markings would provide an effective and low cost stopgap pending the ultimate Dualling of the full A9 and hopefully help reduce the sad number of fatalities.

Thank you again for consideration of this suggestion.

Best wishes,

redacted 11(2).

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<Response-202200333441.pdf>

Roads: Operations
Transport Scotland

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redacted 11(2)@transport.gov.scot



redacted 11(2)
redacted 11(2)

Your ref:
Your recent correspondence with Scottish
Government and partner agencies -
202200333441

Our ref:
202200335173

Date:
10 January 2023

Dear redacted 11(2),

A9 Dualling

Thank you for your correspondence of 15 December 2022.

The Transport Minister recently outlined a £5M package of safety measures, beginning this financial year, to help address the accidents of the type we have seen this year on the A9.

As well as the three safety schemes totalling £95,000 which are already scheduled for delivery, an additional £622,000 of works and campaigns will also be delivered by 1 April 2023. Initial engineering works will be concentrated around the Birnam to Dalguise area, as that part of the route has both witnessed some of the recent accidents and allows investment to be concentrated on the first single carriageway section A9 users encounter as they head north. For 2023/24 and 2024/25, the scope of these works will be expanded to the route between Perth and Inverness.

The proposed works will include enhanced road markings with acoustic properties, illuminated road studs plus signage and marking improvements to highlight single carriageways and the transitions at dualled sections. Variable message signs will also be deployed along this part of the route. A fatigue awareness campaign will be run this year, followed by a campaign at Easter and into next summer in support of the "Drive on the Left" work being undertaken across the route.

Officials are also working with the car hire sector and key local and regional partners to examine how tourists and foreign drivers can be better supported in driving safely. This will aid our wider campaign work on "Drive on the Left" and will also highlight the necessity for taking regular breaks, tackling driver fatigue.

I hope you find this helpful.

Kind regards.

Yours sincerely

redacted 11(2)

redacted 11(2)

Road Safety Manager

From: redacted 11(2) >
Sent: 07 March 2022 16:37
To: redacted 11(2) <[redacted 11\(2\)@gov.scot](mailto:redacted 11(2)@gov.scot)>
Subject: Concerns about Safety issues at the A9 Junctions at Dunkeld and Birnam

Dear redacted 11(2),

Subject: Birnam and Dunkeld Junctions on the A9

Please find enclosed letter to yourself in your role as redacted 11(2) and to our local MSP redacted 11(2), from the Birnam and Dunkeld Junction Action Group about our continuing

Your Reference:

redacted 11(2),

redacted 11(2)

From: redacted 11(2)
Sent: 05 January 2023 08:44
To: redacted 11(2))
Subject: Spittal

Good morning.

Thank you for your email.

The truck incident still had loss of life regardless of human or animals still a life and people here still recall the distress of the animals???

However, we are not looking for significant change to reduce speed.

What were you looking for?

SIS SPEED IDENTIFICATION SIGNS.

which can be set at 50mph.

Then vehicles of whichever dimension it would flash so no different speed as trucks don't do 40mph here anyhow.

There is a SIS traffic system availability flashing to warn traffic of pedestrians on approach to Spittal that can be installed

This time of year due to the snow and ice the snow plough clears A9, which then makes the pavement unsafe, hence pedestrians unable to walk on pavement, therefore are forced to walk the A9.

So life is in severe danger.

You have mentioned your sending road engineers to observe!!!

Would be nice to meet them, and discuss with the engineers the pedestrian and traffic issues we have to see if issues on safety can be resolved as the residents have raised.

We still intend to seek legal advice on this issue

redacted 11(2)

Roads: Operations
Transport Scotland

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Direct Line: redacted 11(2)
redacted 11(2)@transport.gov.scot



redacted 11(2)
redacted 11(2)

Your ref:
Spittal

Our ref:
202300337607

Date:
11 January 2023

Dear redacted 11(2),

Thank you for your correspondence of 5 January 2023.

As noted in my letter of 14 December 2022, BEAR Scotland has been asked to carry out speed measurements at Spittal. These results of these surveys will confirm if there is a need for consideration of further speed management works within the 50mph speed limit.

I hope you find this helpful.

Yours sincerely

redacted 11(2)

redacted 11(2)

Road Safety Manager

Your Reference:

redacted 11(2)

redacted 11(2)@btinternet.com

From: redacted 11(2)

Sent: 13 December 2022 15:38

To: redacted 11(2)

Subject: Birnam and Dunkeld Junctions Action Group -request for an update on the A9 safety proposals for the Dunkeld and Birnam stretch of road

Dear redacted 11(2)

Thank you for your letter of 24 November clarifying Transport Scotland position.

At the recent meeting of the local junctions action group it was agreed that we should write to you to detail our requests for action.

These are :

- Improved signing at the end the dual carriageway heading north before Pass Of Birnam
- Upgrade road markings and hatching, consideration of double white line areas (no overtaking) on the single carriageway section especially between the end of the dual carriageway going north and the Birnam junction.
- Improved lighting at junctions.
- Speed restrictions between the end of the carriageway going north and south to the Jubilee Bridge
- Cameras to assess the junction activity, ahead of dualling
- Serious consideration of a roundabout as an interim and potential long-term option at the Dunkeld Junction.

In addition we would be grateful if you could provide information on the measures mentioned in your letter (see below). We would like to know the actual proposals , the timescale and the budget for these improvements:

"The short term measures being taken forward will be confirmed by the Minister for Transport in the coming weeks. Following this, the works will be designed and programmed for construction by our Operating Company, BEAR Scotland. It is expected that initial works will commence prior to the end of the current financial year. This will continue into subsequent years, subject to available funding being in place."

The community is seriously concerned and hopes to be proactive in implementing changes to reduce deaths, disability, distress and delays at this important section of the A9.

Hopefully immediate action, now , will make road users safer in the future interim years whilst we await the long-term A9 proposals.

We look forward to hearing from you

redacted 11(2)

Birnam and Dunkeld Junctions Action Group

Roads: Operations
Transport Scotland

Buchanan House, 58 Port Dundas Road, Glasgow G4 0HF
Direct Line: redacted 11(2)
redacted 11(2)@transport.gov.scot



redacted 11(2)
redacted 11(2)

Your ref:

Our ref:
202200335996

Date:
16 January 2023

Dear redacted 11(2),

A9 Birnam and Dunkeld Junctions

Thank you for your correspondence of 13 December 2022.

The Minister for Transport recently outlined a £5M package of short term safety measures, beginning this financial year, to help address accidents of the type we saw last year on the A9. The proposed works will include enhanced road markings with acoustic properties, illuminated road studs, plus signage and marking improvements to emphasise the single carriageways and the transitions at dualled sections. Further use of double white lines, to prohibit overtaking around junctions, will also be progressed where this is feasible. Initial engineering works will be concentrated from south of Birnam (end of dual carriageway) to the Dalguise junction. This allows initial investment to be concentrated on the first single carriageway section of the A9 users encounter as they head north for the spring and summer of 2023. For the 2023/24 and 2024/25 financial years, the scope of works will be expanded to the remainder of the route between Perth and Inverness that has not already been treated. As these works, particularly road markings, are weather dependent, precise timescales cannot be confirmed at this time.

In addition, variable message signs will also be deployed along the Perth to Inverness part of the route to provide drivers with key road safety messages. To complement the engineering works, media campaigns focussing on fatigue awareness and “drive on the left” are also being progressed.

The measures set out above have been developed to take account of the causation factors in both the recent fatal accidents on the A9 in 2022 and also in previous years. In regards to your suggestions for speed limit reductions and lighting, I can confirm that these will be taken into consideration as part of potential further enhancements to the A9 in advance of dualling. The presence of excess speed and darkness was not a factor in recent accidents on the A9, however, if there is merit in localised speed limit reductions or provision of street lighting then these options will be considered.

BEAR Scotland has been asked to consider a layout for a temporary roundabout and assess how this may perform in terms of safety and traffic capacity when compared to the existing A9/A822/A923 staggered junction.

The provision of a roundabout on a permanent basis remains dependent on this form of junction being identified as part of the preferred route option for the Pass of Birnam to Tay Crossing section of the A9 Dualling. Once the preferred route option is announced, and only if a roundabout at Dunkeld is included in the preferred route option for the dualling of this section and securing any necessary statutory approvals, we will then assess the feasibility of constructing it as an advance work.

I hope you find this helpful.

Yours sincerely

redacted 11(2)

redacted 11(2)

Road Safety Manager