

POLICY NOTE

THE HGV SPEED LIMIT (M9/A9 TRUNK ROAD) REGULATIONS 2014

SSI 2014/XXX

1. The above instrument is made in exercise of the powers conferred by section 86(2) and (3) of the Road Traffic Regulation Act 1984.
2. The instrument is subject to the affirmative procedure.

Background and policy objective

3. Schedule 6 to the Road Traffic Regulation Act 1984 sets speed limits in respect of particular classes of vehicle. The speed limit for vehicles falling within class 5(2)(b) in Part I of the Schedule – in essence various types of heavy goods vehicle with a maximum laden weight exceeding 7.5 tonnes – is 40mph on roads other than motorway and dual carriageway. These Regulations amend Schedule 6 to increase the speed limit for such vehicles from 40mph to 50mph on the single carriageway sections of the A9 between Perth and Inverness.
4. These Regulations are part of a package of measures designed to improve safety on the A9. The package also includes the introduction of an Average Speed Camera System and driver education and awareness initiatives. The objective of the Regulations and the other measures is to positively change driver behaviour to improve safety. The impact of the measures on driver behaviour, including the effect of the Regulations, will be the subject of regular analysis and review. The speed limit change will be extensively signed within the relevant sections of the A9.
5. The impact of these Regulations is temporary in nature as they will be superseded over the course of time by the A9 dualling programme, which will progressively reduce the number of relevant single carriageway sections. The A9 dualling programme is currently estimated to be completed by 2025.

Consultation

6. In accordance Section 86(9) of the Road Traffic Regulation Act 1984 consultation was undertaken with such representative organisations as the Scottish Ministers thought fit. The relevant organisations, including Road Safety Scotland, the Institute of Advanced Motorists, Police Scotland, The Road Haulage and Freight Transport Associations, and Scottish Council for Development and Industry were brought together under the umbrella of an A9 Safety Group. The A9 Safety Group has recently held 6 public information exhibitions, at which significant support for the proposed HGV speed limit pilot was recorded.

Impact assessments

7. No impacts that would require the completion of an Equality Impact Assessment or a Business and Regulatory Impact Assessment arise. Therefore no such assessments have been completed.

Financial Effects

8. The financial implications are limited to providing the supporting signing which is in the region of £245k.

Transport Scotland
15 May 2014