

26<sup>th</sup> January 2015

## **Europe's longest enforcement scheme shows an encouraging start.**

### **A 220km long SPECS average speed enforcement scheme on the A9, Scotland, is already delivering fewer casualties, improved journey reliability and better driver behaviour.**

A Vysionics supplied point to point enforcement system was installed between Dunblane and Inverness, covering 220 kilometres of road along this beautiful but notorious Scottish route. This intervention will remain in place until the route is dualled, which is targeted for completion in 2025. The first set of data illustrating how these speed cameras have influenced driver behaviour on the A9 between Dunblane and Inverness has been published today.

The A9 average speed camera system and 50mph HGV pilot both went live on October 28<sup>th</sup> 2014, although the installation process started in the summer. Initial performance analysis of the route for the first quarter (October-January) is now available and coincides with the first release by Police Scotland of the number of detections by the average speed cameras in this period.

The main findings show:

- Fewer than 4 vehicles per day have warranted further enforcement action
- Overall speeding is down from around one in three drivers to one in twenty
- Examples of excessive speeding (10 mph+ above limit) are down by 97 per cent
- Journey times have increased in line with predictions (3 to 14 minutes)
- Journey time reliability has improved
- There is no evidence that drivers are avoiding the A9
- Feedback from hauliers suggests a significant reduction in journey times for HGVs

The chair of the A9 Safety Group, Transport Scotland's Stewart Leggett, said:

**"It is very encouraging to see the improved driver behaviour following the introduction of the average speed cameras and HGV speed limit pilot, ahead of the dualling. Drivers are clearly paying heed and moderating their speed, and we welcome this positive contribution to road safety on the A9."**

Chief Superintendent Iain Murray Head of Road Policing for Police Scotland said:

**"This is an encouraging start. In the first three months of operation we have seen a more than eightfold decrease in the number of people caught speeding on this stretch of road compared with the same time last year when there were 2,493 offences recorded."**

**"It is clear that the cameras are changing driver behaviour in the way that we expected. This will undoubtedly help to make the A9 safer for all road users."**

Geoff Collins, Sales & Marketing Director for Vysionics ITS said:

**"I'm very satisfied to see the benefits we anticipated are indeed being delivered along the length of the A9. A well designed average speed enforcement scheme will reliably change driver behaviour for the good – bringing down casualties & improving traffic flows whilst also being perceived as 'fairer' by road users."**

Driver behaviour has significantly improved, with levels of excess speeding substantially reduced. The reduction in excess speeding (at 10 miles per hour or more above the speed limit) is 96-97 per cent, compared to the levels seen prior to the cameras being in place. Overall speeding has been reduced by around 76 per cent. South of Perth, where 200 vehicles per day had previously been recorded at 100 mph or greater, no vehicles are now being recorded at that speed.

Traffic volumes on the A9 have not been adversely affected by the introduction of cameras. Through the summer of last year, with cameras in place, volumes between Perth and Inverness were typically higher than the preceding year averaging over 2 per cent along the route. There is also no evidence to suggest significant diversion onto side roads or alternative routes as a consequence of speed enforcement on the A9.

Average journey times between Perth and Inverness have increased in line with projections. Modelling undertaken to estimate impacts of the cameras being in place suggested increases of between 3 and 14 minutes would be experienced between Perth and Inverness. The highest journey time increases were expected for vehicles that had previously been travelling at the highest excess speeds. Figures for December were slightly higher, but are attributable to roadworks associated with maintenance operations and ground investigation works for the A9 dualling programme.

Journey time reliability is improving with a reduction on the number of incidents on the route and the subsequent impacts caused by lane restrictions or carriageway closures.

The typical accident monitoring period for road safety schemes is the three-year period after completion of the scheme, compared to the equivalent time before its delivery. Initial assessment suggests that the number of fatal and serious accidents between Perth and Inverness is substantially lower this summer than in any of the three preceding summers, measured from early June, over the same time the average speed cameras were being deployed.

## **NOTES**

Further details of the A9 project are available at: [www.A9road.info](http://www.A9road.info)

Vysionics, the UK based ANPR and average speed enforcement experts have been acquired by Jenoptik, international leaders in enforcement technology.

SPECS average speed enforcement cameras have been in operation from 2000 with more than 65 permanent sites and 300 temporary roadworks installations. Where SPECS has been installed as a casualty reduction measure, KSI reductions of >70% on average are seen along those routes.

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