



Suffolk County Council

ROAD CASUALTY REPORT

mid-2012



Executive Summary

Performance against National Principles of Road Safety

Early estimations suggest that 2012 will report:

- **323** killed or seriously injured (**KSI**) casualties, down 1% against 2011 and below the incremental 2020 national figure for reducing casualties by 2%
- **26 deaths** occurring on Suffolk's roads, down 4 (13%) against 2011 and below the incremental 2020 national figure for reducing casualties by 10 (28%).

Performance against Suffolk's Pertinent Issues

Early estimations suggest that 2012 will report:

- **55** killed or seriously injured (KSI) **pedestrian** casualties, up 39% against 2011 and 19% against the most recent (2007-2011) 5-year average
- **32** killed or seriously injured (KSI) **child** casualties, up 53% against 2011 and 6% against the most recent (2007-2011) 5-year average
- **38** killed or seriously injured (KSI) **pedal cyclist** casualties, down 10% against 2011 and up 23% against the most recent (2007-2011) 5-year average

Current figures for 2012 to-date report:

- A breakdown of KSI casualties recorded so far in 2012 by **vehicle type** shows the number of pedal cyclists remains above average, at over **12%** of total recorded KSI casualties. Figures for motorcyclists are at their lowest total (Jan-Jul) in over 5 years - **39** KSI motorcyclists are recorded 2012 compared to the most recent 5-year average of 53.
- In relation to **age**, KSI casualties in 2012 countywide figures are above (4 casualties) the recent average within the 0-15 (child) age group. A reduction of **16%** against the most recent 5-year average is reported for KSI casualties aged between 16 and 24. KSI casualties aged between 45 and 54 report the biggest rise against the 5-year average, at **46%**.

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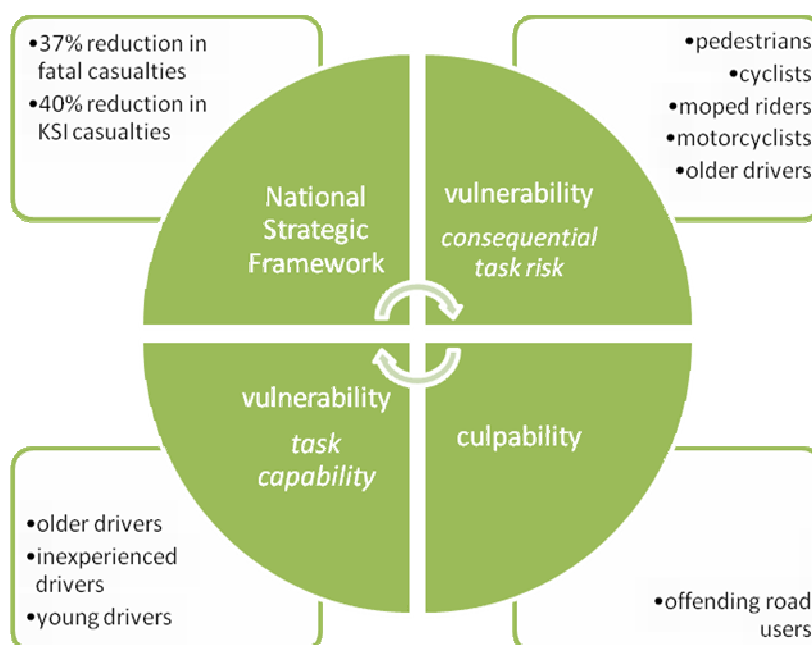
ROAD CASUALTY REPORT: mid-2012

Introduction

The 2011 annual Road Casualty Report for Suffolk introduced the counties strategy for its adoption of the national 2020 *Principle of Road Safety Framework*. As is shown in the matrix below, the specific areas of focus within Suffolk's road safety strategy lie predominantly within the themes of culpability and vulnerability.

The framework below highlights the specific areas of focus within Suffolk's road safety strategy. As well as the national strategic framework (further detailed below), specific road user groups are identified based around the issues of vulnerability (both in terms of exposure to injury as a direct result of task risk, and through the potential for reduced task capability) and culpability. It is noted that with the exception of 'offenders' assigned culpability in road traffic collisions is a very subjective measure and could be assigned to all road user groups.

2020 Principles of Road Safety for Suffolk



Casualty reduction

Relating to recorded casualties post-2010 the National Strategic Framework sets out national principles for road safety, without prescriptive targets either nationally or locally. However it does highlight a commitment to continuing the trend of declining casualties, and sets out a national projection of a fatality reduction of 37% to 1,770 by 2020 (or 46% for low scenario), and a KSI reduction of 40% (50% for low scenario) against the 2005-2009 average.

In response to the Department for Transport's National Strategic Framework for casualty reduction the suggested reductions mean the following for Suffolk;

- a percentage reduction in KSI's would equate to an annual figure of **214** by 2020
- a percentage reduction in fatal casualty's would equate to an annual figure of **24** by 2020

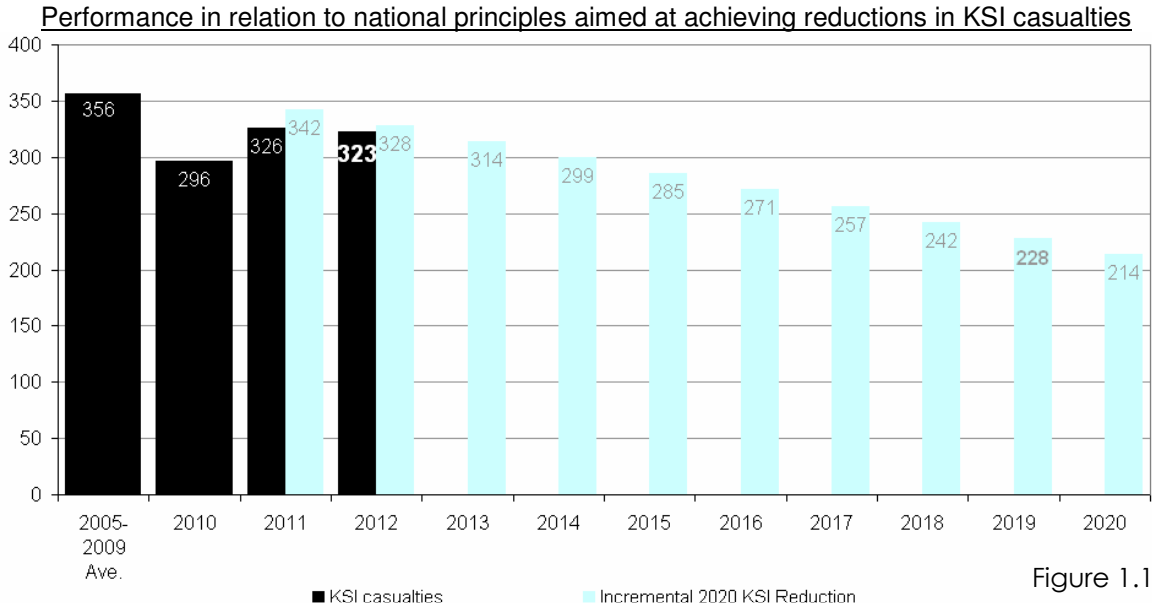
The following mid-2012 review is based on the latest personal injury road traffic collision information held at the time of compilation. Collisions recorded date from January to July 2012

Section 1:

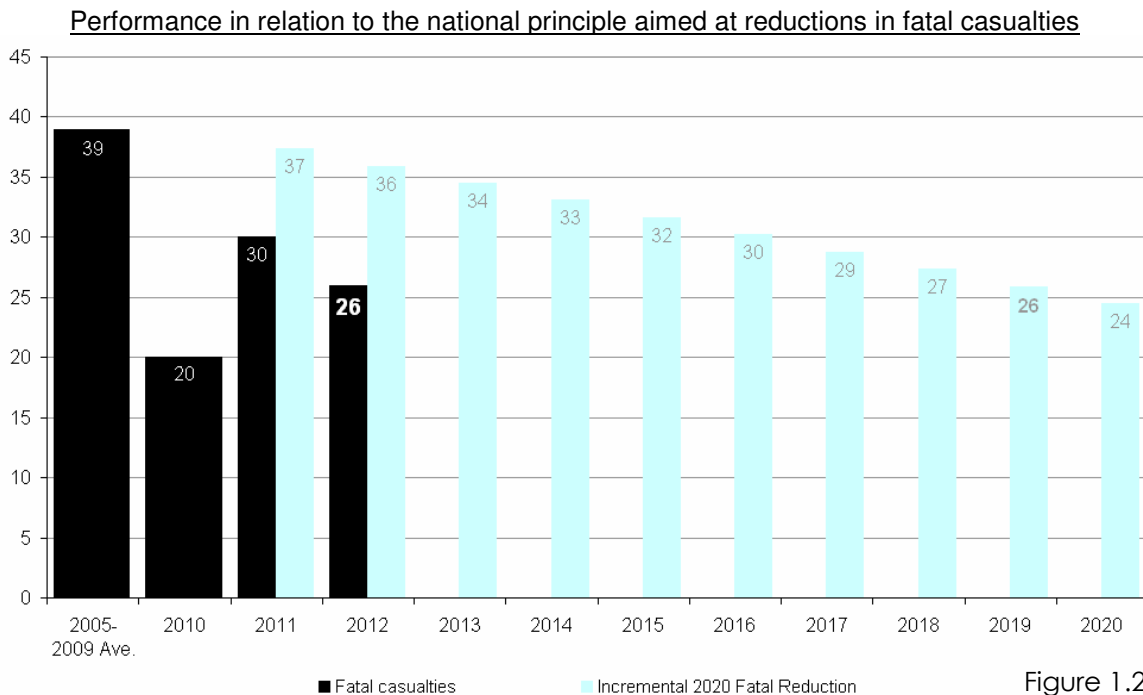
Casualty Reduction

Contribution toward national casualty reduction

The following charts show the expected final outturn of KSI (figure 1.1) and fatal (figure 1.2) casualty's, based on the number already recorded in 2012 and the previous 5-year seasonal adjusted average performance for the remainder of the calendar year.



Based on the data shown in figure 1.1, the final estimate for KSI casualties for 2012 stands at **323**. This is below the annual incremental target for 2020 by 5 casualties (1.5%) and keeps Suffolk on course to reach its target set as part of the government modelled national principles. The estimate of 323 is also slightly (0.9%) below the annual figure of 326 reported in 2011 and 9.3% lower than the 5-year agreed average target.



In relation to fatal casualties, figure 1.2 estimates that the total number of people killed in road traffic collisions in 2012 currently stands at **26**. This figure is 10 (27.8%) below the annual incremental target of 36, 13.3% below the figure reported in 2011 and 33.3% lower than the 5-year agreed average target.

12-monthly rolling performance against strategic indicators

Between January and July 2012 the rolling 12-month figure for KSI casualties has risen slightly to **328**. Overall the rolling 12 month figure remains within what would be regarded as the statistically acceptable boundaries in relation to its fluctuation over the previous 5 years.

Performance in relation to 12-month rolling totals for KSI casualties

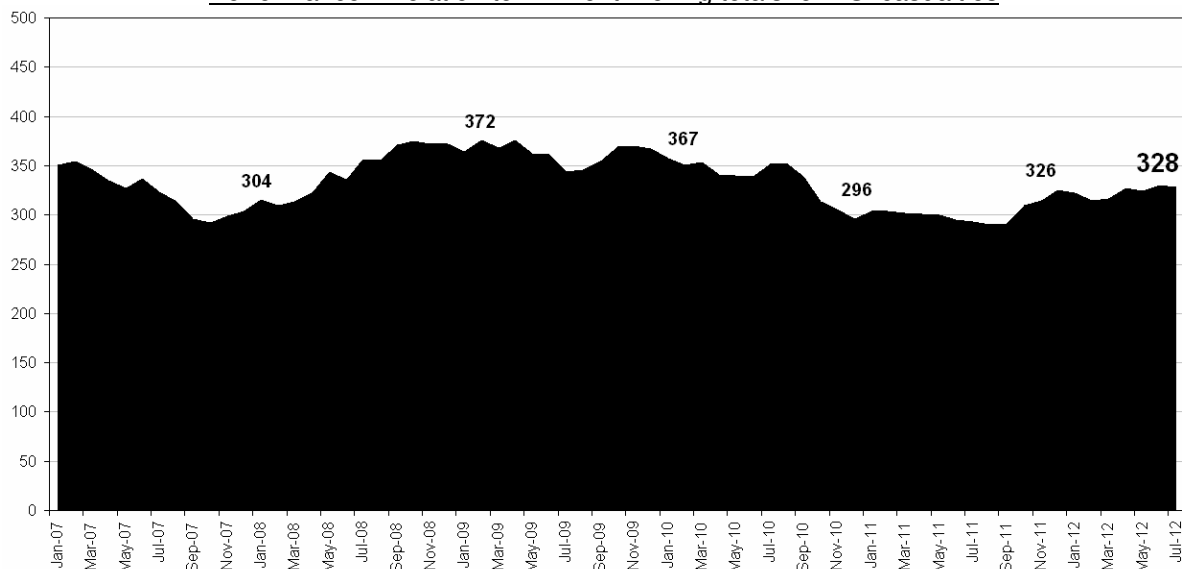


Figure 1.3

Over the same period of time the 12-month rolling number of fatal casualties has fallen to **27**. While this does not represent the lowest recorded total in recent years, levels are approximately 47% lower than in 2007 (51), and more recently 32.5% lower than the 42 recorded in early 2010.

Performance in relation to 12-month rolling totals for fatal casualties

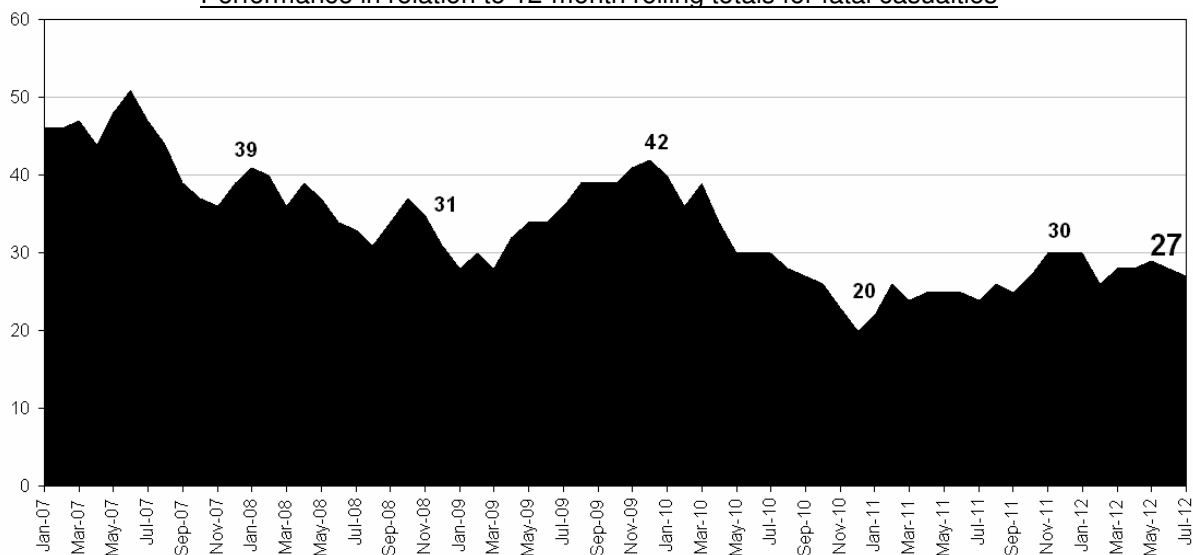


Figure 1.4

The current total of 13 recorded in 2012 is the second lowest total for fatal casualties, recorded between January and July, in recent years. Only in 2010 (when the lowest ever annual recorded number of people killed on the counties roads was reported) have levels of fatal casualties been lower.

Section 2: Collision and Casualty Trends and Vulnerable Road Users

Collision and Casualty Trends and Vulnerable Road Users

In association with national and local priorities the 2011 annual casualty report gave specific focus to vulnerable road users and their prevalence within the county's road traffic collision statistics. The extent to which the following groups are represented in the 2012 figures (to-date) is shown in this section. These groups represent some of the most vulnerable road users in terms of the 'exposure to serious injury' and in relation to 'task capability/inexperience' – concepts summarised in the introduction of this report.

- Pedestrian casualties
- Killed or seriously injured child casualties
- Pedal cyclist casualties

Pedestrian casualties

As is generally the case of all category of road user listed under the classification of vulnerable, the potential for suffering serious or even fatal injury is high. It is collisions of more serious nature which Suffolk County Council target as highest priority, given the associated impact on individuals and society are greater.

2012 has seen 28 KSI pedestrian casualties reported to date. Figure 2.1 below shows the cumulative monthly breakdown of these against the most recent previous 5-year average.

Recorded monthly KSI pedestrian casualties shown cumulative for 2012 (to date) against the most recent previous 5-year average (2007-2011)

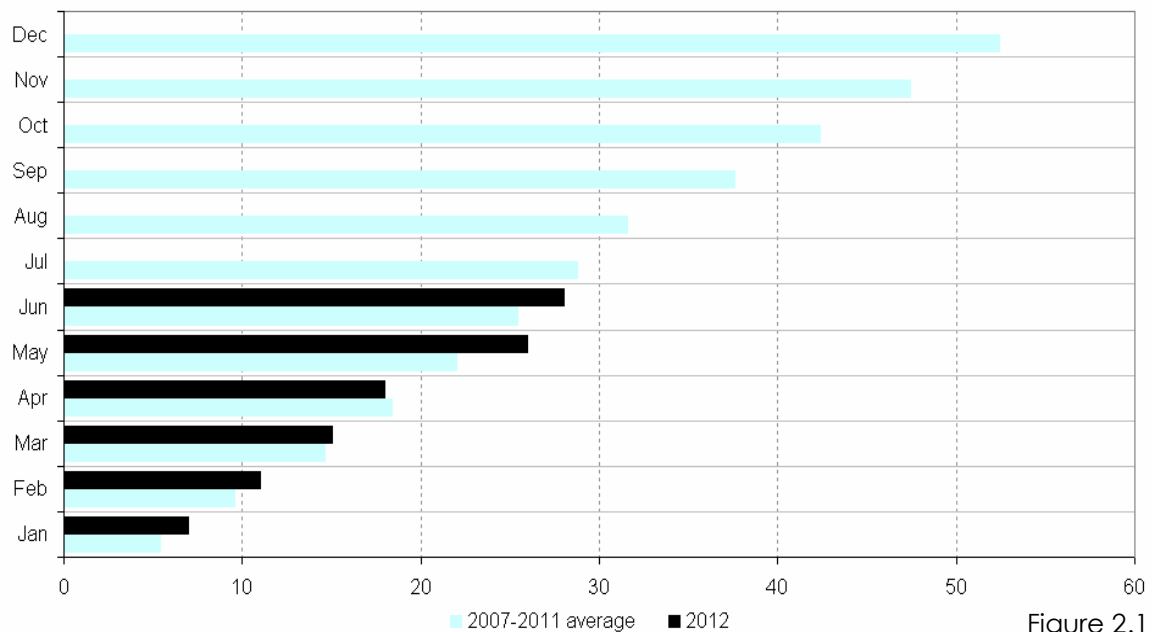


Figure 2.1

Based on the figures shown above, and using a seasonally adjusted estimate of likely future recorded casualties for the remainder of 2012, the estimated final outturn for KSI pedestrian casualties in Suffolk is **55**. Shown comparatively against totals recorded in previous years the figure of 55 represents an increase of 34.1% and 52.8% against 2010 and 2011 respectively. Figure 2.2 shows the most recent annual totals for KSI pedestrian casualties together with the estimated total for 2012.

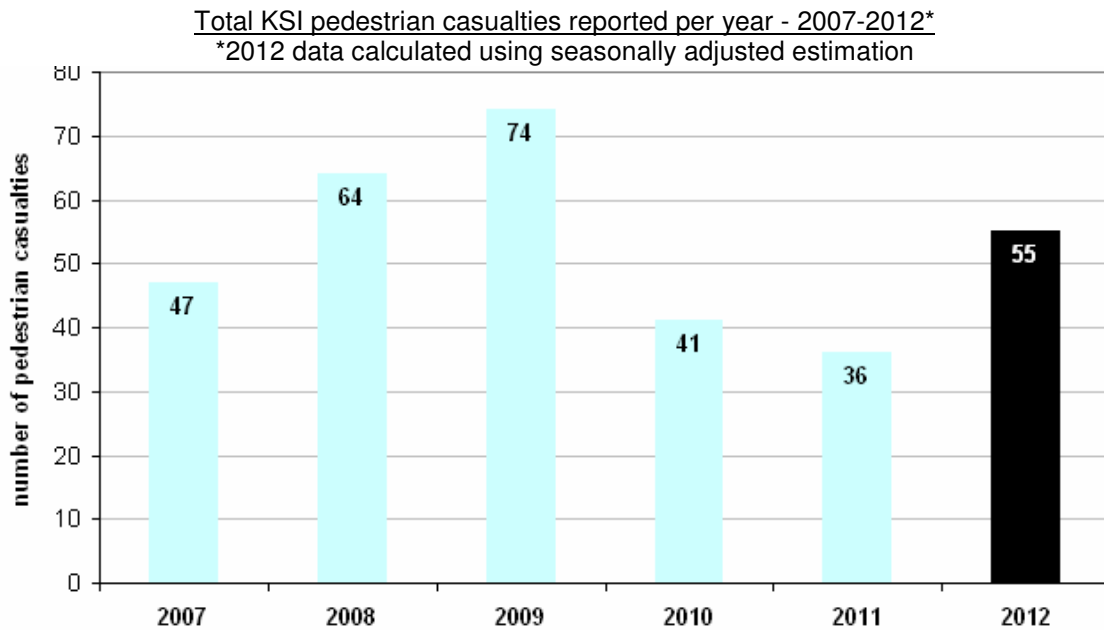


Figure 2.2

Killed or seriously injured child casualties

It was reported in the 2011 annual report that recent rises in KSI child casualties have been reversed in 2010 and 2011. Figure 3.8 below shows the annual outturn of child KSI casualties over the last 5 years including the estimated outturn for 2012.

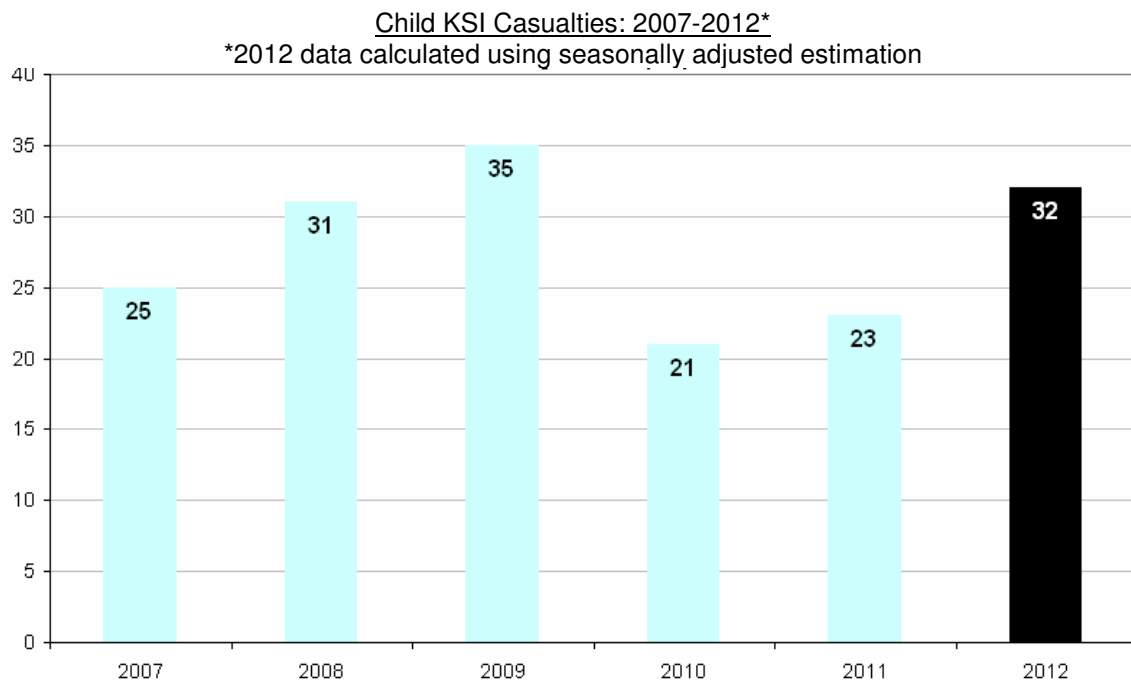


Figure 2.3

The estimate figures for 2012 show that levels of child KSI casualties are expected to rise this year, back to levels close to those reported in 2008 and 2009. There hasn't been any reported child deaths on our roads so far this year, which is good news, but the expected rise in child KSI casualties will be monitored for the remainder of the year.

Killed or seriously injured pedal cyclist casualties

Cycling is an activity which is becoming increasingly more popular throughout the United Kingdom in recent years, and Suffolk is no different.

At 42, the number of KSI casualties reported for pedal cyclists in 2011 was the highest recorded in Suffolk in recent years. In 2010 the figure was 33 and the most recent previous 5-year average (2006-2010) at that time stood at 26.4.

During 2012 (to date) rolling figures for KSI pedal cycle casualties have remained at levels recorded toward the end of 2011. Using the seasonal adjusted average calculation the estimate for the 2012 calendar year is **38**. This would be 9.5% below the 2011 outturn but still the second highest annual outturn of recent years.

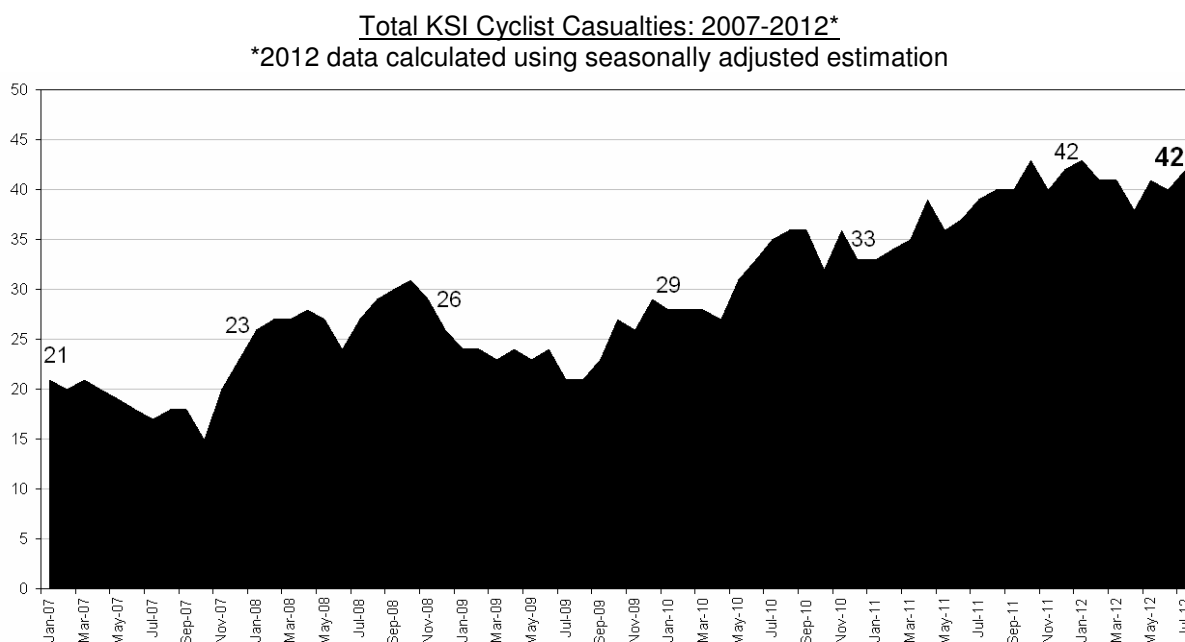


Figure 2.4

As is shown in figure 2.4 the rolling 12-month pattern of pedal cyclist KSI casualties has grown in tandem with the recent increase in popularity of cycling. It is logical to say that the reported increase in casualties can be largely explained through the concept of exposure – *meaning that an increase in the number of cyclists on the highway will naturally lead to an increase in collisions* – especially in what we have already identified as a high risk and vulnerable mode of transport.

Due to the confusion that an increase in exposure to the task creates, being able to establish the extent of cyclist culpability within the rise in casualties is paramount. In light of a government announcement in June 2012, whereby local authorities were invited to bid for a share of £15m to tackle dangerous junctions for cyclists, Suffolk County Council is in the process of putting together evidence in relation to pedal cycle casualties.

Collision and casualty trends

The following section differs slightly from that reported previously in this insomuch that it will report casualties to date reported in 2012 and not aim to provide an estimate of the annual outturn. Due to the low reporting of certain vehicle types and age groups, using a method of estimating annual outturns would not add value in this case.

Total KSI casualties by vehicle type

Figure 2.5 highlights the number of recorded KSI casualties recorded between January and July 2012, against the most 5-year average recorded over the same period. The data has been broken down by vehicle type (including pedestrians) with the aim of showing how 2012 patterns are similar, or otherwise, to recent performance. This information is supported by table 2.1, which shows the annual breakdown by vehicle type from which the 5-year average is made up.

In 2012 so far, of the 179 recorded KSI casualties, 43.0% were either drivers or passengers in a car. This is slightly below the 5-year average of 44.4%. In relation to pedal cycle KSI's; the total recorded in 2012 represents 12.3% of the total number recorded in the county. This is similar to that reported in 2011 but represents a marked increase on from the average of below 7% prior to 2011. In contrary to this figure 2.5 shows that levels of motorcyclist KSI's have fallen by 26.4% in 2012 against the 5-year average. Once again, evidence shown in table 2.1 points to a change in what might be deemed the recent 'norm'.

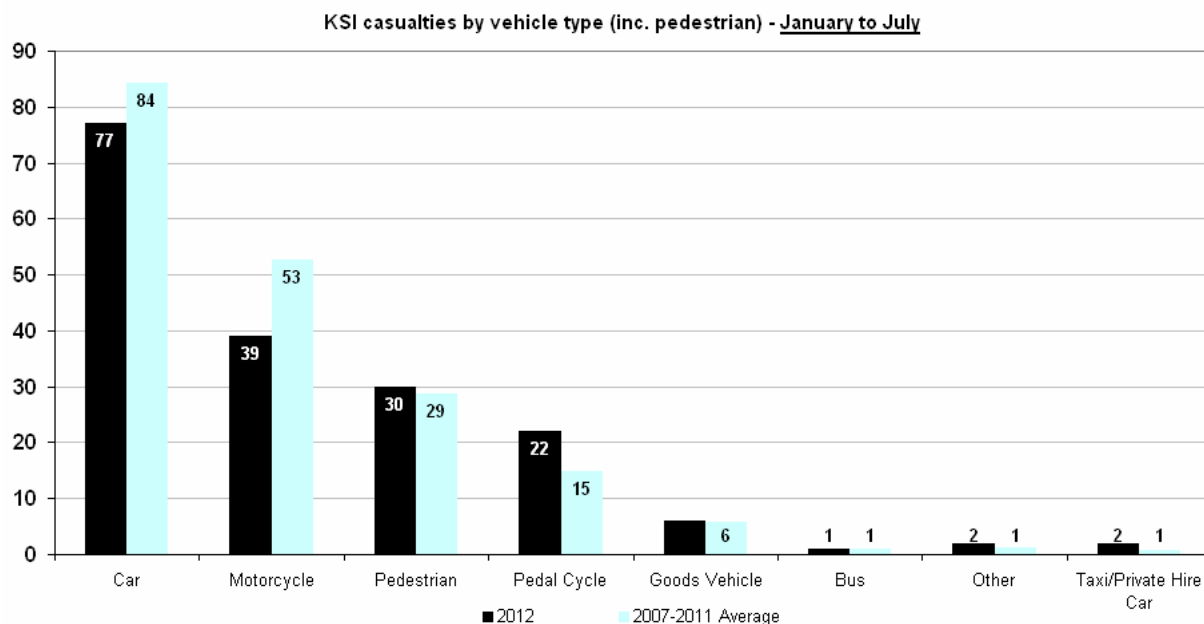


Figure 2.5

Vehicle Type	2007	2008	2009	2010	2011	2007-2011 Average	2012
Car	81	98	86	70	86	84	77
Motorcycle	45	60	52	62	44	53	39
Pedestrian	23	41	39	20	21	29	30
Pedal Cycle	11	15	10	16	22	15	22
Goods Vehicle	8	4	6	8	3	6	6
Bus	0	2	1	2	0	1	1
Other	2	2	1	1	0	1	2
Taxi/Private Hire Car	0	1	0	1	1	1	2
TOTAL	170	223	195	180	177	189	179

Table 2.1

Total KSI casualties by age group

Figures 2.6 and table 4.2 below show the pattern of KSI casualties recorded in Suffolk between January and July 2012, and over the same 7-month period for an average of 2007-2011. Unsurprisingly, given the long term patterns shown locally, nationally and worldwide the 16-24 year old group are the most prolific in terms of KSI casualties. Previous research has reported on several occasions that behavioural and exposure related issues put this group of road users at high risk. Recent years has seen the extent to which this is the case diminish with only the proportion of KSI casualties recorded in the county falling from 31.0% in 2007 to 26.7% in 2011. Figures below show that forte period January to July 2012, 16-24 year olds accounted for 22.9% of total KSI casualties.

Recording 39 KSI casualties to date, the age group 45-54 years stands out from figure 2.6 as the highest reported increase within an age group in 2012 against the most recent 5-year average. Further investigation of the 2012 figures shows that this age group account for 31% of all motorcycle KSI's and 23% of all pedal cycle KSI's. Comparative figures over the most recent 5-year (Jan-Jul) period report and average of 16% and 5% respectively.

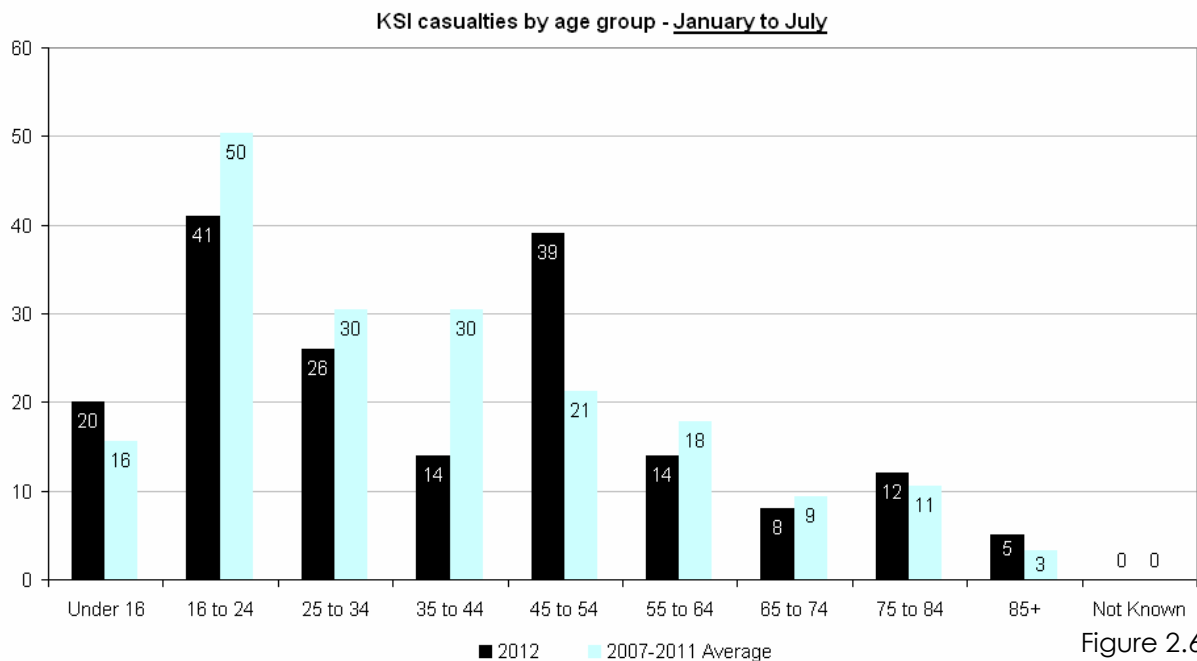


Figure 2.6

Age Group	2007	2008	2009	2010	2011	2007-2011 Average	2012
Under 16	22	16	14	12	14	16	20
16 to 24	51	59	51	45	46	50	41
25 to 34	24	39	37	31	21	30	26
35 to 44	30	37	30	29	26	30	14
45 to 54	12	26	16	23	29	21	39
55 to 64	15	19	15	20	20	18	14
65 to 74	5	10	16	6	10	9	8
75 to 84	6	16	11	11	9	11	12
85+	5	1	5	3	2	3	5
Not Known	0	0	0	0	0	0	0
TOTALS	170	223	195	180	177	189	179

Table 2.2

**Section 3:
Maps of collisions recorded in Suffolk
2012 (January – July)**

Map of KSI collisions recorded in Suffolk between January and July 2012

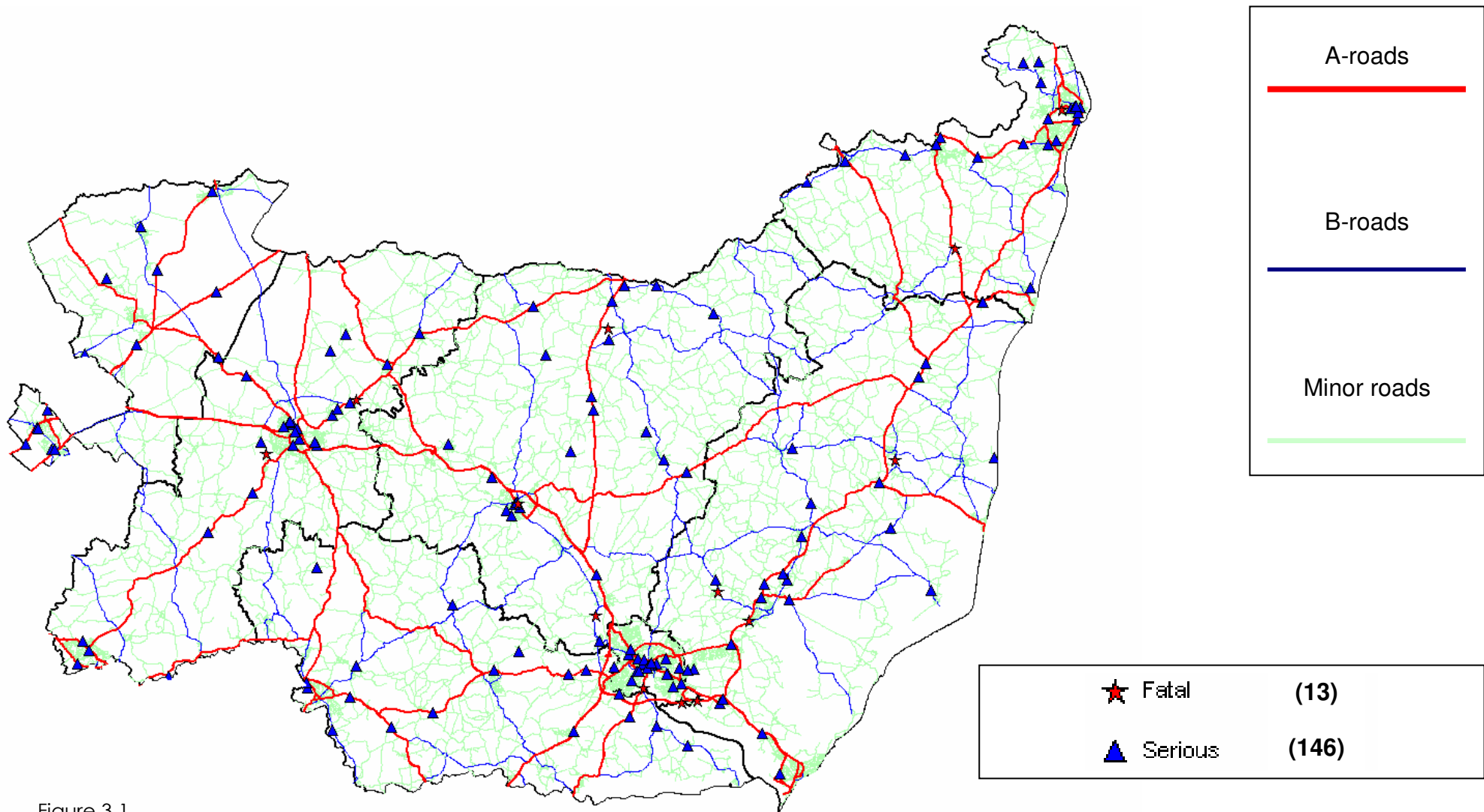


Figure 3.1

Thematic map of KSI collisions recorded in Suffolk between January and July 2012 (by Ward)

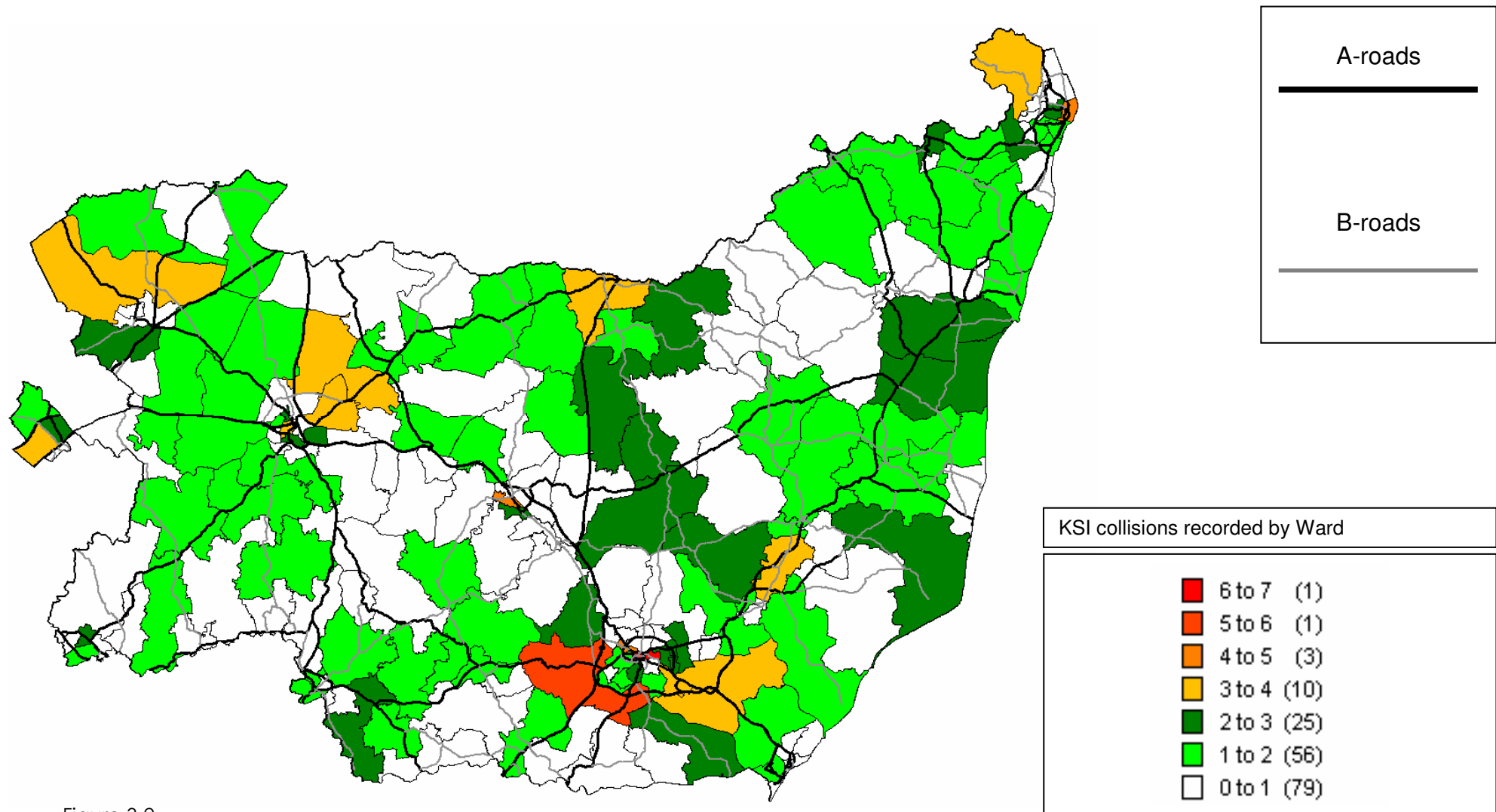


Figure 3.2

Thematic map of all injury collisions recorded in Suffolk between January and July 2012 (by Ward)

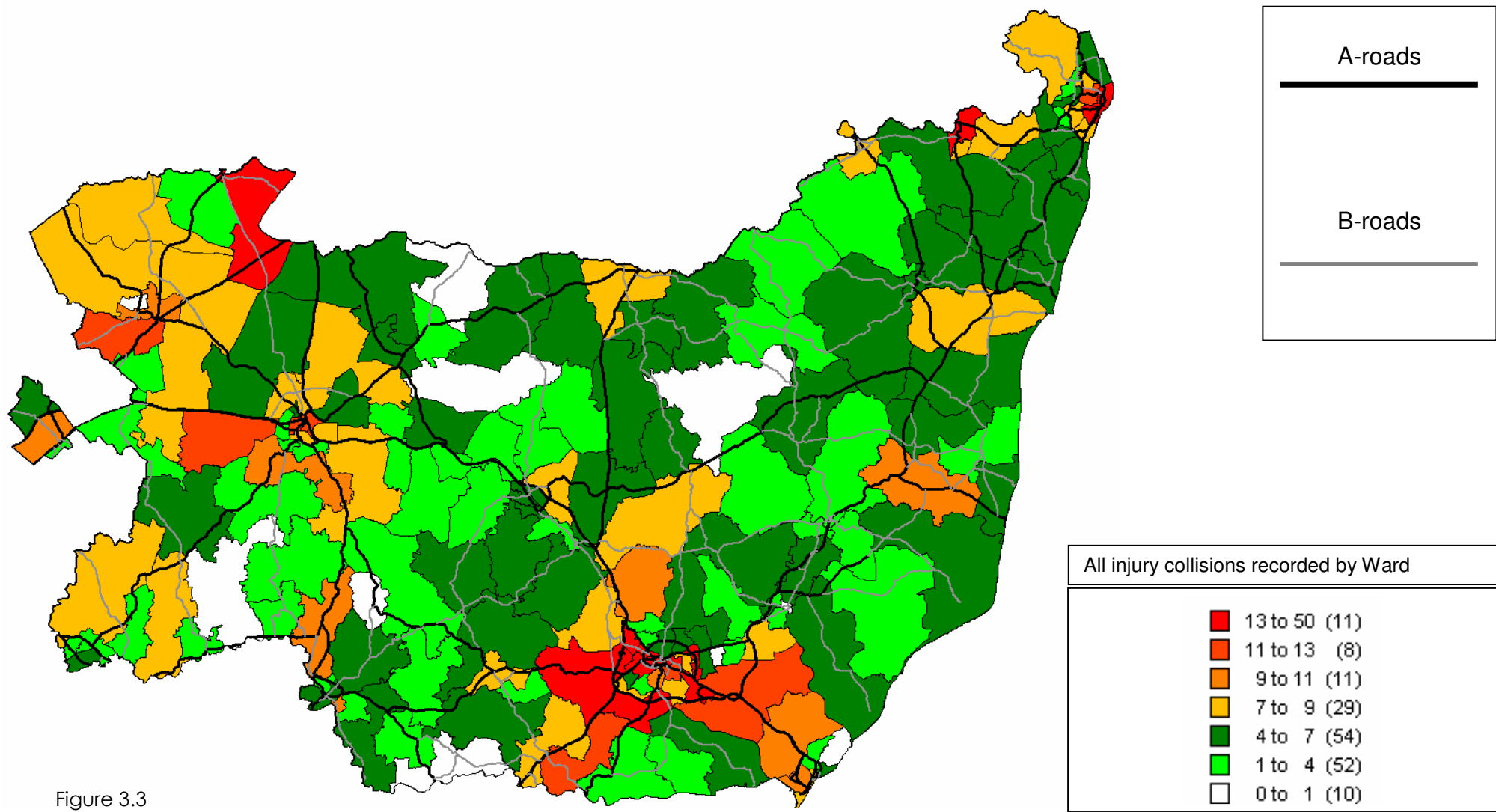


Figure 3.3