

ROAD ACCIDENT AND CASUALTY REPORT 2006

Introduction

Suffolk County Council compiles a database of road accidents involving personal injury, occurring on public highways, which have been attended by, or reported to, Suffolk Constabulary. Accidents are categorised according to their casualty injury severity: fatal, serious or slight as judged by the Police officer making the accident report.

This report details the main findings of analyses carried out on accidents occurring in 2006. Trends in accident and casualty numbers are also examined over longer time periods and those of particular modes of transport and age groups.

- Killed or Seriously Injured (“KSI”) casualties are down from 381 in 2005, to an **all-time-low** of 359, a decrease of 6%, and is 63 below the 2001-2005 5-year average of 422.
- There were 47 fatalities in 2006, matching the 5-year average between 2001 and 2005.
- Slight casualties have decreased from 2674 in 2005 to 2547 in 2006. The 2006 figure is 157 lower than the 2001-2005 5-year average of 2704.
- The 2006 child KSI casualty figure of 25 is the second lowest ever seen in Suffolk and equals the target set for 2010, however the challenge will be to keep it at this low level.

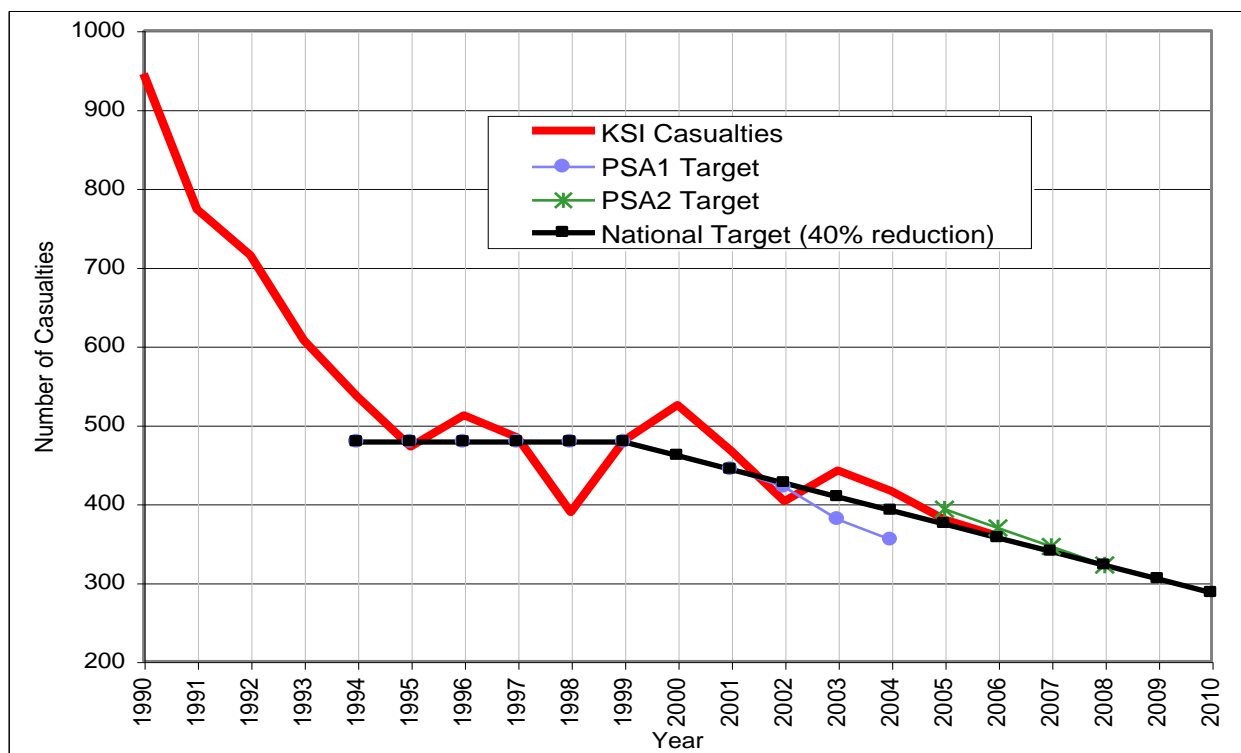
National Casualty Reduction Targets

In 'Tomorrows Roads - Safer for Everyone 2000', the government set three casualty reduction targets to be achieved by 2010. The baseline for the target in each case is the 1994-1998 average figure:

- a 40% reduction in the number of people killed or seriously injured (KSI);
- a 50% reduction in the number of children killed or seriously injured (KSI); and
- a 10% reduction in the number of people slightly injured.

Figures 1 and 2 show the progress of Suffolk against set targets up to the end of 2006.

Figure 1. Suffolk KSI Casualties and the National Target

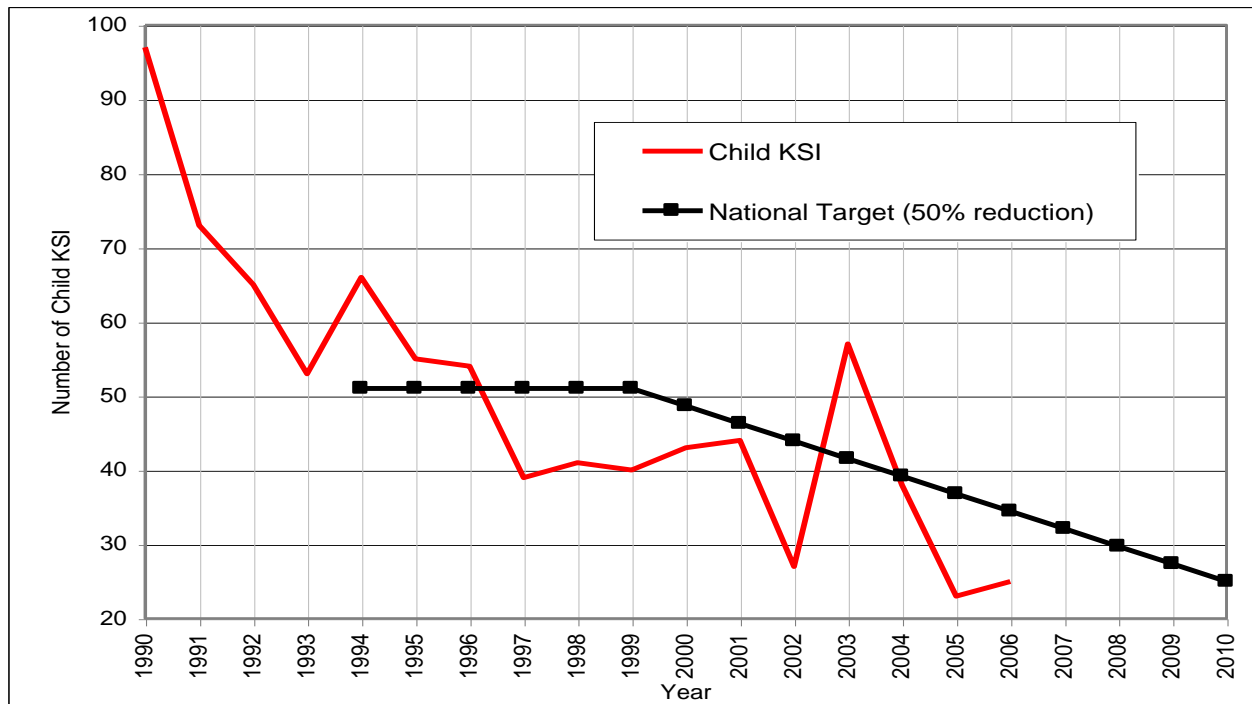


Killed or seriously injured accident (KSI) and casualty numbers decreased during 2006 to an all-time-low of 359. However, fatalities in 2006 actually increased by around a third to 47 compared to 36 in 2005. Overall, KSI accident and casualty figures are consistently decreasing.

The Public Service Agreement (PSA1) agreed with the government in 2004 contains a 'stretched' target for casualty reduction, and had aimed to achieve the national target for KSI casualties early.

In response to the outcome of the difficult previous year, the PSA target was reset to a higher position (PSA2) in 2005 to achieve 322 KSI casualties by 2008. In 2006 we met the milestone target and would appear to be on track to meet the PSA2 target.

Figure 2. Suffolk Child KSI Casualties and the National Target



Child KSI casualties (children aged 0-15 years): increased slightly from 23 in 2005 to 25 in 2006, which included one fatal.

The 2006 child KSI casualty figure of 25 is the second lowest ever seen in Suffolk. This equals the national target of 25 child casualties in Suffolk by 2010 and it will be challenging to help keep this low figure and to further reduce it.

Figure 3. Suffolk Slight Casualties, 1994 to 2006

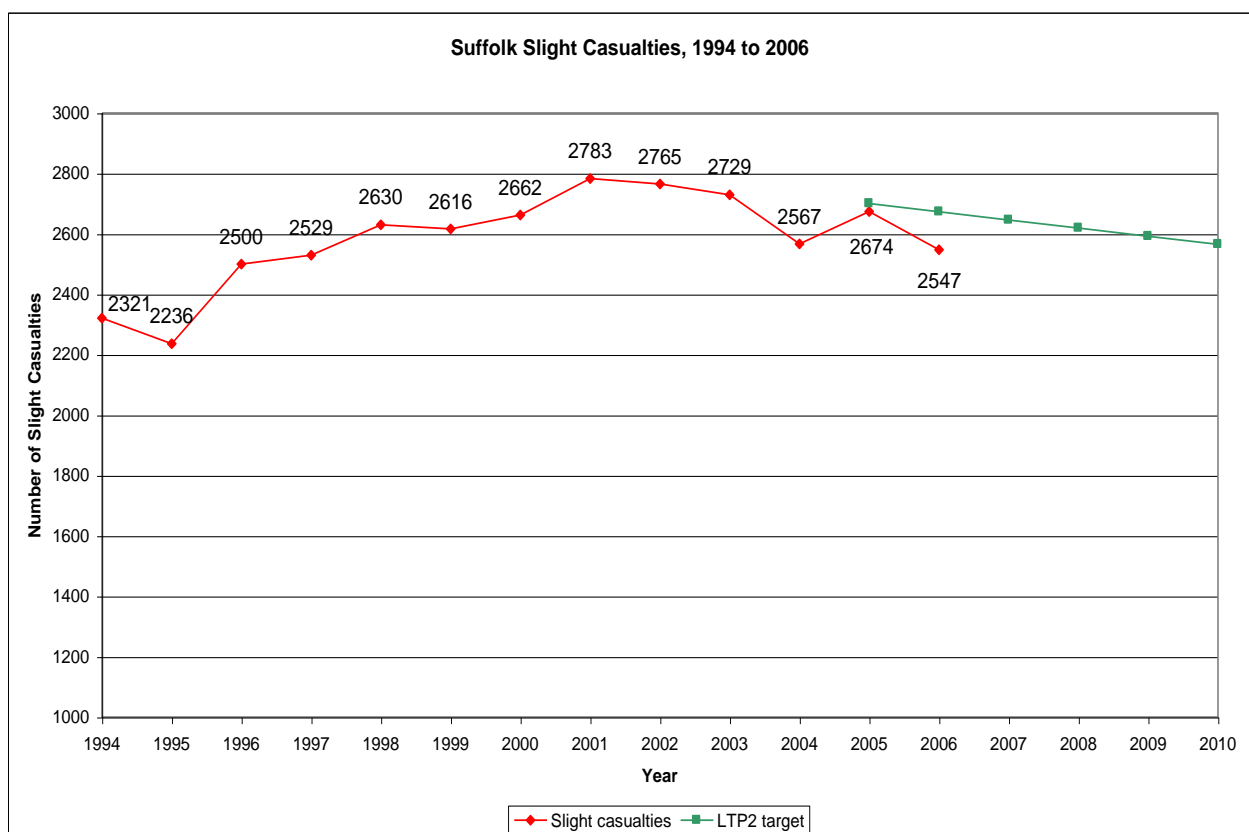


Figure 3, above, shows the change in Slight casualty figures between 1994 and 2006.

Slight casualties decreased from 2674 in 2005 to 2547 in 2006, achieving the new Local Transport Plan "LTP2" target of 2673.

Accident and Casualty Trends

Table 1. Accident and Casualty numbers, 1994 to 2006

Year	Accidents					Casualties				
	Fatal	Serious	Sub Total (KSI)	Slight	Total	Fatal	Serious	Sub Total (KSI)	Slight	Total
1994	44	387	431	1666	2097	50	486	536	2321	2857
1995	32	358	390	1623	2013	34	438	472	2236	2708
1996	52	347	399	1738	2137	58	454	512	2500	3012
1997	42	363	405	1820	2225	44	440	484	2529	3013
1998	21	316	337	1914	2251	23	366	389	2630	3019
1999	45	355	400	1898	2298	48	432	480	2616	3096
2000	50	387	437	1875	2312	56	469	525	2662	3187
2001	49	345	394	1961	2355	53	414	467	2783	3250
2002	42	294	336	1964	2300	43	360	403	2765	3168
2003	50	316	366	1975	2341	60	382	442	2729	3171
2004	40	314	354	1867	2221	42	374	416	2567	2983
2005	33	298	331	1913	2244	36	345	381	2674	3055
2006	40	274	314	1775	2089	47	312	359	2547	2906

As shown in Table 1 above, the accident total for 2006 (2089) has continued the general reduction trend of the previous five years, and is the lowest accident total since 1995.

Similarly, the casualty total for 2006 has continued the general trend downwards over the last five years and is also the lowest casualty total since 1995.

Fatal accidents in 2006 were up 20% on 2005 figures (33 to 40) and fatalities increased by a third from 36 to 47. The change in actual numbers is relatively small and the 2006 fatality numbers match the 5-year average for 2001-05.

The comparison of the Killed and Seriously Injured (KSI) accidents 5-year average of 1994-1998 (392) against the 5-year average of 2002-2006 accidents (240) indicates a long-term drop in KSI accidents of 13%.

A similar comparison for KSI casualties - the 1994-98 average (479) against the 2002-06 average (400) - shows a drop of 16%.

Figure 4. Total Accident and Casualty numbers, 1987 – 2006

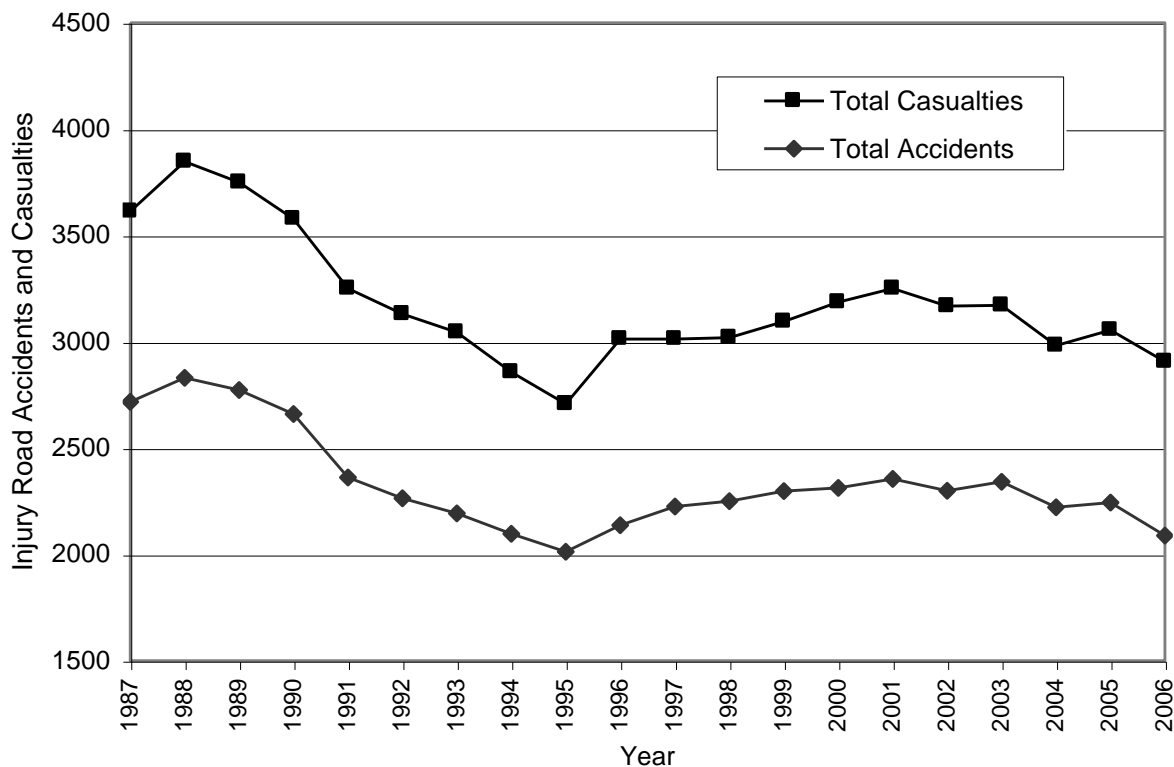


Figure 4 shows that over the last 22 years, considerable reduction has taken place in accident and casualty numbers.

Figure 5. Casualties per Accident, 1987 – 2006

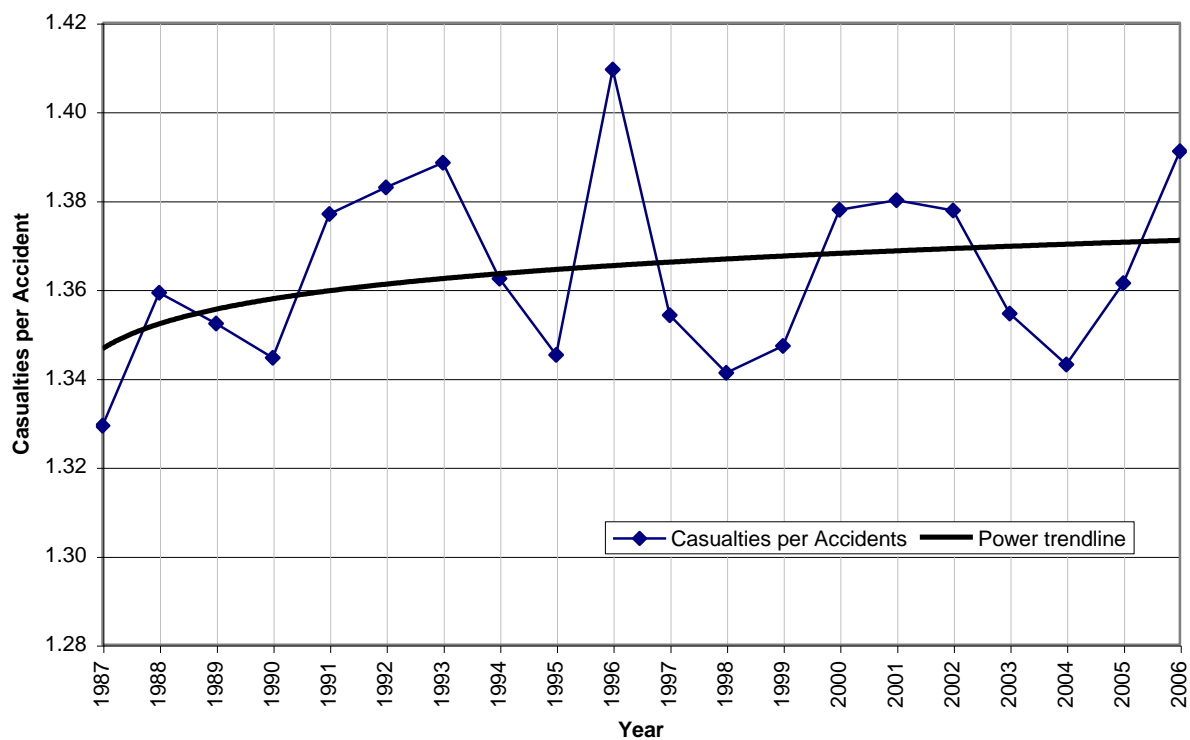


Figure 5 shows the average number of casualties per accident each year. The trendline shows a slight increase in the number of casualties per accident. This increase could be related to an increase in vehicle occupancy over the years and possibly from the increase in congestion, although there is no clear evidence to support these.

Table 2. KSI Casualties, by age range – 2001 and 2006

KSI casualty age range	2001	2002	2003	2004	2005	2006	2005 to 2006 difference	Age range as % of 2006 total
0-11*	-	-	-	-	13	7	-6	2%
1-11*	32	19	29	19	-	-	-	-
12-16	23	24	39	37	25	32	+7	9%
17-24	115	108	117	116	121	89	-32	25%
25-39	113	103	90	96	81	87	+6	24%
40-64	104	88	103	76	101	99	-2	27%
65+	51	32	34	48	40	43	+3	12%
Unknown age*	29	29	30	24	0	2	+2	1%

*NOTE: In 2005 the Department for Transport (DfT) altered the data coding so that children aged less than 1 year were now classed by the code "0" (ie, "aged 0"). Prior to this, code "0" described an unknown age plus children under 1 year. Due to this, the age range 0-11 for 2001-2004 is not included in the table above.

Figure 6.

2006 - KSI Casualties, by Age Group and as % of Total

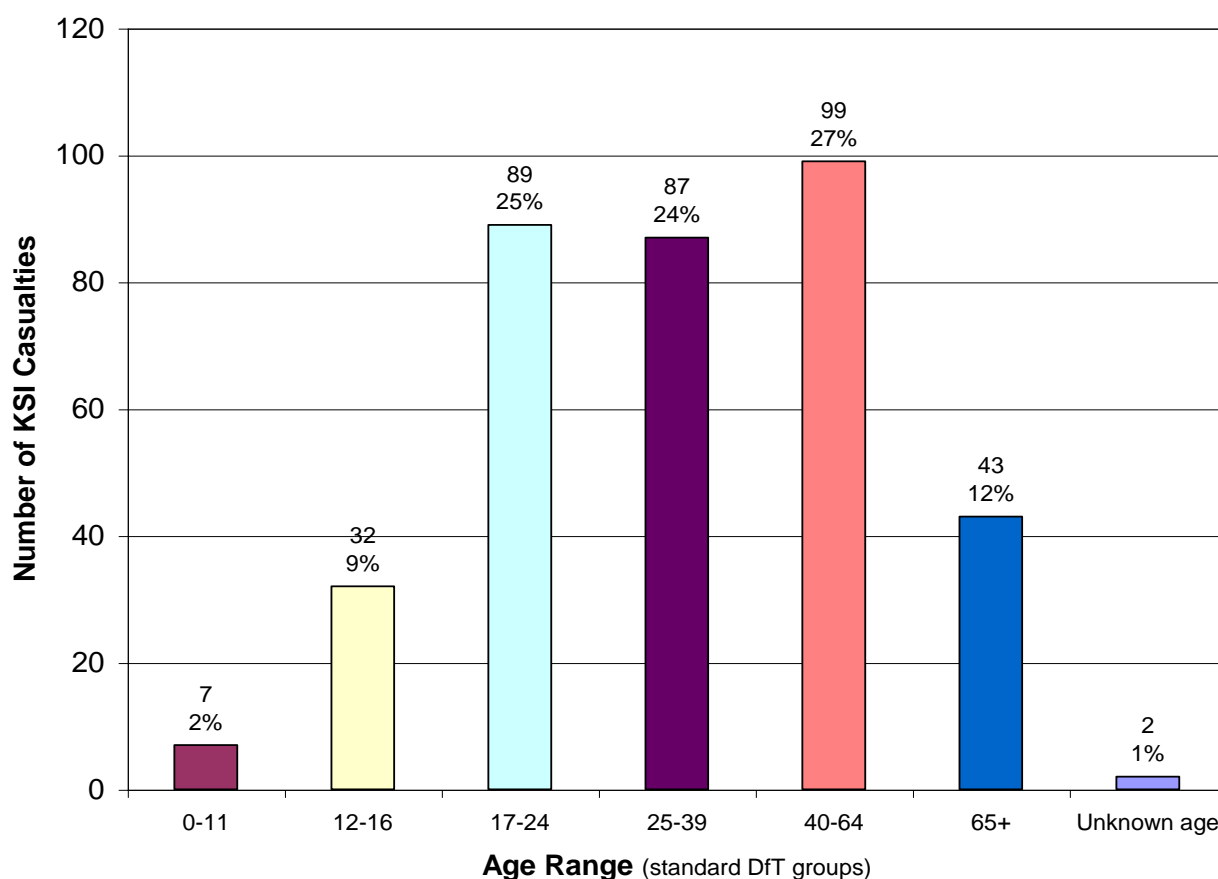


Table 2 and Figure 6 indicate that 2006 saw nearly a halving in KSI casualties aged 0 to 11 compared to 2005. The actual casualty numbers were already low, so this is actually a reduction of 6 KSI casualties. The 17 to 24 age group also saw a reduction in 2006, of around 25%, or 32 casualties. It is worth noting that of the age ranges used in Table 2, this is the first time we have ever seen the number of casualties in the 17-24 group lower than another group.

Figure 7 2006 KSI casualties per 100,000 head of population, by age group

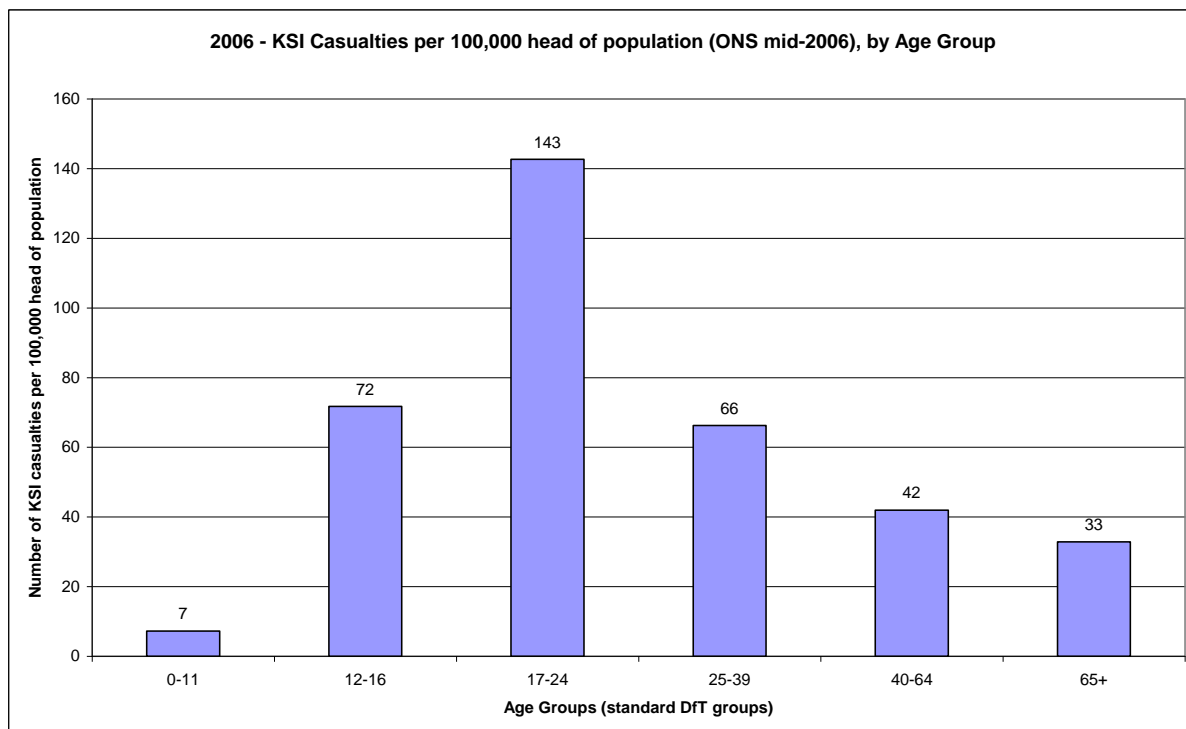
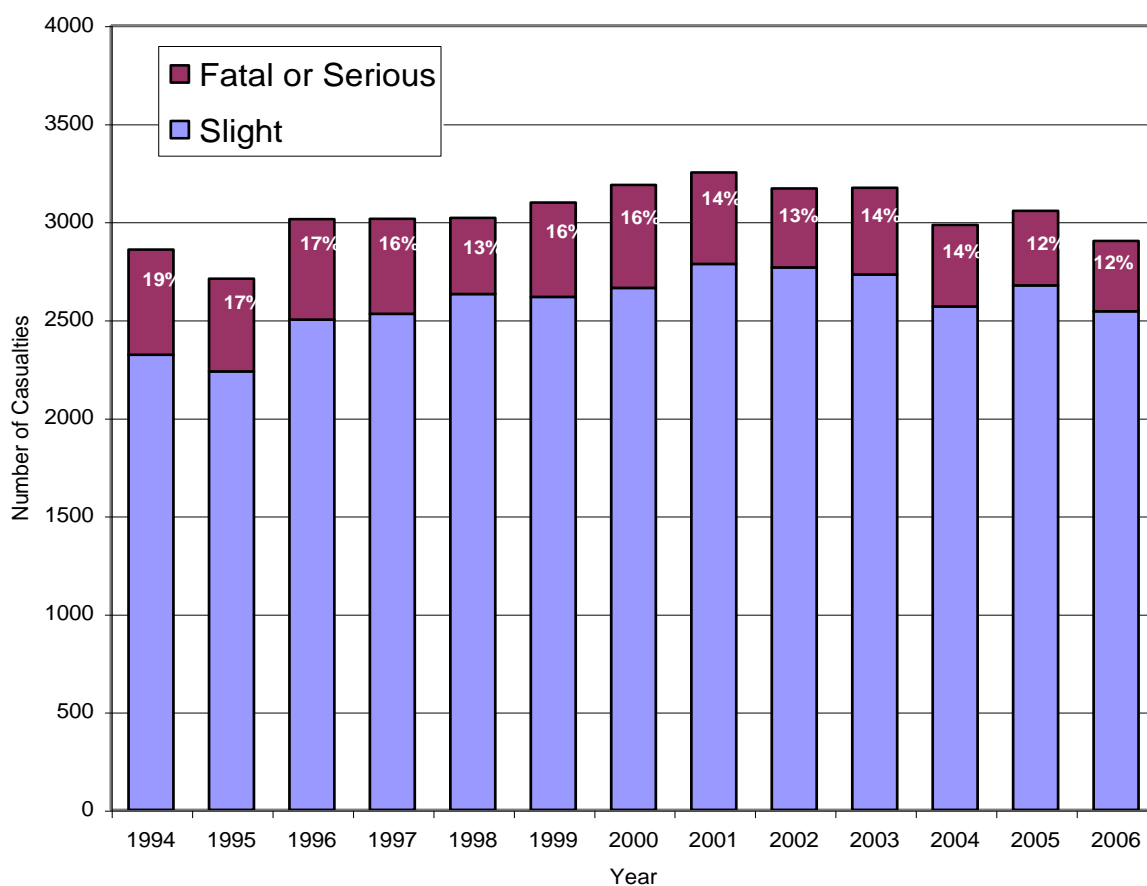


Figure 8 Proportion of KSI Casualties against Total Casualties



The proportion of all casualties that are KSIs has reduced by around 25 to 30% over the last 10 years, ie from 19 to 12%. This is in large part due to better car safety and design and the use of air cushions and seatbelts.

Figure 9 Casualties (all severities) by Road User Type, 1984 – 2006

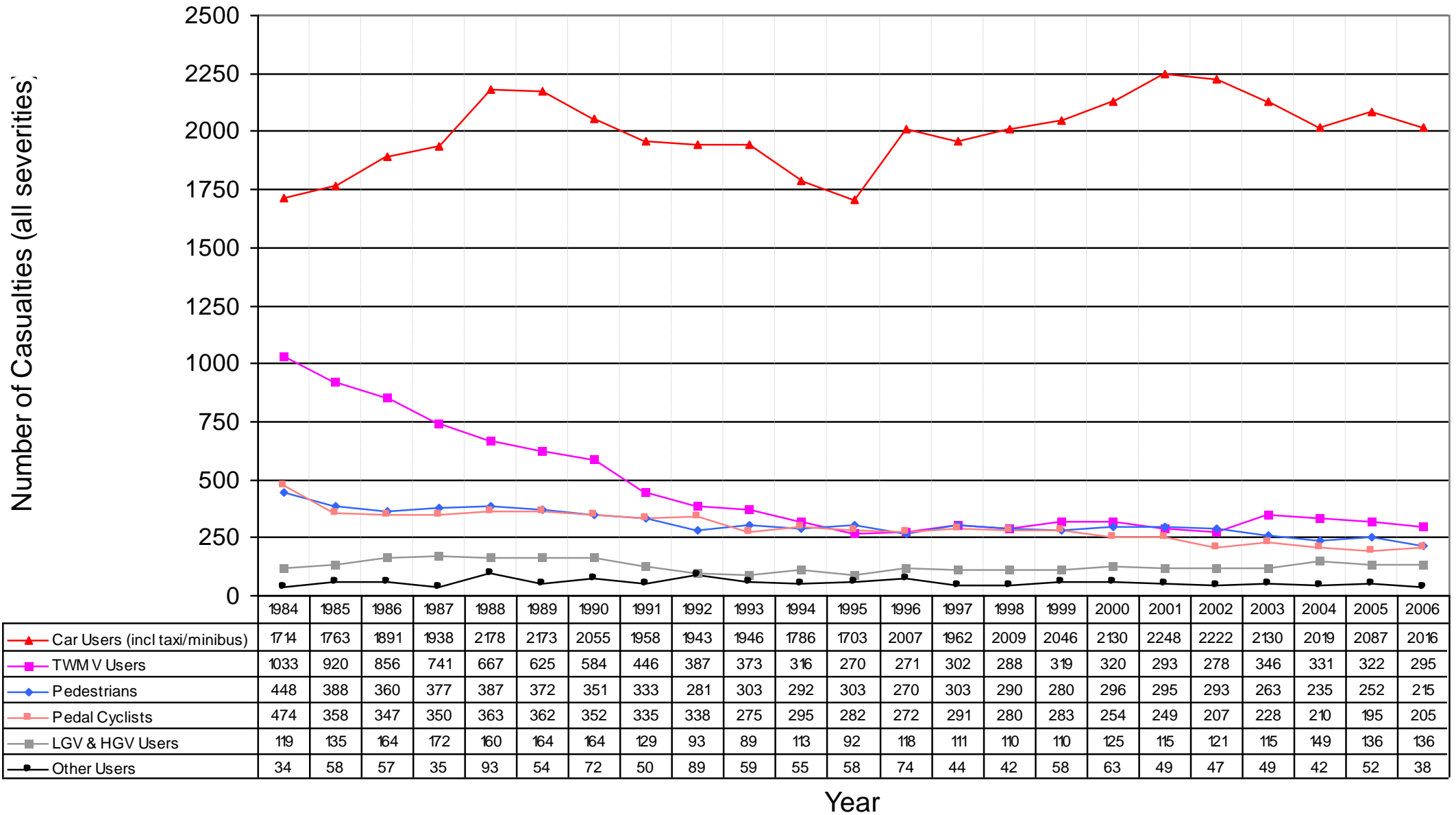


Figure 10 Total casualties (KSI and Slight) by vehicle type, 2006

Casualties (KSI and Slight) as percentage of 2006 casualty totals, by road user type

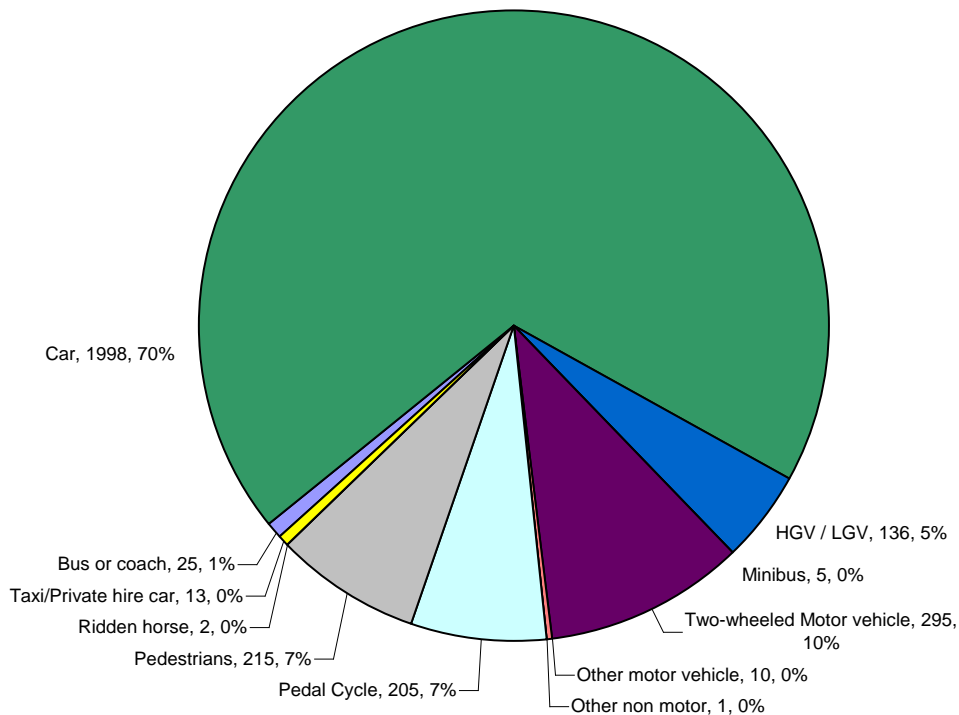


Figure 11 Total KSI casualties by vehicle type, 2006

Killed and Seriously Injured (KSI) casualties as percentage of 2006 totals, by road user type

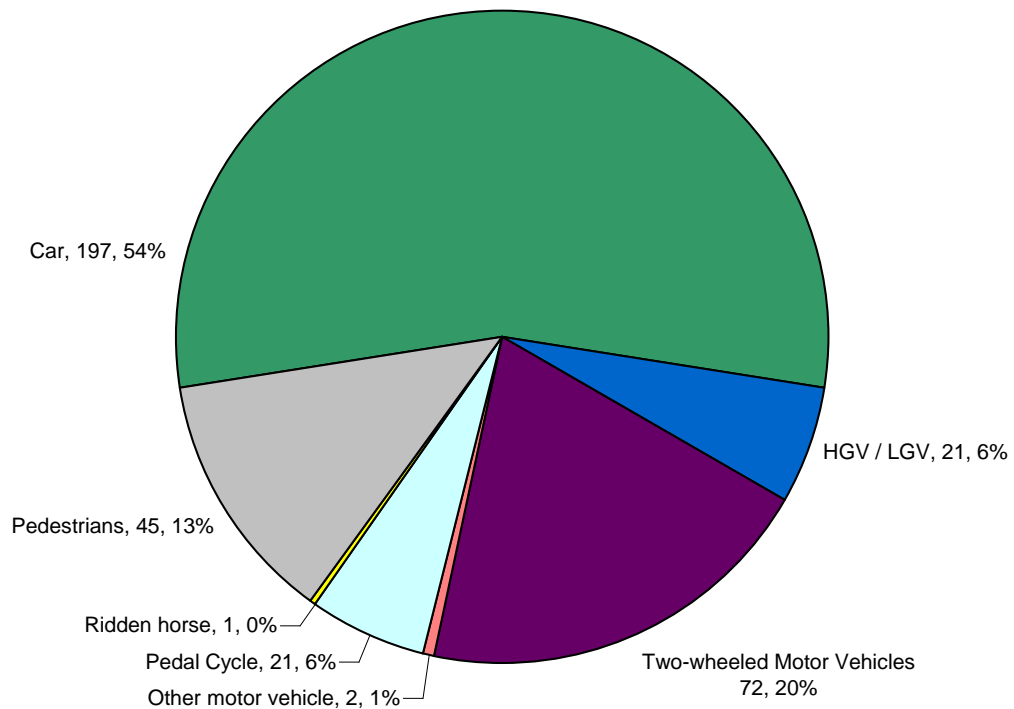


Figure above illustrates that two-wheeled motor vehicle (20%) and pedestrians (13%) have the two most significant proportions for Killed and Seriously Injured casualties after cars (54%).

Figure 12 Comparison of Single-vehicle and Multiple-vehicle collisions, 2003-2006

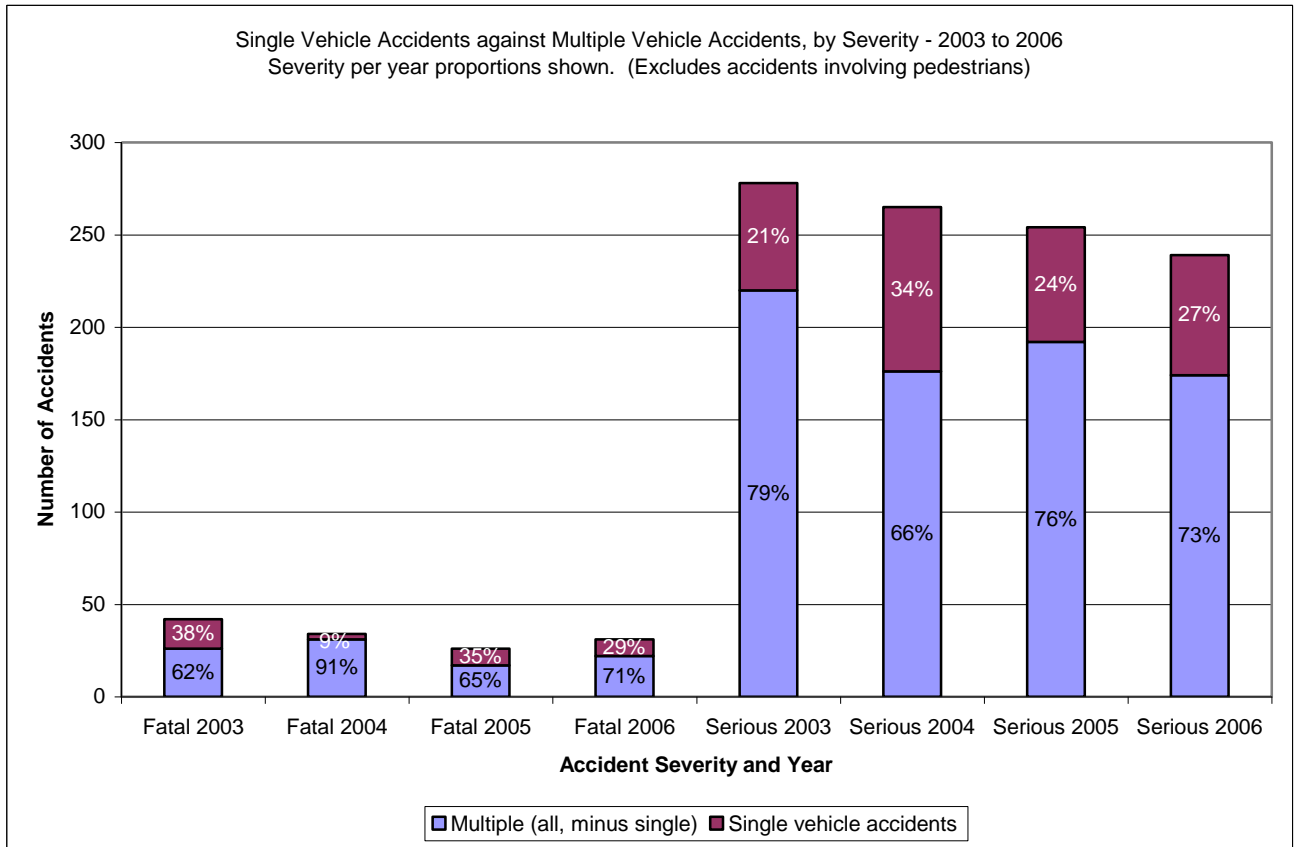
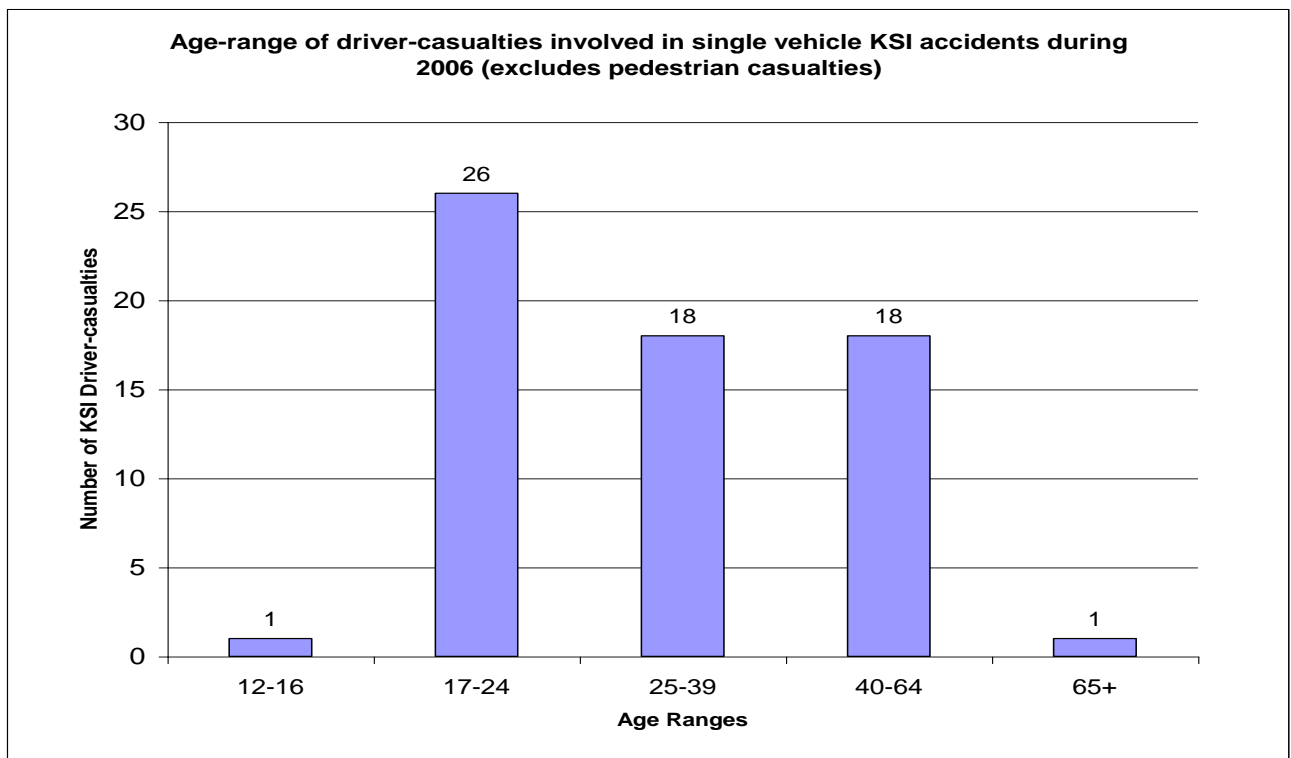
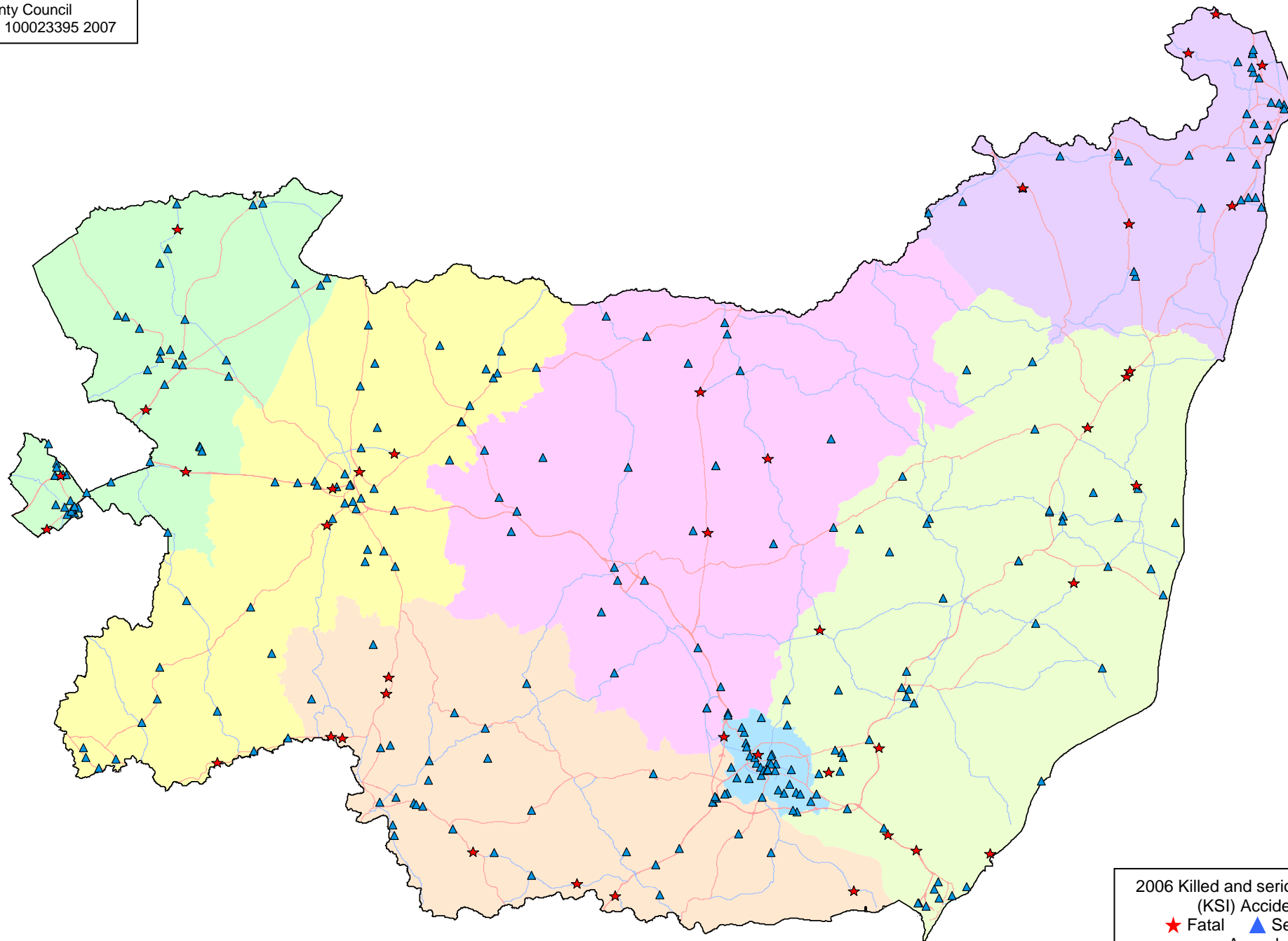


Figure 13 Driver-casualties involved in single vehicle KSI accidents, 2006



Comparison of Figure 13 with Figure 6 reveals that 29% of the casualties in the 17-24 age group are from single vehicle accidents. Maps illustrating the location and densities of KSI accidents and casualties follow overleaf.

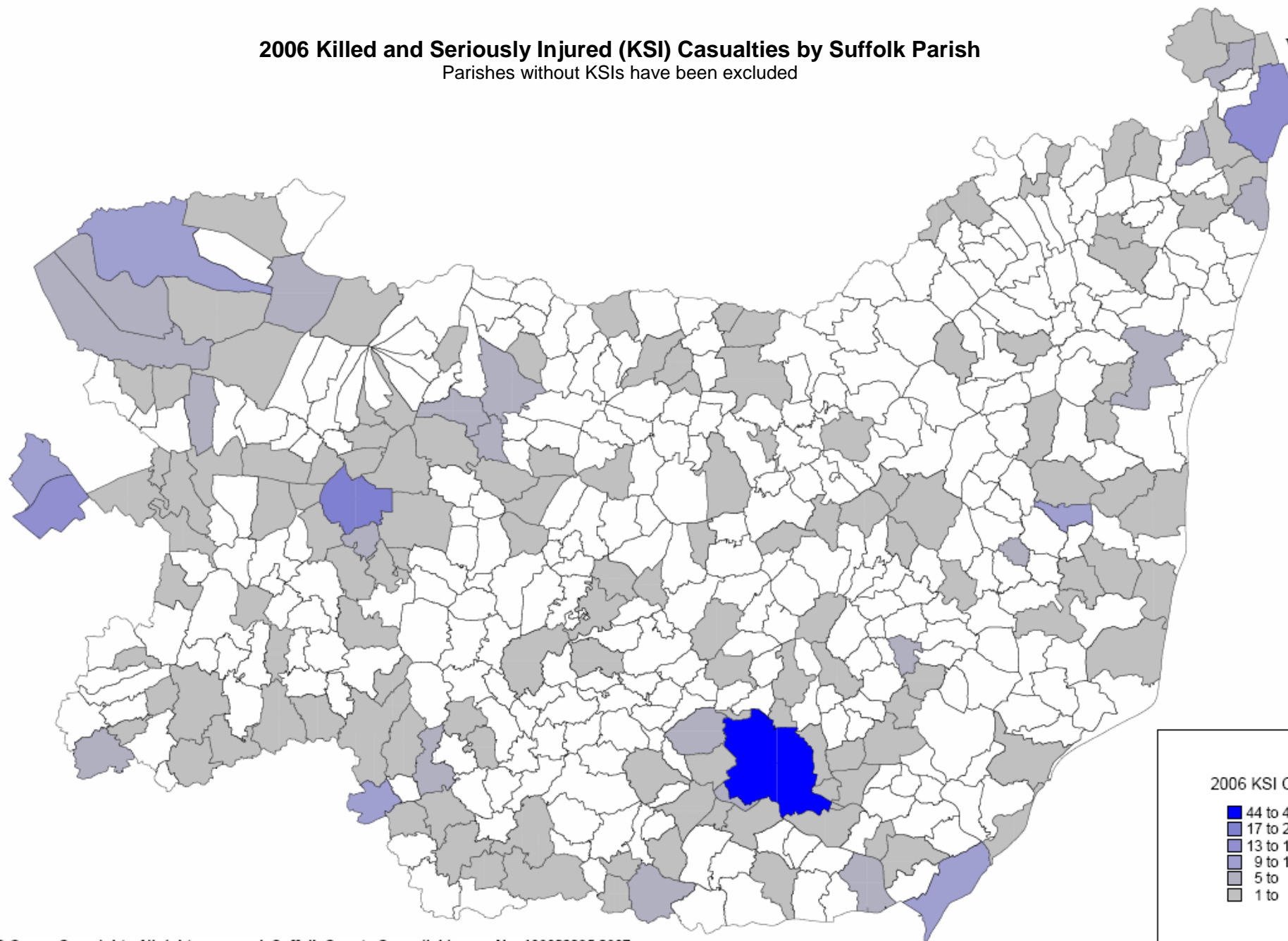
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2006 Killed and seriously Injured
(KSI) Accidents.
★ Fatal ▲ Serious
— A-roads
— B-roads

2006 Killed and Seriously Injured (KSI) Casualties by Suffolk Parish

Parishes without KSIs have been excluded



2006 KSI Casualties

44 to 48	(1)
17 to 21	(1)
13 to 17	(2)
9 to 13	(5)
5 to 9	(20)
1 to 5	(134)

Figure 14 Comparison of KSI casualties injured on roads in urban and rural areas

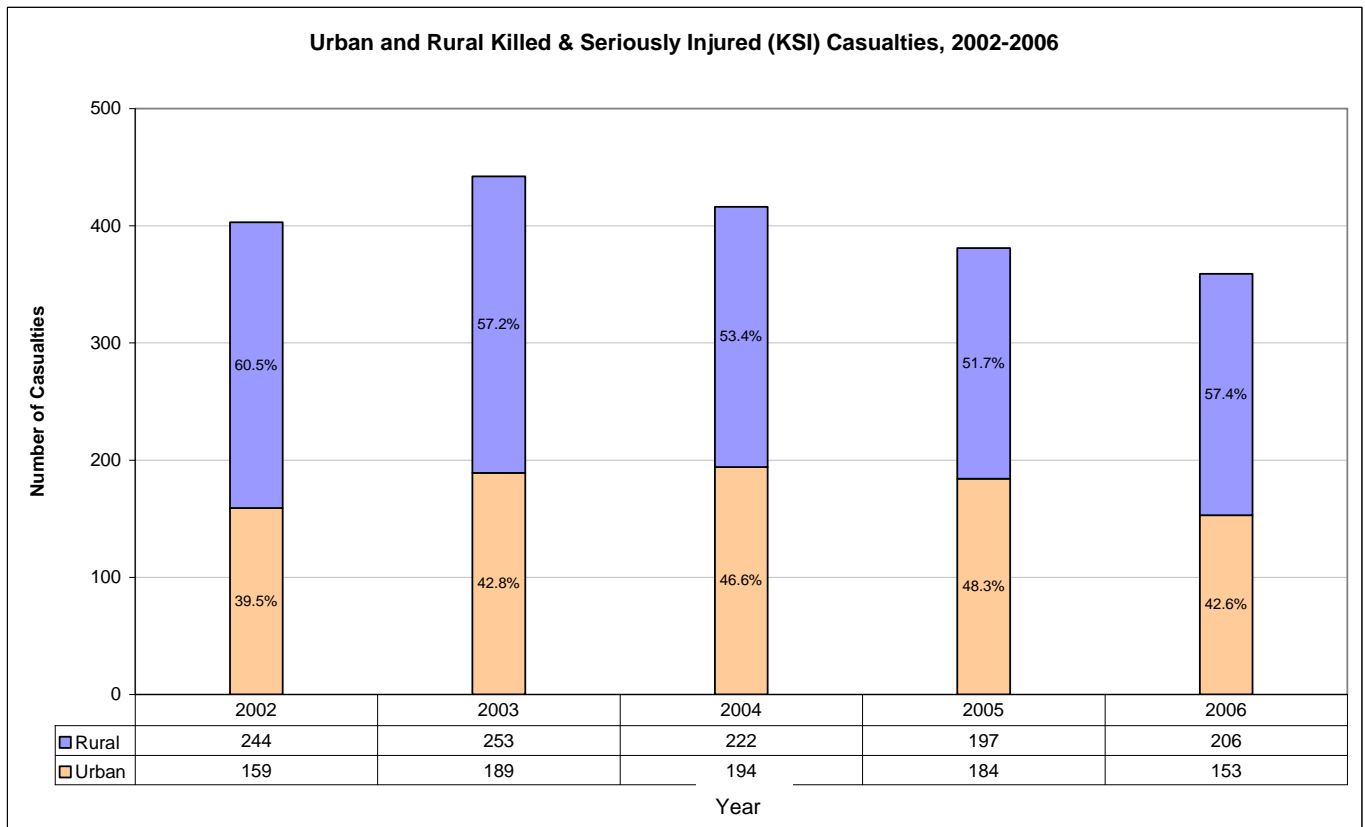


Figure 15 Comparison of Slight casualties injured on roads in urban and rural areas

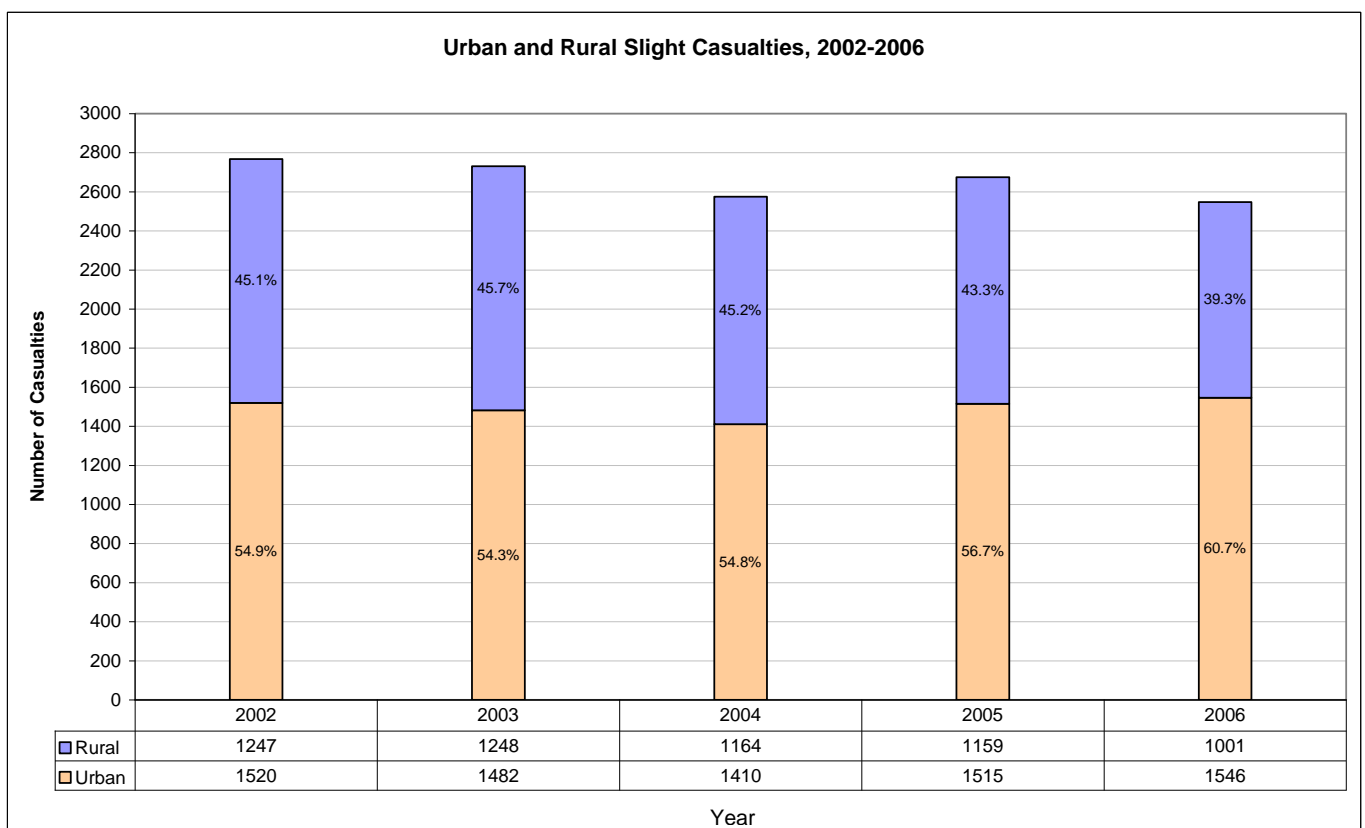


Figure 16 Comparison of KSI casualties on trunk and non-trunk roads, 2002-06. Pedestrian casualties excluded.

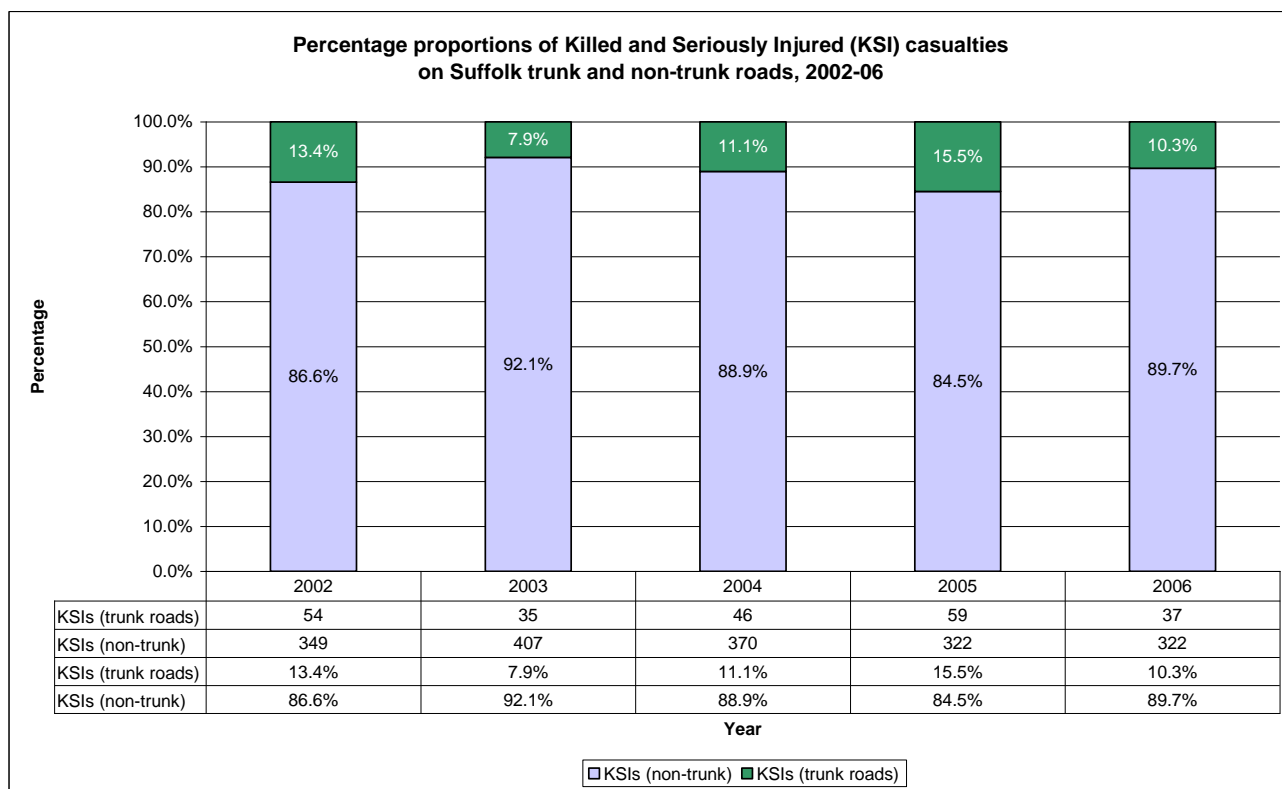


Figure 17 Comparison of driver & passenger KSI casualties in HGV & LGV vehicles on trunk and non-trunk roads, 2002-06. Pedestrian casualties excluded.

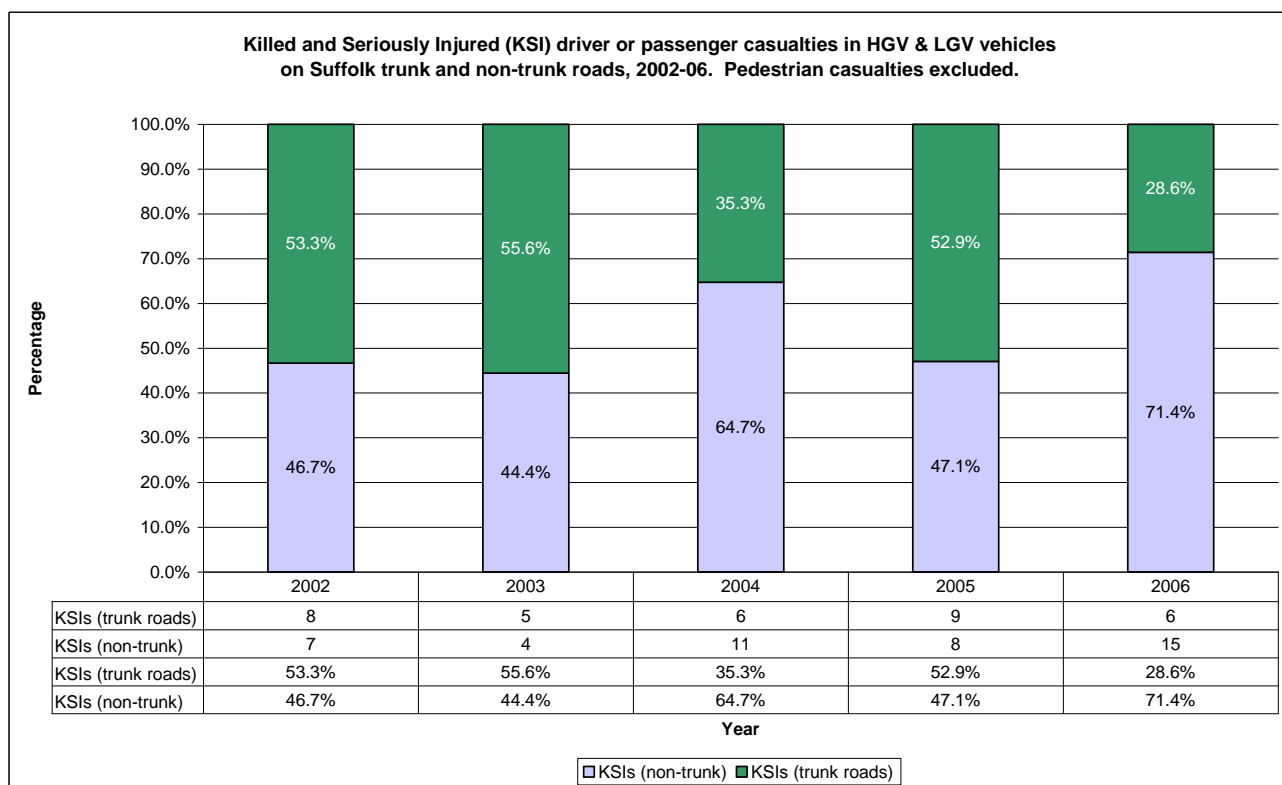


Figure 18 Driver and passenger KSI casualties by vehicle type, 2006

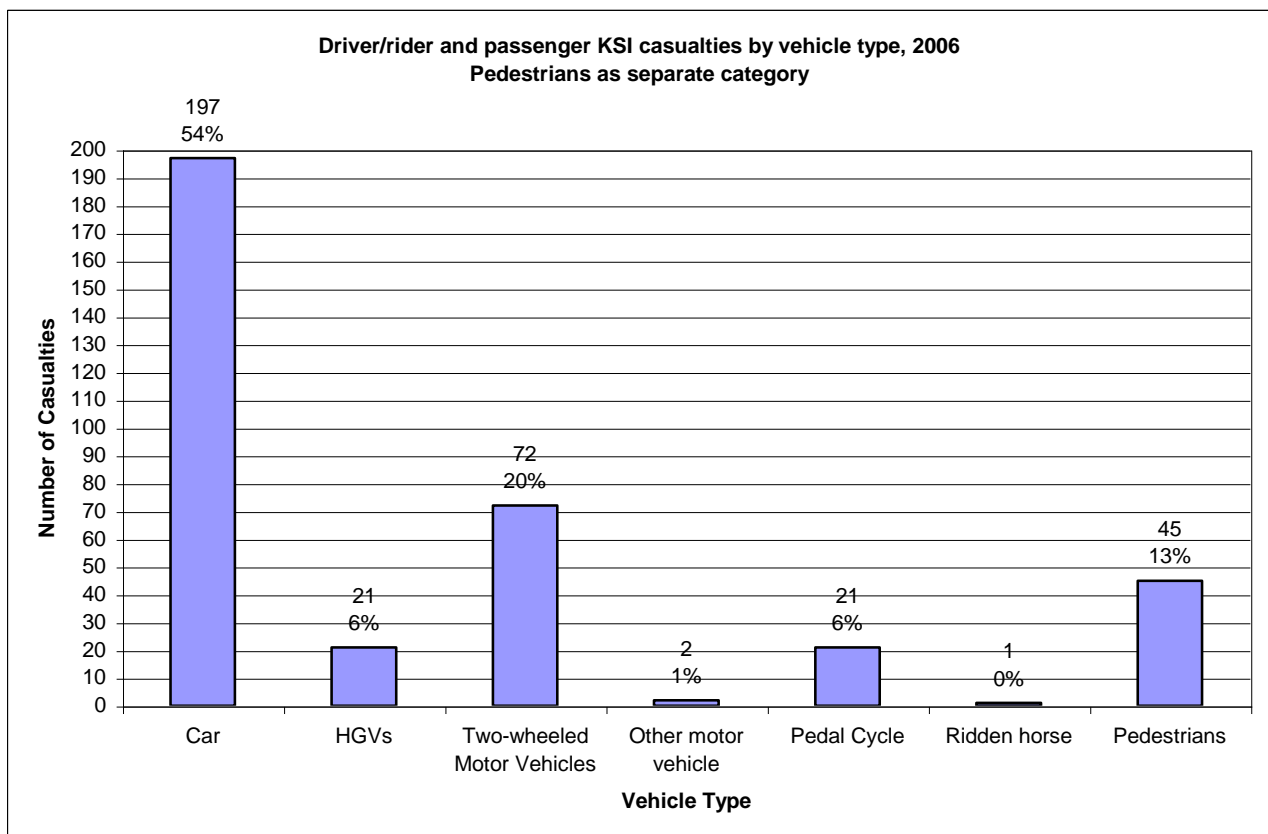


Figure 19 KSI casualties by speed limit zone, 2003-2006

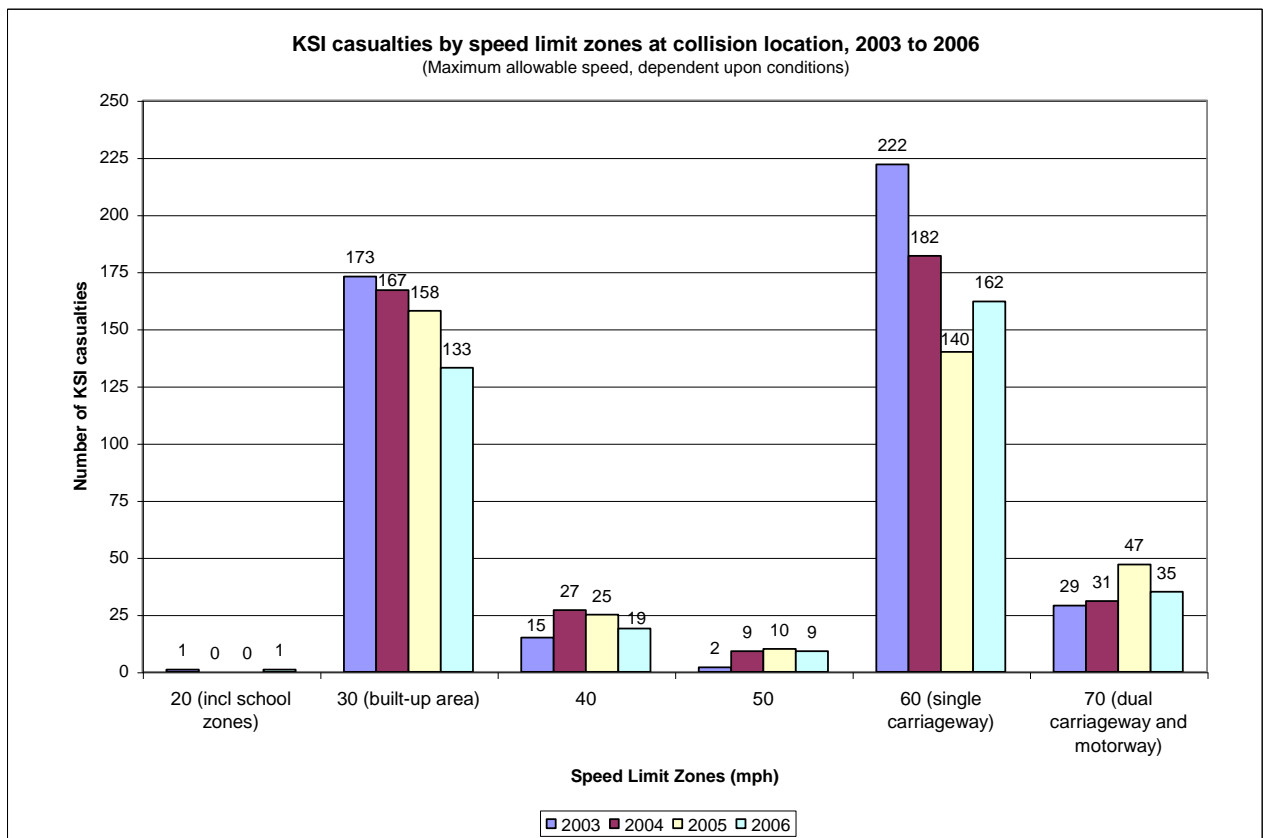


Figure 20 casualties by Suffolk district, 2006

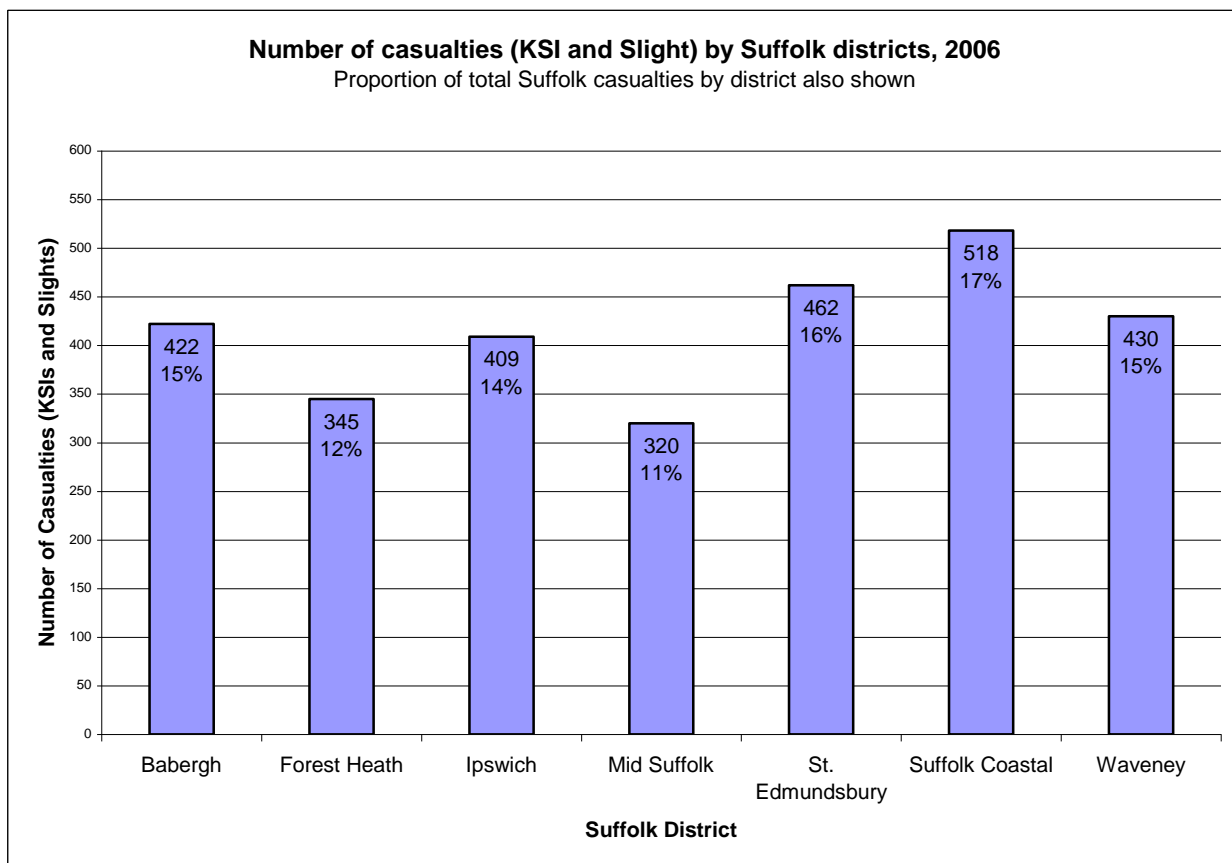
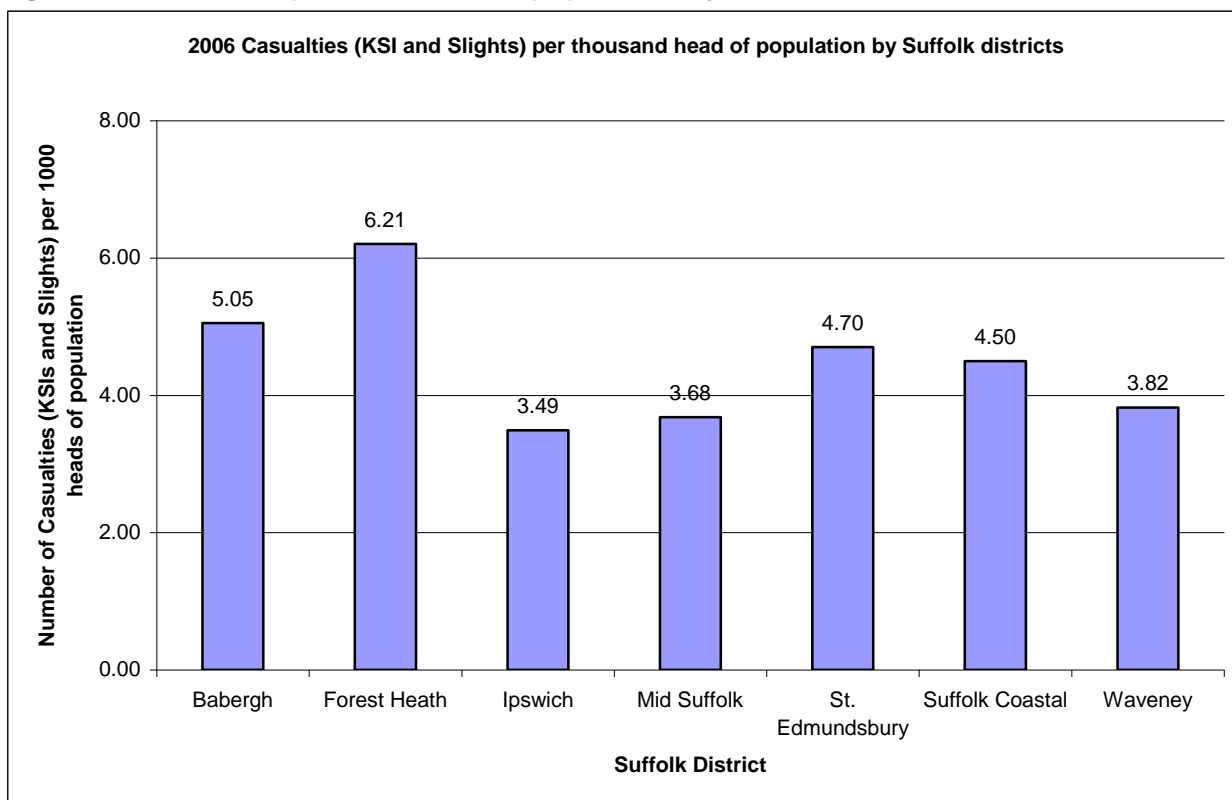


Figure 21 Casualties per 1000 head of population by Suffolk district, 2006



Although 17% of all casualties in Suffolk occur in Suffolk Coastal, Figure 21 shows that Forest heath, Babergh and St Edmundsbury all have a high level of casualties per thousand head of population.

Further Information

Cost to the community information is calculated using 'Highways Economic Note No 1, 2005' 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				
2005				£ June 2005
Injury severity	Lost output	Human costs	Medical and ambulance	TOTAL
Fatal	490,960	936,380	840	1,428,180
Serious	18,920	130,110	11,460	160,480
Slight	2,000	9,530	850	12,370
Average, all casualties	9,580	33,360	1,980	44,920

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/pdfeconnote105>

Report published: August 2007. Contact for any queries on this report:

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