

From: reg 11(2)
To: [TS Corporate Correspondence Support Team](#)
Subject: (Case Ref: reg 11(2))
Date: 22 September 2022 09:12:28

Dear Sir/Madam,

I am writing on behalf of ^{redacted 11(2)} (**redacted 11(2)**)
) in light of the multiple fatalities on the A9 this year to date.

^{redacted 11(2)} tells me he has extensive experience driving in Europe and has noted that directional arrows often feature on single and dual carriageway sections reminding drivers of the correct flow of traffic. Another noted benefit of the arrows is that they can offer a visual gauge for the advised spacing between vehicles travelling in the same direction.

The fatal accidents in recent weeks have understandably resulted in increased concerns about road safety on the A9, and ^{redacted 11(2)} has suggested that one possible reason for the accidents on the single carriageway section could be related to drivers assuming they are still travelling along a dual carriageway.

Following accidents along the A9 this year, I would be grateful if you can advise upon the review process of the road layout following a road traffic accident. Furthermore, it would also be helpful to know if regular directional arrows have been considered as a safety measure along sections of the A9 at any point in the past.

Thank you for giving this your attention and I welcome your response.

Kind regards,

^{reg 11(2)}

reg 11(2)
Skye, Lochaber and Badenoch

Roads Directorate
Transport Scotland

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



reg 11(2)
Scottish Parliament
reg 11(2) @parliament.scot

Your ref:
KF15435

Our ref:
202200322236

Date:
12 October 2022

Dear reg 11(2) ,

Regular Directional Arrows on the A9

Thank you for your correspondence of 22 September 2022 on behalf of your constituent redacted 11(2)).

Firstly, our thoughts are with those affected by the recent fatal accidents on the A9.

As standard policy with all fatal accidents, Transport Scotland meets with Police Scotland and our Operating Company at the accident locus to obtain more information on the incident and to identify if there is a need for a further road safety investigation.

We have held these meetings for three of the recent fatal accidents and can confirm that no road-operator issues were identified which could have been a contributory factor in these accidents. It is planned to meet Police Scotland in the near future regarding the accidents at Slochd on 16 and 30 September and near Birnam on 6 October. However as police investigations into these accidents are on-going it would be inappropriate to comment further at this time.

As well as the procedure for fatal accidents outlined above, each year Transport Scotland, through its Operating Companies, undertakes a review of collisions on the trunk road network to identify cluster sites, or routes, with recorded collisions that may warrant further investigation or potential works. The screening process, together with a detailed understanding of collision trends around the network, results in a prioritised programme of sites that will be investigated further. This evidence led approach ensures that resources can be targeted at locations where the greatest potential for casualty reduction is available. This approach has been successful in reducing casualties across Scotland's trunk road network.

This screening process for 2022 has recently been completed and I can confirm that as a result of this review, the A9/B851 junction has been identified as location for further investigation. This investigation will be progressed as soon as possible and any recommendations arising considered alongside other road safety priorities in the North West Unit.

In regards to your query relating to regular directional arrows as a safety measure to remind drivers of the single carriageway, we can confirm that pairs of these arrows are already provided at regular intervals approximately 2 miles apart along the single carriageway sections of the route between Perth and Inverness, as well as and at key decision making points on the route such as junctions and major laybys. The regular spacing is amended to account for junctions etc. In addition, advance warning signs are provided at the end of each dual carriageway section to inform road users of the change in road layout. We have asked our Operating Company to review provision of directional arrows and signing as part of an assessment of potential safety improvements to the single carriageway sections prior to the commencement of dualling works. If further signs or arrows are required, these will be progressed as soon as possible. The A9 is regularly inspected to identify any damaged or missing signs and these are replaced on a prioritised basis.

The arrows described above are not intended to assist drivers with maintaining a suitable distance from vehicles ahead. A different type of arrow used for this purpose, a chevron, is not considered appropriate on single carriageway roads. These are only used in very specific circumstances and it is recommended they *'should normally be confined to dual carriageways with grade separated junctions that are subject to the national speed limit of 70 mph'*. Recent injury accident data for the dual carriageway sections of the A9 does not indicate any accidents caused by close following.

It is also important to consider that motorcycles can skid on road marking paint, particularly in wet weather, so any road marking must be used sparingly.

I hope you find this helpful

Yours sincerely

redacted 11(2)

redacted 11(2)

Interim Director of Roads

From: reg 11(2)
To: redacted 11(2)
Cc: [TS Corporate Correspondence Support Team](#)
Subject: (Case Ref: reg 11(2))
Date: 04 October 2022 12:50:16

Dear ^{redacted 11(2)}, I hope you are well and thank you for your ongoing assistance with matters relating to my constituency.

Killlearnan Community Council has written to me to highlight their ongoing concerns regarding the speed of vehicles travelling along the A9 dual carriageway sections approaching or exiting the Tore Roundabout.

In June this year, you suggested to redacted 11(2), ^{redacted 11(2)} of the Council that a review of the speed limit around the Tore roundabout would be completed by August 2022. I would welcome an update on the outcome of this review and clarity over what stage in the statutory process the review has reached.

^{redacted 11(2)} has shared with me that there are growing concerns amongst residents over the delay in progressing safety measures in the area. I realise you are meeting with my team in December, but I wondered in the interim if there was any update that I can share with the community council as well as other residents in the area.

Thank you for giving this your consideration and I welcome your response.

Kind regards,

reg 11(2)

reg 11(2)
Skye, Lochaber and Badenoch

Roads Directorate
Transport Scotland

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reg 11(2)
reg 11(2) @parliament.scot

Your ref:
KF6796

Our ref:
202200323693

Date:
18 October 2022

Dear reg 11(2) ,

A9 Tore Roundabout

Thank you for your correspondence of 4 October 2022 on behalf of Killearnan Community Council.

I can confirm that traffic speed surveys were carried out recently around Tore Roundabout to inform the speed limit review. Taking the findings of these into account, our Operating Company, BEAR Scotland, has developed a proposal for a reduction in speed limit from the national speed limit to 40mph at this location. This covers the two trunk roads in the area, the A9 to the north and south of Tore Roundabout and also the A835 as well as considering the effects on the A832, which is part of Highland Council's network.

This proposal has been passed to Police Scotland and The Highland Council for their input and agreement, as these organisations are responsible for enforcement of speed limits, and the management of the A832, respectively. Feedback to date on the proposed changes has been positive and we awaiting finalised comments from these organisations following discussions between BEAR Scotland and their officials.

Should we receive agreement from both stakeholders, the processes to promote the necessary statutory orders can start. Assuming both organisations are supportive it is expected that consultation with community councils and other relevant groups will commence later this financial year. Provided no adverse comments are received we will then progress with statutory consultation, which includes the opportunity for the public to make representations. As there is the possibility of objections, which we will aim to resolve wherever possible, we therefore cannot confirm timescales to implement speed limit changes at this time.

With regard to the active travel review at Tore roundabout, identified as part of the shorter term options in the North Kessock to Tore Study, I can confirm that a scheme to further develop the outline proposals (prepared by BEAR Scotland earlier this year) is in our active travel programme. This will include assessment of options for signals to control traffic movements, and allowing pedestrians to cross the carriageway at dedicated crossings as an improvement to road safety. This will be progressed this financial year followed by detailed design in 2023/24. Thereafter a programme for the construction

works will be developed alongside other competing priorities in the North West programme. The construction programme will also be influenced by timescales for promoting the speed reduction order.

I hope you find this helpful.

Yours sincerely

redacted 11(2)

redacted 11(2)

Head Of Environment and Sustainability

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

From: redacted 11(2) >

Sent: 26 October 2022 14:38

To: Transport Scotland Info <info@transport.gov.scot>

Subject: Speed limit on A9 Stirling to Inverness

Please can you let me know what the permitted speed is for a VW transporter with windows ? Is it 50 mph or 60 mph on a single carriageway ?

Thank You

redacted 111

Sent from my iPad



redacted 11(2)
redacted 11(2)

Our Reference: 202200327140
Your Reference: Speed limit on A9 Stirling to Inverness

3 November 2022

Dear redacted 11(2) ,

Thank you for your correspondence of 26 October 2022.

Details of all National Speed Limits can be viewed at: <https://www.gov.uk/speed-limits>

Kind regards

Yours sincerely

redacted 11(2)

TS : TS Roads



From: redacted 11(2) >

Sent: 18 October 2022 15:38

To: redacted 11(2)

[@parliament.scot](mailto:redacted 11(2)@parliament.scot)>

Subject: A9 - SAVE LIVES

redacted 11(2)

redacted 11(2)

Dear redacted 11(2)

I am prompted to write this email, due to the continued reports regarding the number of A9 crash incidents and fatalities this year.

My career started as a trainee civil engineer, so I understand the design and construction of roads and traffic management.

There is a ground swell of concern that there have been so many deaths on this road.

I live above the A9 at Killiecrankie and frequently hear police and ambulance sirens, and see the Air Ambulance on its way to ferry crash victims to hospitals.

There are several actions that could be implemented at short notice and at not a great cost, to help reduce this continual carnage.

There are several sections of the A9 where the criteria for road design has been superceded, leaving several sections dangerous for the volume of today's traffic.

- * Signage is often extremely poor, as are road markings, especially when changing from dual to single carriageways.

- * Reduced speed limits at busy junctions could be introduced. (Do recent traffic counts show a large increase in volume?) This has been done before in other areas of Scotland. One of the most successful was the Glamis/Forfar junction before it was upgraded.

- * An increase in the number of marked and unmarked police cars would, I am sure, be beneficial in spotting poor and dangerous drivers.

- * Bad drivers should be prosecuted and more adequate fines and bans could be implemented.

There is a small group of Killiecrankie residents who object to the proposed A9 alignment, and want it changed. I am not part of this group and feel it was out of order for them to push for an inquiry, the findings of which have not yet been disclosed. I would like to know the cost of the inquiry and would welcome an update on the Reporter's findings.

Some action is needed very soon, before there are more accidents.

Yours sincerely

redacted 11(2)

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:
A9 - SAVE LIVES

Our ref:
202200325988

Date:
15 November 2022

Dear redacted 11(2),

A9 ISSUES

Thank you for your correspondence of 18 October 2022 to the Minister for Transport. As this would normally be an operational matter for Transport Scotland, I have been asked to consider your correspondence.

Road safety is of paramount importance to the Scottish Government. We assess the safety performance of the trunk road network on an annual basis by screening all locations where three or more personal injury accidents have occurred in a three year period. Alongside accident clusters, we also look at accident patterns and rates in the form of Route Accident Reduction Plans (RARP). This ensures that full consideration is given to accidents that may be spread along a corridor. Further investigations are carried out and, where appropriate, mitigation measures are prioritised and delivered. This robust, evidence-based approach ensures that the funding available can be prioritised to those locations that offer the possibility of delivering the greatest casualty accident savings. It is essential that we use this evidence to enable us to prioritise resources across the country to support effectively the delivery of the Scotland's Road Safety Framework to 2030 casualty reduction targets.

As a result of this strategy a number of discrete investigations have been ongoing on the A9. Where improvement measures are identified then these will be implemented in line with the wider programme of road safety improvement measures across the network. A recent example of this approach is the recent improvements to A9 Dunkeld junction which saw a renewed road surface, enhanced road markings together with solar studs and improved traffic signs. A further recent scheme at the A9 single dual interface at the northern end of the Luncarty to Birnam dual carriageway section has seen new and improved signing installed to warn drivers that the end of the dual carriageway is ahead.

Notwithstanding the prioritisation process set out above, Transport Scotland has recently requested that BEAR Scotland undertake an options assessment to identify further improvements which may improve road safety specifically on the A9. Depending upon the improvements identified this may lead to a range of enhancements being undertaken that could include traffic signing and road marking improvements. As this piece of work has only recently commenced, it is not possible to offer firm proposals at this stage. Alterations to speed limits are not proposed for further consideration at this

time, however if such measures are progressed in the future, these will require a stakeholder and public consultation and there is therefore no guarantee of successful implementation.

In terms of the recent fatal accidents on the A9 then I can advise that as standard policy with all fatal accidents, Transport Scotland arrange to meet with Police Scotland and our Operating Company (BEAR Scotland on the A9 north of Perth) to obtain more information on the incident and to identify if there is a need for a further road safety investigation.

We have held these meetings for the recent fatal accidents on the route and can confirm that no road operator issues were identified which could have been a contributory factor in these accidents. However, as police investigations into these accidents are on-going it would be inappropriate to comment further at this time.

Enforcement of traffic laws is the responsibility of Police Scotland and you may wish to raise relevant issues with them directly.

In relation to the A9 Dualling Killiecrankie to Glen Garry project and following a Public Local Inquiry (PLI) held in January 2020, we can confirm that on Thursday 10 November 2022 after careful consideration of the PLI Reporter's findings, the redacted 11(2) , determined that the Orders for this A9 scheme should be made. The Decision letter and Reporter's Report can be found on the Transport Scotland website at <https://www.transport.gov.scot/publication/scottish-minister-s-decision-letter-and-reporters-report-november-2022-killiecrankie-to-glen-garry-a9-dualling/>. The cost for this PLI, including all preparation work, was approximately £900,000.

This significant decision now clears the way for publication of the Made Orders. Subject to there being no challenge, we will then be in a position to complete the statutory process for the scheme and acquire the land to build it.

I hope you find this helpful.

Kind regards.

Yours sincerely

redacted 11(2)

redacted 11(2)

Road Safety Manager

From: redacted 11(2) >

Sent: 26 October 2022 12:21

To: Transport Scotland Info <info@transport.gov.scot>

Subject: A9 safety - update on progress

Dear Sir / Madam

I'm a member of the new fb group re action on dualling the A9 and the recent accidents and fatalities have been nothing short of horrific this last summer. This group is actually specifically for the Perth - Inv dualling situation, although my query is really about an A9 junction just north of Inverness.

FYI <https://m.facebook.com/groups/553744776511956/permalink/562991135587320/>

The infamous (for all the wrong reasons) Munloch junction(already dualled) had another awful accident yesterday morning with motor bike v mini bus as my daughter did her daily commute from Inverness to Conon. Could you give me an update on progress for this junction specifically? I saw a post on fb local redacted 11(2) did last Oct calling on Transport Scotland to action some safety measures, so it would be good to know what's happened and what's likely to happen in the short term to make this truly terrible junction safer. I can't actually believe we still allow traffic to turn right across 5 lanes of traffic, inc the filter lane, plus the slip road joining A9 south is way too short. I'm no road safety expert but there seems to be some fairly basic quick fixes we could put in place whilst waiting for an under pass or roundabout etc.

Also if you have any suggestions for the Inv - Perth section where I and the above group

can get this desperate situation right up the agenda of the decision makers pls let me know as the group are extremely keen to help make it happen before another inevitable fatality.

Many thanks in advance

redacted 11(2)

Mob
redacted 11(2)

Sent from my iPad

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:
A9 safety - update on progress

Our ref:
202200327089

Date:
22 November 2022

Dear redacted 11(2) ,

A9 Trunk Road

Thank you for your emails dated 26 and 28 October 2022.

The recent accidents on the A9 are tragic for everyone involved. We have always been clear that any road death is one too many. Road safety is of paramount importance to the Scottish Government. We assess the safety performance of the trunk road network on an annual basis by screening all locations where three or more personal injury accidents have occurred in a three year period. Alongside accident clusters, we also look at accident patterns and rates in the form of Route Accident Reduction Plans (RARP). This ensures that full consideration is given to accidents that may be spread along a corridor. Further investigations are carried out and, where appropriate, mitigation measures are prioritised and delivered.

This robust, evidence-based approach ensures that the funding available can be prioritised to those locations that offer the possibility of delivering the greatest casualty accident savings. It is essential that we use this evidence to enable us to prioritise resources across the country to support effectively the delivery of the Scotland's Road Safety Framework to 2030 casualty reduction targets.

As a result of this strategy a number of discrete investigations have been ongoing on the A9. Where improvement measures are identified then these will be implemented in line with the wider programme of road safety improvement measures across the network. A recent example of this approach is the recent improvements to A9 Dunkeld junction which saw a renewed road surface, enhanced road markings together with solar studs and improved traffic signs. A further recent scheme at the A9 single dual interface at the northern end of the Luncarty to Birnam dual carriageway section has seen new and improved signing installed to warn drivers that the end of the dual carriageway is ahead.

Notwithstanding the prioritisation process set out above, Transport Scotland has recently requested that BEAR Scotland undertake an options assessment to identify further improvements which may improve road safety specifically on the A9. Depending upon the improvements identified this may lead to a range of improvements being undertaken in advance of the works to complete the dual carriageway between Perth and Inverness. As this piece of work has only recently commenced then it is not

possible to offer firm proposals at this stage.

We are committed to dualling the A9 to reduce journey times, improve journey time reliability and importantly improve safety on this vital route. The programme is continuing to progress on the A9, with the statutory process well underway for seven of the remaining eight schemes and work to determine the most suitable procurement options for the remaining sections 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.

In regards to the A9 / B9161 Munloch junction, a prohibition on right turns from the B9161 to the northbound A9 came into force on 21 November. This reduces conflicts between different manoeuvres at the junction, particularly the right turn northbound which can be challenging, especially at peak times. To allow for prompt implementation, measures to physically prevent this manoeuvre being made were carried out around this date using temporary cones and barriers. A permanent alteration to the junction layout is currently being designed and will be installed as soon as resources allow.

This work follows-on from the installation of street lighting around the junction, which was completed earlier this year. The final phase of these electrical works will see the electronic warning sign, activated by queuing traffic, connected to a more reliable power supply to improve its operation. The operation of this sign is continuing to be monitored in the meantime as part of regular inspections of the route.

I hope this response provides the reassurances you seek in relation to these projects.

Kind regards.

Yours sincerely

redacted 11(2)

redacted 11(2)

Road Safety Manager

redacted 11(2)

redacted 11(2)

9.11.2022

Dear redacted 11(2)

A9 safety and short term solutions

We have read the minutes of the local Safety Group meeting this week and are glad to see that the need for some short term / interim solutions and improvements to the A9 has at last been recognised by yourself and the Scottish Government. While the now longer term completion of the dualling is awaited, these can at least improve safety for the time being.

Regarding the Dunkeld junction with the A922, we, like many others in the community, hope that the government and Transport for Scotland will consider that the best short term solution for this (and perhaps other dangerous junctions) will be to provide a roundabout. This would provide local drivers and visitors to and from Dunkeld and Crieff, Amulree etc with safe and speedy access to the A9 without unduly causing delays on the A9 itself. It would of course be in addition to improvements in signage and reduced speed limits at key dangerous sections.

We recently drove the newly completed Aberdeen by-pass road and were surprised to find there are several roundabouts along this otherwise motorway standard road. Surprised because, if it is acceptable to have roundabouts there, we cannot understand why there has been resistance to that solution on the A9. Indeed if roundabouts could be created now that would have provision for the later addition of a dualled main road, it would both solve the current problem of some dangerous junctions and save money in the long run. Roundabouts are far cheaper than unsightly and much more expensive flyovers.

Because the A922 is not a very busy road, A9 traffic would seldom be kept waiting for long while local traffic accessed or crossed the main road. Any short delays would be insignificant compared to the already very lengthy waits (up to 30 mins) that occur at Broxden and Inveralmond where there are currently no plans to provide more rapid transit. Since it has been estimated that the whole A9 dualling when completed will save only 20-30 minutes on the drive from Perth to Inverness, the delay of a few seconds at key roundabouts would be of little significance. It might even help to space out the traffic and reduce the logjams at Inveralmond for Southbound traffic, and make spaces in the queues of traffic that make it so difficult for drivers entering or leaving the A9 at other smaller junctions.

Surely safety is more important than speed in this situation.

Yours sincerely

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reg 11(2) redacted 11(2)

redacted 11(2)

Roads: Operations
Transport Scotland

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redacted 11(2)
redacted 11(2)

Your ref:
JG7058

Our ref:
202200331250

Date:
5 December 2022

Dear redacted 11(2) ,

A9 Dualling Roundabouts

Thank you for your correspondence of 9 November 2022 to the reg 11(2) .
As this would normally be an operational matter for Transport Scotland, I have been asked to consider your correspondence.

The recent accidents on the A9 are tragic for everyone involved. We have always been clear that any road death is one too many. Road safety is of paramount importance to the Scottish Government. We assess the safety performance of the trunk road network on an annual basis by screening all locations where three or more personal injury accidents have occurred in a three year period. Alongside accident clusters, we also look at accident patterns and rates in the form of Route Accident Reduction Plans (RARP). This ensures that full consideration is given to accidents that may be spread along a corridor. Further investigations are carried out and, where appropriate, mitigation measures are prioritised and delivered.

This robust, evidence-based approach ensures that the funding available can be prioritised to those locations that offer the possibility of delivering the greatest casualty accident savings. It is essential that we use this evidence to enable us to prioritise resources across the country to support effectively the delivery of the Scotland's Road Safety Framework to 2030 casualty reduction targets.

As a result of this strategy a number of discrete investigations have been ongoing on the A9. Where improvement measures are identified then these will be implemented in line with the wider programme of road safety improvement measures across the network. A recent example of this approach is the recent improvements to A9 Dunkeld junction which saw a renewed road surface, enhanced road markings together with solar studs and improved traffic signs. A further recent scheme at the A9 single dual interface at the northern end of the Luncarty to Birnam dual carriageway section has seen new and improved signing installed to warn drivers that the end of the dual carriageway is ahead.

Notwithstanding the prioritisation process set out above, Transport Scotland has recently requested that BEAR Scotland undertake an options assessment to identify further improvements which may improve road safety specifically on the A9. Depending upon the improvements identified this may lead to a

range of improvements being undertaken in advance of the works to complete the dual carriageway between Perth and Inverness. As this piece of work has only recently commenced then it is not possible to offer firm proposals at this stage.

As part of the Scottish Government's ambitious commitment to dual the A9 between Perth and Inverness, Transport Scotland is currently progressing design and assessment work to identify a preferred route option for the Pass of Birnam to Tay Crossing section following the co-creative process with the local community.

It is expected that a preferred route option will be announced later this year, including options featuring the roundabout at Dunkeld Junction. The purpose of the route options assessment is to compare the relative merits of each of the four route options under consideration, taking account of engineering and traffic and economic effects, and to consider feedback from the public and other stakeholders. The four options (Options ST2A, ST2B, ST2C and ST2D) can be viewed on the Transport Scotland website: (<https://www.transport.gov.scot/publication/exhibition-materials-community-drop-in-event-may-2019-pass-of-birnam-to-tay-crossing-a9-dualling/>).

I hope you find this helpful.

Kind regards.

Yours sincerely

redacted 11(2)

redacted 11(2)

Road Safety Manager

A/A9

Your Ref: 2012/0021710

Total Project Management®

Established 1995

20th November 2022

reg 11(2)
reg 11(2)

The Scottish Parliament
Edinburgh
EH99 1SP

**FOOD INDUSTRY CONSULTANTS
PROJECT MANAGEMENT
PROFESSIONAL CONSULTING ENGINEERS
CDM ADVISOR**

redacted 11(2)

Dear reg 11(2)

TELEPHONE : redacted 11(2)

Email: redacted 11(2)

redacted 11(2)

A9 Perth – Inverness : Scotland Killer Road

I first wrote to you in 2012 in your capacity as the Transport Secretary to highlight the issues on the above and you responded by saying that you were committed to dualling the A9 by 2025. In 2014 you stated publicly to the Press & Journal “We’ll scrap cameras if crash toll isn’t cut”. (Article attached)

Associated Offices in Canterbury + Dornoch

With the fatality on Thursday on the A9 this has left the Scottish Government with the worst statistics since 2001; 14 DEAD – this is happening on your watch! The SNP as a Party have been in power since 2007 and have control of Transport Scotland expenditure; yet are significantly behind the promised dualling from Perth to Inverness of completion by 2025 and then 2027.

Directors :

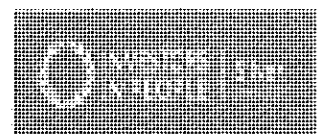
redacted 11(2)

The specific webpage dedicated to the Dualling of the A9 on the Transport Scotland website indicated below has not been updated for over a year and is plainly inaccurate giving a false picture – you are not on target for completion by 2025. You have fly through scheme videos from 2016, some 6 years ago, on sections that have not even been started. It is physically impossible to construct and complete the remaining 72% by 2025.

Consultants :

redacted 11(2)

Why allow Transport Scotland to perpetuate this false information.



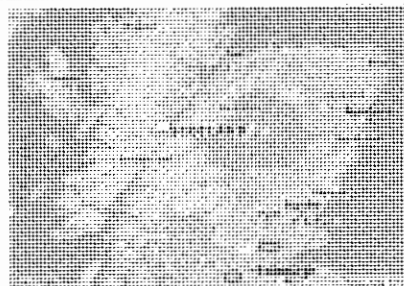


A9 Dualling Perth to Inverness

DATE	STATUS	BUDGET
Completion 2025	In preparation	£3 billion

One of Scotland's largest transport infrastructure programmes aims to upgrade 80 miles of single carriageway between Perth and Inverness

[View the A9 Dualling Perth to Inverness details >](#)



THE DUALLING PROGRAMME COMPRISES THE FOLLOWING 11 SECTIONS:

A9 Luncarty to Pass of Birnam Status Completed	A9 Pass of Birnam to Tay Crossing Status In preparation	A9 Tay Crossing to Ballinluig Status In preparation
A9 Pitlochry to Killecrankie Status In preparation	A9 Killecrankie to Glen Garry Status In preparation	A9 Glen Garry to Dalwhinnie Status In preparation
A9 Dalwhinnie to Crubenmore Status In preparation	A9 Crubenmore to Kincaig Status In preparation	A9 Kincaig to Dalraddy Status Completed
A9 Dalraddy to Stochd Status In preparation	A9 Tomatin to Moy Status In preparation	

I and my staff travel this road regularly as it serves as a gateway to the highlands and facilitates economic development to the more rural locations of Scotland; allowing people to settle and for schools in villages to remain open. It brings tourism to more northern areas and helps feed the NC 500 route – a well established tourist attraction.

This should be in a safe manner and it is clear that the Average Speed Cameras are not working, as the death toll rises; god forbid there are any more this year.

The Scottish Government have a duty of care to the people of Scotland to be honest, act with integrity and to take forward the policies they were elected under. I fully understand that Covid-19 has been an awful time and that combined with BREXIT and the recession we are entering into means difficult times ahead for Government Departments with competing needs on monies.

However, please let's just be honest; can you pass to the Transport Secretary to action the following: -

1. Update A9 Dualling Webpage
2. Show realistic date for completion of Dualling as likely 2035
3. Give more accurate information on each section and where it is on the development stage
4. Produce an A9 Dualling Newsletter that is in the present and not 2017 the last letter.

The headlines below from national newspapers do not make good reading and I implore you to seriously commit to expediting the dualling of the A9 and even put an A9 Tsar in place to 'make things happen' – the current Transport Secretary - Michael Matheson, appointed in May 2021 is not delivering in my opinion as his portfolio is too large and diluted by workload.

No more headlines below please: -



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Another fatal crash on the A9 means 2022 is now deadliest year since 2001

A 55 year old woman has died after her white Mini Cooper crashed on the A9 on Thursday evening, taking the total death toll for the road to 14 for the year - including 13 on the stretch between Perth and Inverness

Transport

A9 Perth-Inverness single carriageway deaths outnumber those on dualled sections by 20 to one

Deaths on single carriageway sections of the A9 between Perth and Inverness have outnumbered those on dualled stretches by 20 to one over the past five years, The Scotsman has learned.

I look forward to your response and hopefully direction to Transport Scotland to be more transparent and truthful.

Yours sincerely,

redacted 11(2)

redacted 11(2)

c.c. reg 11(2)

Ministear airson Taigheadas agus Còmh-dhail
Minister for Housing and Transport
reg 11(2)
reg 11(2)

F/T: reg 11(2)
E: scottish.ministers@scotland.gsi.gov.uk

THOMSON PARTNERS	
Job No:	
REF: 11(2)	
- 2 JUL 2012	
NAME:	



redacted 11(2)
Managing Director
redacted 11(2)
redacted 11(2)
redacted 11(2)
redacted 11(2)



Ur faidhle/Your ref:
Ar faidhle/Our ref: 2012/0021710

29 June 2012

Dear redacted 11(2)

Timetable for dualling the A9

Thank you for your letter of 10 June relating to the recent fatalities on the A9. The Scottish Government is clear that one death in a road accident is one too many. This Scottish Government is the only government to have committed to dualling the A9 between Perth and Inverness. We have already invested £50 million on improvements between the two cities since 2007.

On 6 December 2011, the Scottish Government launched the Infrastructure Investment Plan (IIP) which provides an overview of the plans for infrastructure investment over the coming decades. Contained within the document is a commitment to complete the dualling of the A9 between Perth and Inverness by 2025.

However, the Scottish Government is also committed to accelerating that programme wherever possible. I announced in January 2012 that construction would start in 2017 on the most southerly section between Luncarty and Birnam. On 26 June 2012, Alex Neil, Cabinet Secretary for Infrastructure and Capital Investment, announced that the previous WS2+1 scheme between Kincaig and Dalraddy would be taken forward as a dual carriageway scheme with a planned construction start in 2015/16. We are already getting underway two years earlier than previously expected.



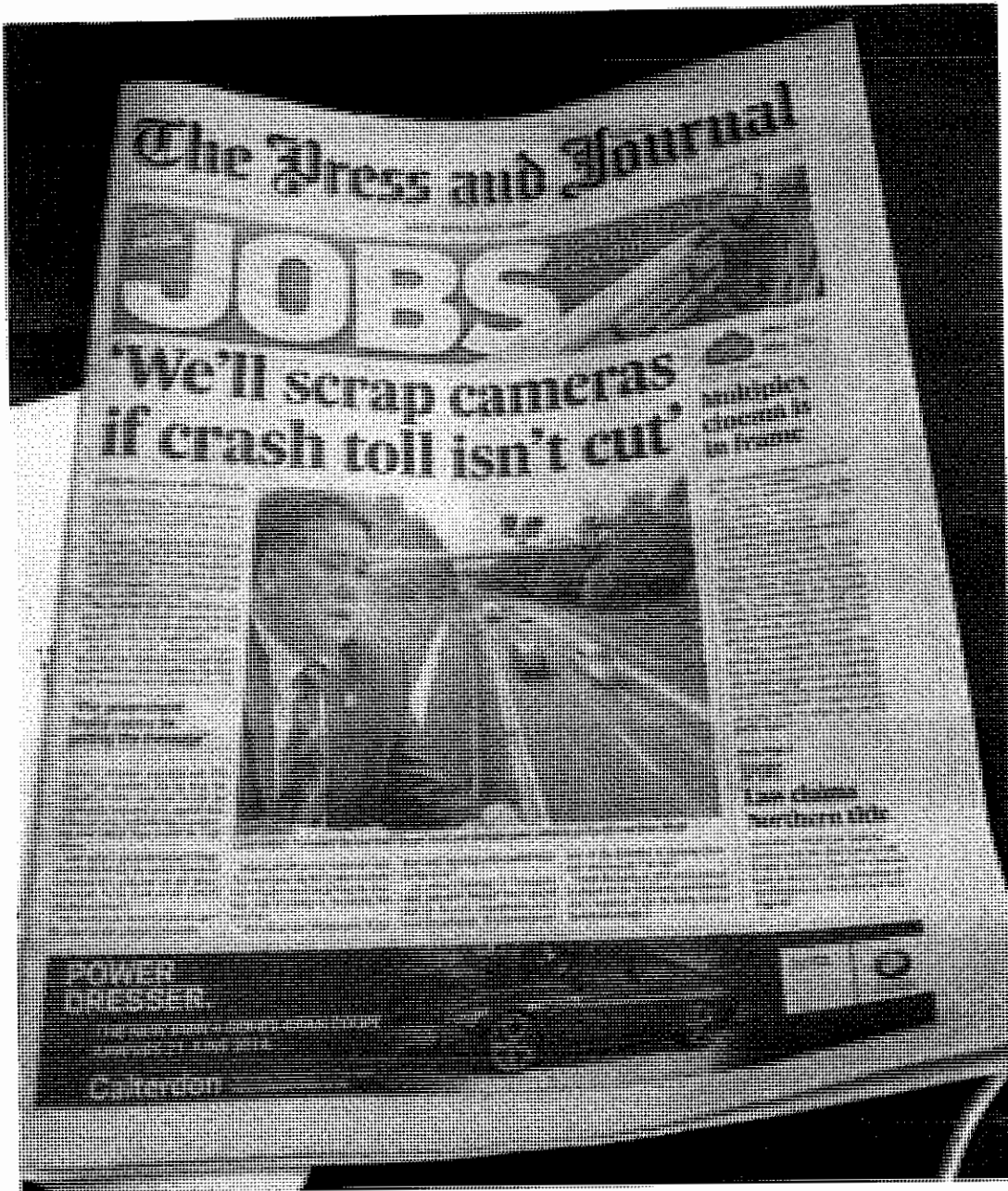
In the short to medium term, the Cabinet Secretary for Infrastructure and Capital Investment has asked the A9 Route Safety Group to investigate and recommend a series of urgent actions to improve safety on the A9. This will build on the significant and consistently high level of investment in our road safety campaigns over the past few years and reflects our determination to drive down the number of casualties on our roads.

I hope this is helpful.

Kind regard

reg 11(2)

reg 11(2)



20th June 2014

Major Projects
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)

redacted 11(2)

Your ref:
A9 Perth - Inverness Scotland Killer Road
(2012/0021710)

Our ref:
202200332003

Date:
21 December 2022

Dear redacted 11(2),

A9 Dualling Programme

Thank you for your letter dated 20 November 2022 to reg 11(2) 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 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.

An average speed camera (ASC) system and 50 mph HGV pilot have been in operation on the A9 between Dunblane and Inverness since October 2014. The decision to deploy an ASC system flowed from the creation of the A9 Safety Group, set up by Transport Scotland in 2012, to work with partners to positively influence driver behaviour in a way that helps to reduce road casualty figures on the route before and during the A9 dualling programme. The most recently assessed 3 year period has shown a

significant reduction in collisions and casualties when compared to the 3 year period prior to ASC deployment, alongside a positive step change in the level of speed limit compliance on the route.

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

Work is continuing to progress the A9, with road users 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.

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.

You may wish to note that the Transport Scotland website for the A9 Dualling Programme is updated to include the latest publications for each of the individual projects that make up the dualling programme, such as published Made Orders etc.

In relation to your comment regarding a newsletter, since 2017 many of the schemes have been progressing towards completion of the statutory process, including for some projects progressing through a Public Local Inquiry, and as such it would not have been appropriate to publish newsletter updates during this time. However, once the statutory process for each project is completed and projects move to procurement and construction, regular newsletters will be published on each project webpage similar to those published during construction of the Luncarty to Pass of Birnam project (<https://www.transport.gov.scot/projects/a9-dualling-perth-to-inverness/a9-luncarty-to-pass-of-birnam/project-details/#63232>).

I hope you find the above information helpful.

Yours sincerely

redacted 11(2)

redacted 11(2)
Policy Officer

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

From: redacted 11(2) >
Sent: 04 November 2022 23:48
To: redacted 11(2) @transport.gov.scot>
Subject: Communication

Dear ^{redacted 11(2)},

Thank you for your email.

I believe my response went to an incorrect email address.

I wish to reassure you that I am in no way lobbying Transport Scotland to amend its response, as it seems that over the years your organisation seems to have done that on its own behalf.

It is of note that there has not been much engagement by Transport Scotland in the process, to such an extent that your organisation is not invited to meetings.

You will also note that over the last few years, on behalf of the Community of Blackford, I have suggested several low cost proposals to Transport Scotland to both reduce the risk of an accident occurring, and if minimising the consequences of any collision at the site of the recent tragic fatality.
I will be providing the Police with this information.

I will repeat my request to your organisation to take forward the simple suggestions I have put to you to attempt to make the substandard junctions on the Dunblane to Perth section of the A9 safe.

If you are not responsible for road safety, can you possibly promulgate this request to someone who is involved in safety.

Regards,

redacted 11(2)

Sent from my iPhone

TRANSPORT SCOTLAND
Transport Scotland

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

redacted 11(2)@transport.gov.scot



redacted 11(2)
redacted 11(2)

Your ref:

Our ref:
202200330391

Date:
14 December 2022

Dear redacted 11(2) ,

A9

Thank you for your follow up correspondence of 4 November 2022 which reiterates suggestions you have made with respect to 'low cost measures'. These have previously been considered and responded to by Transport Scotland in earlier correspondence.

As you are aware Transport Scotland undertakes an annual assessment of the safety performance of the entire trunk road network. 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. It is essential that we use the evidence in this way to support the delivery of the casualty reduction targets set out in Scotland's Road Safety Framework to 2030.

Notwithstanding the above, I can confirm that the A9 Blackford junction has been identified as a junction that will benefit from the upgrade of vehicle activated signs for traffic travelling in each direction. Installation of the signs is programmed for early 2023.

As you will be aware, the planning application for the junction improvements at Shinafoot was refused by Perth and Kinross planning committee on the 23rd November 2022.

I hope you find this helpful.

Kind regards.

Yours sincerely

redacted 11(2)

redacted 11(2)

TS : Roads - Operations

From: redacted 11(2) < >
To: redacted 11(2) < >
Subject: FW: Spittal 202200327084
Date: 14 December 2022 14:22:05

From: redacted 11(2) < >
Sent: 04 December 2022 14:41
To: redacted 11(2) < >
Subject: Spittal 202200327084

Good day
redacted 11(2)

Firstly

we do not accept you reply that the over speed signs and now obsolete as you have advised us.
And are not interested in your budgets

Life is more important

Secondly.

When you drive anywhere up in Caithness you can see these over speed sign when approaching
any off the villages
throughout highlands

Thirdly

If you look up Google A9 traffic accidents the cattle truck accident comes up.
Which occurred October 2018.

We're now advising Bear Scotland off the dangers on this road, which seems to fall on
deaf ears.

If you check you police reports, sadly not too far from SPITTAL two people were pronounced
dead on Wednesday 30th November 2022.

We are now informing Bear Scotland that we intend seeking legal advisers in new yr.

Too think Bear Scotland put money or budgets before lifes is inconceivable, one would assume a
court would laugh at you.

may find the death off these two people could can and haunt Bear Scotland.

Regards

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:
202200334294

Date:
14 December 2022

Dear redacted 11(2),

Thank you for your correspondence of 4 December.

Whilst I recognise your points regarding budgets, it is important to recognise that there is always a requirement to prioritise limited resources to locations where there is the greatest need. Accordingly, our casualty reduction budget is focussed on progressing road safety works where there is a trend of treatable injury accidents, either at a specific location or along a route where accident rates are higher than average. We use data from Police Scotland to understand locations of injury accidents to allow this prioritisation to be done consistently across the trunk road network. From media reports, it appears that the accident involving the livestock transporter did not result in the driver or any other person suffering injury.

In regards to 'overspeed signs', which we now understand to be electronic signs that activate when a vehicle exceeding a threshold speed is detected. These are used on the trunk road network to try to better manage vehicle speeds where excess speeding has been evidenced. These signs are most suitable at locations with a speed limit of 40 mph or below, since virtually all vehicles are permitted to travel at 40mph on single carriageways, with others vehicle types, such as buses and cars, permitted to travel at higher speeds. As the speed limit at Spittal is 50mph, the electronic sign would be required to activate at different thresholds depending on the vehicle type detected – for example if a goods vehicle over 7.5 tonnes was passing the sign, the threshold would be 40mph, whereas a bus or a car would require a threshold of 50mph.

Notwithstanding the points above, we have asked BEAR Scotland to undertake a speed survey at Spittal to understand the current level of compliance with the speed limit. This will be carried out as soon as possible in the new financial year.

I hope you find this helpful.

Kind regards.

Yours sincerely

redacted 11(2)

redacted 11(2)

Road Safety Manager

From: redacted 11(2) <>
To: redacted 11(2) <>
Subject: FW: A9 Perth to Inverness
Date: 29 November 2022 15:09:42

From: redacted 11(2) <>
Sent: 24 November 2022 09:03
To: redacted 11(2) <> [@transport.gov.scot](mailto:transport.gov.scot)>
Subject: A9 Perth to Inverness

Dear redacted 11(2)

My name is redacted 11(2) and with my colleague redacted 11(2) we are part of a Facebook action group re the above road we all agree that there cannot be anymore tragic deaths on this road and we I'm sure also agree that dualling is not going to happen by the set date so what we as a group are seeking is meetings with MSPs from all parties we already have the support of redacted 11(2) and redacted 11(2) who are fully behind us on this issue we are seeking meetings with other parties and MSP members who are slow in taking up our offers we as a group have 3k members and are growing daily what we need is answers and meetings emails are all well and good but a face to face meeting is so more professional .

We are still waiting for redacted 11(2) to contact us, but she seems reluctant to do the last meeting that was held by her we should have been invited to we are active on Radio Local press and are daily contacted by national press etc we are wanting to meet with all people over this matter and would welcome a meeting with someone or yourself to discuss things further we are happy to travel to meet at any venue or office we really need all the support we can get to hear our voice my number is redacted 11(2) I look forward hopefully to arranging a meeting very soon we are both flexible re time and day

Kind regards 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:
A9 Perth to Inverness

Our ref:
202200332278

Date:
15 December 2022

Dear redacted 11(2),

A9 Perth to Inverness

Thank you for correspondence of 24 November 2022.

The recent accidents on the A9 are tragic for everyone involved. We have always been clear that any road death is one too many. Road safety is of paramount importance to the Scottish Government. We assess the safety performance of the trunk road network on an annual basis by screening all locations where three or more personal injury accidents have occurred in a three year period. Alongside accident clusters, we also look at accident patterns and rates in the form of Route Accident Reduction Plans (RARP). This ensures that full consideration is given to accidents that may be spread along a corridor. Further investigations are carried out and, where appropriate, mitigation measures are prioritised and delivered.

This robust, evidence-based approach ensures that the funding available can be prioritised to those locations that offer the possibility of delivering the greatest casualty accident savings. It is essential that we use this evidence to enable us to prioritise resources across the country to support effectively the delivery of the Scotland's Road Safety Framework to 2030 casualty reduction targets.

As a result of this strategy a number of discrete investigations have been ongoing on the A9. Where improvement measures are identified then these will be implemented in line with the wider programme of road safety improvement measures across the network. A recent example of this approach is the recent improvements to A9 Dunkeld junction which saw a renewed road surface, enhanced road markings together with solar studs and improved traffic signs.

Notwithstanding the prioritisation process set out above, Transport Scotland is developing further short term road safety improvements for the A9 between Perth and Inverness which focus on the causation factors identified in the recent fatal accidents. It is expected that the Minister for Transport will confirm these in the near future.

I understand that arrangements have been made for the Minister for Transport to meet redacted 11(2) on 26 January 2023. It is planned for myself, or one of my colleagues who has been closely involved

with road safety on the A9, to attend this meeting.

I hope you find this useful.

Kind regards.

Yours sincerely

redacted 11(2)

redacted 11(2)

Road Safety Manager

From: redacted 11(2) >

Sent: 05 December 2022 19:19

To: reg 11(2)

@gov.scot>

Subject: A9

Having driven this road for many years, one helpful and immediate solution to the recurring and increasing number of accidents, would be to indicate to drivers exactly the layout of the road ahead.

Arrows painted say, every 200yards on each lane indicating which direction the road was going, would in my opinion keep drivers aware of whether it was a single track or a dual carriageway and reduce driving errors.

Until the road is totally dual carriageway, which is some time ahead, any reasonable suggestions, simple and cheap, should be considered.

I look forward to hearing your thoughts on this.

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:
A9

Our ref:
202200333435

Date:
15 December 2022

Dear redacted 11(2),

Thank you for your correspondence of 5 December regarding the A9.

We are currently developing road safety measures that address the trends identified in the recent fatal accidents on the A9. These trends are determined by Police Scotland through detailed collision investigations.

There are currently a number of arrow road markings and signs along the Perth to Inverness section of the A9 indicating the stretches that are a single carriageway, however increasing the number may be beneficial for the reasons you suggest. We have asked road safety engineers at our Operating Company, BEAR Scotland, to consider this suggestion alongside other potential short-term measures. It is expected that the short-term measures will be confirmed by the Minister for Transport in the near future.

Should this suggestion be taken forward, it is important to note that road marking materials generally have less grip than the surrounding road surface, which can cause motorcyclists to lose control. The number and location of new arrows would aim to balance the benefit of providing useful information at regular intervals with the additional risk presented to motorcyclists.

I hope this is helpful.

Kind regards.

Yours sincerely
redacted 11(2)

redacted 11(2)
Road Safety Manager

From: redacted 11(2) >

Sent: 05 December 2022 22:51

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

Subject: A 9 dualling.

Dear Minister, reg 11(2) ,

The disturbing facts relating to the fatalities on the A 9 are an ongoing issue and as the realistic prospect of the dualling being completed any time soon would suggest that until this happens there will sadly be further deaths.

Around ten years ago I communicated with John Swinney and suggested that a system of **Bold Chevron** road markings, as used on continental roads, be quickly adopted as a rapid, cost effective means of clarification as to the correct direction of travel on the various carriageway sections to reduce the likelihood of errors by drivers, especially foreign visitors, as to the actual direction of traffic flow. It is very easy for any driver to be confused by the various Dual and Single sections, junctions and lay-by exits.

Sadly, it seems that my suggestion was deemed banal, was not taken seriously and disregarded. Many people have died on this road and for me, anything that might make the drivers who use this road safer, is worth trying especially as it would be low cost to implement pending progression of the dualling.

I have seen such chevron markings on the road going North towards Beattock from Heathhall, Dumfries so it can be done. The main thing is that the markings be **large, prominent and clearly indicate the safe, proper direction of travel for the carriageways** .

Trusting you may see this as a means of improving the safety of this problematic road at

minimum cost pending the eventual completion of the dualling.

Yours sincerely,

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:
A 9 dualling

Our ref:
202200333441

Date:
15 December 2022

Dear redacted 11(2),

A9 Dualling

Thank you for your correspondence of 5 December 2022 to the Minister for Transport. As this would normally be an operational matter for Transport Scotland, I have been asked to consider your correspondence.

We are currently developing road safety measures that address the trends identified in the recent fatal accidents on the A9. These trends are determined by Police Scotland through detailed collision investigations. There are currently a number of arrow road markings and signs along the Perth to Inverness section of the A9 indicating the stretches that are a single carriageway, however increasing the number may be beneficial for the reasons you suggest. We have asked road safety engineers at our Operating Company, BEAR Scotland, to consider this suggestion alongside other potential short-term measures. It is expected that the short-term measures will be confirmed by the Minister for Transport in the near future.

Should this suggestion be taken forward, it is important to note that road marking materials generally have less grip than the surrounding road surface, which can cause motorcyclists to lose control. The number and location of new arrows would aim to balance the benefit of providing useful information at regular intervals with the additional risk presented to motorcyclists.

The chevron markings on the A701 (Dumfries to Beattock road) are used to encourage drivers to allow an appropriate distance from the preceding vehicle in reasonable weather conditions. These were installed as a result of 'close following' being identified in injury accidents on this route. They are of a similar design to those used on multi-lane motorways in England and have special authorisation for use on the A701. As the purpose of these chevrons is different, they have a distinct appearance to lane direction arrows currently used 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: 09 December 2022 16:19
To: reg 11(2) @gov.scot>
Subject: A9 Road Issues

Minister,
While the increase in accidents on the A9 is of concern to all, the increase is not surprising as the road becomes increasingly confused between the new dual carriageway and old single roads.

It appears to me and many colleagues that the obvious way to help the driver is to **paint large arrows** on the single roads indicating traffic flow, to ensure that you immediately have a warning of the traffic direction.
I have felt for many years that this is a workable and low cost solution, as driving on the A9 can be very confusing.....dual to single carriageway especially at night and when the road is quiet.

yours
redacted 11(2)
Retired Chartered Engineer

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:
A9 Road Issues

Our ref:
202200334259

Date:
19 December 2022

Dear redacted 11(2),

Thank you for your correspondence of 9 December 2022 regarding the A9.

On 16 December, the Minister for Transport confirmed a number of short term improvements that are planned for the A9 between Perth and Inverness. Enhancing the number of arrow road markings that emphasise the single carriageway sections to drivers is included in this package of improvements. Whilst the A9 does have some arrows and signs indicating two-way traffic currently, it is expected that these additional measures will increase driver awareness.

I hope you find this response helpful.

Kind regards.

Yours sincerely

redacted 11(2)

redacted 11(2)

Road Safety Manager