

NOT PROTECTIVELY MARKED



# Suffolk County Council

## ROAD CASUALTY REPORT

# 2010



**SuffolkRoadsafe**  
CUTTING CASUALTIES



## Executive Summary

### Performance against targets

- **296** killed or seriously injured (KSI) down 19% on 2009, above the 2010 target of 287 by 3%
- **21** children killed or seriously injured down by 14 casualties (40%) against 2009 exceeding the 2010 target by 4 (16%) KSI child casualties
- **2,104** slightly injured, down 235 (10%) from 2009 and exceeding the 2010 target by 18%
- **20** deaths occurred on Suffolk's roads in 2010, down from 42 (52%) in 2009.

### Partner activities in 2010

- Analysis of road safety engineering works carried out in 2007-08 suggest that **23** casualties' have been prevented, a reduction of **4** KSI and **14** slight injury collisions
- The road safety education, training and publicity team continues to encourage and support traffic education, delivering high quality guidance for road users of all age and experience. Further detail of the achievements reported in 2010 are shown on pages 15-16
- Participation in ACPO, TISPOL and Brake themed road safety campaigns for 2010. In the Speed campaign **2,400** people were prosecuted and in the seatbelt campaign **203** people were prosecuted. During the June and December Drink and Drug campaigns **163** people were arrested.

### 2010 performance against key issues identified in 2009 annual report

- Following three consecutive years of increase, the number of **pedestrian** KSI casualties decreased in 2010. Having reported 74 during the 2009 calendar year (20% of the county's overall KSI total) the 2010 figure of 41 represents a decrease of almost 45%. Pedestrian KSI casualties accounted for 15% of the total KSI casualty figure during 2010. The outturn of 41 represents a decrease of 21 (34%) and 16 (28%) in comparison with the most recent 3 and 5 year averages respectively
- Identified as an area for concern in 2009 after recording the highest levels of deaths on Suffolk's roads since 2006, **fatal casualties** decreased dramatically in 2010. From a figure of 42, reported in 2009, the number of fatal casualties fell by over 50% to 20. Measured against the longer term 3 and 5 year patterns of fatal casualties in the county this figure represents a decrease of 46% and 49% respectively.



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# ROAD CASUALTY REPORT 2010

## Introduction

Suffolk County Council compiles a database of road collisions involving personal injury that occur on public highways which have been attended by, or reported to, Suffolk Constabulary. Collisions are categorised according to casualty injury severity: fatal, serious or slight, as recorded by the police officer completing the collision report. This report provides data and analysis, detailing performance in 2010 and against our national casualty reduction targets.

## Suffolk facts

For the second consecutive year numbers of total injury collisions are at their **lowest** since before the **mid-1960s**

At **1,812** this represents a continuation in the trend of keeping annual casualty levels below the **2,000** milestone

Of the total reported casualties in 2010, **12%** fell in the category of killed or seriously injured. 15 years ago in 1994 this figure was **19%**, suggesting that the severity of collisions is reducing

2010 saw reductions in the number of young (aged below 25 years) road users killed or seriously injured on Suffolk's roads. **76** casualties were recorded in 2010 in comparison to 105 (2009) and 103 (2007-2009 average). Comparatively the figure of 76 for 2010 represents **26%** of the county's total KSI casualties. 16-24 year olds accounted for 31% of total KSI's in 2009.

Despite the overall reduction in the number of recorded people killed or seriously injured in Suffolk, proportionate levels of motorcyclists rose (from **25%** to **31%**).

## Our casualty reduction targets

In 2000 the government produced a set of casualty reduction targets. Details of these and current performance are shown in this report.

### The targets are:

**Killed or seriously injured casualties** - 40% reduction from the 1994-98 (average) baseline, by 2010. For Suffolk this means a reduction from **478** casualties (1994-98 average) to **287** in 2010.

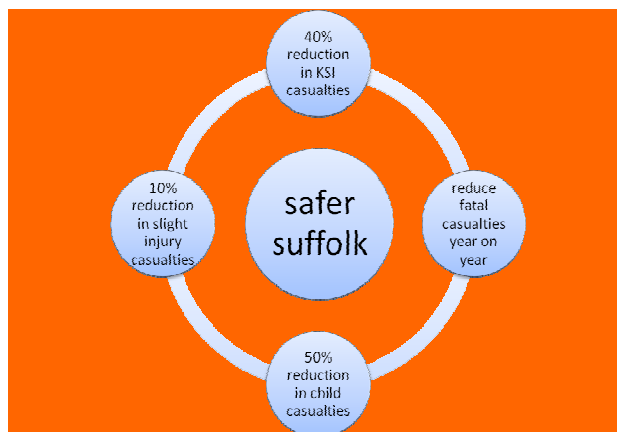
**Killed or seriously injured child casualties** – 50% reduction from the 1994-98 (average) baseline, by 2010. For Suffolk this means a reduction from **51** casualties (1994-98 average) to **25** in 2010.

**Slight injury casualties** – 10% reduction (per 100million vehicle km travelled) from the 1994-98 (average) baseline, by 2010.

Due to the lack of available data relating to 100million vehicle km travelled many local authorities, including Suffolk are using casualty figures alone. Therefore, for Suffolk this means a reduction from **2,443** casualties (1994-98 average) to **2,199** in 2010.

## Stretching our target further \_ Public Service Agreement (PSA)/Local Transport Plan (LTP)

In relation to slight injury casualties a revised 2010 target of 2,565 was agreed in 2005 through the Local Transport Plan, based on a 5% reduction of the 2000-2004 average. The target for child casualties has also being revised through the LTP to achieve a 3-year average of 25 by 2010.



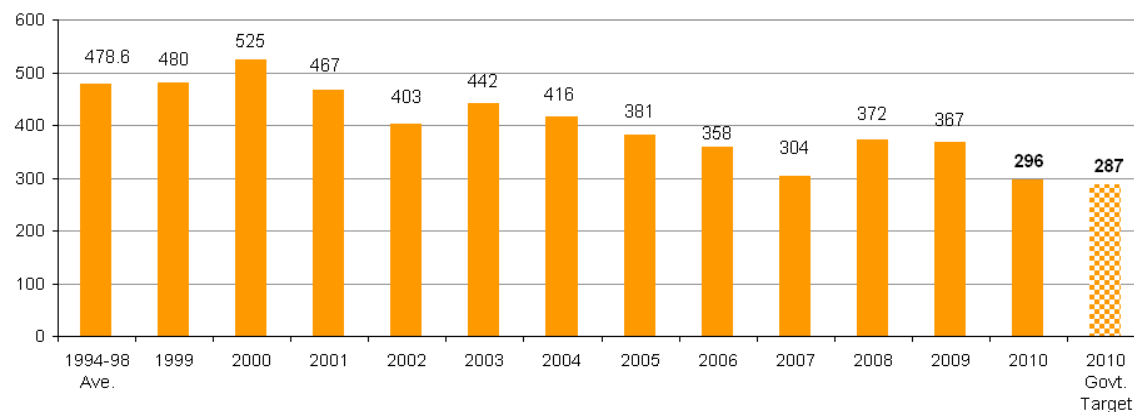
**Section 1:**  
**Performance and Targets**



## Performance against National 2010 Targets

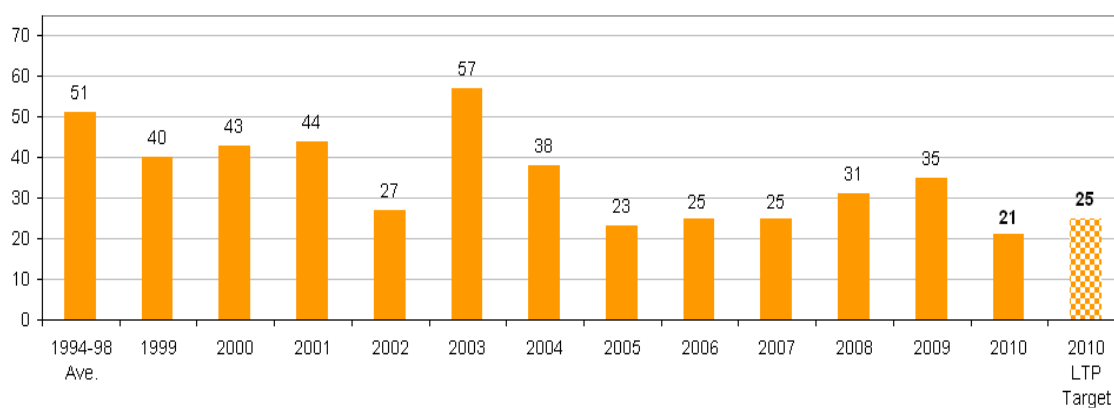
**Progress on PSA2 and government 2010 target (40%) for reduction in killed or seriously injured casualties**

Fig. 1.1



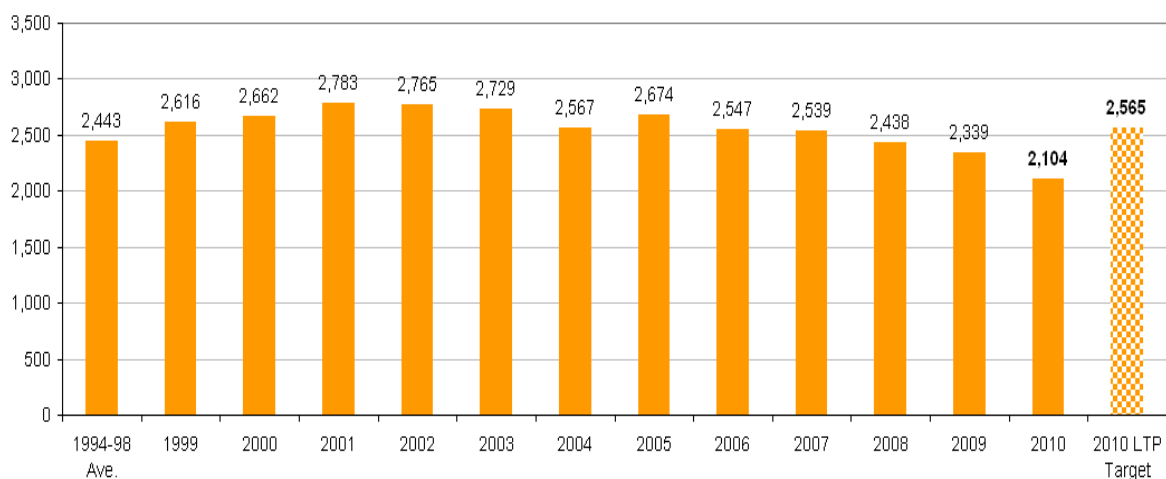
**Progress on 2010 LTP target (50%) for reduction in child (Age 0-15) killed or seriously injured casualties**

Fig. 1.2



**Progress on 2010 LTP target (5%) for reduction in slight casualties**

Fig. 1.3



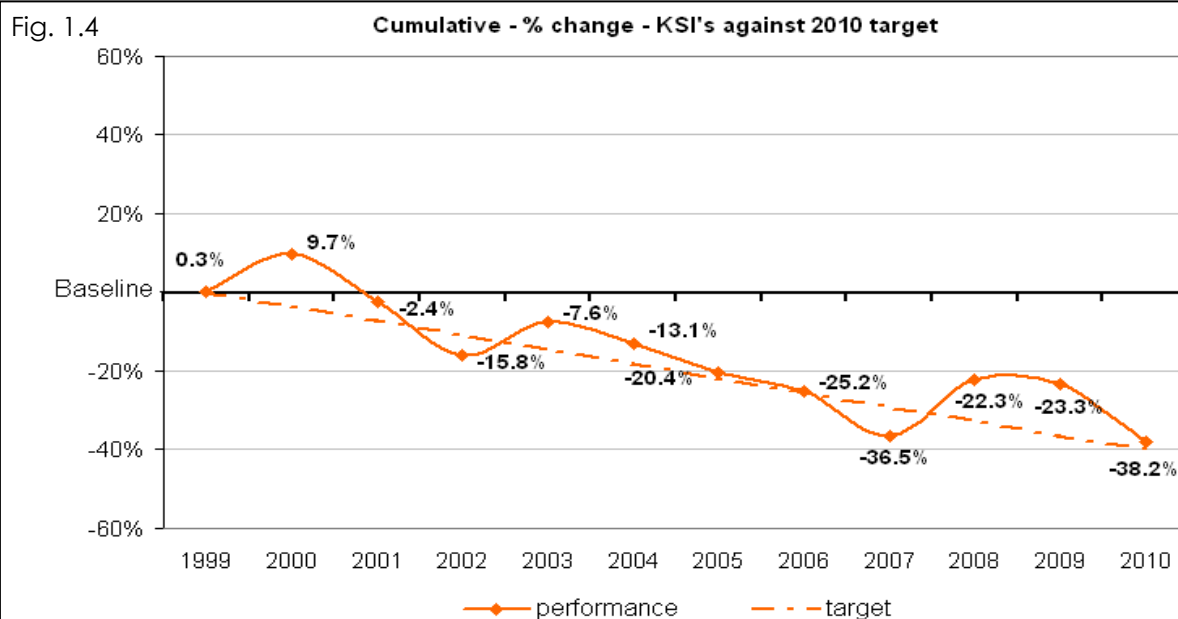
## Long term performance against national targets

- **Overall killed or seriously injured casualties are down by 38.2% in 2010 in relation to the 1994-1998 baseline.**

Following the recent upturn in KSI casualties reported in 2008 and 2009, 2010 saw a healthy decrease. At 296, levels are lower than that reported in 2007 (the previous lowest reported in recent years). Figure 1.4 shows this.

Whilst encouraging, KSI performance in 2010 did not reach the 40% reduction target of 287. The reported outturn was 9 casualties higher than the target, equating to a percentage difference of 3.1%.

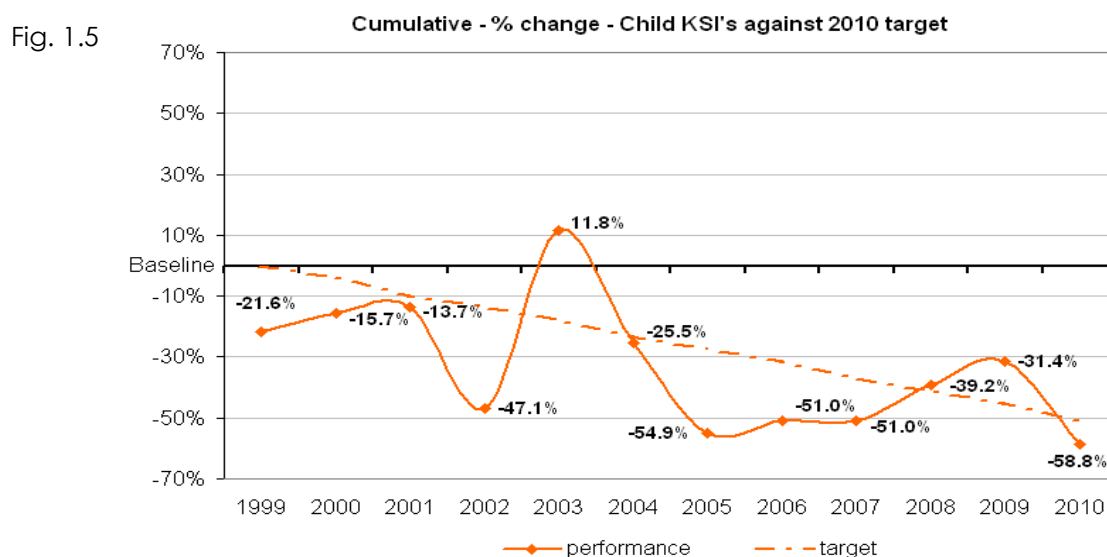
Despite the disappointment of not achieving the 2010 target reduction, the number of people killed and seriously injured on the County's roads has fallen to their lowest annual figure in recent history.



- **Child KSI casualties were down by 58.8% in 2010 in relation to the 1994-1998 baseline.**

In line with the annual decrease in KSI casualties across the county in 2010 the number relating to casualties under the age of 16 also reduced. With an annual outturn of 21 (2010), this equates to a 58.8% reduction against the 2010 target of 50.0%.

It is noteworthy that the final casualty figure of 21 is the lowest reported since before the targets were set.



- The numbers of slight casualties are down 13.9% in 2010 in relation to the 1994-1998 baseline.

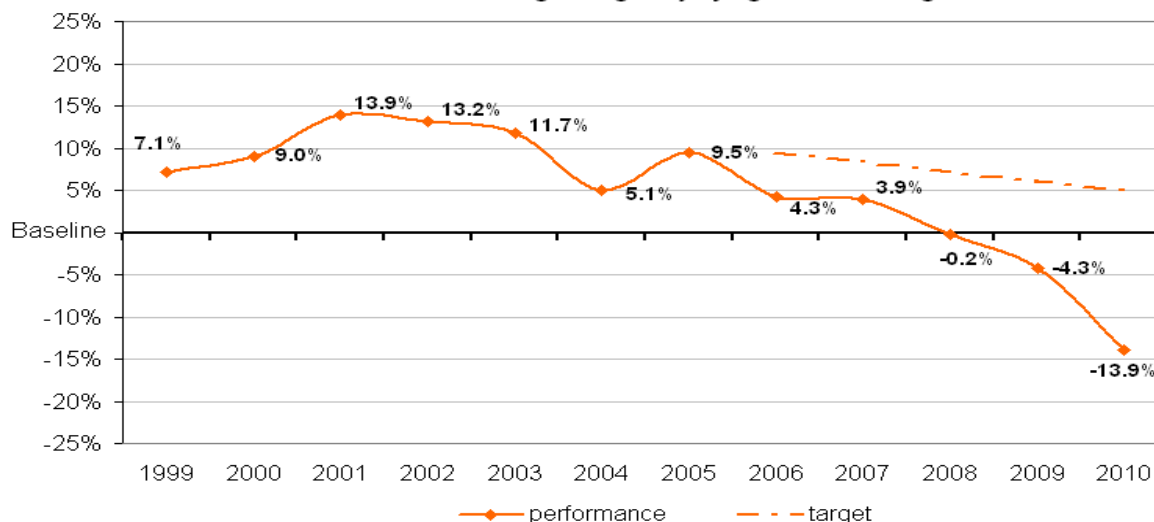
For the third year in succession the number of slight casualties recorded in Suffolk has bettered the baseline figure.

Against the revised 2010 target of 2,565 the 2010 outturn of 2,104 is 18.0% (461) lower.

The number of slight injury casualties recorded during 2010 alone was 13.7% lower than the previous 3-year (2007-2009) average and 10.0% lower than the figure recorded in 2009. As shown in figure 1.6 annual performance since 2008 is favourable against the 2010 target.

Fig. 1.6

Cumulative - % change - Slight injury against 2010 target



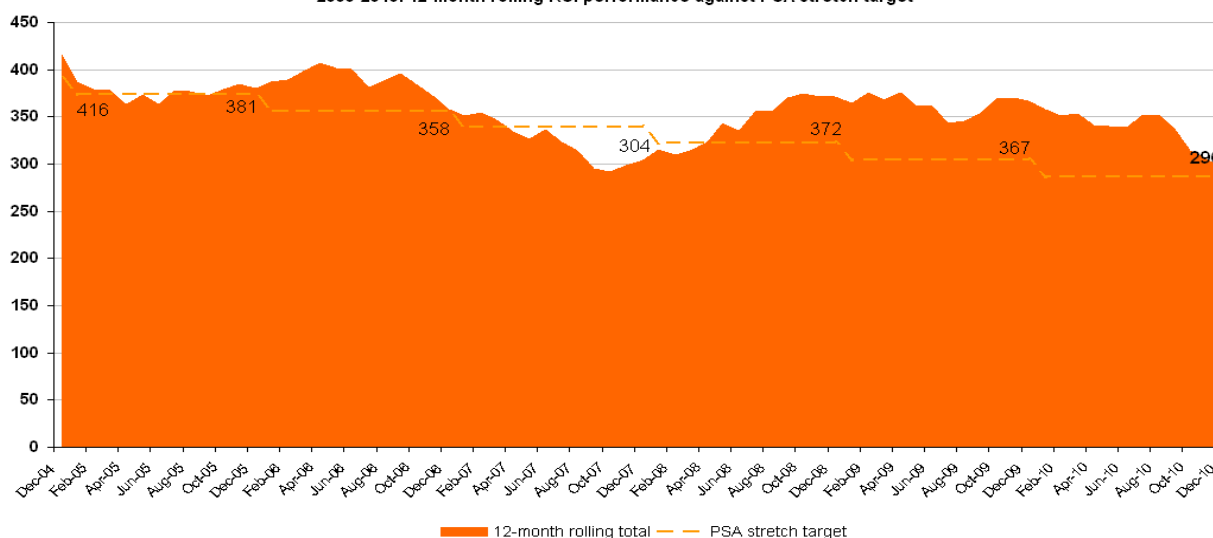
## Long term 12-monthly rolling performance against national target

- The numbers of KSI casualties recorded in 2010 was 296, 3.1% higher than the target of 287.

Suffolk has failed to achieve its goal of 287 (or lower) KSI casualties by 2010. Recorded KSI levels for the calendar year of 296 were 3.1% (9 casualties) over this target. Despite this setback the reported 2010 outturn does represent a healthy reduction in comparison with recent years. The challenge is now to respond positively to ensure that the reduction achieved in 2010 is maintained.

Fig. 1.7

2005-2010: 12-month rolling KSI performance against PSA stretch target



Please note that the performance shown in Section 1 does not take into account the national year on year growth in traffic. Based on a 10-year average the national percentage for traffic growth stands at 2.5%

## Casualty figures against volume of traffic measure

At the time of setting a slight target the data required to enable the calculation for 'motor vehicles per 100million vehicle km travelled' was not available. As a result of this a target based on actual number was set.

The calculation for the number of personal injury collisions per 100million vehicle km travelled is a well established national indicator. The figure is calculated by dividing the number of casualties by the vehicle flow. A vehicle kilometre is defined as one vehicle times one kilometre travelled (vehicle kilometres are calculated by multiplying the annual average daily flow by the corresponding length of road). For example, one vehicle travelling one kilometre a day for a year would be 365 vehicle kilometres. This is also known as the 'volume of traffic'. The latest figures for vehicle flow (2010) are yet to be published. Therefore, for the purpose of this report the latest (2009) data is used for 2010.

- **The number of slight injury casualties per 100million vehicle km travelled has reduced for the third consecutive year, from 39.64 for 2009, to 35.66 in 2010.**

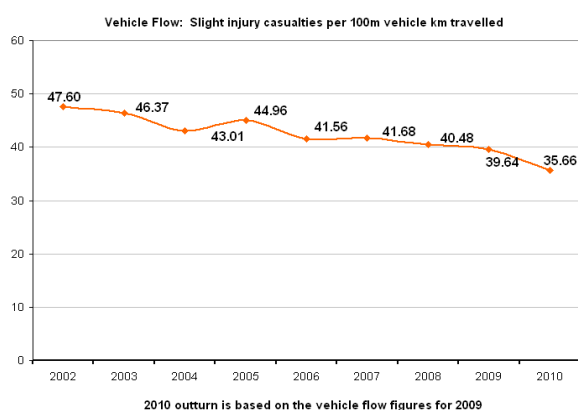


Fig. 1.8

- **The number of KSI casualties per 100million vehicle km travelled stands at 5.02 for 2010, down from 6.22 in 2009.**

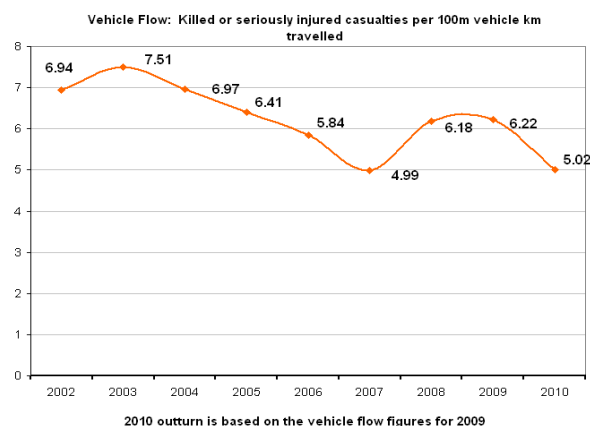


Fig. 1.9

- **The number of fatal casualties per 100million vehicle km travelled stands at 0.34 for 2010, down from 0.71 in 2009.**

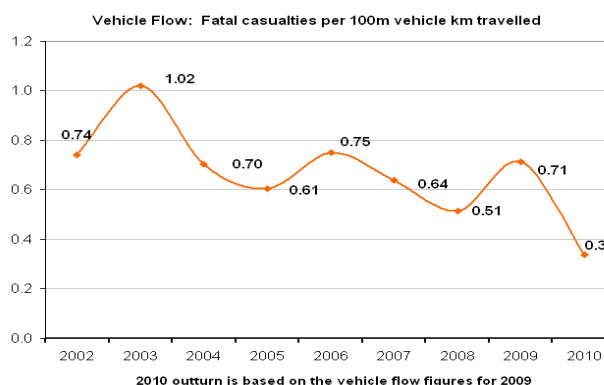
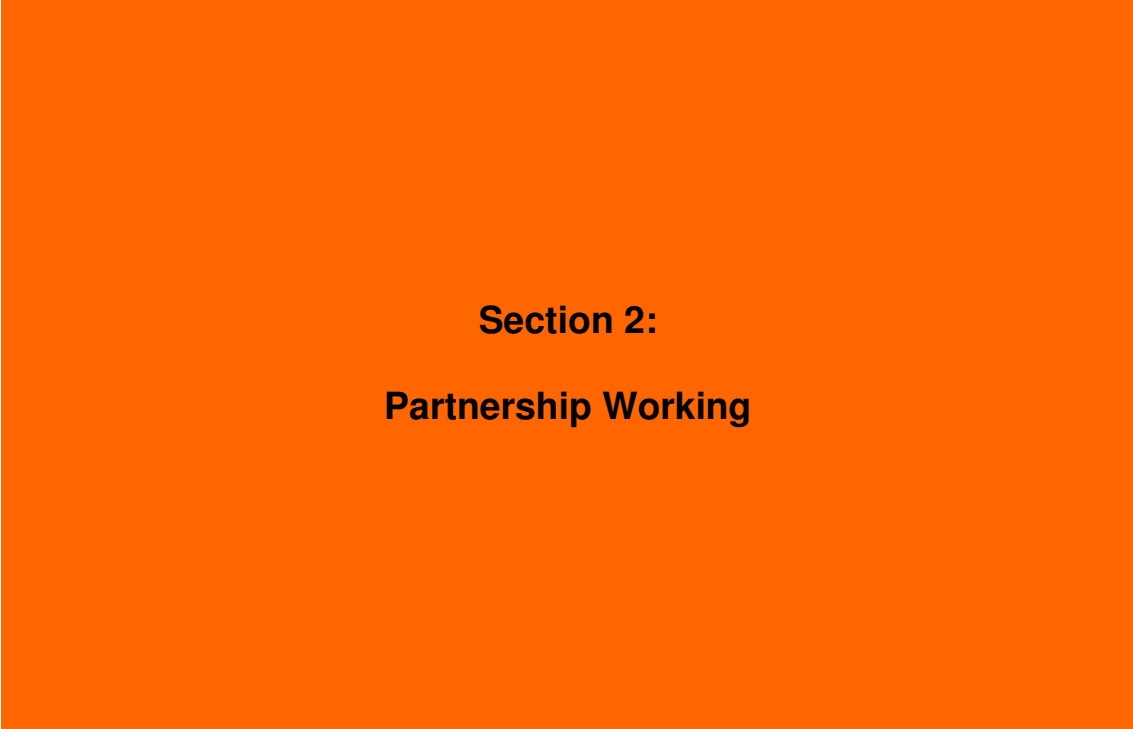


Fig. 1.10

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## **Section 2:**

### **Partnership Working**

Suffolk RoadSafe is a joint working partnership between Suffolk County Council, Suffolk Constabulary, Suffolk SafeCam, East of England Ambulance Service, the Fire and Rescue Service and the Highways Agency. This report now looks at work being done by these agencies that play a large part in the success of Suffolk RoadSafe ([www.suffolkroadsafe.net](http://www.suffolkroadsafe.net)).

## Suffolk County Council – road safety engineering

Within each financial year Suffolk County Council undertakes a programme of engineering schemes.

**During 2010-11 a total of 4 LTP programme schemes were completed**

When assessing the impact of the schemes completed an average 36-month period, before and after implementation, must be observed. Taking this into consideration the schemes reported on below relate to the 12 schemes implemented within the 2007-08 financial year.

### ■ Benefits of engineering works against all recorded collisions involving injury.

#### All injury collisions

##### Collision monitoring

Average number of collisions per site....	before implementation	after implementation	Performance
Collision reduction (p.a.)	1.4	0.4	1.0 Ave. collision reduction per scheme
Casualty reduction (p.a.)	2.3	0.7	1.6 Ave. casualty reduction per scheme

##### Economic monitoring

	Total cost of schemes (£)	Savings made (£ p.a.)	Performance
Cost of scheme	£128,696	£1,239,317	963% first year rate return (FYRR)

### ■ Benefits of engineering works against all recorded killed or seriously injured (KSI) casualties.

#### KSI casualties

##### Casualty monitoring

Average number of casualties per site....	before implementation	after implementation	Performance
Casualty reduction (p.a.)	0.4	0.0	0.4 Ave. casualty reduction per scheme

#### Conclusions

...as a result of the schemes carried out during 2007-08 it is estimated that:

- 4 KSI collisions are prevented each year
- 14 total injury collisions are prevented each year
- 23 casualties are prevented each year

The results shown above are based on a total of 12 engineering schemes implemented during 2007-08

## Suffolk County Council – education, training and publicity

### Education

Work in schools - the Road Safety team encourages and supports traffic education undertaken by teachers for Primary, Middle and High School children, as well as for pre-school groups and parents. These activities include in-car safety instruction for parents of young children, the Junior Road Safety Officer scheme, and engaging students with "DrivelQ", an IT based pre-driver training package that supports our existing pre/young driver interventions. We continue to develop on-line support and resources for Primary, Junior and Middle schools with the School Travel Plan team, which is available to teachers, pupils, parents and road safety professionals. These look at route risk management, sustainable travel and the encouragement of cycling and walking for health.

Cycle training - cycling safely on the road requires a good knowledge of signalling, road position, road signs and observation skills. We have received funding from the DfT to run *Bikeability* (Levels One and Two) – the 'new cycling proficiency' - and in 2009/10 trained 500 ten year old cyclists on this scheme, with this being increased to 1000 trainees during 2010/11. We have secured funding for the 2011/12 training with the aim of increasing the number of places available for training to 1500. We are also in the position to train people within the community to become National Standards Cyclist Trainers so that there are enough people within Suffolk to deliver the training.. We continue to support the delivery of the Suffolk Young Cyclist Training Course, a course which was developed prior to the introduction of *Bikeability*, to deliver high quality cyclist training. This scheme has traditionally been run by adult volunteers in participating Primary, Junior and Middle schools for around 2500 children between the age of 9 -11. All adult volunteers are trained by the team to deliver the course to the children involved. If schools struggle to obtain volunteers, however, we begin to move the schools over to the *Bikeability* model of training. We work with School Sports Partnerships in Lowestoft and Ipswich to ensure that all children are offered training if the SSP funding is available. We also provide training and support for Police Community Support Officers who get involved with cyclist training in their communities.

We are looking at the possibility of offering Level 3 training to older children but, as this is not funded via the Bikeability Grant, we need to identify funding or move towards charging for the delivery of the training.

To ensure that cyclist training is of the highest quality and consistent in delivery and expectation across the whole region, we have been partners in the setting up of the East Region Independent Training Organisation, one of 18 cyclist training bodies recognised by the DfT as being able to train National Standards Cyclist Trainers. This ITO is a partnership of Suffolk, Cambridgeshire, Luton, Peterborough, Hertfordshire, Southend, Bedford Borough, Central Bedfordshire and Essex.

### Training

Driver training promotes the benefits of a proactive approach to injury and crash reduction through the availability of driver education programmes for recreational and professional drivers.

Safe driving in Suffolk is a major priority. A number of initiatives seek to improve the standard of driving and reduce casualties.

Profiling and training - the Enhanced Driver Training programme is available to the public and all local organisations who wish to improve the driving standards of their employees. Drivers undertake psychometric profiling and a 4 hour 1-1 driver training session. The programme is set to continue throughout 2011 as part of the We Mean Business project and through promotion to staff in the County, Boroughs and Districts. These courses are self-financing.

Work related road safety - the 'We Mean Business' project was established in Suffolk through funding from the Highways Agency. 2010 saw an increase in take up rates from businesses wanting to attend seminars with 187 business drivers and policy makers attending 9 seminars throughout the county which were self-financing. The training team carried out 13 driver assessments and training, reviewed and developed 10 work related road safety policies and assisted in the delivery of e-learning modules to 51 drivers. The development of driver assessor courses and theory modules also began in late 2010 ready for delivery throughout 2011. Drop in clinics and business park visits have been planned on 10 dates throughout 2011 in order to give companies an opportunity to receive free help starting or reviewing work related road safety policies and practises.

## Suffolk County Council – education, training and publicity (contd.)

The team is also planning to register as CPC training providers in order to reach a wider audience of people who drive for work purposes and plan to promote this service to relevant departments within the County Council as well as external businesses throughout Suffolk.

In 2009, the Road Safety training team developed a course for potential Taxi drivers as part of their driving for work initiatives. The 6 hour theory and practical course has been approved by Committee as one of the entry requirements for new Taxi drivers in St Edmundsbury. The course was first delivered in April 2010 and is self-financing. To date, 12 courses have been delivered to 64 drivers and there are plans in 2011 to promote the scheme to other Licensing Authorities in Suffolk, particularly those who provide services on behalf of Suffolk County Council

Young Drivers - the road safety team began a pilot project in December 2009 to work with in vehicle data recorder technology in order to target education and training on an individual basis to young drivers needs. In 2010, Young Driver workshops were developed by the team with the support of 'Insure the Box' which consist of a 2½ workshop looking at key topics relating to younger drivers. The scheme allows the team valuable access to data showing the driving behaviour of the younger drivers in order to offer specific driver education and training on an individual basis. The training team have been promoting the scheme throughout 2010 to 17-21 year olds and will continue to do this throughout 2011 using schools, colleges and Police enforcement events.

Motorcycling - in 2009 the *SuffolkRide* Network continued and celebrated 5 years of working alongside dealers, trainers and advanced groups with the *SuffolkRide* show. Information about the Network can be found at [www.suffolkrider.net](http://www.suffolkrider.net)

For 2010, a structured approach of attending key events with road safety messages and promotion and delivery of training linked to the DSA Enhanced Rider Scheme were the focus. The team attended 3 key events around the County and signed up 8 young riders and 24 motorcyclists for *RiderPlus*. Both schemes are self financing and a similar approach will be employed throughout 2011 with attendance of the Felixstowe MC show, Bury Bike Show and Copdock Show. The team also continue to support the Police *Bikesafe* scheme.

Older drivers - Suffolk County Council has offered older drivers in Suffolk the opportunity to take part in our *GrandDriver* programme of assessment, education and training since 2006. The Road Safety team have worked with older drivers and Cranfield University to develop a complete package aimed at assisting older drivers to refresh their skills and knowledge and continue their driving careers safely. The scheme has received recognition from the Driving Standards agency, the Guild of Experienced Motorists and the RAC Foundation. So far, over 1,000 drivers have received information and advice from the training team with further workshops and assessments planned throughout 2011. Drivers over 60 are also assisting in a project to explore issues affecting decisions regarding self-regulation and cessation of driving.

### Publicity

Suffolk Road Safety team's work contributes to and supports the Department for Transport's Think campaigns. The major campaign during 2010 was No Excuses, which focussed on four warnings:

Don't drink and drive  
Wear a seat belt  
Stay within speed limits  
Don't use mobile phones while driving.

This campaign culminated in a multi-agency supported Road Safety Week in November.

"In The Can": a viral video campaign which invites 17-21 year olds to enter a competition to create a road safety video short. All schools and colleges have been contacted twice with posters, leaflets and letters. This national campaign, which originated in Suffolk, has a dedicated website: <http://www.inthecan.org.uk>

Details about current and past campaigns and news stories can be found at: <http://www.suffolkroadsafe.net> under 'Latest News'.



## Suffolk Constabulary

**Below is a summary of the activity undertaken by the Suffolk Constabulary Roads Policing Unit to support the RoadSafe Action Plan and reduce the number of killed or serious injury collisions within the County.**

- Enforcement in relation to the Fatal Four: Speed, Seatbelts, Drink Drive and Mobile Phone offences have been a theme throughout the year.
- Participation in ACPO, TISPOL and Brake themed road safety campaigns for 2010. In the Speed campaign 2,400 people were prosecuted and in the seatbelt campaign 203 people were prosecuted. During the June and December Drink and Drug campaigns 163 people were arrested.
- A small team of officers conducted commercial vehicle enforcement and during the period of the operation detected offences that averaged around £15,000 worth of fines per month.
- 1,417 vehicles were seized under Operation Admiral during the year for motoring offences e.g. no insurance.
- Operation UTAH has been conducted twice in Suffolk during the year, targeting criminal use of the roads, as well as road traffic offences. 15 people were arrested and 85 penalties issued.
- There have been 8 BikeSafe courses run during the year, which enabled 101 riders to improve their skills and reduce their chance of being an accident statistic.
- Operations involving Roads Policing Unit motorcyclists have specifically targeted traffic offences by motorcyclists within the County, who continue to be over represented within the KSI statistics. Advice to motorcyclists has also been a major part of this initiative.
- During the Christmas and New Year period Suffolk Police conducted voluntary breath tests outside of the three main Railway Stations targeting commuters returning from the city, prior to them driving.
- Community Speed Watch continued to grow and is seen as a good example of how the community can help itself solve local issues.
- The Roads Policing Unit has assisted local neighbourhood officers to deal with anti social behaviour issues and in particular have targeted tinted glass, exhaust noise and derestricted motorcycle offences.
- The Roads Policing Unit has also carried out operations in relation to school coaches, tourist buses, the carriage of dangerous goods and stolen plant.
- The use of the media to get messages across around campaigns has been extensively used.

**Section 3:**

**Performance against issues raised in the 2009 annual  
casualty report**

## Performance against issues raised in 2009

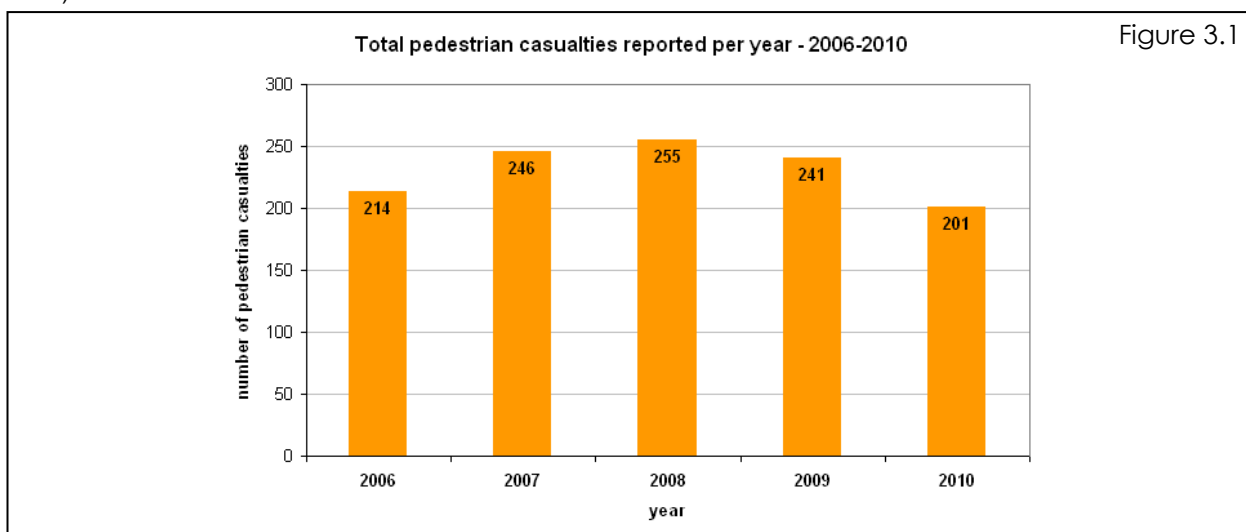
The 2010 annual casualty report will now look at the performance against the areas for concern identified in the 2009 report. These were as follows:

- Pedestrian casualties
- Fatalities

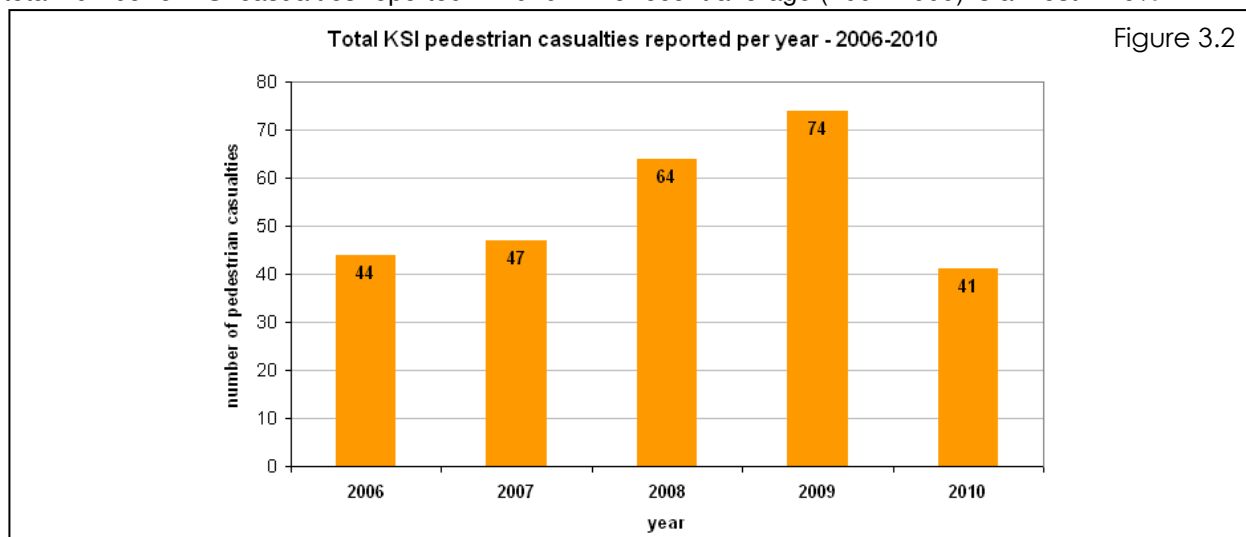
The following section shows how the county has fared 12 months on from the issues highlighted.

### Pedestrian casualties

Previous 5-year analysis (figure 3.1) into pedestrian casualties shows that overall levels of pedestrian casualties have fallen for the second successive year, following recent years of steady increase. Indeed, the number of pedestrian casualties reported in 2010 is 16.6% lower than that recorded in 2009 and 18.7% lower than the previous 3-year (2007-2009) average. The annual figure of 201 pedestrian casualties represents 8.4% of the total number of casualties reported in 2010. The recent average (2007-2009) is 8.9%.



Looking at the more severe instances where serious or fatal pedestrian injuries were recorded the final figure for 2010 also shows a healthy decrease in relation to that reported in previous years. At 41 (see figure 3.2) the 2010 outturn represents a decrease of 44.6% against 2009 and 33.5% against the previous 3-year average (2007-2009). The annual figure of 41 KSI pedestrian casualties represents 13.9% of the total number of KSI casualties reported in 2010. The recent average (2007-2009) is almost 17.6%.



Of the number killed or seriously injured pedestrian casualties reported in figure 3.2, the following chart (figure 3.3) shows the small number of cases where loss of life was recorded. During 2010, 6 pedestrians were killed as a direct result of injuries received in road traffic collisions. This is both equal to the number recorded in 2009, and the most recent (2007-2009) 3-year average. The annual figure of 6 fatal pedestrian casualties represents 30.0% of the total number of KSI casualties reported in 2010. The recent average (2007-2009) is 16.8%.

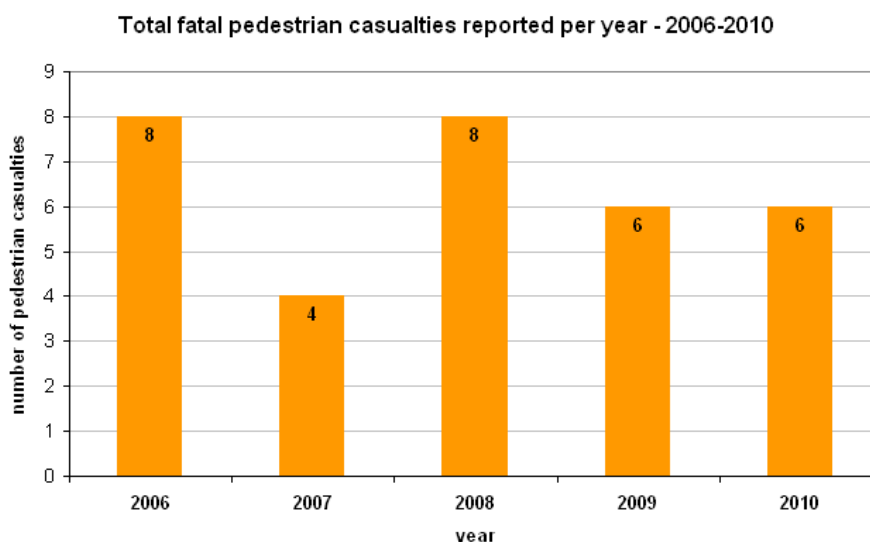


Figure 3.3

Suffolk's 201 pedestrian casualties were recorded in 195 separate collisions during 2010. In order to get some indication of the contributory factors involved in these collisions, figure 3.4 shows how the investigating police officer interpreted the potential causal factors.

**Percentage of pedestrian casualties with related contributory factors recorded**

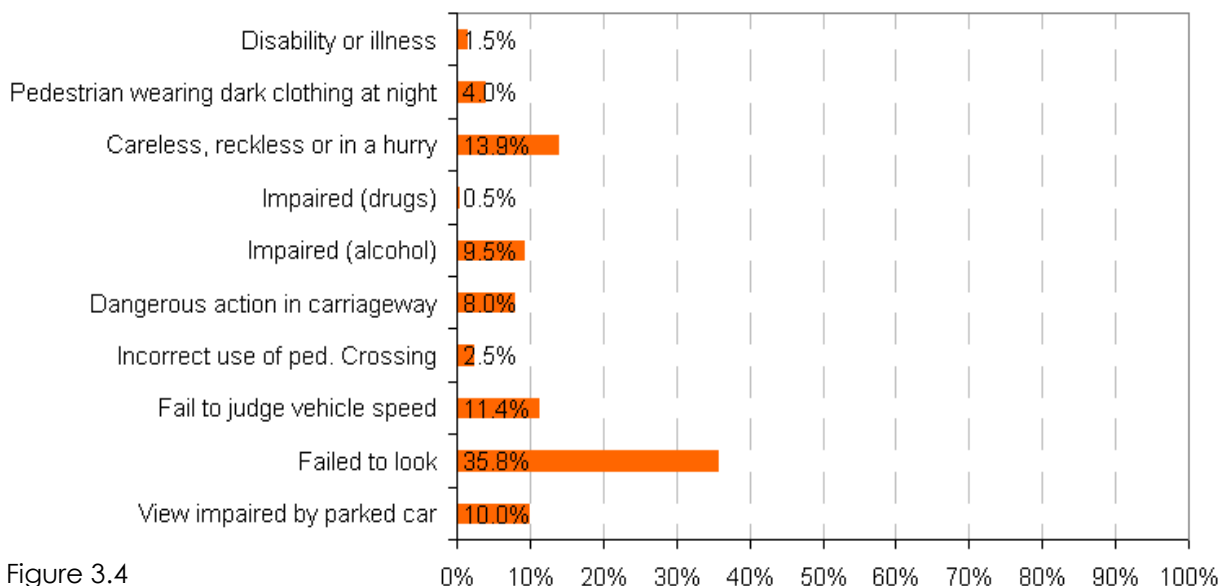
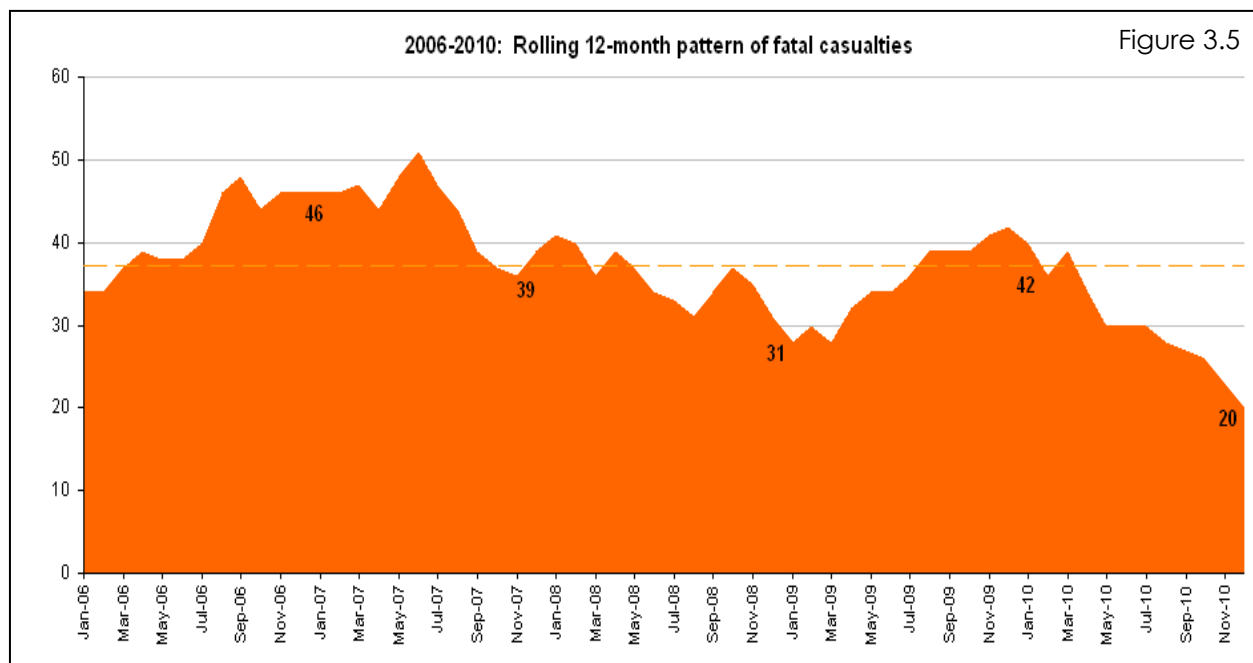


Figure 3.4

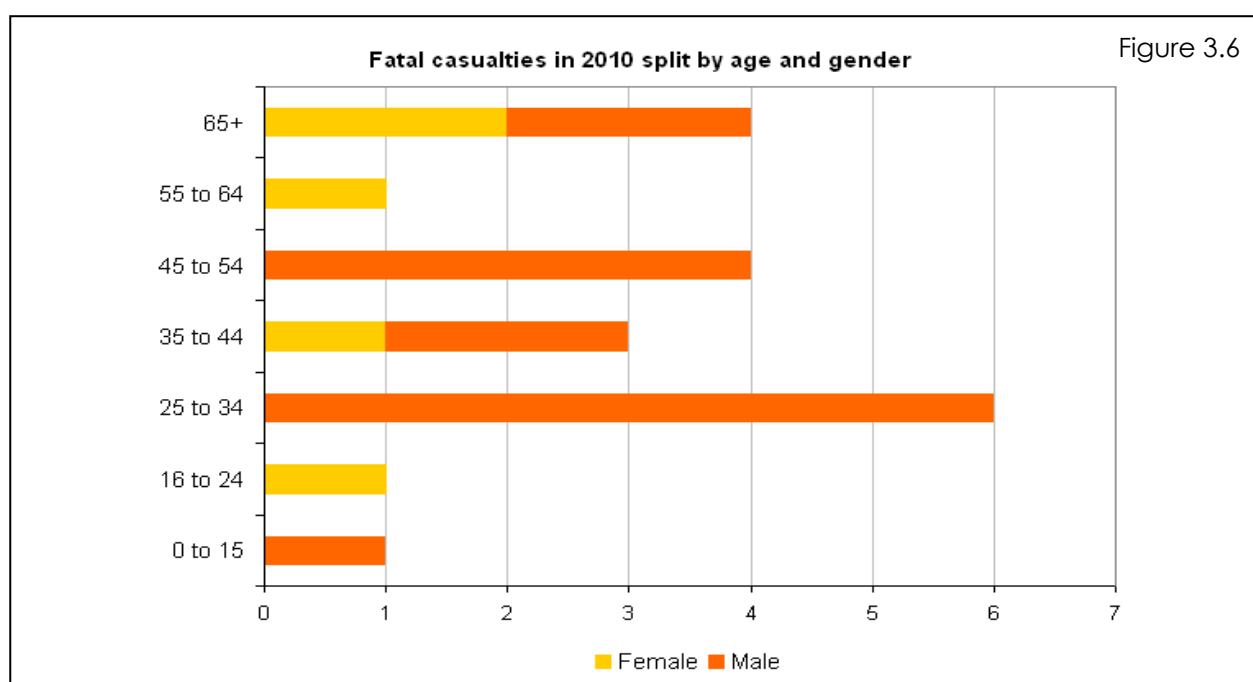
Relating purely to the actions of the pedestrian, and based on the objective findings shown in figure 3.4, the assumption is that many of these casualties may have been prevented. Human factors appear to be evident in the majority of cases.

## Fatalities

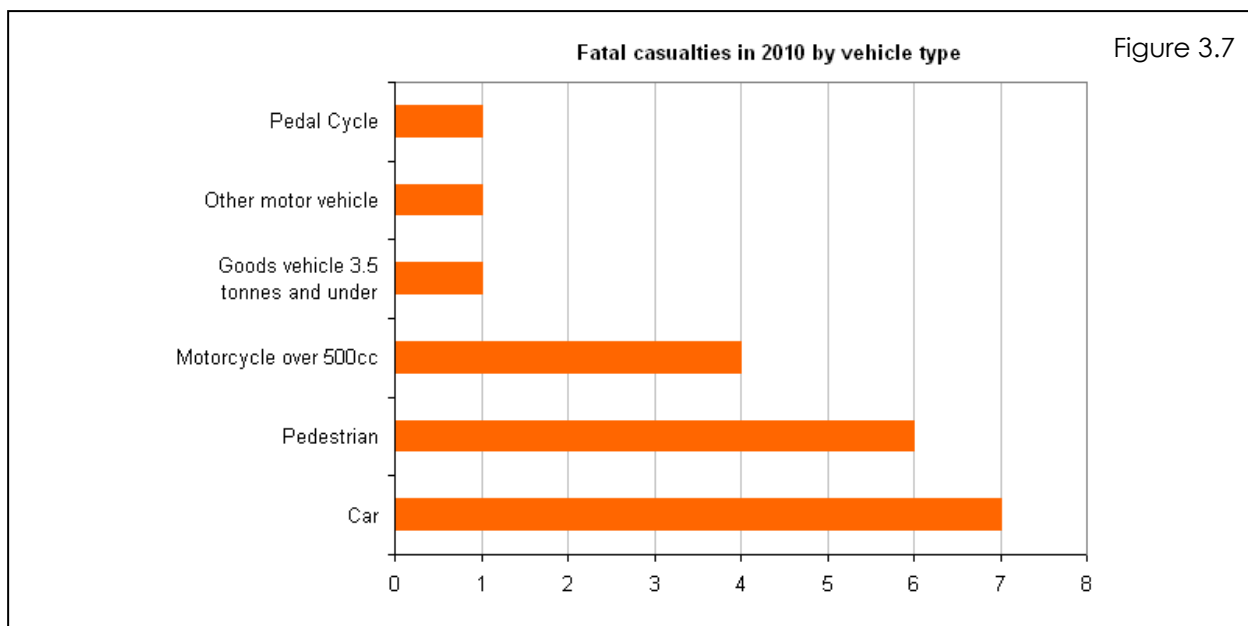
At 42, 2009 reported an increase in the number of fatal casualties reported on Suffolk's roads of 35.5% in comparison to that reported the previous year (2008). In contrast to this, the final number reported in 2010 (20) represents an annual decrease of 52.4%. Figure 3.5 below shows the 12-month rolling total of reported fatalities in the county. The current reported annual figure of 20 is 48.7% below the most recent five year average.



Analysis of these figures appears to show that the main contributors to this decrease, from an age perspective, are the 16-24 year olds. Typically prominent on the list of serious and fatal road traffic casualties (due to their inexperience and/or 'sensation-seeking' driving behaviours) the 16 to 24 year old age group had recorded 11, 6 and 14 deaths respectively in the three years prior to 2010 in Suffolk. In comparison with this only 1 of the 20 recorded fatalities in 2010 were within this age group. The breakdown of fatal casualties by age group is shown in figure 3.6.



Further analysis of the vehicle type (including pedestrian fatalities) is shown below in figure 3.7. Not surprisingly cars feature highest on the list due to the popularity however proportionately the total of 7 car fatalities represents 35% of total casualties. The equivalent 2009 value was 50%. Given the small numbers involved the proportionate values for all other 'vehicle types' are similar to recent performance.



**Section 4:**  
**Collision and Casualty Trends**

## Collision and casualty trends

Year	Collisions						Casualties					
	Fatal	Serious	KSI sub-total	KSI (% change)	Slight	TOTAL	Fatal	Serious	KSI sub-total	KSI (% change)	Slight	TOTAL
1994	44	387	431	-	1,666	2,097	50	486	536	-	2,321	2,857
1995	32	358	390	-9.5%	1,623	2,013	34	438	472	-11.9%	2,236	2,708
1996	52	347	399	2.3%	1,738	2,137	58	454	512	8.5%	2,500	3,012
1997	42	363	405	1.5%	1,820	2,225	44	440	484	-5.5%	2,529	3,013
1998	21	316	337	-16.8%	1,914	2,251	23	366	389	-19.6%	2,630	3,019
1999	45	355	400	18.7%	1,898	2,298	48	432	480	23.4%	2,616	3,096
2000	50	387	437	9.3%	1,875	2,312	56	469	525	9.4%	2,662	3,187
2001	49	345	394	-9.8%	1,961	2,355	53	414	467	-11.0%	2,783	3,250
2002	42	294	336	-14.7%	1,964	2,300	43	360	403	-13.7%	2,765	3,168
2003	50	316	366	8.9%	1,976	2,342	60	382	442	9.7%	2,729	3,171
2004	40	314	354	-3.3%	1,872	2,226	42	374	416	-5.9%	2,575	2,991
2005	33	298	331	-6.5%	1,913	2,244	36	345	381	-8.4%	2,674	3,055
2006	40	274	314	-5.1%	1,775	2,089	46	312	358	-6.0%	2,547	2,905
2007	36	236	272	-13.4%	1,804	2,076	39	265	304	-15.1%	2,539	2,843
2008	29	309	338	24.3%	1,723	2,061	31	341	372	22.4%	2,438	2,810
2009	37	281	318	-5.9%	1,829	1,947	42	325	367	-1.3%	2,339	2,706
2010	20	265	285	-15.7%	1,527	1,812	20	276	296	-20.4%	2,104	2,400

Table 4.1

Table 4.1 shows that the overall number of collisions recorded in 2010 continues to fall. Following the reductions in 2009, 2010 shows that levels of total collisions have again fallen. The total of 1,812 represents a further decrease of 6.9% in 2010. To give further context to this year's outturn of total collisions current levels are 21.6% (500 collisions) lower than figures published 10 years ago, and 15.5% (333 collisions) lower than the 1994-1998 average. On a similar note the outturn for total casualties shows a reduction of 11.3% (306 casualties) against 2009, and a reduction of 17.9% (522 casualties) against the 1994-1998 average.

Further to the positive return of total collisions and casualties, the number of reported KSIs has also fallen during 2010. In comparison with the number of KSI casualties reported in 2009 the outturn of 296 represents a decrease of 19.3% (71 casualties). Having fallen offline in relation to the incremental target in recent years, the final outturn of 296 casualties represents a big improvement. Despite missing the target figure of 287 by 9 casualties (3.1%), it is hoped that this upturn in performance can be maintained in future years.

In stark contrast to what was reported 12 months ago (2009), fatal collisions and casualties in 2010 are reported at their lowest level for over 15 years. While reporting the loss of life in road traffic collisions can never be good news, these figures represent a decrease of 52.4% (22 casualties) on the previous 12-month period and 48.7% (19 casualties), against the 2005-2009 average.

In relation to slight injury collisions and casualties, for the third year in succession the annual outturn is the lowest reported for over 10 years. With slight injury collisions and casualties reduced by 6.3% and 10.0% respectively against 2009 and by 13.7% and 16.1% respectively against 2005-2009 average. This is very good news for the county.

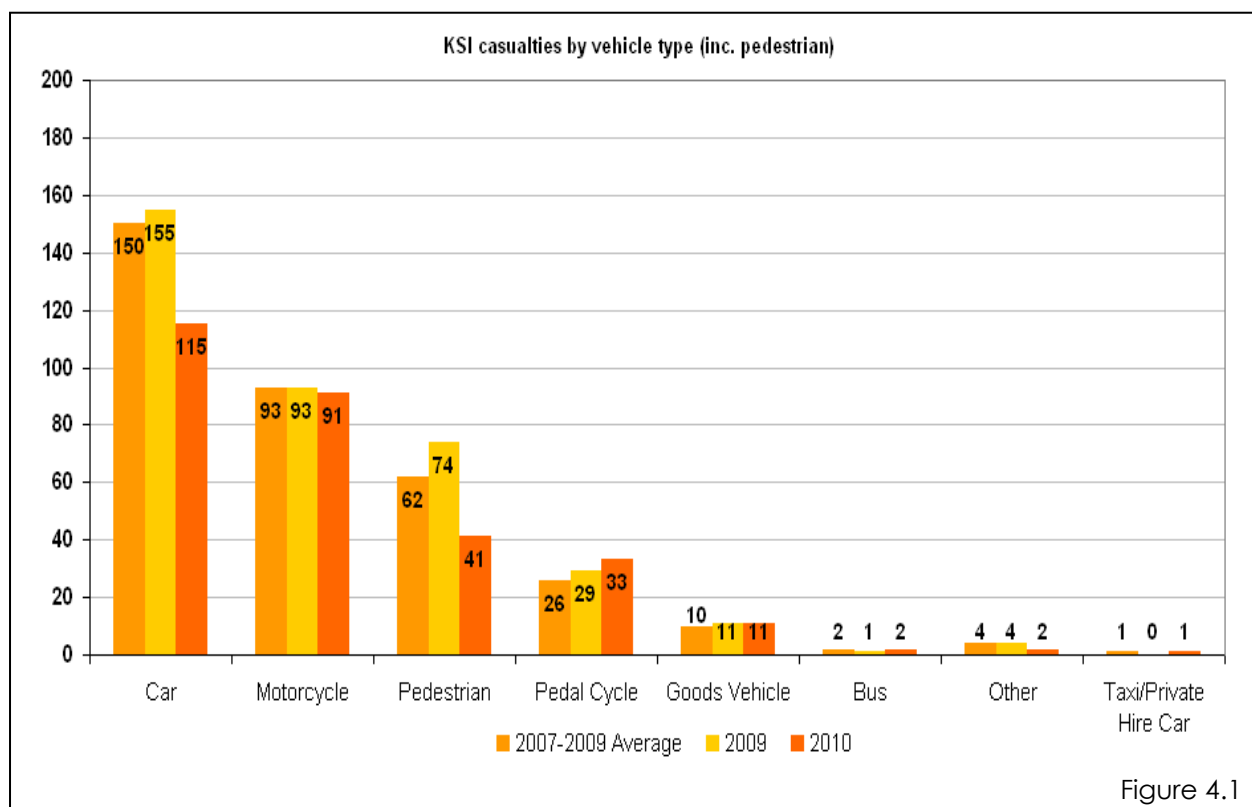


## Total KSI casualties by vehicle type

As already identified in the first section of this report, 2010 has seen a 19.3% decrease in KSI casualties against levels reported in 2009.

Figure 4.1 highlights the reported changes in reported KSI casualties with reference to the vehicle type (including pedestrians) with which they were associated. This information is supported by table 4.2, which shows how the 2010 performance compares to previous years and the most recent 3-year average.

In 2010, of the 296 KSI casualties recorded, 38.9% were either drivers or passengers in a car. This is below the level recorded in both 2009 (42.2%) and the 2007-2009 3-year average (43.2%). Other points of note from figure 4.1 are; the proportion of KSI pedestrian casualties has fallen from 20.2% in 2009 to 13.9% in 2010; and, the proportionate numbers of KSI pedal cyclists and motorcyclists have risen to their highest levels in recent years.



Vehicle Type	2003	2004	2005	2006	2007	2008	2009	2007-2009 Average	2010
Car	248	205	181	197	129	167	155	150	115
Motorcycle	95	101	98	72	91	94	93	93	91
Pedestrian	50	56	55	44	47	64	74	62	41
Pedal Cycle	35	32	21	21	23	26	29	26	33
Goods Vehicle	9	17	17	21	11	8	11	10	11
Bus	0	2	1	0	0	5	1	2	2
Other	3	1	6	3	3	5	4	4	2
Taxi/Private Hire Car	2	2	2	0	0	3	0	1	1
<b>TOTAL</b>	<b>442</b>	<b>416</b>	<b>381</b>	<b>358</b>	<b>304</b>	<b>372</b>	<b>367</b>	<b>348</b>	<b>296</b>

Table 4.2

## Total KSI casualties by age group

Road collisions are the most common cause of death among people aged under-25 in the USA, Canada and the European Union. Globally, statistics collated by the World Health Organisation show that road traffic collisions are the largest killer within the 15-24 age group in the industrialised world

As is shown in figure 4.2 and table 4.3 the global and indeed national (Great Britain) trend is replicated in Suffolk with the highest representative age group of people being killed or seriously injured on the county's roads falling between 16 and 24 years. In 2010 the number of KSI casualties recorded in this age group figure has fallen, both in overall number by 26 (27.6%) and proportionately from 29.6% (of the overall KSI casualty total) in 2009, to 25.6% in 2010. KSI casualty levels among road users aged between 35 and 64 appear to have remained consistent in 2010 despite the reported overall reductions.

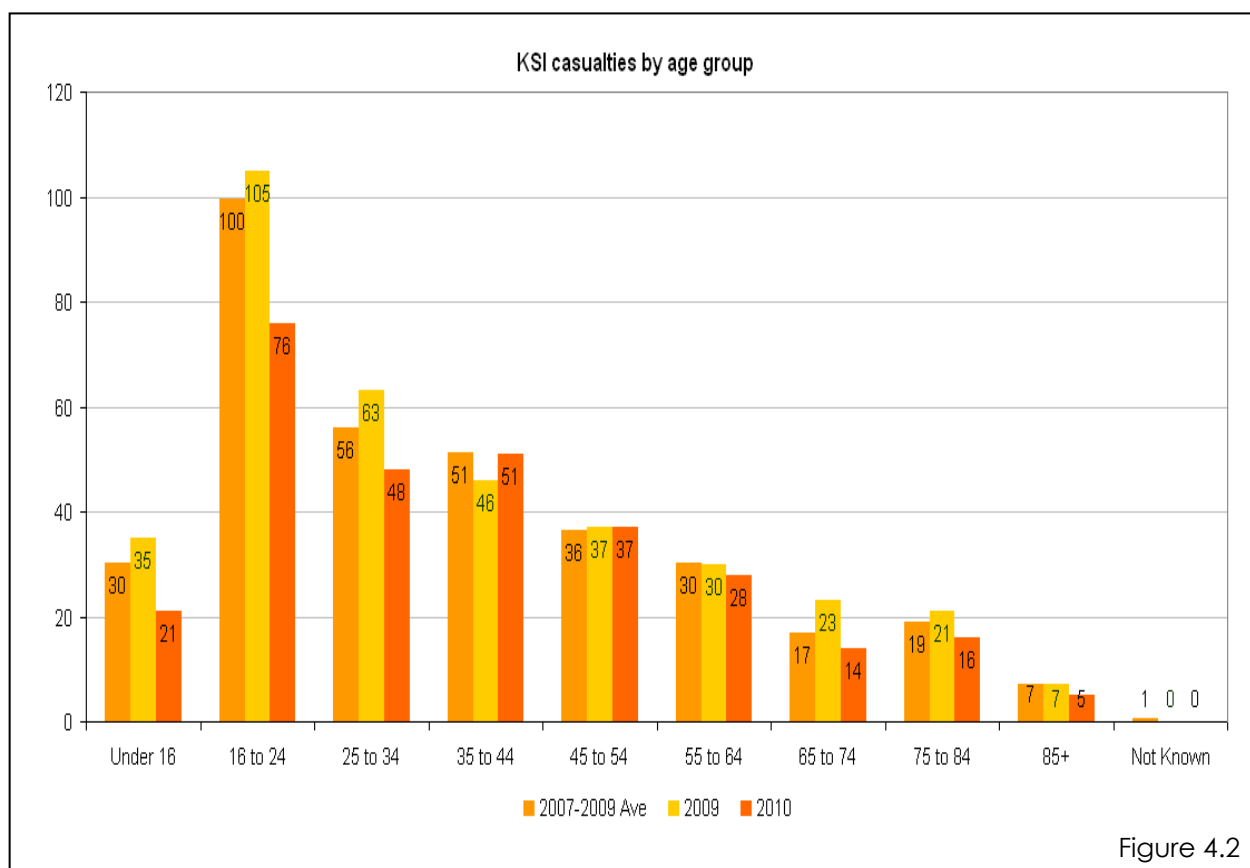


Figure 4.2

Age_Group	2003	2004	2005	2006	2007	2008	2009	2007-2009 Average	2010
Under 16	57	37	23	25	25	31	35	27	21
16 to 24	128	135	136	103	94	100	105	99	76
25 to 34	65	67	51	59	41	64	63	55	48
35 to 44	48	49	54	53	52	56	46	54	51
45 to 54	44	28	43	39	30	42	37	37	37
55 to 64	36	28	34	34	28	33	30	32	28
65 to 74	21	20	16	19	12	16	23	16	14
75 to 84	10	22	19	16	14	22	21	17	16
85+	3	6	5	8	6	8	7	7	5
Not Known	30	24	0	2	2	0	0	1	0
<b>TOTALS</b>	<b>442</b>	<b>416</b>	<b>381</b>	<b>358</b>	<b>304</b>	<b>372</b>	<b>367</b>	<b>345</b>	<b>296</b>

Table 4.3

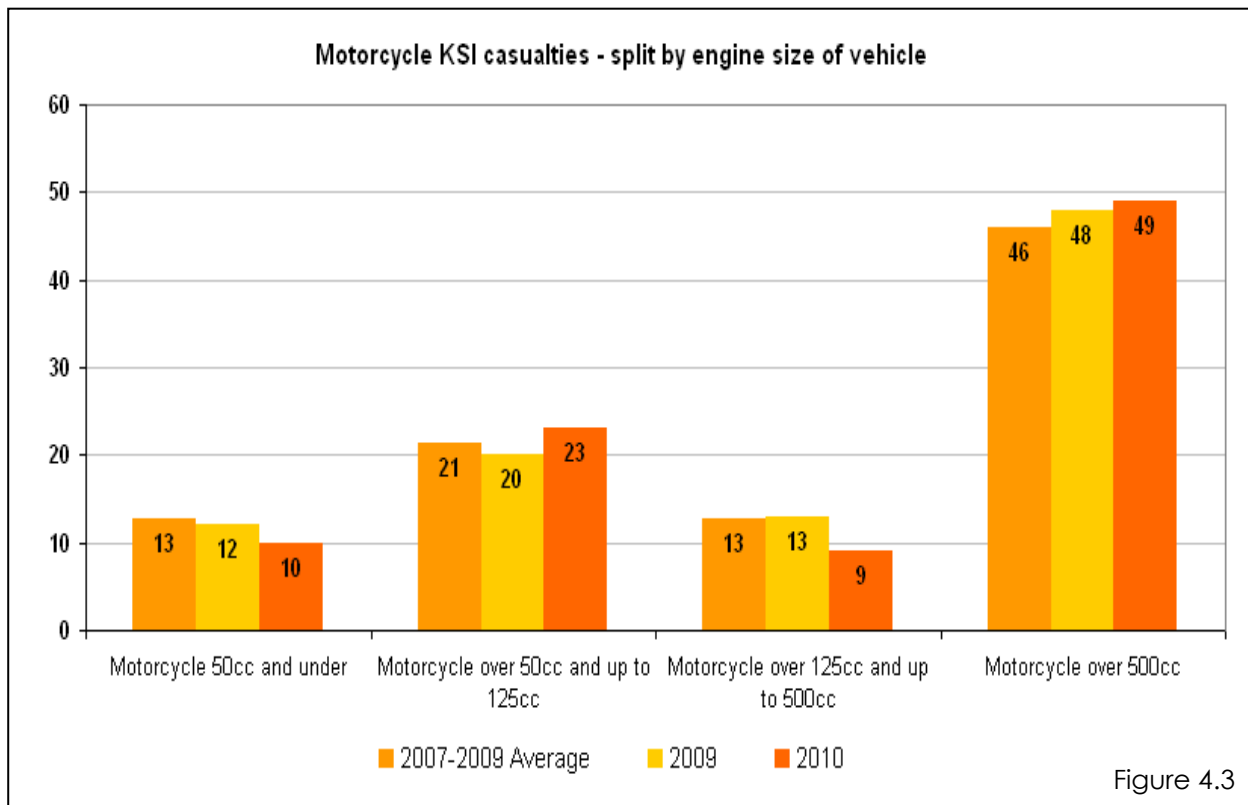
## Total motorcyclist KSI casualties by engine size

Figure 4.3 (below) shows the pattern of motorcycle casualties split by the engine size of the motorcycle involved. What is shown here is that on average, in recent years, almost 50% of KSI casualties involving motorcycles have been within the '500cc and above' category.

It is known that due to the design and capability of the motorcycle, motorcyclists are the most vulnerable users on our roads. Motorcycles are capable of high speeds which make them high risk machines for which the consequence of a collision can be severe.

It is suggested that with owning a high powered motorcycle comes with a unique set of required skills and responsibilities. Unfortunately, due to the vulnerability of the motorcyclist and high impact of many of the collisions reported in figures 4.2 and 4.3, a lesson learnt often results in a life lost.

As a whole it is noted that with exception of 2006 (see table 4.4), when figures were lower, the breakdown of motorcyclist KSI casualties by engine size, has remained at similar levels since 2003. The main issue in relation 2010 is that despite the annual reduction in overall KSI casualties of 19.3%, the total number of motorcyclist KSI's fell by only 2.2%. What this means is that proportionately, motorcyclist KSI casualties in 2010 accounted for 30.7% of the total. The equivalent figure for 2009 was 25.3%.



Vehicle Type (motorcycle)	2003 *	2004 *	2005	2006	2007	2008	2009	2007-2009 Average	2010
Motorcycle 50cc and under	13	30	26	11	14	12	12	13	10
Motorcycle over 50cc and up to 125cc	21	18	17	18	20	24	20	21	23
Motorcycle over 125cc and up to 500cc			11	10	10	15	13	13	9
Motorcycle over 500cc			44	33	47	43	48	46	49
<b>TOTAL</b>	<b>95</b>	<b>101</b>	<b>98</b>	<b>72</b>	<b>91</b>	<b>94</b>	<b>93</b>	<b>93</b>	<b>91</b>

\* definitions of engine size did not identify 'over 500cc' motorcycles as a separate category prior to 2005

Table 4.4

**2010 all injury casualties split by vehicle type (inc. pedestrian) and in comparison with levels recorded in 2009**

Vehicle Type (DfT Stats 19)	Fatal	% fatal	% Fatal (2009-2010)	Serious	% serious	% Serious (2009-2010)	KSIs	% KSI	% KSI (2009-2010)	Slight	% slight	% Slight (2009-2010)	TOTALS	% total	% Total (2009-2010)
Car	7	35.0%	-15.0%	108	39.1%	-2.1%	115	38.9%	-3.4%	1482	70.4%	0.3%	1,597	66.5%	0.2%
Motorcycle 50cc and under	0	0.0%	-2.4%	10	3.6%	0.2%	10	3.4%	0.1%	59	2.8%	-0.1%	69	2.9%	-0.1%
Motorcycle over 50cc and up to 125cc	0	0.0%	-4.8%	23	8.3%	2.8%	23	7.8%	2.3%	39	1.9%	-0.8%	62	2.6%	-0.5%
Motorcycle over 125cc and up to 500cc	0	0.0%	-4.8%	9	3.3%	-0.1%	9	3.0%	-0.5%	4	0.2%	-0.5%	13	0.5%	-0.5%
Motorcycle over 500cc	4	20.0%	5.7%	45	16.3%	3.4%	49	16.6%	3.5%	63	3.0%	0.3%	112	4.7%	0.6%
<b>Total Motorcycle</b>	<b>4</b>	<b>20.0%</b>	<b>-6.2%</b>	<b>87</b>	<b>31.5%</b>	<b>6.3%</b>	<b>91</b>	<b>30.7%</b>	<b>5.4%</b>	<b>165</b>	<b>7.8%</b>	<b>-1.1%</b>	<b>256</b>	<b>10.7%</b>	<b>-0.5%</b>
<b>Pedestrian</b>	<b>6</b>	<b>30.0%</b>	<b>15.7%</b>	<b>35</b>	<b>12.7%</b>	<b>-8.2%</b>	<b>41</b>	<b>13.9%</b>	<b>-6.3%</b>	<b>160</b>	<b>7.6%</b>	<b>0.5%</b>	<b>201</b>	<b>8.4%</b>	<b>-0.5%</b>
<b>Pedal Cycle</b>	<b>1</b>	<b>5.0%</b>	<b>2.6%</b>	<b>32</b>	<b>11.6%</b>	<b>3.0%</b>	<b>33</b>	<b>11.1%</b>	<b>3.2%</b>	<b>136</b>	<b>6.5%</b>	<b>-0.7%</b>	<b>169</b>	<b>7.0%</b>	<b>-0.2%</b>
Goods vehicle 3.5 tonnes and under	1	5.0%	0.2%	4	1.4%	0.2%	5	1.7%	0.1%	77	3.7%	0.5%	82	3.4%	0.5%
Goods vehicle over 3.5 tonnes and under 7.5 tonnes	0	0.0%	0.0%	1	0.4%	-0.3%	1	0.3%	-0.2%	5	0.2%	0.1%	6	0.3%	0.0%
Goods vehicle 7.5 tonnes and over	0	0.0%	0.0%	5	1.8%	0.9%	5	1.7%	0.9%	25	1.2%	0.4%	30	1.3%	0.4%
<b>Total Goods Vehicle</b>	<b>1</b>	<b>5.0%</b>	<b>0.2%</b>	<b>10</b>	<b>3.6%</b>	<b>0.9%</b>	<b>11</b>	<b>3.7%</b>	<b>0.7%</b>	<b>107</b>	<b>5.1%</b>	<b>1.0%</b>	<b>118</b>	<b>4.9%</b>	<b>1.0%</b>
<b>Taxi/Private Hire Car</b>	<b>0</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1</b>	<b>0.4%</b>	<b>0.4%</b>	<b>1</b>	<b>0.3%</b>	<b>0.3%</b>	<b>20</b>	<b>1.0%</b>	<b>0.4%</b>	<b>21</b>	<b>0.9%</b>	<b>0.4%</b>
Minibus (8-16 passenger seats)	0	0.0%	0.0%	1	0.4%	0.1%	1	0.3%	0.1%	0	0.0%	-0.3%	1	0.0%	-0.3%
Bus or Coach (17 or more passenger seats)	0	0.0%	0.0%	1	0.4%	0.4%	1	0.3%	0.3%	14	0.7%	-0.7%	15	0.6%	-0.5%
<b>Total Bus</b>	<b>0</b>	<b>0.0%</b>	<b>0.0%</b>	<b>2</b>	<b>0.7%</b>	<b>0.4%</b>	<b>2</b>	<b>0.7%</b>	<b>0.4%</b>	<b>14</b>	<b>0.7%</b>	<b>-1.0%</b>	<b>16</b>	<b>0.7%</b>	<b>-0.8%</b>
<b>Ridden Horse</b>	<b>0</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>-0.3%</b>	<b>0</b>	<b>0.0%</b>	<b>-0.3%</b>	<b>1</b>	<b>0.0%</b>	<b>0.0%</b>	<b>1</b>	<b>0.0%</b>	<b>-0.1%</b>
<b>Agricultural Vehicle</b>	<b>0</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0.0%</b>	<b>2</b>	<b>0.1%</b>	<b>0.1%</b>	<b>2</b>	<b>0.1%</b>	<b>0.0%</b>
<b>Tram/Light Rail</b>	<b>0</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0.0%</b>
<b>Other motor vehicle</b>	<b>1</b>	<b>5.0%</b>	<b>2.6%</b>	<b>1</b>	<b>0.4%</b>	<b>-0.3%</b>	<b>2</b>	<b>0.7%</b>	<b>-0.1%</b>	<b>17</b>	<b>0.8%</b>	<b>0.6%</b>	<b>19</b>	<b>0.8%</b>	<b>0.5%</b>
<b>Other non-motor vehicle</b>	<b>0</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0</b>	<b>0.0%</b>	<b>0.0%</b>
<b>OVERALL TOTAL</b>	<b>20</b>			<b>276</b>			<b>296</b>			<b>2104</b>			<b>2,400</b>		

Please note that the percentage figures in table 4.3 represented by RED or GREEN shading represent the proportionate change from 2009

Table 4.5

## **Section 5:**

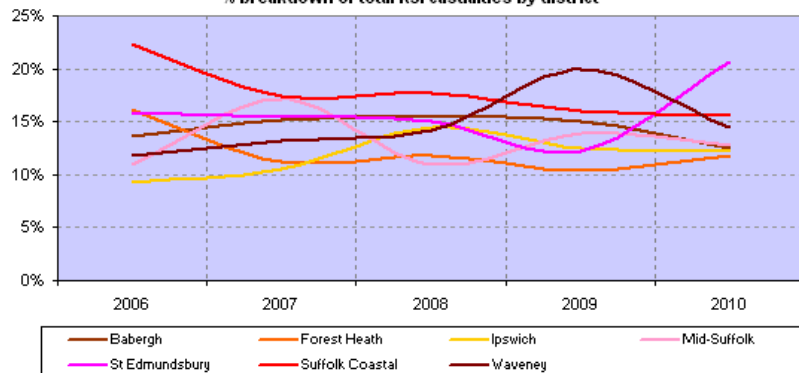
### **Suffolk District Collision and Casualty Trends**

## District breakdown of collisions and casualties

With an overall population of 713,973 (mid-2009 estimate) Suffolk is made up of 7 district areas (Babergh, Forest Heath, Ipswich, Mid-Suffolk, St. Edmundsbury, Suffolk Coastal and Waveney). Suffolk has no cities but its three major towns are Bury St. Edmunds, Ipswich and Lowestoft, which together account for approximately 30% of the counties population. Suffolk has no motorways within its boundaries. The major roads within the county are the A12 (running south from the Copdock interchange to the border with neighbouring Essex, and North from the Seven hills interchange up to the bascule bridge in Lowestoft) and the A14 (running across the county from Felixstowe in the South-East up to the North-West border with Cambridgeshire. As well as these, Suffolk also has an extensive network of rural roads, for which the County Council has maintenance responsibility. To give an impression of the spread of collisions (by district) across the county of Suffolk the following information is reported in relation to road traffic collisions recorded in recent years.

District	2006	2007	2008	2009	2010
Babergh	49	46	58	55	37
Forest Heath	58	34	44	38	35
Ipswich	33	32	54	46	36
Mid-Suffolk	39	52	41	51	38
St Edmundsbury	57	47	56	45	61
Suffolk Coastal	80	53	66	59	46
Waveney	42	40	53	73	43
<b>TOTAL</b>	<b>358</b>	<b>304</b>	<b>372</b>	<b>367</b>	<b>296</b>

% breakdown of total KSI casualties by district



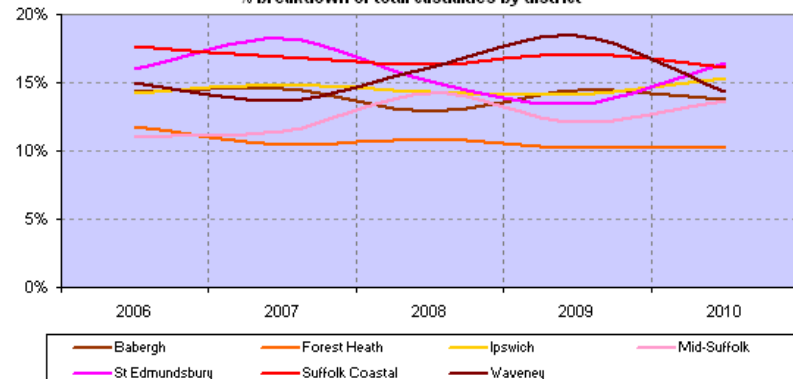
### KSI Casualties

For the first time in over five years Suffolk Coastal is not the proportionately highest district in relation to KSI casualties.

Having reported a countywide annual reduction of 19.3% in KSI casualties, the district breakdown shows that 3 of the districts follow a similar pattern. Of the other four St. Edmundsbury stands out as reporting an annual increase of 35.6%. On the other hand the reduction reported in Waveney was higher than the county figure, reporting a 41.1% reduction.

District	2006	2007	2008	2009	2010
Babergh	417	412	362	391	331
Forest Heath	343	296	307	278	248
Ipswich	412	424	404	383	369
Mid-Suffolk	321	325	400	328	327
St Edmundsbury	464	516	425	365	396
Suffolk Coastal	513	479	459	463	386
Waveney	435	387	453	498	343
<b>TOTAL</b>	<b>2,905</b>	<b>2,839</b>	<b>2,810</b>	<b>2,706</b>	<b>2,400</b>

% breakdown of total casualties by district

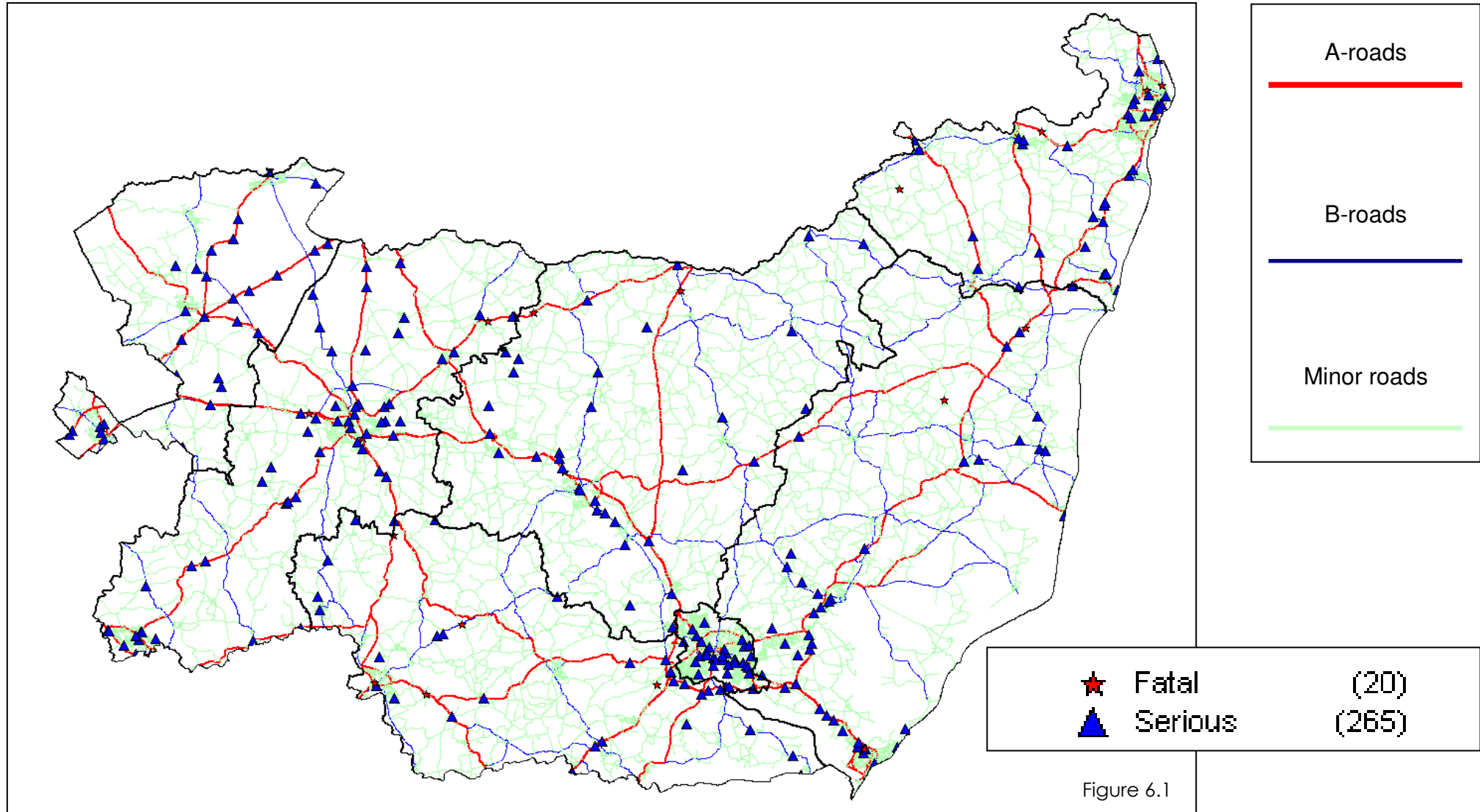


### Total Casualties

In relation to overall casualties 4 of the 7 districts reported similar reductions to those reported countywide. As with KSI casualty's St. Edmundsbury were the only district who reported an increase from 2009, while Waveney district reported reductions far in excess of the 11.3% reported countywide, at 31.1%.

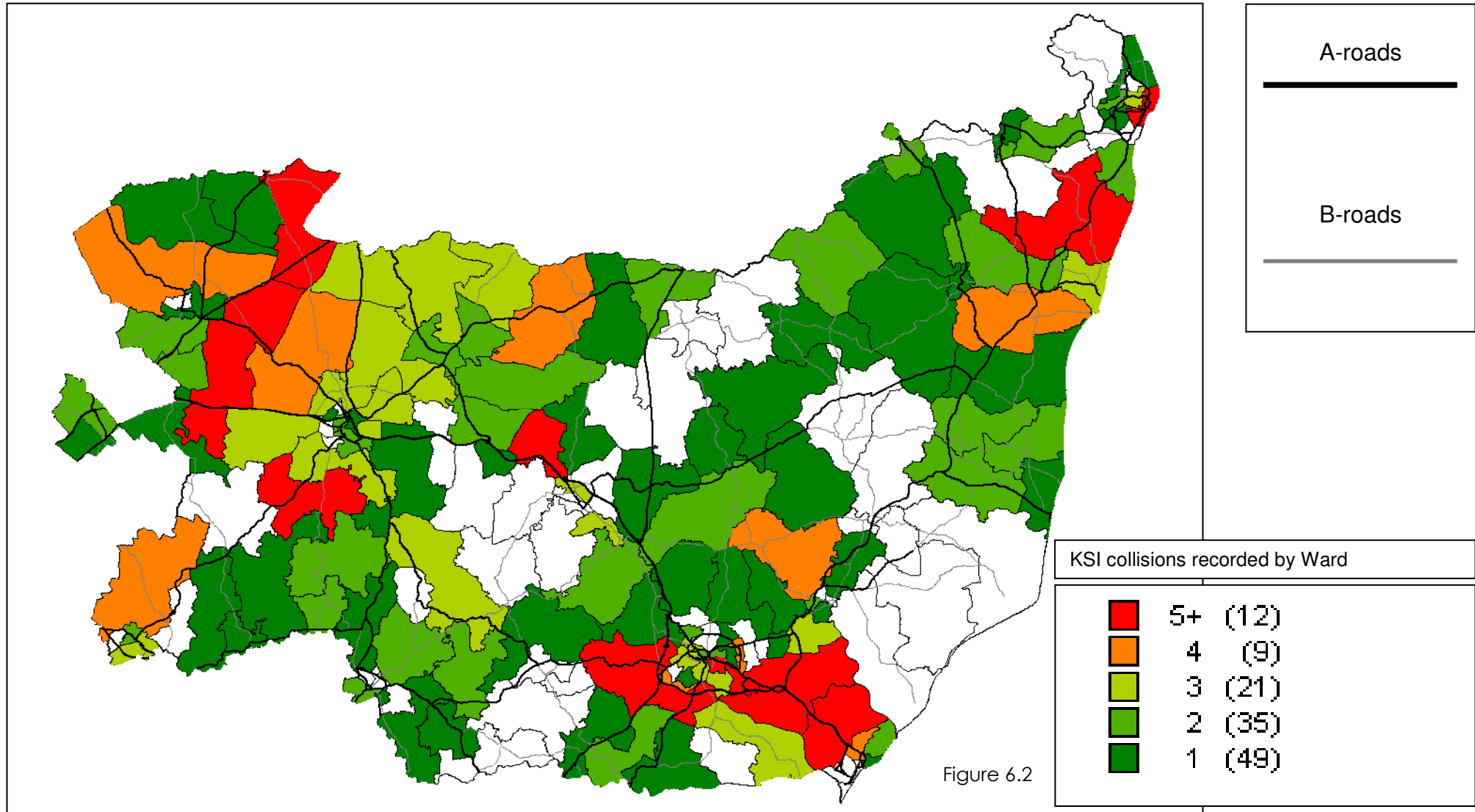
**Section 6:**  
**Suffolk Collision Maps**

## Map of KSI collisions recorded in Suffolk during 2010

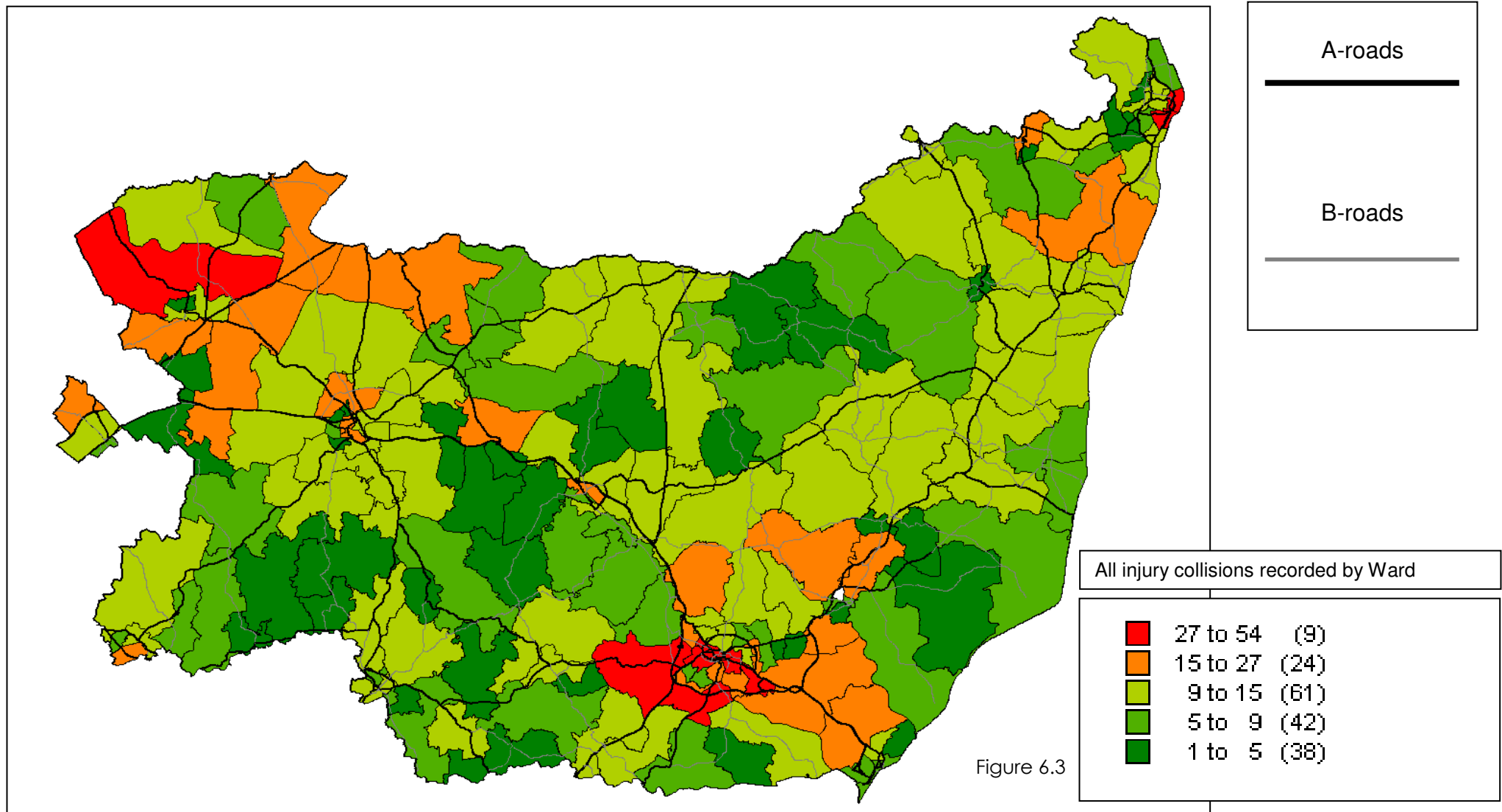




### Thematic map of KSI collisions recorded in Suffolk during 2010 (by Ward)



**Thematic** map of all injury collisions recorded in Suffolk during 2010 (by Ward)



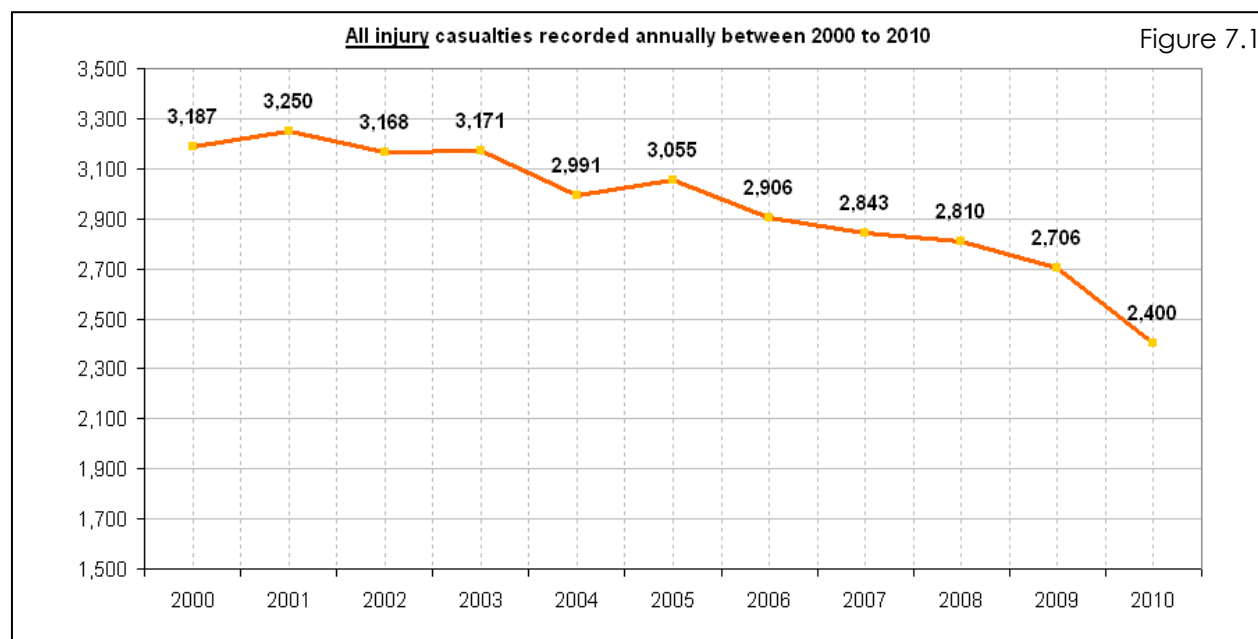
**Section 7:**

**Performance Relating to Other Issues**

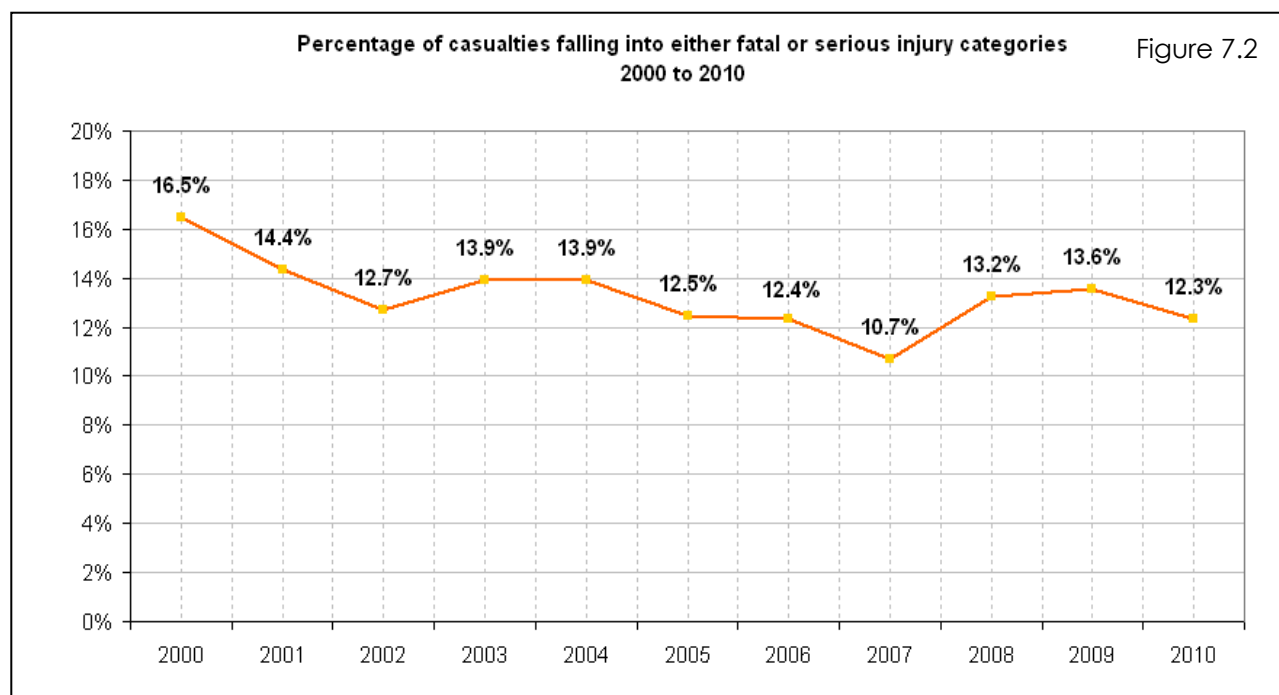
## Overall personal injury casualties

Having given consideration to the three separate levels of injury casualties (fatal, serious and slight) both together and independently, through many of the issues relating to road traffic casualties already identified, the following aims to identify how Suffolk is performing in relation to the overall goal of casualty reduction. Figure 7.1 shows the volume of all injury casualties recorded over the previous 11 year period. Of these, figure 7.2 shows the proportion of killed and seriously injured casualties and the levels of influence they have on the overall injury totals.

Figure 6.1 shows that levels of total personal injury accidents have fallen consistently since the turn of the century and are now at the lowest level for over 10 years.



In relation to the impact that KSI casualties have on the total personal injury total in Suffolk it is shown in figure 7.2 that despite the increase in recent years, current levels have fallen slightly to 12.3%. The previous 10-year average stands at 13.4%.

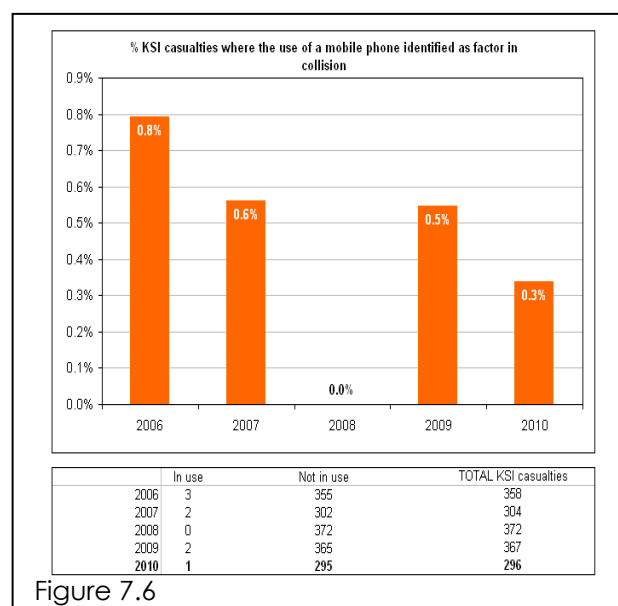
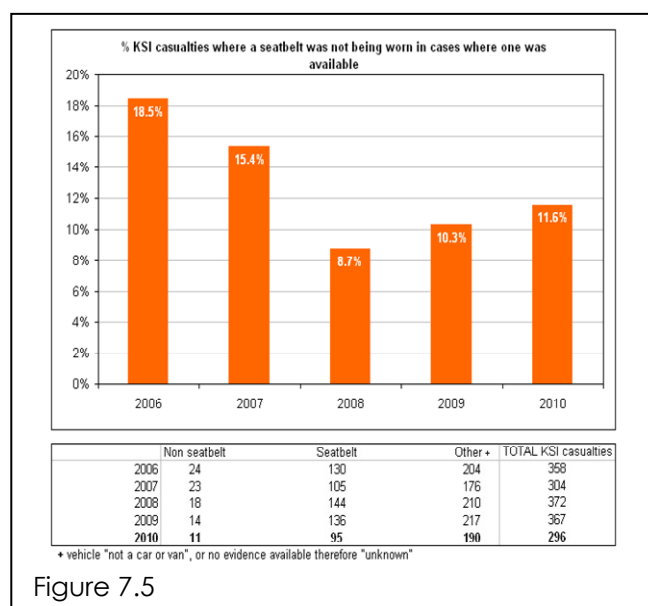
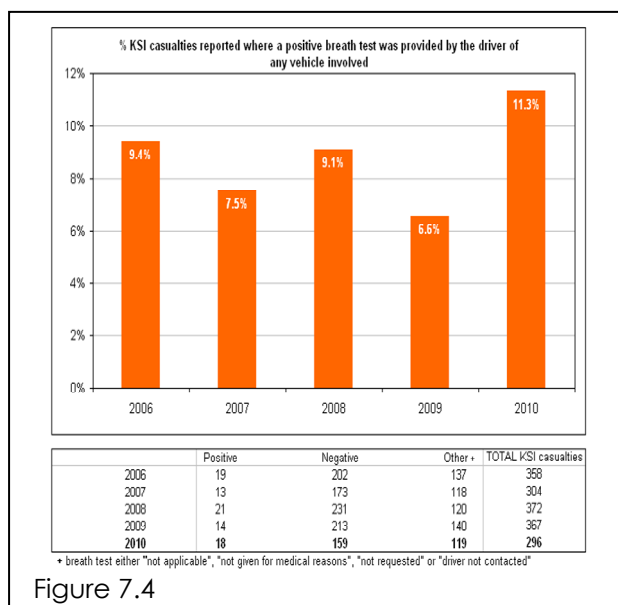
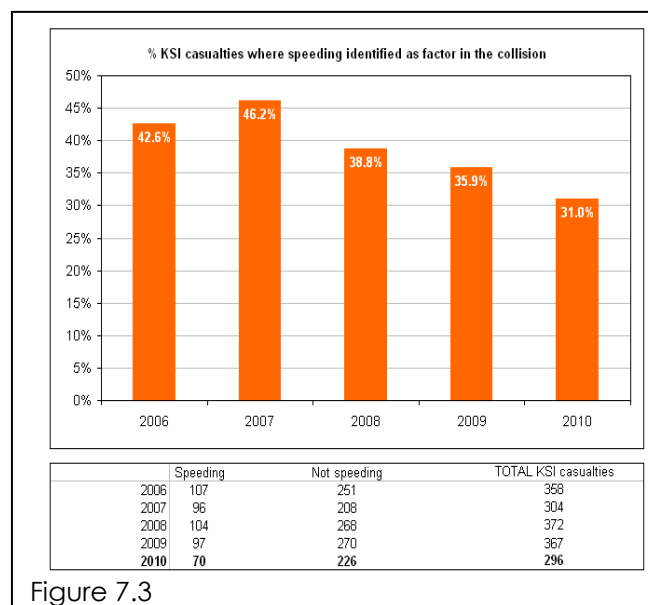


## 4 RoadSafe Campaigns

To tackle the problems of speed, seatbelt compliance, drink/drug driving and mobile phone use in the driving environment, the Suffolk RoadSafe partnership launched the 'No Excuses' campaign in 2009. This was aimed at reducing casualties on Suffolk's roads and followed the successful 'Save A Life' promotional campaign of 2008.



The following information (figures 7.3 to 7.6) shows the extent of these 4 problems in Suffolk and the results reported so far in terms of KSI casualty reduction.



## Trunk Roads

England has a network of trunk roads that are managed, maintained and improved by the Highways Agency; an executive agency of the governments Department for Transport. The network of roads managed by the highways agency are divided into areas and Suffolk forms part of Area 6. Being one of the few English counties without any motorways running through it, Suffolk's trunk roads are listed below, and shown in figure 7.7, taken from the official highways agency website (<http://www.highways.gov.uk/>).

- **A12 (North of Lowestoft)**
- **A12 (South of Copdock interchange)**
- **A14 (Felixstowe to Exning, J37)**
- **A11 (between A14 and Norfolk border)**



Figure 7.7

In terms of the volume of casualties recorded from collisions on trunk roads in the county the table below (figure 7.8) details the number and proportion recorded within the last five years. A breakdown of the severity of these collisions is also included.

Casualties	Fatal		Serious		KSI		Slight		TOTAL	
	Trunk Road	% total	Trunk Road	% total	Trunk Road	% total	Trunk Road	% total	Trunk Road	% total
2006	7	15%	29	9%	36	10%	296	12%	332	11%
2007	7	18%	26	10%	33	11%	313	12%	346	12%
2008	4	13%	30	9%	34	9%	310	13%	344	12%
2009	5	12%	31	10%	36	10%	256	11%	292	11%
2010	3	15%	31	11%	34	11%	268	13%	302	13%
TOTAL	33	15%	199	11%	232	11%	1,751	12%	1,983	12%

Figure 7.8

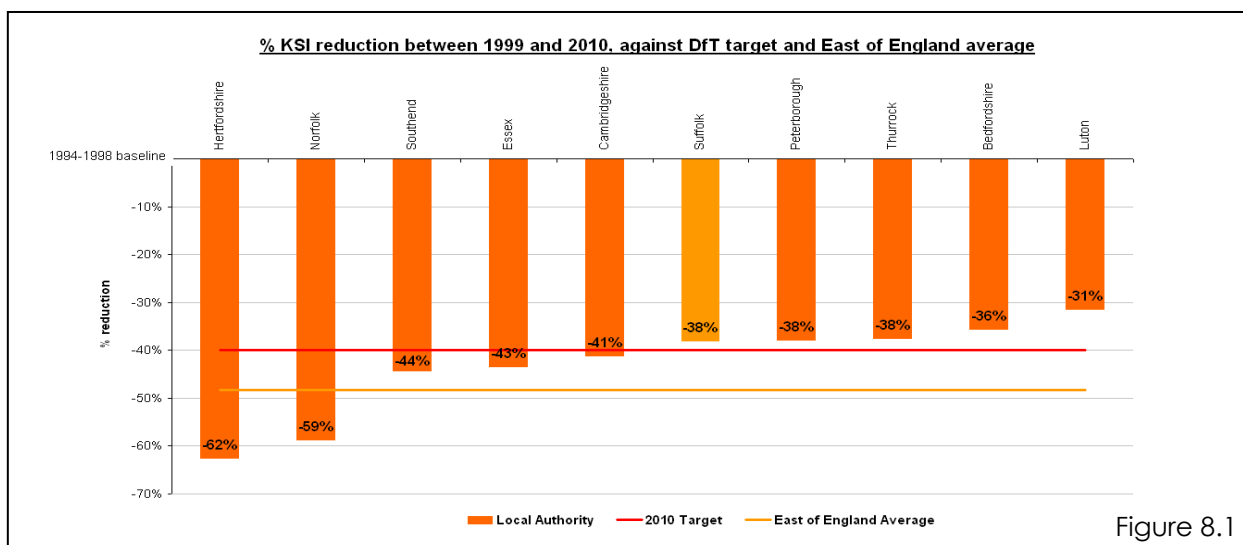
**Section 8:**  
**Eastern Region**

## Eastern Region

East of England casualty trends are collated and published via the Eastern Accident Reduction Working Group (EARWG). The data shown below was distributed following the EARWG meeting in February 2011 and relates to the national suite of reduction targets.

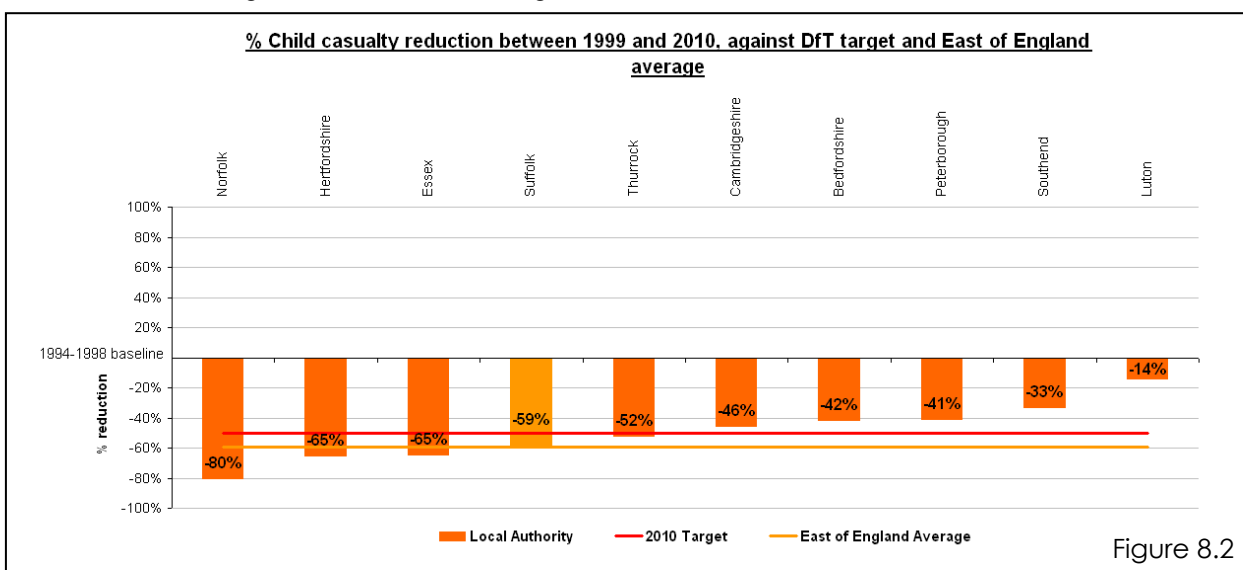
### Killed or seriously injured casualties

- Having improved in the past 12 months to show a reduction of 38% in KSI casualties against the 1994-98 baseline (see figure 8.1), Suffolk's performance in comparison with its local peers is more positive. Lying 6<sup>th</sup> (out of 10), the current position is an improvement from the position of 9<sup>th</sup> reported in the 2009 annual casualty report.
- Current performance is 10.3% below the regional average reduction of 48.3% but only 1.9% (9 casualties) below the local 2010 target of a 40% reduction.
- Despite the average single year change in KSI casualties remaining constant for 2009, the East of England average exceeded the 40% target for the third successive year with 5 of the 10 authorities achieving their target.



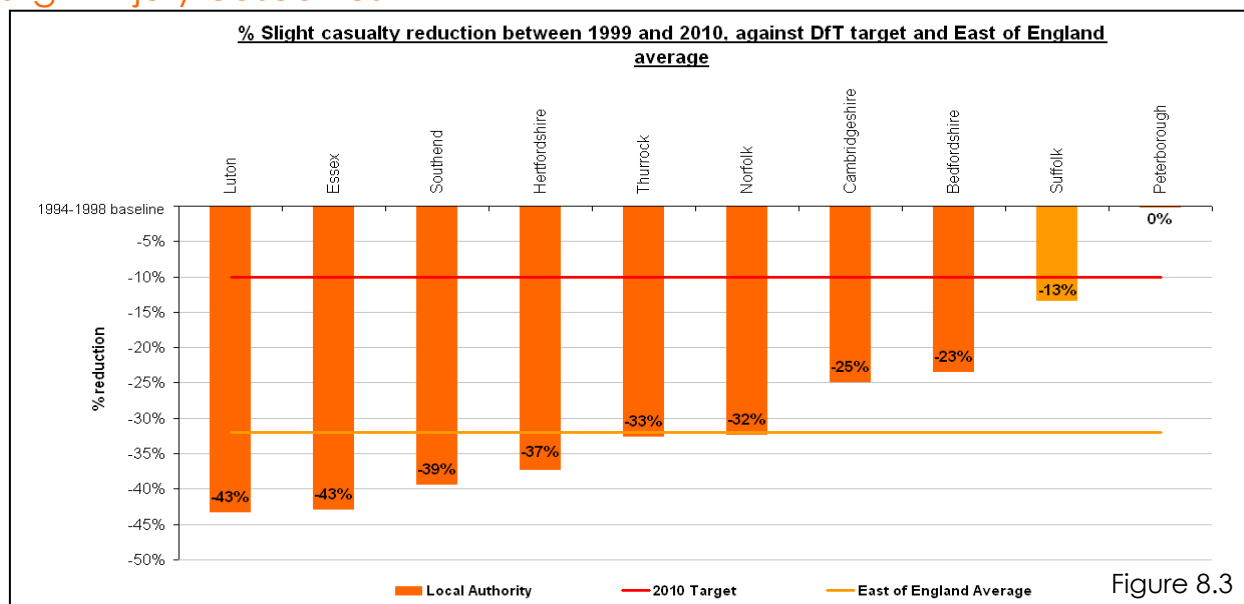
### Child casualties (killed or seriously injured)

- Following the 2010 calendar year performance against Child KSI casualties (21), Suffolk's reduction of 58.8% sees them 4<sup>th</sup> (out of 10) highest in figure 8.2.
- Current performance is slightly worse than the regional average reduction of 59.5%, but 8.8% better than the 2010 target of a 50% reduction against the baseline.



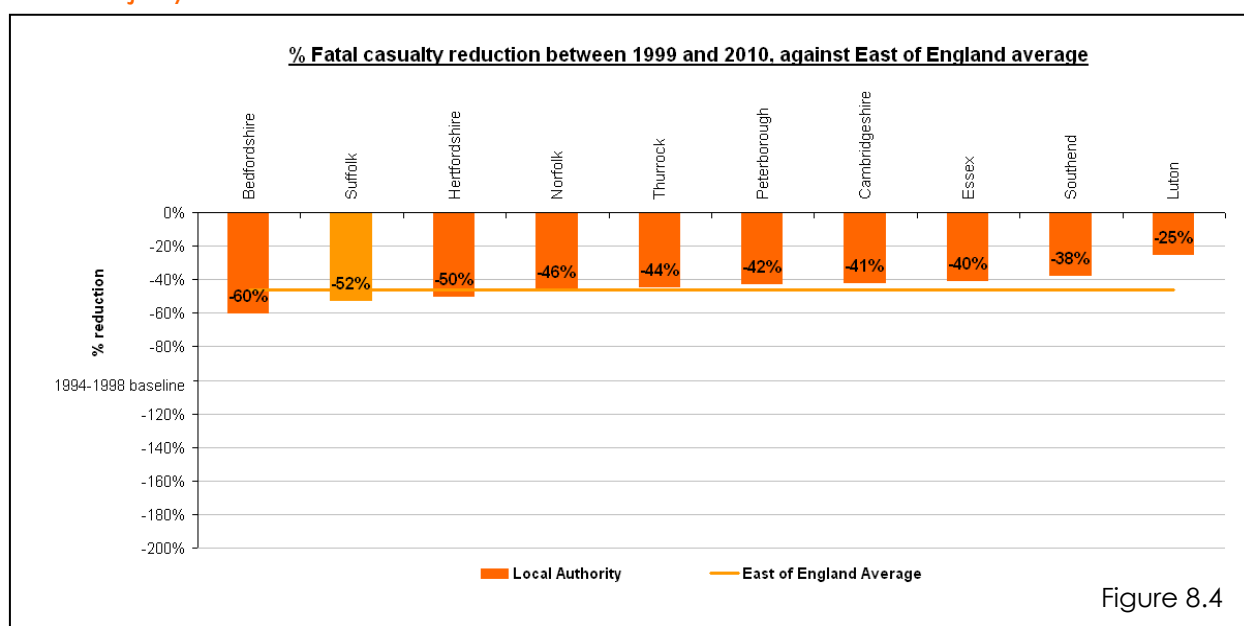


## Slight injury casualties



- Following the 2010 calendar year performance against slight injury casualties, Suffolk's performance is 13% (461 casualties) better than the baseline. This represents the third successive year that performance is below the 1994-98 baseline figure.
- Current performance is 18.6% worse than the regional average reduction of 31.9%, but is 3.3% better than the 2010 target.

## Fatal injury casualties



- Following relatively low numbers of fatalities during 2010, Suffolk's performance currently stands at 6.2% above the regional average of 46.0%. This leaves Suffolk the 2<sup>nd</sup> best performing authority within the Eastern Region.
- Current performance is 52.7% better than the 0.5% increase reported in 2009.

2010 figures are provisional 12-month totals to the end of November 2010, with the exception of those for Bedfordshire (end of April 2010), Hertfordshire (end of September 2010), Luton (end of October 2010) and Suffolk (final 2010 data).

**Section 9:**  
**Appendices**

## Appendix I: Further information

Cost to the community information is calculated using Transport Analysis Guidance (TAG) Unit 3.4.1' (2010) published by the Department for Transport. The national average values are shown below:

Average value of prevention per casualty by severity and element of cost				
2008	£ June 2008			
Injury severity	Lost output	Human costs	Medical and ambulance	TOTAL
Fatal	578,840	1,103,980	990	1,683,810
Serious	22,300	153,400	13,510	189,200
Slight	2,360	11,230	1,000	14,590
Average, all casualties	10,940	39,270	2,410	52,620

To view an explanation of how these figures are derived, please see the DfT's road safety document at: <http://www.dft.gov.uk/pgr/roadsafety/ea/>

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For any queries on this report contact:

**Matthew Frankland**  
Road Safety Data Analyst, Suffolk County Council

Email: [research@suffolk.gov.uk](mailto:research@suffolk.gov.uk)

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## Appendix II: Local interpretation of speed related collisions

For a collision to be classed as speed related within Suffolk County Council's local interpretation of 'Speeding' it must meet at least one of the following criteria:

- Contributory Factor 306 (*exceeding speed limit*)
- Contributory Factor 307 (*travelling too fast for conditions*)
- Contributory Factor 602 (*careless, reckless or in a hurry*)