

Mr Fergus D Cochrane
Clerk to the Committee
Public Petitions Committee
TG.01
The Scottish Parliament
Edinburgh
EH99 1SP

Your ref:
PE1236

Our ref:
C1634409

Date:
25 March 2010

Dear Mr Cochrane

Petition PE1236
A90 Laurencekirk : Accident Statistics

On 2 March 2010, the Minister for Transport, Infrastructure and Climate Change appeared before the Petitions Committee to respond to further concerns raised about the future provision and safe operation of the junctions serving the community of Laurencekirk.

The Minister's appearance at the Petitions Committee was the latest in a series of public exchanges in relation to PE 1236. Many of these exchanges have required statistical data to demonstrate the collision history of each individual junction or a combination of all three and were issued either by Transport Scotland or Grampian Police independently at varying times. As a result, correspondents have been provided with a range of statistics. This letter aims to clarify the current position and confirm an agreed position between Transport Scotland and Grampian Police insofar as our respective software and database systems will allow.

I should explain that there are a number of factors which have a bearing on the ultimate response. How a question is framed and when it is asked may have a bearing on the parameters used in the accident data retrieval and may also reflect the current details of location and severity which can change as a result of the verification process. Software systems used by each organisation may also capture data in differing formats which can give rise to apparent discrepancies because of methodologies used in assigning accidents to trunk or non trunk roads. Unfortunately, there is also the element of human error which can occur when dealing with the transposition of complicated data from computer to manual spreadsheets.

When interpreting the accident data, it is important to be aware of the distinction between figures showing accident numbers and casualties. An incident involving injuries is classified in accordance with the highest injury factor of those involved (fatal, serious or slight) whereas casualties will always record the total number of individuals injured in the incident. Thus, a single incident involving for example three vehicles with eight slightly injured and one seriously injured occupants may be recorded as one serious accident.

In order to supply a definitive outline of the recorded accidents along the section of the A90 trunk road at Laurencekirk, including all three junctions, Transport Scotland has reviewed the tables supplied in our responses to the Committee on 1 May 2009, 23 October 2009 and most recently, 2 March 2010. Grampian Police has checked the data contained in its letter of 29 March 2009. The following points seek to explain any discrepancies.

- The letter of 1 May 2009 from Transport Scotland to the Committee contains an accident retrieval for the years 1999 to 2008. The figures contained in the spreadsheet are correct and are provided in the annex to this letter, together with additional available data for 2009.
- Submissions to the Committee on 23 October 2009 and 2 March 2010 purport to contain the same data as that supplied on 1 May 2009. However, during the drafting stage of the extensive background material it would appear that the fatal accident has incorrectly been transposed from 2004 to 2003. This error does not, however, alter the overall totals.
- Transport Scotland normally includes all accidents recorded up to 150 metres from a junction. Grampian Police has used an extended distance of 500 metres which has consequently captured an extra slight accident in 2001 and a serious accident in 2004.
- Fatal accident figures for 2001 have been wrongly transcribed to the 2002 column in the Police return.
- Because of the differing methods of retrieving data, the Grampian Police return has included accidents in 2004 and 2007 which are assigned to the non trunk sections of the junctions

It is regrettable that these anomalies have occurred but I hope that these further observations will serve to clarify the situation. Accordingly, the attached annex outlines the agreed historical data that is available at the time of writing. Grampian Police and Transport Scotland will liaise more closely on these matters to ensure that, wherever possible, consistent accident data is supplied in the future.

I can also advise that following the meeting of the Petitions Committee on 2 March, I wrote to Jill Campbell to discuss points of interest and technical issues relating to BEAR's A90 Laurencekirk Road Safety Review, October 2009. It is proposed to meet Jill Campbell and Mike Rumbles MSP on 9 April.

I hope this is helpful.

Yours sincerely



 Hugh Gillies
Development Management and
Strategic Road Safety Manager
Network Operations



**Injury accidents on the A90 in vicinity of Laurencekirk:
including the 3 junctions.**

	Fatal	Serious	Slight	Total
1999	0 (0)	1 (1)	1 (2)	2 (3)
2000	0 (0)	0 (0)	3 (8)	3 (8)
2001	2 (3)	2 (3)	2 (6)	6 (12)
2002	0 (0)	0 (0)	2 (4)	2 (4)
2003	0 (0)	1 (1)	0 (0)	1 (1)
2004	1 (1)	0 (2)	2 (3)	3 (6)
2005	0 (0)	4 (5)	2 (3)	6 (8)
2006	0 (0)	2 (2)	2 (5)	4 (7)
2007	0 (0)	2 (2)	2 (4)	4 (6)
2008	0 (0)	1 (1)	4 (6)	5 (7)
2009**	1 (1)	2 (5)	2 (4)	5 (10)
Total	4 (5)	15 (22)	22(45)	41 (72)

**Yearly injury accident figures for the A90/A937:
southern junction only.**

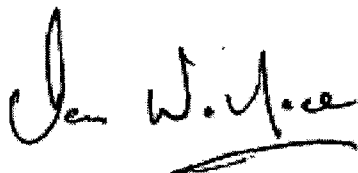
	Fatal	Serious	Slight	Total
1999	0 (0)	0 (0)	1 (2)	1 (2)
2000	0 (0)	0 (0)	2 (7)	2 (7)
2001	2 (3)	2 (3)	1 (4)	5 (10)
2002	0 (0)	0 (0)	1 (1)	1 (1)
2003	0 (0)	0 (0)	0 (0)	0 (0)
2004	1 (1)	0 (2)	1 (2)	2 (5)
2005 *	0 (0)	1 (1)	1 (2)	2 (3)
2006	0 (0)	0 (0)	1 (1)	1 (1)
2007	0 (0)	0 (0)	0 (0)	0 (0)
2008	0 (0)	0 (0)	2 (2)	2 (2)
2009**	0 (0)	0 (0)	1 (2)	1 (2)
Total	3 (4)	3 (6)	11(23)	17(33)

Note : Parameters of retrieval extend from 150 metres south of the south junction to 150 metres north of the north junction.

* Cameras and reduced speed limit effective from October 05. Injury accidents occurred prior to that date.

** The 2009 data is for the period from 1st January to 31st October 2009.

() Figures in brackets represent casualties.



Chief Inspector
Roads Policing
Grampian Police



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