

Appendix C – Accident Statistics



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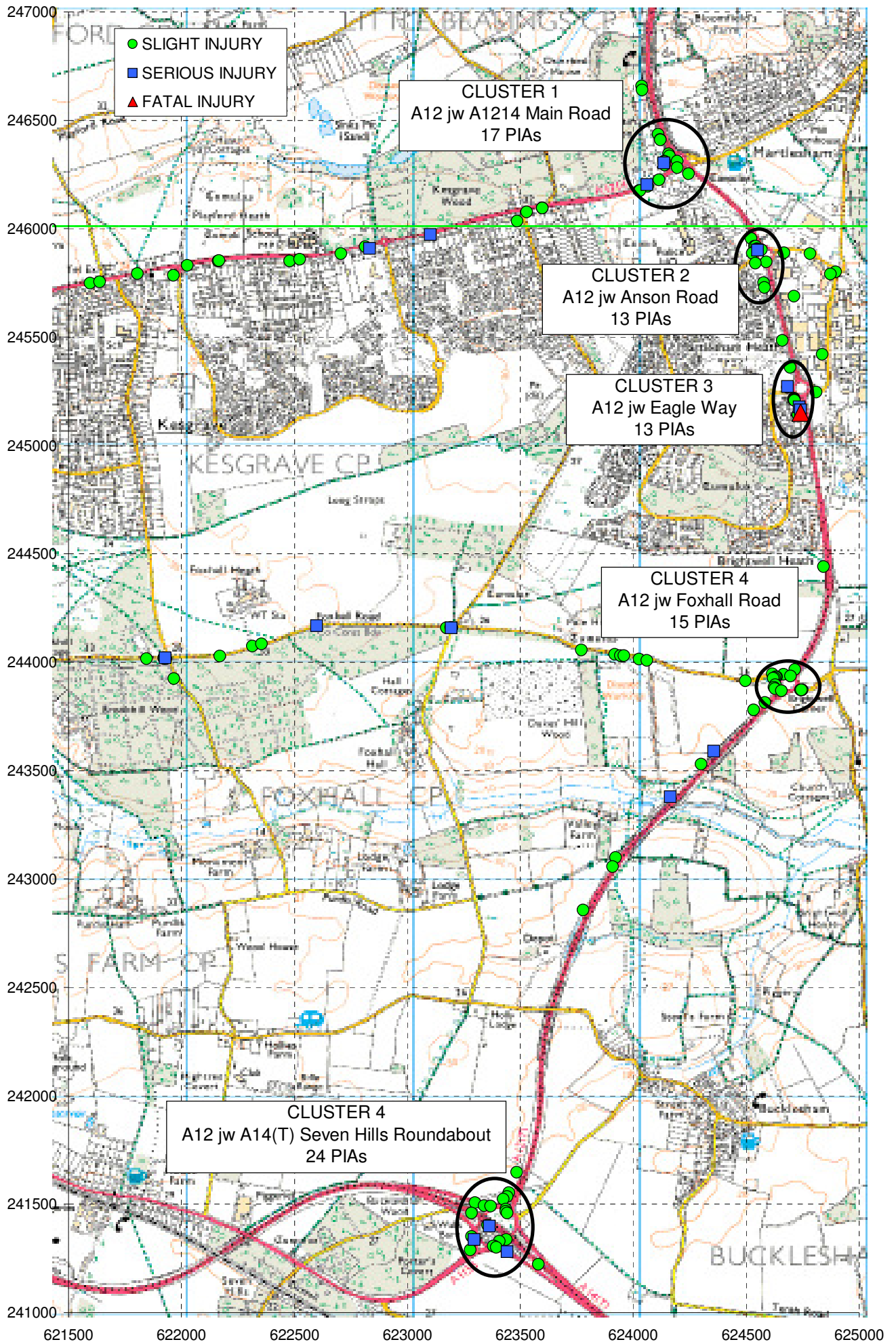
AMustafa_Martlesham_010811-010816_Location Plan
Selected Range of Accidents between dates 01/08/2011 and 01/08/2016
Selected using Manual Selection

SCALE	1 : 27840
DATE	29/11/2016
DRAWING No.	
DRAWN BY	

Reference No.	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144			
date	16-Jan-2013	30-Nov-2012	15-Aug-2011	18-Nov-2015	9-Mar-2014	25-May-2014	29-Sep-2011	18-Dec-2015	21-Jan-2012	25-Apr-2016	4-Dec-2014	28-Nov-2013	30-Sep-2015	13-Sep-2015	14-Jul-2016	2-Jun-2013	27-May-2014	27-Jul-2015	30-May-2014	16-Aug-2015			
day	WED	FRI	MON	WED	SUN	SUN	THU	FRI	SAT	MON	SAT	THU	WED	SUN	THU	SUN	TUE	MON	FRI	SUN			
time	1522	1715	0720	1330	1225	1100	2028	2214	2110	1725	2208	0850	1022	1630	1425	2008	0845	0650	2325	1115			
severity	SL	SERIOUS	SL	SL	SL	SL	SL	SERIOUS	SL	SL	SERIOUS	SL	SL	SL	SL	SL	SL	SL	SL	SL			
no. vehicles	2	3	2	2	1	2	1	3	2	2	2	2	2	1	2	2	1	1	1	2			
no. casualties	1	3	2	1	2	1	3	3	1	2	4	1	1	1	1	2	1	1	1	1			
young driver <=23	20	18	20	22				18		17	17	22			20			18					
old driver >=80																							
light/dark	L	DARK	L	L	L	L	DARK	DARK	DARK	L	DARK	L	L	L	L	L	L	L	DARK	L			
road dry/wet	WET	D	D	D	D	D	WET	D	D	WET	D	WET	D	L	WET	D	D	Flood	WET	D			
weather	F	F	F	F	F	F	Fog or mist	F	F	F	F	FOGMST	F	F	F	F	F	RAN	RAN	F			
pedestrian																							
pedal cycle																							
motor cycle						YES			YES							YES							
parked veh																							
LGV/HGV/PSV																							
skidding																YES							
other loss control					YES	YES			YES					YES	YES			YES	YES	YES			
excessive speed																							
on bend							YES	YES										YES	YES				
alcohol																							
fitness																							
object in road																	YES	YES	YES	YES			
vehicle defect					YES																		
inexperience									YES														
obeyed control		YES								YES													
rear shunt						YES												YES					
failed to give way	YES	YES	YES						YES	YES	YES	YES	YES	YES									
changing lane																							
U-turn																							
overtaking																							
head-on				YES				YES												YES			
reversing																							
single veh					YES			YES											YES	YES			
pedestrian																							
other																							
DESCRIPTION	V1 TURNED RIGHT INTO THE PATH OF V2 TRAVELLING TOWARDS IPSWICH V1 PASSENGER SUFFERED SLIGHT INJURIES	ROAD SINGLE CWAY IN RURAL LOCATION ROAD DARK. UNIT HOWEVER WAS DIRTY IN GOOD REPAIR AND CLEARLY MARKED. COLLISION INVOLVED 3 VEHICLES. V1 ON BELL LANE WITH INTENTION OF TURNING RGT INTO FOXHALL ROAD. V2 TRVIG ON FOXHALL ROAD TOWARDS A12. V3 ON FOXHALL ROAD.	V1 HAS ENTERED MAIN ROAD IN PATH OF ONCOMING VEHICLE BELIEVING V2 IS TURNING INTO V1'S JUNC	V2 ON MONUMENT FARM LANE HEADED SOUTH SLOWED AND STOPPED AT NEARSIDE OF V2 TRVIG ON FOXHALL ROAD	WHILST TRVIG IN NATIONAL SPEED LIMIT V1 BEING V2 WHEN V2 HAS CLIPPED CURB AND THEN ROLLED CAR.	V1 TRVIT BEING V2 WHILE APPROACHING FOXHALL ROAD TOWARDS A12. V1 COULD NOT BRAKE IN TIME AND TO AVOID COLLIDING WITH THE BACK OF V2 IT WENT ONTO THE WS OF V2 LOST CONTROL AND RIDER DISMOUNTED CAUSING SLIGHT INJURY	SINGLE VEHICLE MINOR INJURY RTC. V1 TRAVELLING ALONG FOXHALL ROAD HEADING TOWARDS A12. V1 WAS TRVIG ON FOXHALL ROAD HEADED EAST AND HIT CROSS ROAD. V1 WAS TRVIG ON FOXHALL ROAD HEADED EAST AND HIT CROSS ROAD. V1 WAS TRVIG ON FOXHALL ROAD HEADED EAST AND HIT CROSS ROAD.	V1 ON FOXHALL ROAD HEADED EAST OUT OF IPSWICH LOST CONTROL ON A RIGHT HAND BEND SIDE SWIPES V2 IN FOXHALL ROAD. V1 INTENDED TO CROSS FOXHALL ROAD INTO HALL ROAD. ON STARTING THIS MANOEUVRE HE IS AWARE OF V2 APPROACHING AND V1 ACCELERATES TOWARDS RIG AD TO AVOID A COLLISION.	V2 WAS TRVIG ALONG FOXHALL ROAD. VEH 1 HAS BEEN HELD AT JUNCTION FOXHALL ROAD AND REACHED THE JUNG WITH FOXHALL ROAD. V1 INTENDED TO CROSS FOXHALL ROAD INTO HALL ROAD. ON STARTING THIS MANOEUVRE HE IS AWARE OF V2 APPROACHING AND V1 ACCELERATES TOWARDS RIG AD TO AVOID A COLLISION.	2 VEH RTC WITH MINOR INJURY VEH 1 HAS BEEN HELD AT JUNCTION FOXHALL ROAD AND REACHED THE JUNG WITH FOXHALL ROAD. V1 INTENDED TO CROSS FOXHALL ROAD INTO HALL ROAD. ON STARTING THIS MANOEUVRE HE IS AWARE OF V2 APPROACHING AND V1 ACCELERATES TOWARDS RIG AD TO AVOID A COLLISION.	V1 TRVIG FOXHALL ROAD INTO TOWN AND V2 TRVIG IN OPPOSITE DIRECTION. V1 HAS TURNED ACROSS THE PATH OF V2 INTENDING TO TURN RIGHT INTO DOBBS LANE TOWARDS A12. VEH 2 HAS BEEN TRAVELLING ALONG MAIN ROAD TOWARDS A12. VEH 1 IS WAITING IN FRONT OF VEH 2.	V1 HAS PULLED OUT OF JUNCTION INTO THE PATH OF V2 TRAVELLING INTO PATH OF V2 DRIVER SUFFERED EAST COLLISION OCCURRED	V1 ON DOBBS LANE AT JIV FOXHALL ROAD PULLED OUT ON WATER LOST CONTROL LEFT V2 ON FOXHALL ROAD HEADED NEARSIDE INTO BUSHES	V1 ON FOXHALL ROAD HEADED WEST WHEN PASSENGER VEH 2 APPROACHING DIRECTION OF VEH 1 FROM THE RIGHT. VEH 2 INDICATING LEFT FOXHALL ROAD HAS JUST BEEN FLOODED ROAD V1 FAILED TO STOP IN TIME AND HAS COLLIDED WITH THE REAR OF V2	VEH 1 WAITING TO TURN RIGHT AS EXITING FOXHALL HWRC APPROACHING DIRECTION OF VEH 1 FROM THE RIGHT. VEH 2 INDICATING LEFT FOXHALL ROAD HAS JUST BEEN FLOODED ROAD V1 FAILED TO STOP IN TIME AND HAS COLLIDED WITH THE REAR OF V2	RIDER OF MOTORCYCLE HAD A PILLION PASSENGER V1 TRVIG IN DIRECTION OF IPSWICH HAVING JUST EXITED A12 ON FOXHALL ROAD AND HAS COLLIDED WITH THE REAR OF V2	VEH 1 TRVIG ALONG FOXHALL ROAD HEADED WEST WHEN LOST CONTROL ON LEFT HAND BEND LEFT AND LOST CONTROL LEAVING THE CWAY TO THE DS AND ROLLING LANDING ON ALL 4 WHEELS	V1 TRVIG ALONG FOXHALL ROAD HEADED TOWARDS A12 WHEN LOST CONTROL AND HIT V2 IN OPPOSITE DIRECTION	V1 ON FOXHALL ROAD HEADED TOWARDS A12 WHEN LOST CONTROL AND HIT V2 IN OPPOSITE DIRECTION	V1 ON FOXHALL ROAD HEADED TOWARDS A12 WHEN LOST CONTROL AND HIT V2 IN OPPOSITE DIRECTION	V1 ON FOXHALL ROAD HEADED TOWARDS A12 WHEN LOST CONTROL AND HIT V2 IN OPPOSITE DIRECTION		
other contributory factors	Failed to signal properly	Observed 'Give Way' or 'Stop' markings? Junction unclear? Poor lane or maintenance? Failed to signal or maintain speed	Poor lane or maintenance? Failed to judge another's path or speed? Failed to signal or maintain speed	Failed to signal properly? Confused, reckless or in a hurry	Lack of control? Type of control? Lane or under related	Failed to signal properly? Distorted line of control? Lane or inexperienced driver/other	Poor lane or maintenance? Failed to judge another's path or speed? Failed to signal or maintain speed	Poor lane or maintenance? Failed to judge another's path or speed? Failed to signal or maintain speed	Poor lane or maintenance? Failed to judge another's path or speed? Failed to signal or maintain speed	Failed to signal properly? Failed to judge another's path or speed? Failed to signal or maintain speed	Failed to signal properly? Failed to judge another's path or speed? Failed to signal or maintain speed	Failed to signal properly? Failed to judge another's path or speed? Failed to signal or maintain speed	Failed to signal properly? Failed to judge another's path or speed? Failed to signal or maintain speed	Failed to signal properly? Failed to judge another's path or speed? Failed to signal or maintain speed	Failed to signal properly? Failed to judge another's path or speed? Failed to signal or maintain speed	Slippery road (due to weather)? Loss of control	Failed to judge another's path or speed? Failed to judge another's path or speed	Depot on road	Slippery road (due to weather)? Depot on road	Slippery road (due to weather)? Depot on road	Slippery road (due to weather)? Depot on road	Slippery road (due to weather)? Depot on road	Lack of control
LOCATION	AT THE JUNCTION OF BELL LANE AND FOXHALL ROAD	FOXHALL ROAD AT JUNC BELL LANE. IPSWICH	FOXHALL ROAD AND BELL LANE FOXHALL	FOXHALL MONUMENT FARM LANE APPROX 100MTRS SOUTH OF FOXHALL ROAD	FOXHALL ROAD NEAR BELL LANE KESGRAVE	FOXHALL ROAD IPSWICH	C322 FOXHALL ROAD	KESGRAVE. FOXHALL ROAD APPROX 600MTRS WEST OF DOBBS LANE	FOXHALL ROAD AND DOBBS LANE. WOODBRIDGE	FOXHALL ROAD CROSS DOBBS LANE	FOXHALL ROAD DOBBS LANE FOXHALL	AT THE JUNCTION OF FOXHALL ROAD AND FOXHALL ROAD	FOXHALL ROAD FOXHALL ROAD JIV DOBBS LANE	FOXHALL ROAD UNSPECIFIED ROAD APPROX 150MTRS WEST OF RECYCLING CENTRE	FOXHALL ROAD NEAR TO RECYCLING CENTRE. FOXHALL IPSWICH	FOXHALL ROAD FOXHALL ROAD IPSWICH	FOXHALL ROAD FOXHALL ROAD OUTSIDE CIVIC AMENITY SITE	FOXHALL ROAD FOXHALL ROAD IPSWICH	FOXHALL ROAD FOXHALL ROAD IPSWICH	FOXHALL ROAD FOXHALL ROAD APPROX 130MTRS WEST OF THE A12			
OS grid ref E	621924	621928	621932	621967	622170	622315	622354	622598	623174	623192	623195	623198	623199	623771	623918	623944	623959	624026	624061	624496			
OS grid ref N	244017	244020	244017	243924	244028	244074	244085	244168	244159	244161	244159	244159	244159	244056	244036	244030	244030	244014	244009	243913			

145

Locations of PIAs at A12, A1214 Woodbridge Road, Foxhall Road & Adastral Park (from Sep-2011 to Aug-2016)



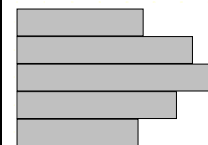
ANALYSIS OF PERSONAL INJURY ACCIDENT RECORD

JOB No. **10341**
 JOB NAME **ADASTRAL PARK**

SITE **A12, A1214 Woodbridge Road, Foxhall Road & Adastral Park**
 PERIOD from **1-Sep-11** to **31-Aug-16**

ANALYSED BY **S.M.T.**
 DATE **Dec-16**

NUMBER	from	to	ACCIDENTS			
			SLIGHT	SERIOUS	FATAL	TOTAL
YEAR 1	Sep-11	Aug-12	20	3	0	23
YEAR 2	Aug-12	Aug-13	29	3	0	32
YEAR 3	Aug-13	Aug-14	34	4	0	38
YEAR 4	Aug-14	Aug-15	24	5	0	29
YEAR 5	Sep-15	Aug-16	20	1	1	22
TOTAL	Sep-11	Aug-16	127	16	1	144
			88%	11%	1%	



average = **28.8**
 PIAs per annum

CASUALTIES
TOTAL
35
47
45
43
28
198
average casualties/PIA= 1.4

SEASON	NUMBER	%
DEC / JAN / FEB	34	24%
MAR / APR / MAY	36	25%
JUN / JUL / AUG	40	28%
SEP / OCT / NOV	34	24%
TOTAL	144	100%

DAY	NUMBER	%
MON	23	16%
TUE	20	14%
WED	17	12%
THU	22	15%
FRI	22	15%
SAT	19	13%
SUN	21	15%
TOTAL	144	100%

TIME	NUMBER	%
0700-0900	16	11%
0900-1200	25	17%
1200-1400	20	14%
1400-1600	22	15%
1600-1900	46	32%
1900-2300	12	8%
2300-0700	3	2%
TOTAL	144	100%

INVOLVED	NUMBER	%
PARKED VEHICLE	2	1%
PEDESTRIAN	2	1%
PEDAL CYCLE	10	7%
MOTOR CYCLE	23	16%
PSV	0	0%
HGV	0	0%

TYPE	NUMBER	%
rear shunt	74	51%
failed to give way	27	19%
changing lane	10	7%
overtaking	1	1%
head-on	3	2%
single veh	6	4%
pedestrian	2	1%
other	1	1%

CONTRIB FACTORS	NUMBER	%
SPEED	4	3%
SKID	4	3%
OTHER LOSS CONTROL	30	21%
BEND	8	6%
VEHICLE DEFECT	3	2%
OBJECT IN ROAD	8	6%
INEXPERIENCE	7	5%
Young Driver <=23	39	27%
Old Driver >=80	9	6%

CONDITIONS	NUMBER	%
DARK	32	22%
WET / ICE	49	34%
NOT FINE	27	19%

NOTABLE FACTORS:

Overall the number of accidents rose during the first three years, then returned to starting level by 5th year

17 or 12% of accidents resulted in serious or fatal injury

73 or 51% of accidents involved a rear end shunt

39 or 27% of accidents involved at least 1 driver aged 23 or under

31 or 21% of accidents involved at least one 2-wheeled vehicle:
 23 motorcycles
 10 pedal cycles
(2 involved one of each)

There are four distinct clusters of accidents, all at roundabout junctions on the A12

ANALYSIS OF PERSONAL INJURY ACCIDENT RECORD

JOB No. **10341**
 JOB NAME **ADASTRAL PARK**

SITE **Cluster 1: A12 jw A1214 Main Road Roundabout**
 PERIOD from **1-Sep-11** to **31-Aug-16**

ANALYSED BY **S.M.T.**
 DATE **Dec-16**

NUMBER	from	to	ACCIDENTS			
			SLIGHT	SERIOUS	FATAL	TOTAL
YEAR 1	Sep-11	Aug-12	3	1	0	4
YEAR 2	Aug-12	Aug-13	2	0	0	2
YEAR 3	Aug-13	Aug-14	6	0	0	6
YEAR 4	Aug-14	Aug-15	2	1	0	3
YEAR 5	Sep-15	Aug-16	2	0	0	2
TOTAL	Sep-11	Aug-16	15	2	0	17
			88%	12%	0%	

CASUALTIES
TOTAL
8
2
6
4
2
22
1.3

average = **3.4**
 PIAs per annum

average casualties/PIA= 1.3

SEASON	NUMBER	%
DEC / JAN / FEB	3	18%
MAR / APR / MAY	6	35%
JUN / JUL / AUG	4	24%
SEP / OCT / NOV	4	24%
TOTAL	17	100%

INVOLVED	NUMBER	%
PARKED VEHICLE	0	0%
PEDESTRIAN	0	0%
PEDAL CYCLE	2	12%
MOTOR CYCLE	6	35%
PSV	0	0%
HGV	0	0%

CONDITIONS	NUMBER	%
DARK	2	12%
WET / ICE	5	29%
NOT FINE	4	24%

DAY	NUMBER	%
MON	3	18%
TUE	2	12%
WED	1	6%
THU	2	12%
FRI	3	18%
SAT	3	18%
SUN	3	18%
TOTAL	17	100%

TYPE	NUMBER	%
rear shunt	9	53%
failed to give way	3	18%
changing lane	1	6%
overtaking	0	0%
head-on	1	6%
single veh	0	0%
pedestrian	0	0%
other	0	0%

TIME	NUMBER	%
0700-0900	2	12%
0900-1200	4	24%
1200-1400	1	6%
1400-1600	4	24%
1600-1900	5	29%
1900-2300	1	6%
2300-0700	0	0%
TOTAL	17	100%

CONTRIB FACTORS	NUMBER	%
SPEED	1	6%
SKID	1	6%
OTHER LOSS CONTROL	3	18%
BEND	0	0%
VEHICLE DEFECT	0	0%
OBJECT IN ROAD	0	0%
INEXPERIENCE	1	6%
Young Driver <=23	4	24%
Old Driver >=80	1	6%

NOTABLE FACTORS:

7 accidents involved 2-wheeled vehicles:
 6 motorcyclists and 2 pedeal cycles

9 accidents involved rear end shunts

ANALYSIS OF PERSONAL INJURY ACCIDENT RECORD

JOB No. **10341**
 JOB NAME **ADASTRAL PARK**

SITE **CLUSTER 2: A12 jw Anson Road "TESCO" Roundabout**
 PERIOD from **1-Sep-11** to **31-Aug-16**

ANALYSED BY **S.M.T.**
 DATE **Dec-16**

NUMBER	from	to	ACCIDENTS			
			SLIGHT	SERIOUS	FATAL	TOTAL
YEAR 1	Sep-11	Aug-12	4	1	0	5
YEAR 2	Aug-12	Aug-13	3	0	0	3
YEAR 3	Aug-13	Aug-14	3	0	0	3
YEAR 4	Aug-14	Aug-15	2	0	0	2
YEAR 5	Sep-15	Aug-16	0	0	0	0
TOTAL	Sep-11	Aug-16	12	1	0	13
			92%	8%	0%	

CASUALTIES
TOTAL
6
3
4
2
15
1.2

average = **2.6**
 PIAs per annum

average casualties/PIA= 1.2

SEASON	NUMBER	%
DEC / JAN / FEB	5	38%
MAR / APR / MAY	0	0%
JUN / JUL / AUG	5	38%
SEP / OCT / NOV	3	23%
TOTAL	13	100%

INVOLVED	NUMBER	%
PARKED VEHICLE	0	0%
PEDESTRIAN	0	0%
PEDAL CYCLE	0	0%
MOTOR CYCLE	2	15%
PSV	0	0%
HGV	0	0%

CONDITIONS	NUMBER	%
DARK	6	46%
WET / ICE	6	46%
NOT FINE	4	31%

DAY	NUMBER	%
MON	3	23%
TUE	3	23%
WED	0	0%
THU	1	8%
FRI	4	31%
SAT	1	8%
SUN	1	8%
TOTAL	13	100%

TYPE	NUMBER	%
rear shunt	6	46%
failed to give way	1	8%
changing lane	5	38%
overtaking	0	0%
head-on	0	0%
single veh	0	0%
pedestrian	0	0%
other	0	0%

TIME	NUMBER	%
0700-0900	0	0%
0900-1200	1	8%
1200-1400	2	15%
1400-1600	1	8%
1600-1900	8	62%
1900-2300	1	8%
2300-0700	0	0%
TOTAL	13	100%

CONTRIB FACTORS	NUMBER	%
SPEED	0	0%
SKID	0	0%
OTHER LOSS CONTROL	3	23%
BEND	0	0%
VEHICLE DEFECT	0	0%
OBJECT IN ROAD	0	0%
INEXPERIENCE	1	8%
Young Driver <=23	3	23%
Old Driver >=80	0	0%

NOTABLE FACTORS:

The accidents do appear to be on a reducing trend.

6 of the accidents involved rear and shunts and a further 5 were caused as a result of vehicles changing lane.

Almost half of the accidents occurred during the hours of darkness

Almost half of the accidents occurred on a wet road surface.

8 of the accidents occurred during the evening peak hour

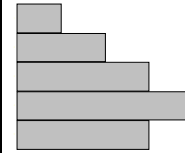
ANALYSIS OF PERSONAL INJURY ACCIDENT RECORD

JOB No. **10341**
 JOB NAME **ADASTRAL PARK**

SITE **CLUSTER 3: A12 jw Eagle Way Roundabout**
 PERIOD from **1-Sep-11** to **31-Aug-16**

ANALYSED BY **S.M.T.**
 DATE **Dec-16**

NUMBER	from	to	ACCIDENTS			
			SLIGHT	SERIOUS	FATAL	TOTAL
YEAR 1	Sep-11	Aug-12	1	0	0	1
YEAR 2	Aug-12	Aug-13	2	0	0	2
YEAR 3	Aug-13	Aug-14	2	1	0	3
YEAR 4	Aug-14	Aug-15	2	2	0	4
YEAR 5	Sep-15	Aug-16	2	0	1	3
TOTAL	Sep-11	Aug-16	9	3	1	13
			69%	23%	8%	



average = **2.6**
 PIAs per annum

CASUALTIES
TOTAL
1
2
3
7
4
17
average casualties/PIA= 1.3

SEASON	NUMBER	%
DEC / JAN / FEB	4	31%
MAR / APR / MAY	3	23%
JUN / JUL / AUG	1	8%
SEP / OCT / NOV	5	38%
TOTAL	13	100%

INVOLVED	NUMBER	%
PARKED VEHICLE	0	0%
PEDESTRIAN	0	0%
PEDAL CYCLE	0	0%
MOTOR CYCLE	3	23%
PSV	0	0%
HGV	0	0%

CONDITIONS	NUMBER	%
DARK	5	38%
WET / ICE	5	38%
NOT FINE	2	15%

DAY	NUMBER	%
MON	0	0%
TUE	2	15%
WED	1	8%
THU	6	46%
FRI	1	8%
SAT	2	15%
SUN	1	8%
TOTAL	13	100%

TYPE	NUMBER	%
rear shunt	9	69%
failed to give way	0	0%
changing lane	2	15%
overtaking	0	0%
head-on	0	0%
single veh	0	0%
pedestrian	0	0%
other	0	0%

TIME	NUMBER	%
0700-0900	2	15%
0900-1200	1	8%
1200-1400	1	8%
1400-1600	2	15%
1600-1900	5	38%
1900-2300	2	15%
2300-0700	0	0%
TOTAL	13	100%

CONTRIB FACTORS	NUMBER	%
SPEED	1	8%
SKID	0	0%
OTHER LOSS CONTROL	3	23%
BEND	0	0%
VEHICLE DEFECT	0	0%
OBJECT IN ROAD	1	8%
INEXPERIENCE	0	0%
Young Driver <=23	5	38%
Old Driver >=80	2	15%

NOTABLE FACTORS:

The accidents appear to be on a generally rising trend.

9 of the accidents involved rear end shunts

7 of the accidents involved young or elderly drivers

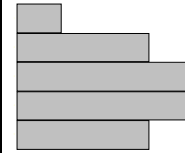
ANALYSIS OF PERSONAL INJURY ACCIDENT RECORD

JOB No. **10341**
 JOB NAME **ADASTRAL PARK**

SITE **CLUSTER 4: A12 jw Foxhall Road Roundabout**
 PERIOD from **1-Sep-11** to **31-Aug-16**

ANALYSED BY **S.M.T.**
 DATE **Dec-16**

NUMBER	from	to	ACCIDENTS			
			SLIGHT	SERIOUS	FATAL	TOTAL
YEAR 1	Sep-11	Aug-12	1	0	0	1
YEAR 2	Aug-12	Aug-13	3	0	0	3
YEAR 3	Aug-13	Aug-14	4	0	0	4
YEAR 4	Aug-14	Aug-15	4	0	0	4
YEAR 5	Sep-15	Aug-16	3	0	0	3
TOTAL	Sep-11	Aug-16	15	0	0	15
			100%	0%	0%	



average = **3.0**
 PIAs per annum

CASUALTIES
TOTAL
1
5
6
4
5
21

average casualties/PIA= 1.4

SEASON	NUMBER	%
DEC / JAN / FEB	2	13%
MAR / APR / MAY	8	53%
JUN / JUL / AUG	4	27%
SEP / OCT / NOV	1	7%
TOTAL	15	100%

INVOLVED	NUMBER	%
PARKED VEHICLE	0	0%
PEDESTRIAN	0	0%
PEDAL CYCLE	0	0%
MOTOR CYCLE	3	20%
PSV	0	0%
HGV	0	0%

CONDITIONS	NUMBER	%
DARK	2	13%
WET / ICE	3	20%
NOT FINE	2	13%

DAY	NUMBER	%
MON	1	7%
TUE	3	20%
WED	2	13%
THU	2	13%
FRI	1	7%
SAT	2	13%
SUN	4	27%
TOTAL	15	100%

TYPE	NUMBER	%
rear shunt	11	73%
failed to give way	0	0%
changing lane	1	7%
overtaking	0	0%
head-on	0	0%
single veh	2	13%
pedestrian	0	0%
other	0	0%

TIME	NUMBER	%
0700-0900	2	13%
0900-1200	2	13%
1200-1400	3	20%
1400-1600	4	27%
1600-1900	3	20%
1900-2300	1	7%
2300-0700	0	0%
TOTAL	15	100%

CONTRIB FACTORS	NUMBER	%
SPEED	0	0%
SKID	0	0%
OTHER LOSS CONTROL	2	13%
BEND	1	7%
VEHICLE DEFECT	0	0%
OBJECT IN ROAD	1	7%
INEXPERIENCE	2	13%
Young Driver <=23	3	20%
Old Driver >=80	2	13%

NOTABLE FACTORS:
 10 accidents involves rear end shunts

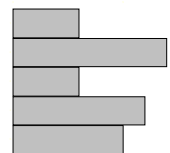
ANALYSIS OF PERSONAL INJURY ACCIDENT RECORD

JOB No. **10341**
 JOB NAME **ADASTRAL PARK**

SITE **CLUSTER 5: A12 jw A14(T) & A1156, Seven Hills Roundabout**
 PERIOD from **1-Sep-11** to **31-Aug-16**

ANALYSED BY **S.M.T.**
 DATE **Dec-16**

NUMBER	from	to	ACCIDENTS			
			SLIGHT	SERIOUS	FATAL	TOTAL
YEAR 1	Sep-11	Aug-12	2	1	0	3
YEAR 2	Aug-12	Aug-13	5	2	0	7
YEAR 3	Aug-13	Aug-14	3	0	0	3
YEAR 4	Aug-14	Aug-15	6	0	0	6
YEAR 5	Sep-15	Aug-16	5	0	0	5
TOTAL	Sep-11	Aug-16	21	3	0	24
			88%	13%	0%	



average = **4.8**
 PIAs per annum

CASUALTIES
TOTAL
5
13
4
9
5
36
average casualties/PIA= 1.5

SEASON	NUMBER	%
DEC / JAN / FEB	5	21%
MAR / APR / MAY	6	25%
JUN / JUL / AUG	8	33%
SEP / OCT / NOV	5	21%
TOTAL	24	100%

DAY	NUMBER	%
MON	4	17%
TUE	2	8%
WED	5	21%
THU	3	13%
FRI	6	25%
SAT	1	4%
SUN	3	13%
TOTAL	24	100%

TIME	NUMBER	%
0700-0900	3	13%
0900-1200	4	17%
1200-1400	4	17%
1400-1600	4	17%
1600-1900	9	38%
1900-2300	0	0%
2300-0700	0	0%
TOTAL	24	100%

INVOLVED	NUMBER	%
PARKED VEHICLE	0	0%
PEDESTRIAN	0	0%
PEDAL CYCLE	1	4%
MOTOR CYCLE	1	4%
PSV	0	0%
HGV	0	0%

TYPE	NUMBER	%
rear shunt	19	79%
failed to give way	2	8%
changing lane	1	4%
overtaking	0	0%
head-on	0	0%
single veh	0	0%
pedestrian	0	0%
other	0	0%

CONTRIB FACTORS	NUMBER	%
SPEED	2	8%
SKID	1	4%
OTHER LOSS CONTROL	3	13%
BEND	2	8%
VEHICLE DEFECT	0	0%
OBJECT IN ROAD	0	0%
INEXPERIENCE	1	4%
Young Driver <=23	1	4%
Old Driver >=80	1	4%

CONDITIONS	NUMBER	%
DARK	3	13%
WET / ICE	5	21%
NOT FINE	3	13%

NOTABLE FACTORS:
 19 or 79% of accidents involved rear end shunts