



**The Great Grid Upgrade**

Sea Link

# Sea Link

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Part 2 Suffolk

Chapter 7

Appendix 2.7.A Transport Assessment Note

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# 1. Introduction

## 1.1 Proposed Project

- 1.1.1 The Sea Link Project (hereafter referred to as the 'Proposed Project') is a proposal by National Grid Electricity Transmission plc (hereafter referred to as National Grid) to reinforce the transmission network in the South East and East Anglia. The Proposed Project is required to accommodate additional power flows generated from renewable and low carbon generation, as well as accommodating additional new interconnection with mainland Europe.
- 1.1.2 National Grid owns, builds and maintains the electricity transmission network in England and Wales. Under the Electricity Act 1989, National Grid holds a transmission licence under which it is required to develop and maintain an efficient, coordinated, and economic electricity transmission system.
- 1.1.3 This would be achieved by reinforcing the network with a High Voltage Direct Current (HVDC) Link between the proposed Friston substation in the Sizewell area of Suffolk and the existing Richborough to Canterbury 400 kV overhead line close to Richborough in Kent.
- 1.1.4 The Suffolk Onshore Scheme comprises:
- A connection from the existing transmission network via Friston Substation, including the substation itself. Friston Substation already has development consent as part of other third-party projects. If Friston Substation has already been constructed under another consent, only a connection into the substation would be constructed as part of the Proposed Project.
  - A high voltage alternating current (HVAC) underground cable of approximately 1.9 km in length between the proposed Friston Substation and a proposed converter station (below).
  - A 2 GW high voltage direct current (HVDC) converter station (including permanent access from the B1121 and a new bridge over the River Fromus) up to 28m high plus external equipment (such as lightning protection, safety rails for maintenance works, ventilation equipment, aerials, similar small scale operational plant, or other roof treatment) near Saxmundham.
  - A HVDC underground cable connection of approximately 10 km in length between the proposed converter station near Saxmundham and a transition joint bay (TJB) approximately 900 m inshore from a landfall point (below) where the cable transitions from onshore to offshore technology.
  - A landfall on the Suffolk coast (between Aldeburgh and Thorpeness).

## 1.2 Report Scope and Purpose

- 1.2.1 This Transport Assessment Note (TAN) forms **Application Document 6.3.2.7.A Appendix 2.7.A Suffolk Transport Assessment Note** and has been prepared to identify where the information that would typically form part of a standalone Transport

Assessment (TA) can be found in other chapters and reports that have been prepared for the Suffolk Onshore Scheme. This approach is designed to reduce repetition between documents. This TAN also includes further information where necessary, including in response to feedback received from National Highways.

- 1.2.2 The majority of the information that would typically be contained within a standalone TA is set out within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** of the Environmental Statement (ES). **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** is also supported by **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk (Outline CTMTP – Suffolk)**, as well as **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk (Outline PRowMP – Suffolk)**. This TAN cross-refers to these other parts of the ES where necessary.
- 1.2.3 This TAN has been informed by consultation with Suffolk County Council (SCC) as the local highway authority, and National Highways which manages the Strategic Road Network (SRN). Further details of the discussions and meetings held, as well as meeting minutes etc. are provided within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. A summary is also provided in Section 2 of this TAN.
- 1.2.4 The focus of the traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** is the construction phase. The Proposed Project is expected to generate a low level of vehicle movements during the operational and maintenance phase, and a review of operational phase transport effects has been excluded from the scope of the assessment. This is consistent with the advice received from the Planning Inspectorate in the Scoping Opinion published in December 2022 (**Application Document 6.15 Scoping Opinion 2022**).

## 2. Consultation

- 2.1.1 A transport scoping meeting was held with SCC Highways on 9 June 2023 when it was proposed to incorporate the majority of the TA within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, rather than preparing a separate standalone TA document, to reduce repetition between documents. This was confirmed as being a reasonable approach by SCC Highways who subsequently confirmed by email (on 17 July 2023) that they were satisfied that the TA could largely be incorporated within the ES assuming that assessment methodologies would follow the TA guidelines. In addition, SCC recommended that agreement should be sought regarding **Application Document 7.5.1.1 Outline CTMTP – Suffolk** which was subsequently reviewed during a transport thematic meeting on 28 February 2024.
- 2.1.2 Comments were received from SCC Highways and National Highways during Statutory Consultation which took place between 24 October and 18 December 2023. The comments are considered within this TAN as well as the aforementioned submission documents.
- 2.1.3 A transport thematic meeting was subsequently held with SCC Highways and East Suffolk Council (ESC) on 28 February 2024 to review the proposed content for the TAN, following the agreed approach to produce this document in place of a full TA (and as an alternative to incorporating the contents of a TA into **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**). It was agreed that the TAN would include additional information where necessary but would otherwise direct the reader towards the relevant sections of other documents to reduce duplication between them.
- 2.1.4 As confirmed by email on 21 October 2024, National Highways also agreed that the production of this TAN is appropriate in place of a full TA. This TAN includes further details relating to the SRN in Section 7 in response to feedback received from National Highways.
- 2.1.5 In view of the above, this TAN has been prepared to identify where the information that would typically form part of a standalone TA can be found based on the other chapters and reports which have been prepared for the Suffolk Onshore Scheme. The approach for **Application Document 7.5.1.1 Outline CTMTP – Suffolk** has been agreed with SCC.

### 3. Transport Assessment Guidelines

- 3.1.1 **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** includes a section on National Policy and references the National Planning Practice Guidance (NPPG), which provides advice on when a TA or Transport Statement is required and what it should contain. A summary of the most relevant paragraphs of that section of the NPPG (Travel Plans, Transport Assessments and Statements), and where they are addressed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, is provided below.
- 3.1.2 Paragraph 002 of the NPPG states that:
- “Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.”*
- An assessment of the impacts and likely significant effects, along with the embedded mitigation designed to minimise any impacts from the outset, is provided in Sections 7.9 and 7.8 respectively in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.
- 3.1.3 Paragraphs 004 and 005 of the NPPG state that:
- “Transport Assessments and Statements are ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans).”*
- 3.1.4 An assessment of the impacts and likely significant effects, along with the embedded mitigation designed to minimise any impacts from the outset, is provided in Sections 7.9 and 7.8 respectively in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.
- 3.1.5 Paragraph 006 of the NPPG states that Tas:
- “Support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.”*
- 3.1.6 Section 9 of the National Planning Policy Framework (NPPF) provides details of the elements of the NPPF that are relevant to **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** and where these are covered, whilst **Application Document 7.5.1.1 Outline CTMTP – Suffolk** outlines the measures of implementing sustainable travel in the construction phase as well as road safety considerations in Section 7.
- 3.1.7 Paragraph 007 of the NPPG states that TAs should be:
- “Established at the earliest practicable possible stage of a development proposal” and “be tailored to particular local circumstances”. In addition, they should “be brought*



*forward through collaborative ongoing working between the local planning authority/transport authority, transport operators, rail network operators, Highways Agency [now National Highways] where there may be implications for the strategic road network and other relevant bodies.”*

Details regarding scoping meetings held with SCC Highways to agree the scope of the Traffic and Transport chapter and the approach for the supporting deliverables are held in **Application Document 6.3.2.7.B Appendix 2.7.B Traffic and Transport Thematic Meeting Minutes**. In terms of addressing feedback received from National Highways in the Scoping Opinion, the Proposed Project is not expected to result in any adverse impacts on the SRN as set out within Section 7.3 of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** and Section 7 of this TAN.

- 3.1.8 Paragraphs 013 to 015 of the NPPG provide further details of when a TA is required, how the need and scope of a TA should be established and what information should be included. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** includes the components which typically form part of a TA, and this TAN signposts where the information that would typically form part of a standalone TA can be found based on the other chapters and reports which have been prepared for the Suffolk Onshore Scheme. This TAN has been informed by consultation with SCC as the local highway authority, as well as National Highways.

## 4. Transport Assessment Component Index

- 4.1.1 There is no standard structure for a Transport Assessment set out in the NPPG guidance. However, the following list sets out a typical report structure for a TA based on previous experience of preparing such documents. The list identifies where the information that would typically be provided under these headings in a standalone TA can be found within the ES as a whole:
- Site location and existing use – **Application Document 6.2.1.1 Part 1 Introduction Chapter 1 Introduction.**
  - Policy context:
    - **Application Document 6.2.1.2 Part 1 Introduction Chapter 2 Regulatory and Planning Policy Context;**
    - **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport, Section 7.2 Regulatory and Planning Context;**
    - **Application Document 7.5.1.1 Outline CTMTP – Suffolk, Section 4 Best Practice and Policy; and**
    - Section 5 of this TAN, with respect to National Planning Practice Guidance (NPPG) and when a TA or Transport Statement is required and what they should contain.
  - Consultation:
    - **Application Document 6.2.1.6 Part 1 Introduction Chapter 6 Scoping Opinion and EIA Consultation;**
    - **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport, Section 7.3 Scoping Opinion and Consultation (supported by Application Document 6.3.2.7.B Appendix 2.7.B Traffic and Transport Thematic Meeting Minutes); and**
    - Section 2 of this TAN, with respect to agreeing the approach for this TAN.
  - Accessibility appraisal:
    - **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport, Section 7.7 Baseline Conditions;**
    - **Application Document 7.5.1.1 Outline CTMTP – Suffolk, Section 2 Existing Conditions; and**
    - **Application Document 6.4.2.7.4 Walking and Cycling Routes (including PRoW) and Application Document 6.4.2.7.6 Road Link and Road Junction Receptors.**
  - Collision review:
    - **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport, Section 7.7 Baseline Conditions includes a review of collisions across**

the study area and a comparison of collision rates with national road safety statistics. The full collision data is held in **Annex A** of this TAN; and

- Section 6 of this TAN provides commentary on the locations assessed as part of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** that recorded five or more collisions within the five-year period (representing at least one collision per year).
- Development proposals:
  - **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**; and
  - **Application Document 7.5.1.1 Outline CTMTP – Suffolk**, which includes further details of the proposals during the construction phase, including access points. The locations of the additional permanent (operational) access points are summarised in Section 8 of this TAN.
- Future baseline:
  - **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, Section 7.7 Baseline Conditions (supported by **Application Document 6.3.2.7.D Appendix 2.7.D Baseline Traffic Movements**); and
  - **Application Document 7.5.1.1 Outline CTMTP – Suffolk**, Section 3 Future Highway Network.
- Trip attraction and distribution including construction vehicle routing:
  - **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, Section 7.9 Assessment of Impacts and Likely Significant Effects (supported by **Application Document 6.3.2.7.E Appendix 2.7.E Construction Worker Trip Distribution**, **Application Document 6.3.2.7.F Appendix 2.7.F Saturday Trip Generation Tables** and **Application Document 6.3.2.7.G Appendix 2.7.G Traffic Flow Diagrams**);
  - **Application Document 7.5.1.1 Outline CTMTP – Suffolk**, Section 5 Construction Movements and Section 6 Site Access and Vehicle Routing;
  - Section 7 of this TAN with respect to estimating peak construction vehicle trips on the SRN (including Annex B for the construction worker trip distribution); and
  - **Application Document 6.4.2.7.2 HGV Routing Plan** and **Application Document 6.4.2.7.3 Abnormal Load Routing Plan**.
- Committed development:
  - **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** contains the cumulative assessment; and
  - Section 9 of this TAN provides further details of the developments which have been included as part of the cumulative assessment, including the approach for identifying forecast vehicle trips and potential impacts on the walking and cycling network.
- Assessment methodology:

- **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology**; and
- **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, Section 7.4 Approach and Methodology, Section 7.5 Basis of Assessment and Section 7.6 Study Area.
- Pedestrians and cyclists:
  - **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, Section 7.7 Baseline Conditions, Section 7.8 Proposed Project Design and Embedded Mitigation and Section 7.9 Assessment of Impacts and Likely Significant Effects;
  - **Application Document 7.5.1.1 Outline CTMTP – Suffolk**, Section 2 Existing Conditions and Section 7 Management and Mitigation; and
  - **Application Document 7.5.9.1 Outline PRowMP – Suffolk** (full document).
- Highway assessment – **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, Section 7.9 Assessment of Impacts and Likely Significant Effects (supported by **Application Document 6.3.2.7.H Appendix 2.7.H Preliminary Highway Impact Assessment and Application Document 6.3.2.7.J Appendix 2.7.J Traffic and Transport Assessments**);
- Junction modelling – the Proposed Project is not expected to result in any significant traffic and transport effects including, with regard to Driver Delay, at junctions (see **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, Section 7.9 Assessment of Impacts and Likely Significant Effects). Therefore, it is not considered that any junction modelling is necessary, and as a result, none has been undertaken; and
- Access layouts, visibility splays and vehicle swept paths – details of these are provided in **Application Document 7.5.1.1 Outline CTMTP – Suffolk** and **Application Document 2.13.1 Design and Layout Drawings – Suffolk**.
- Mitigation:
  - **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, Section 7.8 Proposed Project Design and Embedded Mitigation and Section 7.10 Additional Mitigation and Enhancement Measures;
  - **Application Document 7.5.1.1 Outline CTMTP – Suffolk**, Section 7 Management and Mitigation;
  - **Application Document 7.5.3.2 Construction Environmental Management Plan Appendix B Register of Environmental Actions and Commitments**; and
  - **Application Document 7.5.9.1 Outline PRowMP – Suffolk** (full document).
- Conclusion – **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, Section 7.11 Residual Effects and Conclusions.

## 5. Traffic and Transport Assessment Summary

- 5.1.1 An assessment of the peak construction phase for the Suffolk Onshore Scheme (2028), including for the weekday network peak hours (8am-9am and 5pm-6pm), shoulder peak hours (7am-8am and 6pm-7pm), as well as 12-hour weekday (7am-7pm), 24 hour (daily) and Saturday lunchtime (12pm-1pm) has been carried out and is reported within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The chapter includes an assessment of Severance, Pedestrian Delay, Non-Motorised User Amenity, Fear and Intimidation, Driver Delay, Road Safety, Hazardous/ Large Loads, and PRow Diversions and Closures. The assessment of Road Safety and Hazardous/ Large Loads is informed by the full set of Personal Injury Accident (PIA) data obtained from SCC Highways (see **Annex A**). The assessment of Driver Delay did not identify any significant effects at junctions and therefore no junction modelling has been carried out.
- 5.1.2 As identified above, the focus of the traffic and transport assessment is on the construction phase. The Proposed Development is not expected to have any impacts during the operational and maintenance phase, as vehicle movements associated with the operation of the site and maintenance requirements are anticipated to be infrequent and low. Therefore, additional traffic movements during the operational phase are not anticipated to have a significant effect on the transport network or receptors. As such, an assessment of the operational phase has been scoped out. This position was confirmed by the Planning Inspectorate in the Scoping Opinion published in December 2022 (**Application Document 6.15 Scoping Opinion 2022**).
- 5.1.3 The **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** concludes that no significant effects related to traffic and transport are likely to result from the Proposed Project during any phase, with embedded mitigation in place, as all effects have either been categorised as minor adverse or negligible. As such, no additional mitigation to that already identified within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, **Application Document 7.5.1.1 Outline CTMTP – Suffolk** and **Application Document 7.5.9.1 Outline PRowMP – Suffolk** is considered to be necessary.
- 5.1.4 The cumulative assessment work is reported in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** and informed by the approach outlined within Section 9 of this TAN.



## 6. Collision Data Analysis

### 6.1 Introduction

- 6.1.1 **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** provides a summary of the Personal Injury Accident (PIA) data obtained from SCC for the most recently available five-year period for the highway network within the agreed study area.
- 6.1.2 This section of the TAN provides further commentary on the road links or junctions where five or more collisions occurred (representing at least one collision per year), looking further into detail regarding the causes of collisions and their severity and the types of vehicles involved.

### 6.2 A12, South of A1094 (S-RL1)

- 6.2.1 A total of nine collisions occurred on this link for the most recently available five-year period, eight of which were slight in severity, and one was serious in severity.
- 6.2.2 Of the nine collisions, seven involved cars only, one involved a motorcyclist and pedestrian, and one involved a car and Heavy Goods Vehicle (HGV). The collision involving the motorcyclist and pedestrian was the only collision which resulted in serious injury on this link, after the pedestrian stepped out into the path of an oncoming motorcycle when attempting to cross the A12 in-between stationary traffic.
- 6.2.3 Overall, there were no common causation factors of the collisions recorded on this link to suggest there are safety concerns with the link itself. Nonetheless, this link has been attributed with a high level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

### 6.3 A12, North of B1121 Main Road Northern Junction (S-RL4)

- 6.3.1 A total of seven collisions occurred on this link for the most recently available five-year period, four of which were slight in severity and three which were serious in severity.
- 6.3.2 Of the seven collisions, four involved cars only, one involved a motorcyclist and HGV, one involved a car and a cyclist, and the remaining collision involved HGVs only. The causation factors relating to the three serious collisions included a failure to look properly (motorcyclist), a vehicle following too close (car) and distraction in the vehicle (car).
- 6.3.3 Overall, there were no common causation factors of the collisions recorded on this link to suggest there are safety concerns with the link. Nonetheless, this link has been attributed with a high level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

## 6.4 B1119 Church Street, East of B1121 Main Road (S-RL7)

- 6.4.1 A total of seven collisions occurred on this link for the most recently available five-year period, all of which were slight in severity. Of these, four involved cars only, two involved a motorcyclist only and the remaining collision involved a small van/ goods vehicle. The collision involving the van involved impairment by alcohol, and the two collisions involving a motorcyclist were both at least partly attributed to the motorcyclist travelling too fast for the conditions.
- 6.4.2 Overall, there were no common causation factors of the collisions recorded on this link to suggest there are safety concerns with the link. Nonetheless, this link has been attributed with a high level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

## 6.5 B1122 Leiston Road, between A1094 Aldeburgh Road and Aldringham Lane (S-RL13)

- 6.5.1 A total of seven collisions occurred on this link for the most recently available five-year period, six of which were slight in severity, and one was serious in severity.
- 6.5.2 Of the seven collisions, five involved cars only, one involved a motorcyclist only and one involved a car and a cyclist. The collision involving the motorcyclist was the one serious collision recorded on this link, which was attributed to a deer entering the carriageway and colliding with a vehicle ahead of the motorcyclist, which caused the motorcyclist to become unseated. The collision involving the car and cyclist was attributed to the car not displaying their lights at night and/ or travelling in poor visibility.
- 6.5.3 Overall, there were no common causation factors of the collisions recorded on this link to suggest there are safety concerns with the link. Nonetheless, this link has been attributed with a high level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

## 6.6 A12/ A1094 Junction (S-RJ1)

- 6.6.1 A total of eight collisions were recorded at this junction for the most recently available five-year period, four of which were slight in severity and four were slight in severity.
- 6.6.2 Of the eight collisions, seven involved cars only and one involved a car and minibus. The collision involving the car and minibus (slight in severity) was attributed to the car driver failing to look properly when approaching the junction, causing them to collide with the minibus in front of them. The four serious collisions all involved cars only and were attributed to a range of factors including a driver failing to look properly, a vehicle moving into the path of another vehicle, a poor turn or manoeuvre and a driver failing to judge another vehicle's speed.
- 6.6.3 Overall, there were no common causation factors of the collisions recorded on this junction to suggest there are safety concerns with the junction. Nonetheless, this link has been attributed with a high level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

## 6.7 A12/ B1119 Junction (S-RJ3)

- 6.7.1 A total of six collisions occurred at this junction for the most recently available five-year period, of which three were slight in severity and three were serious in severity.
- 6.7.2 Of the six collisions, four involved cars only, one involved an HGV and car, and one involved a motorcyclist and car. The collision involving the car and motorcyclist was serious in severity and was at least in part attributed to a failure to look properly and dazzling headlights. The second serious collision involved a car and HGV and was at least in part attributed to impairment by drugs and distraction in a vehicle. The third serious collision involved two cars and was in part attributed to the road layout, but also a driver's failure to judge the other vehicle's path or speed and a resulting poor turn or manoeuvre.
- 6.7.3 Overall, there were no common causation factors of the collisions recorded on this junction to suggest there are safety concerns with the junction. Nonetheless, this link has been attributed with a high level of sensitivity to provide a robust approach when assessing Road Safety as part of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

# 7. Strategic Road Network

## 7.1 Introduction

- 7.1.1 In response to the Statutory Consultation, which took place from 24 October to 18 December 2023, National Highways provided comments regarding the Suffolk Onshore Scheme on 12 December 2023. The comments and subsequent correspondence informed this assessment of the potential for effects on the SRN.

## 7.2 Walking, Cycling and Horse-riding Assessment Report (WCHAR)

- 7.2.1 In a letter dated 12 December 2023, National Highways requested that a Walking, Cycling and Horse-riding Assessment Report (WCHAR) should be produced. However, it was subsequently agreed (with National Highways, by email on 21 October 2024) that a WCHAR would not be necessary given that the Order Limits are sufficiently far from the SRN (see below). The Proposed Project would not result in any pedestrians or cyclists near the SRN and there are not expected to be any construction vehicle impacts on the SRN for non-motorised users. Therefore, a WCHAR has not been prepared.

## 7.3 Development Traffic Flow Impact on the SRN

- 7.3.1 For the Suffolk Onshore Scheme, the nearest SRN junction is the Seven Hills Interchange, Junction 58 of the A14(T) (circa 27 km to the south of the Order limits) which includes a link to the southern point of the non-trunk portion of the A12. Therefore, this area falls a significant distance beyond the Order Limits and has not been assessed as part of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** for the Suffolk Onshore Scheme.
- 7.3.2 In comments received by email on 21 October 2024, National Highways requested evidence of how the Suffolk Onshore Scheme may affect the nearest SRN junction (identified above). This section therefore details the forecast peak daily construction vehicle trips on the SRN, following on from the trip distribution work as described in Section 7.9 of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.
- 7.3.3 Table 7.1 below presents the forecast peak daily construction movements for the Suffolk Onshore Scheme (as presented within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**) which has been used to inform the number of trips expected on the SRN.

**Table 7.1 Forecast peak daily total construction vehicle movements (all accesses, weekday profile, 2028)**

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	218	0	3	2	0	0	221	2	223
08:00-09:00	0	0	3	3	8	8	11	11	22
09:00-10:00	0	0	3	3	8	8	11	11	22
10:00-11:00	0	0	2	3	8	8	10	11	21
11:00-12:00	0	0	3	2	7	7	10	9	19
12:00-13:00	0	0	3	3	7	7	10	10	20
13:00-14:00	0	0	3	3	7	7	10	10	20
14:00-15:00	0	0	2	3	7	7	9	10	19
15:00-16:00	0	0	3	2	7	7	10	9	19
16:00-17:00	0	0	3	3	5	5	8	8	16
17:00-18:00	0	0	3	3	4	4	7	7	14
18:00-19:00	0	218	2	3	0	0	2	221	223
<b>Total</b>	<b>218</b>	<b>218</b>	<b>33</b>	<b>33</b>	<b>68</b>	<b>68</b>	<b>319</b>	<b>319</b>	<b>638</b>

- 7.3.4 In order to identify peak daily construction vehicle trips on the SRN (Seven Hills Interchange), trip distributions were derived and then applied to the peak daily trip generations for the Suffolk Onshore Scheme. These were informed by 2021 Census data for construction staff, as per the approach taken for the main assessment work detailed in Section 7.9 of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The associated calculations and resulting distribution for construction workers for the SRN (Seven Hills Interchange) is provided in **Annex B** (note, this has also been adopted for LGVs).
- 7.3.5 The distribution of HGVs on the SRN has also been taken forward from the main assessment work, which is worst-case, where the majority of trips are expected to enter/exit the study area via the A12 to the south (i.e. towards the Seven Hills Interchange). This is because this part of the highway network ultimately serves the majority of Essex, Suffolk and routes to/from London and further afield.
- 7.3.6 Further details of the methodology and calculations are provided in **Application Document 6.3.2.7.E Appendix 2.7.E Construction Worker Trip Distribution**, and the adopted distribution of construction vehicle trips across the highway network is illustrated on the traffic flow diagrams held in **Application Document 6.3.2.7.G Appendix 2.7.G Traffic Flow Diagrams**.
- 7.3.7 Following this, Table 7.2 below shows the distribution assumptions for trips assigned to the SRN.



**Table 7.2 Forecast SRN trip distribution**

Vehicle Type	A12/ A14 Junction 58 (Seven Hills Interchange)	Non-SRN	Total
HGV	85%	15%	100%
LGV	45%	55%	100%
Staff	45%	55%	100%

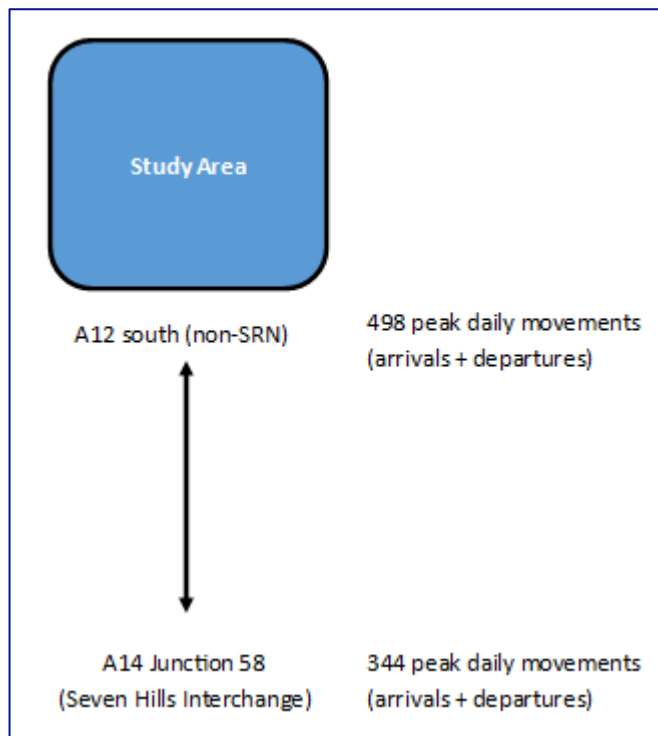
7.3.8 Based on Table 7.1 and Table 7.2, the peak daily trips on the SRN are shown in Table 7.3 below which are for the busiest day of the programme for the Suffolk Onshore Scheme.

**Table 7.3 Forecast peak daily construction vehicle movements at the Seven Hills Interchange**

Time	Staff		LGVs		HGVs		Total vehicles		
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Total
07:00-08:00	99	0	2	1	0	0	101	1	102
08:00-09:00	0	0	2	2	7	7	9	9	18
09:00-10:00	0	0	2	2	7	7	9	9	18
10:00-11:00	0	0	1	2	7	7	8	9	17
11:00-12:00	0	0	1	1	6	6	7	7	14
12:00-13:00	0	0	1	1	6	6	7	7	14
13:00-14:00	0	0	1	1	6	6	7	7	14
14:00-15:00	0	0	1	1	6	6	7	7	14
15:00-16:00	0	0	1	1	6	6	7	7	14
16:00-17:00	0	0	1	1	4	4	5	5	10
17:00-18:00	0	0	1	1	3	3	4	4	8
18:00-19:00	0	99	1	1	0	0	1	100	101
<b>Total</b>	<b>99</b>	<b>99</b>	<b>15</b>	<b>15</b>	<b>58</b>	<b>58</b>	<b>172</b>	<b>172</b>	<b>344</b>

7.3.9 It is evident from Table 7.3 that construction vehicle trips on the SRN during the network peak hours of 8am to 9am and 5pm to 6pm would not exceed 30 vehicles per hour during the busiest day. Where flows exceeding this are forecast, these would occur during the development 'shoulder' peak hours (7am-8am and 6pm-7pm) and managed through the measures set out within **Application Document 7.5.1.1 Outline CTMTP – Suffolk**.

7.3.10 Further to the tables above, a flow diagram has been created to show the peak daily trips (12-hour weekday) travelling between the study area for the Suffolk Onshore Scheme and the SRN, shown in Plate 7.1 below.



**Plate 7.1 Forecast peak daily trips between the study area and SRN**

- 7.3.11 The above shows that there will be fewer construction vehicle trips on the SRN than the levels assessed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** for the local highway network within the study area. Therefore, based on the main assessment in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, which concludes that there are not expected to be any significant effects on the highway network as a result of the Proposed Project, the lower levels of forecast construction vehicle movements on the A14(T) are similarly not expected to have an impact on the SRN.

## 8. Permanent Access Points

- 8.1.1 For the Suffolk Onshore Scheme, there will be two permanent (operational) access points to allow for the future maintenance of the Substation and the Converter Station.
- 8.1.2 In order to access Friston Substation, a permanent access will be provided at S-BM07 on the B1121 Saxmundham Road. For accessing the Saxmundham Converter Station, the permanent access will be provided at S-BM09 (a retained construction access point) on the eastern side of the B1121 Main Road which would serve a route that uses a proposed bridge over the River Fromus towards the Converter Station. Further details of these access points are provided within the **Application Document 7.5.1.1 Outline CTMTP – Suffolk**.
- 8.1.3 Two alternative potential permanent access points have been identified in the event that the B1121 Main Road access (S-BM09) and bridge over the River Fromus is not retained after the construction phase, from which a single option would then be selected. The access point would be taken from the B1119 to the west of Workhouse Lane and Fristonmoor Lane and are designated as S-BM14 (western option) and S-BM15 (eastern option).
- 8.1.4 Several permanent (operational) monitoring access routes will also be used by light vehicles to access the Order Limits for the full lifespan of the project, including for monitoring purposes and to access parcels of land for ecological mitigation and enhancement. An access point, designated as S-BM16 will be provided to the south of the A1094 Aldeburgh Road for monitoring purposes. It is proposed that the design of the access, including visibility improvement and warning signs to advise road users of the access will be subject to discussion and agreement with SCC Highways.
- 8.1.5 Agreements will be established with the relevant landowners to access permanent works (e.g. cables passing through fields), using existing tracks and field entrances where possible.
- 8.1.6 The bellmouth locations mentioned above are shown on **Application Document 6.4.1.4.7 Suffolk Onshore Scheme Traffic Routes During Construction and Operation**. Bellmouth layouts for permanent (operational) access points S-BM14 and S-BM15 on the B1119 (for potentially accessing the Converter Station if S-BM09 is not retained) and S-BM16 to access land to the south of the A1094 Aldeburgh Road are provided within **Application Document 2.13.1 Design and Layout Drawings – Suffolk**.

# 9. Committed Developments

## 9.1 Introduction

9.1.1 The assessment of committed developments is set out within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The following committed developments have been included as part of the cumulative assessment for traffic and transport, based on the developments identified on the short-list:

- The Sizewell C – Main Development Site (ID1) – construction phase;
- East Anglia ONE North Offshore Windfarm (ID5) – construction phase;
- East Anglia TWO Offshore Windfarm (ID6) – construction phase;
- High Lodge Leisure (ID221) – operational phase;
- Residential Development, Brightwell Lakes (ID240) – operational phase;
- Residential Development, Darsham Station (ID245) – operational phase;
- LionLink Offshore Interconnector (ID287) – construction phase; and
- Sizewell A Power Station (ID305) – construction phase.

9.1.2 Further details relating to the above developments in terms of the phases assessed, associated trip generations/ distributions and any PRow considerations are provided below. The overall trip generation tables for all of the cumulative schemes combined are contained within **Application Document 6.3.2.13.B Appendix 2.13.B Suffolk Cumulative Traffic Flows**.

9.1.3 Further information on the schemes which have been scoped out of the assessment, including the justifications for excluding these, are provided within the relevant tables within **Application Document 6.2.3.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.

## 9.2 The Sizewell C – Main Development Site (ID1)

9.2.1 The Sizewell C – main development site (ID1) is located circa 2 km to the north of the Order Limits for the Suffolk Onshore Scheme. The cumulative assessment of the Sizewell C – main development site (ID1) includes construction traffic during the peak construction phase. The trip generation forecasts have been taken from the Consolidated Transport Assessment which informed the DCO submission, including Tables 8.7 and 8.8 which identified forecast traffic flows across the network during the peak construction phase for the weekday peak hours and across the day. These vehicle trips also include other elements of Sizewell C during the construction phase, including the Northern park and ride (ID296) and Southern park and ride (ID297). The proportion of HGV movements has been estimated by comparing the HGV trip generation (Table 7.4) with the overall trip generation (Tables 7.2 to 7.6 combined) for the various periods.

9.2.2 To provide a robust cumulative assessment, it has been assumed that construction traffic associated with the Sizewell C main development site (ID1) and the Proposed

Project would use the A12 instead of the A12 Bypass (ID292) which is proposed as part of Sizewell C. In addition, any forecast decreases in vehicle trips on the surrounding highway network as a result of the A12 Bypass (ID292) and the Sizewell Link Road (ID295) have not been considered. The HGV trips considered in the assessment of the Sizewell C main development site (ID1) also exclude any rail freight upgrades relating to Sizewell C Rail (ID298) and the associated reduction in HGV movements.

- 9.2.3 In terms of the walking and cycling network, the Sizewell C – main development site (ID1) is expected to result in the permanent closure/ diversion of part of the King Charles III England Coast Path (based on the Access and Rights of Way Plans). Therefore, potential cumulative impacts to the King Charles III England Coast Path as a result of Sizewell C – main development site (ID1) and the Proposed Project have been considered. Otherwise, no cumulative impacts are expected to the walking and cycling network including PRoW based on the differing Order Limits for each scheme.
- 9.2.4 In view of the above it is considered that a robust assessment has been carried out for the Sizewell C – main development site (ID1) by considering additional vehicle trips associated with the peak construction phase of the development which include other elements of Sizewell C, as well as potential impacts on the walking and cycling network.

### 9.3 East Anglia ONE North Offshore Windfarm (ID5)

- 9.3.1 The East Anglia ONE North Offshore Windfarm (ID5) shares parts of the Order Limits with the Suffolk Onshore Scheme. The trip generation forecasts in terms of daily movements (including total vehicles and HGVs) across the highway network have been taken from the traffic flow diagram held in Appendix 26.16 of Chapter 26 Traffic and Transport of the Environmental Statement which informed the DCO submission.
- 9.3.2 To estimate construction vehicle movements during the peak hours, it has been assumed that all staff vehicles/ non-HGVs would arrive during the AM peak hour and all staff vehicles/ non-HGVs would depart during the PM peak hour to provide a robust assessment.
- 9.3.3 In terms of the walking and cycling network, the East Anglia ONE North Offshore Windfarm (ID5) is expected to result in the following PRoW impacts which fall within the Order Limits of the Proposed Project, based on the Outline Public Rights of Way Strategy for the East Anglia ONE North Offshore Windfarm (ID5):
- Several temporary closures/ diversions of PRoW E-354/001/0 (S-P6);
  - A temporary closure/ diversion of PRoW E-354/007/A (S-P8);
  - A permanent closure/ diversion of PRoW E-354/006/0 (S-P9), as well as several temporary closure/ diversions of this PRoW;
  - A permanent closure/ diversion of PRoW E-260/017/0 (S-P10), as well as several temporary closure/ diversions of this PRoW; and
  - A temporary closure/ diversion of PRoW E-260/016/0 (S-P12).
- 9.3.4 Therefore, potential cumulative impacts to these PRoW as a result of East Anglia ONE North Offshore Windfarm (ID5) and the Proposed Project have been considered and will need to be coordinated in order to avoid any significant cumulative effects.
- 9.3.5 In view of the above it is considered that a robust assessment has been carried out for the East Anglia ONE North Offshore Windfarm (ID5) by considering additional vehicle



trips associated with the peak construction phase of the development, as well as potential impacts on the walking and cycling network.

- 9.3.6 The final Stage 4 assessment considers the Proposed Project alongside all committed developments including both East Anglia ONE North Offshore Windfarm (ID5) and East Anglia TWO Offshore Windfarm (ID6). The cumulative traffic flows for East Anglia ONE North Offshore Windfarm (ID5) and East Anglia TWO Offshore Windfarm (ID6) combined have been taken from Appendix 26.25 of Chapter 26 Traffic and Transport of the Environmental Statement which informed the DCO submission for East Anglia ONE North Offshore Windfarm (ID5).

## 9.4 East Anglia TWO Offshore Windfarm (ID6)

- 9.4.1 The East Anglia TWO Offshore Windfarm (ID6) shares parts of the Order Limits with the Suffolk Onshore Scheme. The trip generation forecasts in terms of daily movements (including total vehicles and HGVs) across the highway network have been taken from the traffic flow diagram held in Appendix 26.16 of Chapter 26 Traffic and Transport of the Environmental Statement which informed the DCO submission.
- 9.4.2 To estimate construction vehicle movements during the peak hours, it has been assumed that all staff vehicles/ non-HGVs would arrive during the AM peak hour and all staff vehicles/ non-HGVs would depart during the PM peak hour to provide a robust assessment.
- 9.4.3 In terms of the walking and cycling network, the East Anglia TWO Offshore Windfarm (ID6) is expected to result in the following PRow impacts which fall within the Order Limits of the Proposed Project, based on the Outline Public Rights of Way Strategy for the East Anglia TWO Offshore Windfarm (ID6):
- Several temporary closures/ diversions of PRow E-354/001/0 (S-P6);
  - A temporary closure/ diversion of PRow E-354/007/A (S-P8);
  - A permanent closure/ diversion of PRow E-354/006/0 (S-P9), as well as several temporary closure/ diversions of this PRow;
  - A permanent closure/ diversion of PRow E-260/017/0 (S-P10), as well as several temporary closure/ diversions of this PRow; and
  - A temporary closure/ diversion of PRow E-260/016/0 (S-P12).
- 9.4.4 Therefore, potential cumulative impacts to these PRow as a result of East Anglia TWO Offshore Windfarm (ID6) and the Proposed Project will need to be coordinated in order to avoid any significant cumulative effects.
- 9.4.5 In view of the above it is considered that a robust assessment has been carried out for the East Anglia TWO Offshore Windfarm (ID6) by considering additional vehicle trips associated with the peak construction phase of the development, as well as potential impacts on the walking and cycling network.
- 9.4.6 The final Stage 4 assessment considers the Proposed Project alongside all committed developments including both East Anglia TWO Offshore Windfarm (ID6) and East Anglia ONE North Offshore Windfarm (ID5). The cumulative traffic flows for East Anglia TWO Offshore Windfarm (ID6) and East Anglia ONE North Offshore Windfarm (ID5) have been taken from Appendix 26.25 of Chapter 26 Traffic and Transport of the

Environmental Statement which informed the DCO submission for East Anglia TWO Offshore Windfarm (ID6).

## **9.5 High Lodge Leisure (ID221)**

- 9.5.1 The High Lodge Leisure (ID221) site is located circa 7 km to the north of the Order Limits for the Suffolk Onshore Scheme. The cumulative assessment of High Lodge Leisure (ID221) includes operational traffic on the assumption that this development would be fully constructed/ built out during the construction phase of the Proposed Project. The trip generation and distribution in terms of peak hour and daily forecasts (both total vehicles and HGVs) has been taken from Table 5.12 of the Transport Assessment. It has been assumed that all trips assigned to the A12 South would travel through the study area to provide a robust assessment. Given the location of this development, no cumulative impacts on the walking and cycling network (including PRoW) are expected.

## **9.6 Residential Development, Brightwell Lakes (ID240)**

- 9.6.1 The Residential Development, Brightwell Lakes (ID240) site is located circa 21km to the south of the Order Limits for the Suffolk Onshore Scheme. The cumulative assessment of Residential Development, Brightwell Lakes (ID240) includes operational traffic on the assumption that this development would be fully constructed/ built out during the construction phase of the Proposed Project. The trip generation and distribution in terms of peak hour and daily forecasts (total vehicles) has been taken from Figure 8n of the Transport Assessment, and then Table 7.4 of the Internalisation Supplementary Summary Note (which informed the Transport Assessment) in terms of trips assigned to the A12 North i.e. those trips which could potentially pass through the study area. It has been assumed that all trips assigned to the A12 North would travel through the study area to provide a robust assessment. Given the location of this development, no cumulative impacts on the walking and cycling network (including PRoW) are expected.

## **9.7 Residential Development, Darsham Station (ID245)**

- 9.7.1 The Residential Development, Darsham Station (ID245) site is located circa 6 km to the north of the Order Limits for the Suffolk Onshore Scheme. The cumulative assessment of Residential Development, Darsham Station (ID245) includes operational traffic on the assumption that this development would be fully constructed/ built out during the construction phase of the Proposed Project. The trip generation and distribution in terms of peak hour and daily forecasts (total vehicles) has been taken from Tables 5 and 6 of the Transport Assessment. It has been assumed that all trips assigned to the A12 South and B1122 Southeast would travel through the study area to provide a robust assessment. Given the location of this development, no cumulative impacts on the walking and cycling network (including PRoW) are expected.

## **9.8 LionLink Offshore Interconnector (ID287)**

- 9.8.1 The LionLink Offshore Interconnector (ID287) shares parts of the Order Limits with the Suffolk Onshore Scheme. The cumulative assessment of the LionLink Offshore Interconnector (ID287) includes peak construction traffic associated with the converter station, based on equivalent forecasts for the Proposed Project based on peak

construction movements for Saxmundham Converter Station. This information has been used to allow a cumulative assessment to be carried out, in the absence of any details on forecast construction vehicle trips for the LionLink Offshore Interconnector (ID287) itself, given that DCO has yet to be submitted for this development.

- 9.8.2 The forecasts for the LionLink Offshore Interconnector (ID287) have been based on peak construction vehicle movements at the B1121 Main Road access point (S-BM09) for the Proposed Project, which includes construction vehicles associated with the construction of Saxmundham Converter Station. This includes peak hour movements based on the worst-case development peak hours of 7am-8am and 6pm-7pm, as well as daily movements. This equates to 64 vehicle movements (all arrivals) during the AM peak, 63 vehicle movements (all departures) during the PM peak and 310 vehicle movements (155 arrivals + 155 departures) across the day including 176 HGV movements (88 arrivals + 88 departures). The same trip distribution has been adopted as the Proposed Project in terms of assigning construction vehicle trips across the highway network.
- 9.8.3 In terms of the walking and cycling network, the LionLink Offshore Interconnector (ID287) has the potential to affect the following PRow which fall within the Order Limits of the Proposed Project:
- A temporary closure/ diversion of PRow E-491/006/0 (S-P14);
  - A permanent closure/ diversion of PRow E-491/005/0 (S-P15); and
  - A temporary closure/ diversion of PRow E-460/023/0 (S-P17).
- 9.8.4 Therefore, potential cumulative impacts to these PRow as a result of the LionLink Offshore Interconnector (ID287) and the Proposed Project will need to be coordinated in order to avoid any significant cumulative effects. A Converter Station Colocation Masterplan (Doc Ref: 22892-8011-03) has been prepared by Corstorphine & Wright Ltd accordingly which sets out the following considerations relating to PRow as a result of the converter station sites associated with the Proposed Project and the LionLink Offshore Interconnector (ID287) in order to minimise adverse or repeated impacts on the PRow network and to provide benefits to the public:
- PRow diversions relating to the three converter station sites have been designed and co-ordinated to minimise additional journey distances, re-join existing routes and improve route connectivity by delivering new routes;
  - The permanent diversions have been embedded into the master planning of the site (including in consideration of temporary construction compounds), to fully consider the long-term future of the site and to avoid the need for subsequent diversions; and
  - Land has been safeguarded so that new PRow routes can be provided by each project when these come forward to enhance the network/ open access across the countryside, which is an approach welcomed by SCC.
- 9.8.5 In view of the above it is considered that a robust assessment has been carried out for the LionLink Offshore Interconnector (ID287) by considering additional vehicle trips associated with the construction of the associated converter station (based on peak forecasts for the Proposed Project), as well as potential impacts on the walking and cycling network. A Converter Station Colocation Masterplan (Doc Ref: 22892-8011-03) has been prepared to minimise adverse or repeated impacts on the PRow network as a result of the Proposed Project and the LionLink Offshore Interconnector (ID287).

## 9.9 Sizewell A Power Station (ID305)

- 9.9.1 The Sizewell A Power Station (ID305) site is located circa 5km to the north of the Order Limits for the Suffolk Onshore Scheme. The cumulative assessment of Sizewell A Power Station (ID305) includes construction traffic (both total vehicles and HGVs) based on the trip generation and distribution forecasts within Tables 5.4 and 5.5 of the Transport Statement for the weekday peak hours and across the day. To provide a robust assessment and in keeping with the vehicle distribution assumed for both Sizewell C and the Proposed Project, it has been assumed that 85% HGVs would travel along the A12 South and through the study area. The distribution of construction workers has been based on Table 5.5 and Figure 5.1 based on the car routes shown. Given the location of this development, no cumulative impacts on the walking and cycling network (including PRow) are expected.

## 9.10 Conclusion

- 9.10.1 The assessment of committed developments within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** is considered to be robust based on the schemes and parameters adopted to identify forecast committed development trips on the highway network within the study area. **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** concludes that no significant cumulative effects on traffic and transport are expected as a result of construction traffic associated with the Suffolk Onshore Scheme when combined with construction/ operational traffic associated with other committed developments in isolation or when considering all committed developments combined. In terms of PRow closures/ diversions, these will be coordinated with other committed developments where necessary (as identified above and within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**) to reduce the potential for significant cumulative effects.

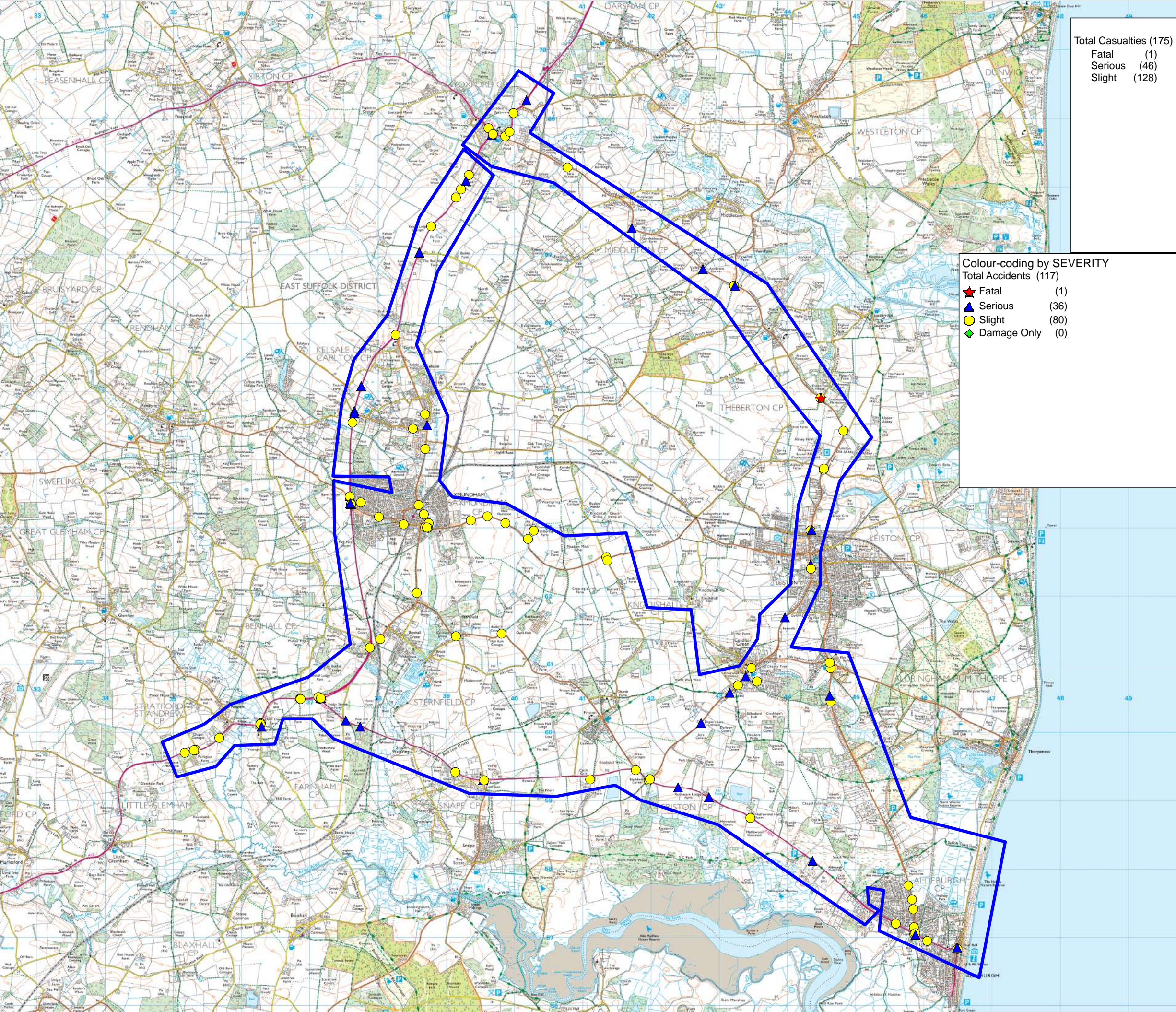
# 10. Summary

- 10.1.1 This Transport Assessment Note (TAN) forms **Application Document 6.3.2.7.A Appendix 2.7.A Transport Assessment Note** and has been prepared to identify where the information that would typically form part of a standalone Transport Assessment (TA) can be found within the other application documents that have been prepared for the Suffolk Onshore Scheme. This approach is designed to reduce repetition between documents. This TAN also includes further information where necessary, including in response to feedback received from National Highways and to provide further information on the collision review, permanent access points and cumulative schemes.
- 10.1.2 The approach of preparing a TAN in place of a full standalone TA has been agreed with SCC Highways and National Highways. It was agreed that the TAN would include additional information where necessary, including with respect to the Strategic Road Network (SRN), but would otherwise direct the reader towards the other documents to reduce duplication between them.
- 10.1.3 Following the additional information presented within this TAN, there are not expected to be any significant effects on the SRN as a result of the Proposed Project, with lower levels of forecast construction vehicle movements on the A14(T) than the levels assessed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** for the local highway network within the study area.
- 10.1.4 In addition, it is not considered that a Walking, Cycling and Horse-riding Assessment Report (WCHAR) is required given that the Proposed Project would not generate any pedestrians or cyclists near the SRN and there are not expected to be any construction vehicle impacts on the SRN for non-motorised users. This approach has been agreed with National Highways.
- 10.1.5 It is considered that this TAN, along with **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, **Application Document 7.5.1.1 Outline CTMTP – Suffolk**, as well as within **Application Document 7.5.9.1 Outline PRowMP – Suffolk** include the necessary information that would be expected to be included within a TA based on the scale and nature of the Proposed Project. An assessment of cumulative schemes is also held within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** based on the developments summarised within this TAN. It is not considered that a standalone TA or any further information is required to that presented within the collective deliverables.



# Annex A Full Collision Data





This map is based upon  
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DRAWING TITLE

Location Plan - East Suffolk

SCALE 1 : 53100

DATE 22/01/2024

DRAWING No.

DRAWN BY



**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

Occurred on LONDON ROAD A12 AT JN WITH MIDDLETON B1122

Causation			
	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:		Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

No skidding, jack-knifing or overturning		Going ahead other	
Age of Driver	77	Breath test	Driver not contacted

Journey Purpose: 6

Casualty Reference: 1      Age: 53      Male      Pedestrian      Severity: Slight  
Pedestrian Direction: Unknown  
Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable

Accidents between dates      01/11/2018 and 31/10/2023      (60) months  
Selection:      Notes:

18349331      16/11/2018      Friday      Time 2000      Vehicles 1      Casualties 3      Slight  
Fine without high winds      Road surface Dry      Darkness: no street lighting  
Special Conditions None      Road Type Single 2 lanes  
V1 WAS TRAVELLING ALONG THE CARRIAGEWAY AND FAILED TO SUCCESSFULLY NEGOTIATE A LEFT HAND BEND.  
V1 LOST CONTROL AND LEFT THE CARRIAGEWAY, LANDING IN A DITCH.

Occurred on      LEISTON ROAD B1119

Causation			
	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Very Likely
2nd:	Road layout (eg bend, hill etc.)	Vehicle 1	Very Likely
3rd:	Travelling too fast for conditions	Vehicle 1	Very Likely
4th:	Poor turn or manoeuvre	Vehicle 1	Very Likely
5th:	Loss of control	Vehicle 1	Very Likely
6th:	Inexperienced or learner driver/rider	Vehicle 1	Very Likely

Vehicle Reference      1      Car      Going ahead left bend  
No skidding, jack-knifing or overturning  
First point of impact      Front      Age of Driver      17      Breath test      Negative  
Vehicle direction      N      to      S

Journey Purpose: 6

Casualty Reference:	1	Age:	17	Female	Driver/rider	Severity:	Slight
Casualty Reference:	2	Age:	16	Male	Passenger	Severity:	Slight
Casualty Reference:	3	Age:		Female	Passenger	Severity:	Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V1 DRIFTS/SWERVES INTO OPPOSING CARRIAGEWAY COLLIDING WITH V2. DEBRIS FROM COLLISION DAMAGES WINDSCREEN OF V3 TRAVELLING BEHIND V2.

Causation			
	Factor:	Participant:	Confidence:
1st:	Impaired by drugs (illicit or medicinal) Distraction in vehicle	Vehicle 1	Very Likely
2nd:		Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Journey Purpose: Other/Not known

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

1835314903/12/2018MondayTime 0015Vehicles 1Casualties 1Slight

Fine without high windsRoad surfaceWet/DampDarkness: no street lighting

Special ConditionsNoneRoad TypeSingle 2 lanes

V1 WAS TRAVELLING ALONG THE CARRIAGEWAY AND LOST CONTROL ON A RIGHT HAND BEND, LEFT CARRIAGEWAY AND ENTERED A DITCH.

Occurred onLEISTON ROAD (B1119) 500 METRES EAST OF JUNCTION WITH CHURCH HILL (B1119)

	Factor:	Causation	Participant:	Confidence:
1st:	Slippery road (due to weather)		Vehicle 1	Very Likely
2nd:	Loss of control		Vehicle 1	Very Likely
3rd:	Travelling too fast for conditions		Vehicle 1	
4th:				
5th:				
6th:				

Vehicle Reference1Car

Going ahead right bend

No skidding, jack-knifing or overturning

First point of impactNearside

Age of Driver34Breath testNegative

Vehicle directionS to NE

Journey Purpose: Journey as part of work

Casualty Reference:1Age: 34MaleDriver/riderSeverity: Slight



**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V2 STATIONARY ON NEAR SIDE OF CARRIAGEWAY. V2 HAD BROKEN DOWN WITH HAZARD WARNING LIGHTS ON.

Casualty Reference: 1      Age: 33      Female      Driver/rider      Severity: Slight

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

1835428912/12/2018WednesdayTime 1130Vehicles 1Casualties 1Slight

Fine without high windsRoad surface DryDaylight

Special Conditions NoneRoad Type Single 2 lanes

V1 WAS REVERSING SLOWLY. C1 WAS BEHIND THE VEHICLE. PEDESTRIAN BANGED ON WINDOW OF V1 TO STOP IT. C1 FELL TO THE GROUND. BELIEVED V1 DID NOT MAKE CONTACT WITH C1.

Occurred on WAITROSE CAR PARKCHURCH STREET

	Causation		
	Factor:	Participant:	Confidence:
1st:	Road layout (eg bend, hill etc.)	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Crossed road masked by stationary veh	Casualty 1	
4th:			
5th:			
6th:			

Vehicle Reference1CarReversing

No skidding, jack-knifing or overturning

First point of impactDid not impactAge of Driver76Breath testNegative

Vehicle directionW to E

Journey Purpose: Other/Not known

Casualty Reference: 1Age: 83FemalePedestrianSeverity: Slight

Pedestrian Direction: Unknown

Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

1835513919/12/2018WednesdayTime 1155Vehicles 2Casualties 1Slight

Fine without high windsRoad surfaceWet/DampDaylight

Special ConditionsNoneRoad TypeSingle 2 lanes

V2 WAS TRAVELLING ALONG THE CARRIAGEWAY IN FRONT OF V1. V2 TURNED RIGHT INTO A BUSINESS PREMISES AND V1 COLLIDED WITH THE REAR OF V2.

Occurred on ABBEY ROAD (B1122)

	Causation		
	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:	Slippery road (due to weather)	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference1Other Vehicle

Going ahead other

Skidded

First point of impactFrontAge of Driver66Breath testNegative

Vehicle directionS to E

Journey Purpose: Other/Not known

Vehicle Reference2Motorcycle over 500ccTurning right

No skidding, jack-knifing or overturning

First point of impactBackAge of Driver23Breath testNegative

Vehicle directionS to E

Journey Purpose: Other/Not known

Casualty Reference:1Age: 23MaleDriver/riderSeverity: Slight

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

1981766916/02/2019SaturdayTime 1530Vehicles 2Casualties 2Serious

Fine without high windsRoad surfaceDryDaylight

Special ConditionsNoneRoad TypeSingle 2 lanes

V1 HAS BRAKED HARD DUE TO STATIONARY VEHICLES AHEAD AND THEN SUDDENLY GONE ACROSS ONTO THE OPPOSITE SIDE OF THE ROAD AND COLLIDED WITH V2 TRAVELLING IN THE OPPOSITE DIRECTION.

Occurred onSAXMUNDHAM ROAD (A1094) - 29 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

	Causation		
	Factor:	Participant:	Confidence:
1st:	Road layout (eg bend, hill etc.)	Vehicle 1	Possible
2nd:	Travelling too fast for conditions	Vehicle 1	Possible
3rd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
4th:	Road layout (eg bend, hill crest)	Vehicle 1	Possible
5th:			
6th:			

Vehicle Reference1Other VehicleGoing ahead other

Skidded

First point of impactOffsideAge of Driver24Breath testNegative

Vehicle directionNW to SE

Journey Purpose: Other/Not known

Vehicle Reference2CarGoing ahead other

No skidding, jack-knifing or overturning

First point of impactFrontAge of Driver50Breath testNegative

Vehicle directionSE to NW

Journey Purpose: Other/Not known

Casualty Reference:1Age: 50FemaleDriver/riderSeverity: Serious

Casualty Reference:2Age: 14MalePassengerSeverity: Slight

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

1982241620/02/2019WednesdayTime 1456Vehicles 4Casualties 1Slight

Fine without high windsRoad surface DryDaylight

Special Conditions NoneRoad Type Roundabout

V2 WAS TRAVELLING ON THE ROUNDABOUT WHEN IT WAS STRUCK BY V1 AS IT JOINED THE ROUNDABOUT. V2 LOST CONTROL AND ENTERED THE CAR PARK COLLIDING WITH V3 (PARKED). V3 WAS PUSHED INTO V4 (PARKED). DRIVER OF V3 WAS ON FOOT RETURNING TO V3 AND WAS CAUGHT BETWEEN V3 AND V4.

Occurred onSAXMUNDHAM ROAD (A1094) AT JUNCTION WITH UNCLASSIFIED ROAD

	Causation		
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Loss of control	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference1Car

Going ahead other

No skidding, jack-knifing or overturning

First point of impactFront

Age of Driver72Breath testNegative

Vehicle directionSE to N

Journey Purpose: Other/Not known

Vehicle Reference2Car

Going ahead other

No skidding, jack-knifing or overturning

First point of impactBack

Age of Driver92Breath testNegative

Vehicle directionE to NW

Journey Purpose: Other/Not known

Vehicle Reference3Car

Parked

No skidding, jack-knifing or overturning

First point of impactOffside

Age of Driver49Breath testNot requested

Vehicle directionPark to Parked

Journey Purpose: Other/Not known

Casualty Reference:1Age: 49MaleDriver/riderSeverity: Slight

Vehicle Reference4Car

Parked

No skidding, jack-knifing or overturning

First point of impactOffside

Age of Driver50Breath testNot requested

Vehicle directionPark to Parked

Journey Purpose: Other/Not known

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

CAUSING SLIGHT BLEEDING FROM NOSE & FACIAL INJURIES. DRIVER OF V1 STOPPED & GOT OUT OF VEHICLE & S CALLED.

Occurred on UNNAMED ROAD

Causation		Participant:	Confidence:
	Factor:		
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:	Other	Vehicle 1	Very Likely
3rd:	Failed to look properly	Casualty 1	Possible
4th:	Careless/Reckless/In a hurry	Casualty 1	Possible
5th:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
6th:			

## CHILD RAN OUT IN FRONT OF VAN

Vehicle direction S to N

Journey Purpose: Journey as part of work

Pedestrian Direction: Unknown

Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable



**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V1 WAS PULLING OUT OF A DRIVEWAY WITH RESTRICTED VIEW. DURING THE MANOEUVRE V2 HAS TRAVELLED LONG THE CARRIAGEWAY AND SLOWED FOR THE BEND BUT COLLIDED WITH V1.

Casualty Reference: 1      Age: 82      Female      Driver/rider      Severity: Serious

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V1 (MOTORCYCLE) WAS FILTERING THROUGH TRAFFIC. V2 WAS TRAVELLING IN THE SAME DIRECTION AS V1 AND INDICATED TO TURN RIGHT. V1 COLLIDED WITH V2.

Occurred on **MAIN ROAD (A12) (A12) AT JUNCTION WITH TOWN FARM LANE**

Causation		Participant:	Confidence:
	Factor:		
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Rain, sleet, snow, or fog	Vehicle 1	Possible
3rd:	Spray from other vehicles	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference	1	Motorcycle - unknown cc	Overtaking nearside		
			No skidding, jack-knifing or overturning		
First point of impact	Front	Age of Driver	73	Breath test	Negative
Vehicle direction	S to N				

Journey Purpose: Other/Not known

Casualty Reference: 1      Age: 73      Male      Driver/rider      Severity: Serious

Vehicle Reference	2	Goods vehicle - unknown weight	Turning right No skidding, jack-knifing or overturning		
First point of impact	Front	Age of Driver	32	Breath test	Negative
Vehicle direction	S to E				

Journey Purpose: Journey as part of work

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

1984232514/05/2019TuesdayTime 1420Vehicles 1Casualties 1Slight

Fine without high windsRoad surfaceDryDaylight

Special ConditionsNoneRoad TypeSingle 2 lanes

SINGLE VEHICLE RTC - V1 WAS TRAVELLING ALONG THE CARRIAGEWAY, HIT THE KERB, LOST CONTROL AND CRASHED THROUGH A METAL FENCE.

Occurred onSTATION ROAD (A12) NEAR JUNCTION WITH UNCLASSIFIED ROAD

	Causation		
	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference1CarGoing ahead left bend

No skidding, jack-knifing or overturning

First point of impactFrontAge of Driver58Breath testNegative

Vehicle directionS to NE

Journey Purpose: Other/Not known

Casualty Reference:1Age: 83FemalePassengerSeverity:Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V1 (PEDAL CYCLE) WAS TRAVELLING ALONG THE CARRIAGEWAY WITHOUT HOLDING THE HANDLEBARS. V2 WAS TRAVELLING TOWARDS V1 FROM THE OPPOSITE DIRECTION. D1 THEN ATTEMPTED TO PUT HANDS ONTO HANDLEBARS BUT MISSED AND FELL OFF. V2 SWERVED AROUND V1 AND CHECKED MIRRORS. D1 WALKED OFF SO V2 DROVE AWAY.

Occurred on MILL ROAD - 57 METRES FROM JUNCTION WITH MILL RISE

Causation		Participant:	Confidence:
	Factor:		
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Loss of control	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle direction W to E

Casualty Reference: 1      Age: 14      Female      Driver/rider      Severity: Slight

Vehicle direction E to W

Journey Purpose: Other/Not known

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

1985467006/06/2019ThursdayTime 1200Vehicles 2Casualties 1Slight

Fine without high windsRoad surfaceDryDaylight

Special ConditionsNoneRoad TypeSingle 2 lanes

V2 (PEDAL CYCLE) WAS TRAVELLING ALONG THE CARRIAGEWAY AND HEARD V1 BEHIND. AS V1 PASSED V2 IT CLIPPED D2 CAUSING HIM TO FALL OFF. V1 FAILED TO STOP.

Occurred onABBEY ROAD (B1122) NEAR JUNCTION WITH ALDHURST FARM ROAD

	Causation		
	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference	1	Goods vehicle - unknown weight	Going ahead other	
			No skidding, jack-knifing or overturning	
First point of impact	Front	Age of Driver	Breath test	
Vehicle direction	N to S			
Journey Purpose:	6			
Vehicle Reference	2	Pedal Cycle	Going ahead other	
			No skidding, jack-knifing or overturning	
First point of impact	Did not impact	Age of Driver	59	Breath test Not applicable
Vehicle direction	N to S			
Journey Purpose:	Other/Not known			
Casualty Reference:	1	Age: 59	Male	Driver/riderSeverity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

Occurred on **FRIDAY STREET (A1094)**

Causation		Participant:	Confidence:
	Factor:		
1st:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 1	Possible
3rd:	Pedestrian wearing dark clothing at night	Casualty 1	Very Likely
4th:	Other	Casualty 1	Very Likely
5th:			
6th:			

Casualty Reference: 1      Age: 59      Male      Pedestrian      Severity: Serious  
Pedestrian Direction: E  
Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable



**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

RIDER OF HORSE WAS THOWN OFF HORSE DUE TO TRACTOR REVING ITS ENGINE NEAR A GROUP OF HORSES AND RIDERS.

Occurred on **YOXFORD ROAD (B1122) - 125 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD**

Causation		Participant:	Confidence:
	Factor:		
1st:	Animal or object in carriageway	Vehicle 2	Very Likely
2nd:	Animal or object in carriageway	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference	1	Agricultural vehicle	Going ahead other		
			No skidding, jack-knifing or overturning		
First point of impact	Did not impact	Age of Driver	35	Breath test	Not applicable
Vehicle direction	NW to E				

Journey Purpose: Journey as part of work

Vehicle Reference	2	Ridden horse	Going ahead other	
			No skidding, jack-knifing or overturning	
First point of impact	Did not impact		Age of Driver	72
Vehicle direction	W to SE		Breath test	

Journey Purpose: 6

Casualty Reference: 1      Age: 72      Male      Driver/rider      Severity: Slight

Accidents between dates      01/11/2018 and 31/10/2023      (60) months  
Selection:      Notes:

19864075      15/07/2019      Monday      Time 1053      Vehicles 2      Casualties 1      Serious  
Fine without high winds      Road surface Dry      Daylight  
Special Conditions None      Road Type Single 2 lanes  
V2 APPROACHED A SLOW MOVING WORKS VEHICLE AND MOVED OUT TO OVERTAKE WHEN V1 BEHIND V2 HAS ALSO

Occurred on      ALDEBURGH ROAD (A1094) - 196 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
4th:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference	1	Car	Overtaking moving vehicle O/S			
			No skidding, jack-knifing or overturning			
First point of impact	Nearside		Age of Driver	Breath test		
Vehicle direction	SE to NW					
Journey Purpose: 6						
Vehicle Reference	2	Car	Overtaking stat vehicle O/S			
			No skidding, jack-knifing or overturning			
First point of impact	Offside		Age of Driver	72	Breath test	Driver not contacted
Vehicle direction	SE to NW					
Journey Purpose: Other/Not known						
Casualty Reference:	1	Age:	72	Female	Driver/rider	Severity: Serious

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

Occurred on **ALDEBURGH ROAD (B1121) NEAR JUNCTION WITH FARNHAM ROAD (A1094)**

Causation			
	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry Failed to look properly	Vehicle 1	Very Likely
2nd:		Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Age of Driver	29	Breath test	Negative
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Casualty Reference: 1      Age: 29      Female      Driver/rider      Severity: Slight

Age of Driver      48      Breath test      Negative

Casualty Reference: 2      Age: 48      Female      Driver/rider      Severity: Slight

Casualty Reference: 3      Age: 9      Male      Passenger      Severity: Slight

Casualty Reference: 4      Age: 6      Female      Passenger      Severity: Slight

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

1987931624/07/2019WednesdayTime 1300Vehicles 2Casualties 1Slight

Fine without high windsRoad surface DryDaylight

Special Conditions NoneRoad Type Single 2 lanes

V1 PULLED OUT OF JUNCTION AND COLLIDED WITH PEDAL CYCLIST. V2 CYCLIST SUSTAINED MINOR INJURIES AND VEHICLE DAMAGE. DRIVER OF V1 CHECKED ON DRIVER OF V1 BUT DID NOT EXCHANGE DETAILS AND DROVE OFF. POLICE WERE NOT CALLED TO THE SCENE, REPORT MADE OVER PHONE BY V2'S PARENT.

Occurred onCHURCH STREET (B1119) - 23 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

	Factor:	Causation	Participant:	Confidence:
1st:				
2nd:				
3rd:				
4th:				
5th:				
6th:				

Vehicle Reference1Car

Going ahead other

No skidding, jack-knifing or overturning

First point of impactFront

Age of Driver81Breath testNot requested

Vehicle directionN to SW

Journey Purpose: 6

Vehicle Reference2Pedal Cycle

Going ahead other

No skidding, jack-knifing or overturning

First point of impactFront

Age of Driver18Breath testNot applicable

Vehicle directionW to E

Journey Purpose: Other/Not known

Casualty Reference: 1Age: 18MaleDriver/riderSeverity: Slight

Accidents between dates      01/11/2018 and 31/10/2023      (60) months  
Selection:      Notes:

19889746      15/08/2019      Thursday      Time 1429      Vehicles 2      Casualties 1      Slight  
Fine without high winds      Road surface Dry      Daylight  
Special Conditions      Permanent road signing defective or obscured      Road Type Single 2 lanes  
TWO VEHICLES TRAVELLING ALONG A SINGLE CARRIAGEWAY, V2 BEGINS TO MAKE A RIGHT HAND TURN BUT V1  
WHO'S BEHIND HAS A FLY BUZZING IN HER VISION DISTRACTING HER AND COLLIDES INTO THE REAR OF V2.

Occurred on      MAIN ROAD (A12) NEAR JUNCTION WITH TINKER BROOK

	Factor:	Causation	Participant:	Confidence:
1st:	Distraction in vehicle		Vehicle 1	Very Likely
2nd:	Inadequate/Masked signs or road markings		Vehicle 2	Possible
3rd:				
4th:				
5th:				
6th:				

Vehicle Reference      1      Car      Going ahead other  
No skidding, jack-knifing or overturning  
First point of impact      Front      Age of Driver      58      Breath test      Negative  
Vehicle direction      N      to      S  
Journey Purpose: Other/Not known  
Casualty Reference:      1      Age:      58      Female      Driver/rider      Severity:      Slight

Vehicle Reference      2      Car      Turning right  
No skidding, jack-knifing or overturning  
First point of impact      Back      Age of Driver      67      Breath test      Negative  
Vehicle direction      N      to      S  
Journey Purpose: Other/Not known



**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V1 VEERED ONTO OPPOSITE SIDE OF THE ROAD, V2 TRIED TO GET OUT OF THE WAY TO THE SIDE OF THE VERGE BUT COLLISION OCCURRED.

Occurred on FARNHAM ROAD (A1094)

	Factor:	Causation	Participant:	Confidence:
1st:				
2nd:				
3rd:				
4th:				
5th:				
6th:				

Journey Purpose: Other/Not known

Casualty Reference: 2      Age: 65      Male      Passenger      Severity: Slight

Journey Purpose: Commuting to/from work

Casualty Reference: 3      Age: 31      Female      Driver/rider      Severity: Slight



**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V2 HAD BEEN WAITING AT A JUNCTION TO JOIN TRAFFIC WHEN V1 HAD SUDDENLY USED BRAKES, CAUSING COLLISION INTO REAR OF V2 CAUSING SUPERFICIAL DAMAGE TO THE REAR BRAKE LIGHT.

Occurred on MAIN ROAD (A12) (A12) AT JUNCTION WITH B1121

	Causation		Participant:	Confidence:
Factor:				
1st:				
2nd:				
3rd:				
4th:				
5th:				
6th:				

Vehicle direction E to W

Casualty Reference: 1      Age: 17      Male      Driver/rider      Severity: Slight

Vehicle direction	Park to	Parked
Left	Left	Left
Right	Right	Right

Casualty Reference: 2      Age: 28      Male      Driver/rider      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

Occurred on ABBEY ROAD (B1122) - 21 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

Causation			
	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical Loss of control	Vehicle 1	Very Likely Possible
2nd:		Vehicle 1	
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference	1	Car	Going ahead other No skidding, jack-knifing or overturning		
First point of impact	Front		Age of Driver	67	Breath test
Vehicle direction	N	to S			Not provided (medical)

Journey Purpose: Other/Not known

Casualty Reference:	1	Age:	67	Male	Driver/rider	Severity:	Serious
Casualty Reference:	2	Age:		Female	Passenger	Severity:	Serious
Casualty Reference:	3	Age:	73	Male	Passenger	Severity:	Slight
Casualty Reference:	4	Age:	69	Female	Passenger	Severity:	Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V1 HAS BEEN TOO CLOSE TO V2. V2 HAS STOPPED DUE TO ANOTHER CAR WHICH HAD STOPPED IN FRONT OF HIM, WHERE V1 HAS GONE INTO THE BACK.

Causation		Participant:	Confidence:
	Factor:		
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Following too close	Vehicle 1	Very Likely
4th:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
5th:			
6th:			

Casualty Reference: 4      Age: 41      Male      Passenger      Severity: Slight

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

1990557117/09/2019TuesdayTime 1720Vehicles 2Casualties 1Serious

Fine without high windsRoad surfaceDryDaylight

Special ConditionsNoneRoad TypeSingle 2 lanes

VEHICLE 1 HAS MOVED ACROSS INTERSECTION AS VEHICLE 2 IS APPROACHING. VEHICLE 1 HAS MOVED IN THE PATH OF VEHICLE 2. VEHICLE 2 HAS BRAKED AND STRUCK THE NEARSIDE OF V1.

Occurred onMAIN ROAD (A12) (A1094) AT JUNCTION WITH MAIN ROAD (A12) (A12)

	Factor:	Causation	Participant:	Confidence:
1st:				
2nd:				
3rd:				
4th:				
5th:				
6th:				

Vehicle Reference1Car

Going ahead other

No skidding, jack-knifing or overturning

First point of impactNearside

Age of Driver50Breath testNegative

Vehicle directionN to S

Journey Purpose: Other/Not known

Vehicle Reference2Car

Going ahead other

No skidding, jack-knifing or overturning

First point of impactFront

Age of Driver74Breath testNegative

Vehicle directionN to S

Journey Purpose: Other/Not known

Casualty Reference:1Age: 66FemalePassengerSeverity: Serious

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V01 WAS PULLING OUT TURNING RIGHT. V02 WAS TRAVELLING NORTH WHEN V01 FAILED TO SEE THEM CAUSING V02 TO COLLIDE WITH THE SIDE OF V01.

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Casualty Reference: 1      Age: 47      Male      Driver/rider      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V01 WAS WAITING TO TURN RIGHT AT JUNCTION AND BELIEVED HAD TIME/CLEAR ROUTE TO TURN ACROSS BUSY LANE. V01 CULLIDED WITH V2 CAUSING DAMAGE AND INJURY.

Casualty Reference: 2      Age: 52      Male      Driver/rider      Severity: Slight

Accidents between dates      01/11/2018 and 31/10/2023      (60) months  
Selection:      Notes:

19915109      10/10/2019      Thursday      Time 2005      Vehicles 2      Casualties 1      Slight  
Fine without high winds      Road surface Dry      Darkness: no street lighting  
Special Conditions None      Road Type Single 2 lanes  
V01 WAS APPROACHING A JUNCTION AND FAILED TO JUDGE V02'S SPEED AND V01 HAS EMERGED INTO MAJOR ROAD,

Occurred on      A12 AT JUNCTION WITH RENDHAM ROAD (B1119)

	Factor:	Causation	Participant:	Confidence:
1st:				
2nd:				
3rd:				
4th:				
5th:				
6th:				

Vehicle Reference      1      Car      Going ahead other  
No skidding, jack-knifing or overturning  
First point of impact      Front      Age of Driver      63      Breath test      Negative  
Vehicle direction      E      to      N

Journey Purpose: Other/Not known

Vehicle Reference      2      Car      Going ahead other  
No skidding, jack-knifing or overturning  
First point of impact      Front      Age of Driver      65      Breath test      Negative  
Vehicle direction      N      to      S

Journey Purpose: Other/Not known

Casualty Reference:      1      Age: 57      Female      Passenger      Severity: Slight



**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

Occurred on **B1122 AT JUNCTION WITH EASTBRIDGE ROAD**

	Causation		Participant:	Confidence:
Factor:				
1st:				
2nd:				
3rd:				
4th:				
5th:				
6th:				

Vehicle Reference	1	Car	Going ahead left bend				
			No skidding, jack-knifing or overturning				
First point of impact	Front		Age of Driver	27	Breath test	Negative	
Vehicle direction	E	to S					
Journey Purpose:	Other/Not known						
Casualty Reference:	1	Age:	27	Male	Driver/rider	Severity:	Slight

Vehicle Reference	2	Car	Going ahead other			
			No skidding, jack-knifing or overturning			
First point of impact	Front		Age of Driver	23	Breath test	Negative
Vehicle direction	S	to E				
Journey Purpose:	Other/Not known					
Casualty Reference:	2	Age:	23	Female	Driver/rider	Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V001 TRAVELLING SOUTHBOUND ON A12 HAS ENTERED LEFT HAND BEND AND, FOR UNKNOWN REASONS, HAS ENTERED ONTO INCORRECT SIDE OF THE CARRIAGEWAY, COLLIDING WITH V002 TRAVELLING IN OPPOSITE DIRECTION.

Causation			
	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical Distraction in vehicle	Vehicle 1	Very Likely Possible
2nd:		Vehicle 1	
3rd:			
4th:			
5th:			
6th:			

Journey Purpose: 6

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V1 AND V2 TRAVELLING IN OPPOSITE DIRECTIONS. V1 HAS FAILED TO NEGOTIATE THE BEND PROPERLY AND HAS VEERED ONTO THE WRONG SIDE OF THE ROAD MAKING CONTACT WITH THE O/S OF V2.

Casualty Reference: 1      Age: 41      Female      Driver/rider      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

Road Type	Single 2 lanes
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Occurred on **FARNHAM ROAD (A1094) NEAR JUNCTION WITH CHURCH ROAD (B1069)**

	Causation		Participant:	Confidence:
Factor:				
1st:				
2nd:				
3rd:				
4th:				
5th:				
6th:				

Going ahead other

Breath test      Negative

Journey Purpose: Commuting to/from work

Casualty Reference: 1      Age: 37      Male      Driver/rider      Severity: Serious

Going ahead other

Age of Driver 43

Breath test      Negative

Journey Purpose: Commuting to/from work

Casualty Reference: 2      Age: 43      Female      Driver/rider      Severity: Serious

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

Occurred on A12 AT JUNCTION WITH RENDHAM ROAD (B1119)

Causation		Participant:	Confidence:
	Factor:		
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Poor turn or manoeuvre	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference	2	Motor Cycle over 50 cc and up to 125cc	Going ahead other
		Overtaken	
First point of impact	Front	Age of Driver	20
Vehicle direction	N to S	Breath test	Negative

Casualty Reference: 1      Age: 20      Female      Driver/rider      Severity: Serious

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

IT APPEARS V01 HAS SWERVED INTO THE VERGE TO ITS NEAR SIDE ON 60MPH ROAD. AS IT HAS DROPPED OFF THE VERGE THE BACK END HAS COVERED BOTH LANES ON TOWARDS ONCOMING VEHICLE. VEHICLES HAVE COLLIDED AT HIGH SPEED. BOTH VEHICLE DRIVERS HAVE GOT OUT OF THEIR VEHICLES BEFORE V01 HAS IGNITED AND BURNT OUT.

Casualty Reference: 2      Age: 45      Male      Driver/rider      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

Road Type	Single 2 lanes
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Occurred on **MAIN ROAD (A12) (A12) - 135 METRES FROM JUNCTION WITH CARLTON ROAD**

	Causation		
	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle direction to

Casualty Reference: 1      Age: 34      Female      Driver/rider      Severity: Slight

Casualty Reference: 4      Age: 4      Female      Passenger      Severity: Slight

Vehicle direction to

Casualty Reference: 2      Age: 54      Female      Driver/rider      Severity: Slight

Casualty Reference: 3      Age: 80      Female      Passenger      Severity: Slight

Vehicle direction to

37

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

Occurred on LEISTON ROAD

	Causation		
	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference	1	Car	Going ahead other			
			No skidding, jack-knifing or overturning			
First point of impact	Front		Age of Driver	39	Breath test	Positive
Vehicle direction	S	to N				
Journey Purpose:	Other/Not known					
Casualty Reference:	1	Age:	39	Male	Driver/rider	Severity: Slight

Vehicle Reference	2	Car				Parked
						No skidding, iack-knifing or overturning
First point of impact	Offside			Age of Driver	47	Breath test
Vehicle direction	Park to	Parked				Not applicable
Journey Purpose:	Other/Not known					
Vehicle Reference	3	Car				Parked
						No skidding, iack-knifing or overturning
First point of impact	Back			Age of Driver		Breath test
Vehicle direction	Park to	Parked				Not applicable
Journey Purpose:	Other/Not known					



**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

Road Type	Single 2 lanes
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Occurred on **MAIN ROAD (KELSALE) (B1121) NEAR JUNCTION WITH MAIN ROAD (A12) (A12)**

	Causation		Participant:	Confidence:
Factor:				
1st:				
2nd:				
3rd:				
4th:				
5th:				
6th:				

Vehicle direction E to N

Casualty Reference: 3      Age: 21      Female      Passenger      Severity: Slight

Vehicle direction N to S

Casualty Reference: 1      Age: 67      Female      Driver/rider      Severity: Slight

Casualty Reference: 2      Age: 30      Female      Passenger      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

VEHICLE WAS PROCEEDING ALONG THE B1119 TOWARDS SAXMUNDHAM FROM LEISTON. IT SKIDDED, FLIPPED OVER AND LANDED ON THE NEAR SIDE AND ROOF IN A DITCH EXPELLING THE OCCUPANT BEFORE COMING TO REST ON THE DRIVER.

Occurred on LEISTON ROAD (B1119)

Causation		Participant:	Confidence:
	Factor:		
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:	Slippery road (due to weather)	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Casualty Reference: 1      Age: 32      Male      Driver/rider      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

Occurred on **MAIN ROAD (A12) (A12) AT JUNCTION WITH UNCLASSIFIED ROAD**

Causation		Participant:	Confidence:
	Factor:		
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference	1	Car	Turning right No skidding, jack-knifing or overturning			
First point of impact	Offside	Age of Driver	65	Breath test	Negative	
Vehicle direction	W to S					
Journey Purpose:	Commuting to/from work					
Casualty Reference:	1	Age:	65	Male	Driver/rider	Severity: Serious

Vehicle Reference	2	Other Vehicle				Going ahead other	
				Skidded			
First point of impact	Front			Age of Driver	69	Breath test	Negative
Vehicle direction	S	to	N				
Journey Purpose:	Commuting to/from work						
Casualty Reference:	2	Age:	69	Male	Driver/rider	Severity:	Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

Road Type	Single 2 lanes
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Occurred on **ALDEBURGH ROAD (B1122) - 65 METRES FROM JUNCTION WITH THORPE ROAD (B1353)**

Causation			
	Factor:	Participant:	Confidence:
1st:	Not displaying lights at night or in poor visibility	Vehicle 2	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Age of Driver	79	Breath test	Not requested
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Age of Driver	35	Breath test	Not applicable
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Casualty Reference: 1      Age: 35      Female      Driver/rider      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

VEHICLE 2 HAS INDICATED TO TURN RIGHT AT A JUNCTION WHEN VEHICLE 1 HAS APPROACHED FROM THE REAR, FAILING TO STOP AND HITTING THE REAR RIGHT SIDE OF V2.

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Journey Purpose: Journey as part of work



Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

2095010204/05/2020MondayTime 1535Vehicles 1Casualties 1Slight

Fine without high windsRoad surfaceDryDaylight

Special ConditionsNoneRoad TypeSingle 2 lanes

C1 HAS BEEN HIT BY V1. V1 HAS FAILED TO STOP. C1 HAS CUTS & BRUISES.

Occurred onTHORPE ROAD (B1353) NEAR JUNCTION WITH ALDEBURGH ROAD (B1122)

	Causation		
	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference1Car

First point of impactAge of Driver74Breath testDriver not contacted

Vehicle directionto

Journey Purpose: 6

Casualty Reference: 1Age: 15MalePedestrianSeverity: Slight



Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

2095324715/05/2020FridayTime 1205Vehicles 2Casualties 1Slight

Fine without high windsRoad surface DryDaylight

Special Conditions NoneRoad Type Single 2 lanes

V1 MOTORCYCLE HAS COME ROUND 'S' BEND ON WRONG SIDE OF ROAD AND COLLIDED WITH OFFSIDE OF V2 CAUSING DAMAGE TO BUMPER AND HEADLIGHTS. IN THE FOLLOWING DAYS OF THE ACCIDENT VAN DRIVER HAS HAD WHIPLASH INJURIES AND SO FELT THAT ACCIDENT SHOULD BE REPORTED.

Occurred onSAXMUNDHAM ROAD (B1119) (B1119) AT JUNCTION WITH GROVE ROAD

	Causation		
	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference1Motorcycle - unknown ccGoing ahead other  
No skidding, jack-knifing or overturning

First point of impactOffsideAge of DriverBreath testDriver not contacted

Vehicle directionto

Journey Purpose: Other/Not known

Vehicle Reference2CarGoing ahead other  
No skidding, jack-knifing or overturning

First point of impactFrontAge of Driver52Breath testDriver not contacted

Vehicle directionto

Journey Purpose: Journey as part of work

Casualty Reference:1Age: 52MaleDriver/riderSeverity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

VEHICLE 1 HAS TRAVELLED ALON CARRIAGEWAY AND HAS TURNED RIGHT TO GO INTO A CARPARK. DRIVER 1 HAS FAILED TO SEE TWO ONCOMING CYCLISTS AND HAS PULLED DIRECTLY INFRONT OF THEM, RESULTING IN VEHICLE 2  
GROUND.

Casualty Reference: 1      Age: 40      Male      Driver/rider      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

THE DRIVER OF VEHICLE 1 HAS LOST CONTROL OF VEHICLE AND COLLIDED WITH A ROAD SIGN, THE VEHICLE HAS THEN ROLLED ONTO ITS SIDE.

Occurred on **MAIN ROAD (A12) - 148 METRES FROM JUNCTION WITH TINKER BROOK**

Causation		Participant:	Confidence:
	Factor:		
1st:	Loss of control	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle direction S to N

Journey Purpose: Commuting to/from work

Casualty Reference: 2      Age: 47      Female      Passenger      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

Road Type	Single 2 lanes
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Occurred on **A12 NEAR JUNCTION WITH RENDHAM ROAD (B1119)**

Causation		Participant:	Confidence:
	Factor:		
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Dazzling headlights	Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed	Vehicle 1	
4th:			
5th:			
6th:			

Starting

No skidding, jack-knifing or overturning

Age of Driver	73	Breath test	Negative
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Vehicle direction W to SE

Journey Purpose: 6

Vehicle Reference	2	Motorcycle - unknown cc
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Going ahead other

No skidding, jack-knifing or overturning

First point of impact      Front

Age of Driver	18	Breath test	Negative
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Vehicle direction S to N

Journey Purpose: 6

Casualty Reference: 1      Age: 18      Male      Driver/rider      Severity: Serious

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

VEHICLE 1 HAS TRIED TO GET ACROSS A CROSSROADS JUNCTION AND HAS FAILED TO SEE VEHICLE 2 APPROACHING.

Occurred on **MAIN ROAD (A12) (A12) AT JUNCTION WITH FRIDAY STREET (A1094)**

Causation		Participant:	Confidence:
	Factor:		
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle direction S to E

Casualty Reference: 1      Age: 79      Female      Driver/rider      Severity: Serious

Vehicle direction E to W

Casualty Reference: 2      Age: Female      Passenger      Severity: Slight

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

2097732429/08/2020SaturdayTime 2310Vehicles 1Casualties 1Serious

Raining without high windsRoad surfaceWet/DampDarkness: street lights present and lit

Special ConditionsNoneRoad TypeSingle 2 lanes

VEHICLE 1 WAS TRAVELLING ALONG CARRIAGEWAY WHEN IT LEFT THE ROAD ON THE OFFSIDE AND COLLIDED WITH A TREE.

Occurred onPARK HILL (B1069)

	Causation		
	Factor:	Participant:	Confidence:
1st:	Other	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

SUSPECTED TO BE A DELIBERATE ACT

Vehicle Reference1Car

Going ahead other

No skidding, jack-knifing or overturning

First point of impactFront

Age of Driver22Breath testNot provided (medical)

Vehicle directionN to S

Journey Purpose: Other/Not known

Casualty Reference: 1Age: 22MaleDriver/riderSeverity: Serious

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

2098505315/09/2020TuesdayTime 0740Vehicles 2Casualties 1Slight

Fine without high windsRoad surface DryDaylight

Special Conditions NoneRoad Type Roundabout

V1 STOPPED AT A ROUNDABOUT TO GIVE WAY TO ANOTHER VEHICLE, V1 FAILED TO SEE V2 WHO WAS BEHIND THE OTHER VEHICLE AND PULLED OUT RESULTING IN BOTH VEHICLES COLLIDING

Occurred onSAXMUNDHAM ROAD (A1094) AT JUNCTION WITH CHURCH FARM ROAD

	Factor:	Causation	Participant:	Confidence:
1st:	Failed to look properly		Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed		Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry		Vehicle 1	Possible
4th:	Visor or windscreen dirty or scratched		Vehicle 1	Possible
5th:				
6th:				

Vehicle Reference1Car

Going ahead other

No skidding, jack-knifing or overturning

First point of impactOffside

Age of Driver63Breath testNegative

Vehicle directionE to SW

Journey Purpose: Commuting to/from work

Vehicle Reference2Pedal Cycle

Going ahead other

No skidding, jack-knifing or overturning

First point of impactFront

Age of Driver52Breath testNot applicable

Vehicle directionNW to S

Journey Purpose: 6

Casualty Reference: 1Age: 52FemaleDriver/riderSeverity: Slight



**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

THE VEHICLE HAS BEEN TRAVELLING AT 60MPH LIMIT, THE DRIVER IS NOT FAMILIAR WITH THE ROADS AND HAS NOT ANTICIPATED THE BEND. THE CAR HAS SKIDDED AND HAS GONE INTO A DITCH CAUSING IT TO ROLL.

Causation			
	Factor:	Participant:	Confidence:
1st:	Inexperienced or learner driver/rider Loss of control	Vehicle 1	Very Likely
2nd:		Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Journey Purpose: Other/Not known

Casualty Reference: 4      Age: 19      Female      Passenger      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V1 HAS APPROACHED JUNCTION FAILING TO SEE ONCOMING V2. V1 HAS THEN PULLED OUT DIRECTLY INTO THE PATH OF V2.

Occurred on **MAIN ROAD (A12) NEAR JUNCTION WITH FRIDAY STREET (A1094)**

Causation		Participant:	Confidence:
	Factor:		
1st:	Junction restart	Vehicle 1	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 1	Very Likely
3rd:	Failed to look properly	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle direction N to W

Casualty Reference: 1      Age: 79      Female      Passenger      Severity: Serious

Vehicle direction E to W

Journey Purpose: Other/Not known

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

2099798225/10/2020SundayTime 1730Vehicles 2Casualties 1Slight

Fine without high windsRoad surfaceDryDaylight

Special ConditionsNoneRoad TypeSingle 2 lanes

CYCLIST V1 HAS SWERVED TO AVOID A VEHICLE AND HAS COLLIDED WITH PARKED V2.

Occurred onCARLTON ROAD NEAR JUNCTION WITH SOUTHVIEW

	Causation		
	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference	1	Pedal Cycle	Going ahead other
			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	30
Vehicle direction	W to E	Breath test	Not applicable
Journey Purpose:	6		
Casualty Reference:	1	Age:	30
		Male	Driver/rider
			Severity: Slight
Vehicle Reference	2	Car	Parked
			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	Breath test
Vehicle direction	Park to	Parked	
Journey Purpose:	6		

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

20101117603/12/2020ThursdayTime 1705Vehicles 2Casualties 1Serious

Raining without high windsRoad surfaceWet/DampDarkness: street lights present and lit

Special ConditionsNoneRoad TypeSingle 2 lanes

V1 HAS ENTERED THE ROUNDABOUT WHILST V2 WAS INDICATING RIGHT, WHICH MEANT THE VEHICLES COLLIDED.  
THE RIDER OF V2 FELL OFF THE BIKE AND LANDED IN THE MIDDLE OF THE ROUNDABOUT.

Occurred onVICTORIA ROAD (A1094) NEAR JUNCTION WITH SAXMUNDHAM ROAD (A1094)

	Factor:	Causation	Participant:	Confidence:
1st:	Slippery road (due to weather)		Vehicle 2	Very Likely
2nd:	Failed to look properly		Vehicle 1	Very Likely
3rd:	Failed to judge other persons path or speed		Vehicle 1	Very Likely
4th:	Rain, sleet, snow, or fog		Vehicle 1	Very Likely
5th:				
6th:				

Vehicle Reference1Car

Going ahead other

No skidding, jack-knifing or overturning

First point of impactOffside

Age of Driver89Breath testNegative

Vehicle directionW to NE

Journey Purpose: Other/Not known

Vehicle Reference2Motorcycle - unknown cc

Stopping

No skidding, jack-knifing or overturning

First point of impactFront

Age of Driver23Breath testNegative

Vehicle directionSE to N

Journey Purpose: Commuting to/from work

Casualty Reference:1Age: 23MaleDriver/riderSeverity: Serious

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

Occurred on **SAXMUNDHAM ROAD (A1094) - OUTSIDE NUMBER 87**

	Causation		Participant:	Confidence:
Factor:				
1st:				
2nd:				
3rd:				
4th:				
5th:				
6th:				

Vehicle Reference	1	Car	Going ahead other No skidding, jack-knifing or overturning		
First point of impact			Age of Driver	40	Breath test      Driver not contacted
Vehicle direction	SE	to NW			

Journey Purpose: 6

Vehicle Reference	2	Car			Parked
				No skidding, jack-knifing or overturning	
First point of impact	Back		Age of Driver	45	Breath test
Vehicle direction	Park to	Parked			

**Journey Purpose:** Journey as part of work

Casualty Reference: 1      Age: 45      Female      Driver/rider      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

A VEHICLE WAS SLOWING & INDICATING IN ORDER TO TURN RIGHT. V3, TRAVELLING BEHIND, HAS ALSO SLOWED, AS HAS V2 WHICH WAS BEHIND V3. V1 HAS NOT SLOWED & HAS GONE INTO THE REAR.

Causation		Participant:	Confidence:
	Factor:		
1st:	Sudden braking	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Casualty Reference: 1      Age: 61      Female      Driver/rider      Severity: Slight

Casualty Reference: 2      Age: 57      Female      Driver/rider      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

Occurred on FARNHAM ROAD (A1094) NEAR JUNCTION WITH CHURCH ROAD (B1069)

Causation		Participant:	Confidence:
	Factor:		
1st:	Aggressive driving	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Impaired by alcohol	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference	1	Car	Going ahead other No skidding, jack-knifing or overturning			
First point of impact	Front		Age of Driver	43	Breath test	Driver not contacted
Vehicle direction	S	to N				

Journey Purpose: 6

Vehicle Reference	2	Car	Going ahead other No skidding, jack-knifing or overturning			
First point of impact	Front		Age of Driver	40	Breath test	Negative
Vehicle direction	S	to N				

Journey Purpose: 6

Casualty Reference: 1      Age: 40      Female      Driver/rider      Severity: Slight

Vehicle Reference	3	Car	Going ahead other No skidding, iack-knifing or overturning		
First point of impact	Front		Age of Driver	47	Breath test
Vehicle direction	E	to W			Negative

Journey Purpose: 6

Casualty Reference: 2      Age: 47      Male      Driver/rider      Severity: Slight

Vehicle Reference	4	Goods vehicle - unknown weight	Going ahead other
		No skidding, jack-knifing or overturning	
First point of impact	Front	Age of Driver	50
Vehicle direction	W to E	Breath test	Negative

Journey Purpose: 6

Accidents between dates      01/11/2018 and 31/10/2023      (60) months  
Selection:      Notes:

211036949      18/04/2021      Sunday      Time 1239      Vehicles 3      Casualties 2      Slight  
Fine without high winds      Road surface Dry      Daylight  
Special Conditions None      Road Type Single 2 lanes  
V2 TRAVELLING NORTHBOUND BEHIND V3 AND V1 WAS TRAVELLING SOUTHBOUND. V3 HAS GONE WIDE AND CLIPPED V1, WHICH CAUSED V1 TO SKID INTO THE OTHER LANE INTO ONCOMING TRAFFIC INTO THE FRONT OF V2.

Occurred on      THE STREET

	Factor:	Causation	Participant:	Confidence:
1st:	Poor turn or manoeuvre		Vehicle 1	Possible
2nd:				
3rd:				
4th:				
5th:				
6th:				

Vehicle Reference      1      Car      Going ahead right bend  
No skidding, jack-knifing or overturning  
First point of impact      Offside      Age of Driver      74      Breath test      Negative  
Vehicle direction      S      to      N  
Journey Purpose: Other/Not known  
Vehicle Reference      2      Car      Going ahead left bend  
No skidding, jack-knifing or overturning  
First point of impact      Front      Age of Driver      57      Breath test      Negative  
Vehicle direction      S      to      N  
Journey Purpose: Other/Not known  
Casualty Reference:      2      Age:      57      Male      Driver/rider      Severity:      Slight

Vehicle Reference      3      Car      Going ahead left bend  
No skidding, jack-knifing or overturning  
First point of impact      Front      Age of Driver      69      Breath test      Negative  
Vehicle direction      N      to      S  
Journey Purpose: Other/Not known  
Casualty Reference:      1      Age:      69      Male      Driver/rider      Severity:      Slight



**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V1 TRAVELLING SB, V2 TRAVELLING NB. V1 TRAVELLED ACROSS THE LANE AND HIT HEAD ON INTO V2 IN THE OPPOSITE CARRIAGEWAY.

Casualty Reference: 2      Age: 60      Female      Driver/rider      Severity: Serious

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

UP AND SHOUTED AT D2. D1 ASKED IF D2 WAS OK OR NEEDED AN AMBULANCE BUT D2 SAID THEY WERE FINE,  
 Occurred on BROOK FARM ROAD

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle direction E to S

Vehicle direction S to NE

Casualty Reference: 1      Age: 51      Male      Driver/rider      Severity: Slight

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

21110493814/05/2021FridayTime 0916Vehicles 2Casualties 1Slight

Fine without high windsRoad surface DryDaylight

Special Conditions NoneRoad Type Single 2 lanes

V1 PULLED OUT IN FRONT OF V2 (CYCLIST) CAUSING THEM TO BRAKE SHARPLY AND BE THROWN OVER THEIR HANDLEBARS.

Occurred on GROVE ROAD

	Factor:	Causation	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry		Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed		Vehicle 1	Possible
3rd:	Sudden braking		Vehicle 2	Possible
4th:	Failed to signal/Misleading signal		Vehicle 2	Possible
5th:	Inexperienced or learner driver/rider		Vehicle 1	Possible
6th:				

Vehicle Reference1CarStarting

No skidding, jack-knifing or overturning

First point of impactDid not impactAge of Driver31Breath testDriver not contacted

Vehicle directionNW to S

Journey Purpose: Other/Not known

Vehicle Reference2Pedal CycleGoing ahead other

Overturned

First point of impactDid not impactAge of Driver35Breath testNot applicable

Vehicle directionNW to N

Journey Purpose: 6

Casualty Reference: 1Age: 35FemaleDriver/riderSeverity: Slight

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

21106317909/06/2021WednesdayTime 0751Vehicles 2Casualties 1Slight

Fine without high windsRoad surface DryDaylight

Special Conditions NoneRoad Type Single 3 lanes

V2 HAS BEEN APPROACHING A JUNCTION TO TURN. V1 HAS BEEN FOLLOWING BEHIND V2. V2 HAS STARTED TO GO

AT THE JUNCTION EXIT BUT THEN STOPPED, D1 HAS BEEN LOOKING LEFT AND EXPECTED V2 TO HAVE GONE SO

Occurred onFRIDAY STREET (A1094) AT JUNCTION WITH MAIN ROAD (A12)

	Factor:	Causation	Participant:	Confidence:
1st:				
2nd:				
3rd:				
4th:				
5th:				
6th:				

Vehicle Reference1Car

Waiting to turn left

No skidding, jack-knifing or overturning

First point of impactFront

Age of Driver47Breath testNegative

Vehicle directionSE to NW

Journey Purpose: Taking pupil to/from school

Casualty Reference:1Age: 47FemaleDriver/riderSeverity: Slight

Vehicle Reference2Minibus

Waiting to turn left

No skidding, jack-knifing or overturning

First point of impactBack

Age of Driver62Breath testNegative

Vehicle directionSE to NW

Journey Purpose: Journey as part of work

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

VEH 001 WAS DRIVING OUT OF A DRIVEWAY, HE LOOKED LEFT & RIGHT AND MOVED ACROSS THE ROAD WHEN HE SAW VEH 002. VEH 001 BRAKED. V002 ATTEMPTED TO SWERVE BUT VEHICLES MADE CONTACT & VEH 002 LEFT THE  
INJURIES

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Casualty Reference: 1      Age: 58      Female      Driver/rider      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V1 HAS BEEN DRIVING ALONG THE LONG AND TAKEN THEIR EYES OFF THE ROAD TO MOVE SOMETHING IN THE VEHICLE WHICH IS WHEN THEY HAVE DRIVEN OVER SOLID WHITE LINES ONTO THE OTHER CARRIAGEWAY WHILST GOING ROUND A BEND AND SUBSEQUENTLY COLLIDING WITH V2 WHO WAS TRAVELLING IN THE OPPOSITE DIRECTION.

Casualty Reference: 2      Age: 47      Female      Driver/rider      Severity: Slight

Accidents between dates      01/11/2018 and 31/10/2023      (60) months  
Selection:      Notes:

211078323      03/07/2021      Saturday      Time 0843      Vehicles 1      Casualties 1      Slight  
Fine without high winds      Road surface Dry      Daylight  
Special Conditions None      Road Type Single 2 lanes  
V001 HAS BEEN TRAVELLING ALONG, IT APPEARS DRIVER WAS DISTRACTED WHICH CAUSED HER TO SWERVE. HIT GRASS VERGE AND ROLLED CAR.

Occurred on      MAIN ROAD (A12) - 108 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD

	Factor:	Causation	Participant:	Confidence:
1st:	Distraction in vehicle		Vehicle 1	Very Likely
2nd:				
3rd:				
4th:				
5th:				
6th:				

Vehicle Reference      1      Car      Going ahead other  
Overtaken  
First point of impact      Front      Age of Driver      54      Breath test      Negative  
Vehicle direction      SW to NE

Journey Purpose: Other/Not known

Casualty Reference:      1      Age: 54      Female      Driver/rider      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V1 HAS BEEN DRIVING WHILST TIRED, AND LOOKING TO COME TO A STOP. THIS VEHICLE HAS MOVED ACROSS THE CARRIAGEWAY AND STRUCK V2 ALMOST HEAD ON. IN MG15 DRIVER HAS CONFIRMED SHE HAS FALLEN ASLEEP.

Occurred on **MAIN ROAD (A12) - 107 METRES FROM JUNCTION WITH WESTLETON ROAD**

	Causation		Participant:	Confidence:
Factor:				
1st:				
2nd:				
3rd:				
4th:				
5th:				
6th:				

Vehicle direction SW to NE

Casualty Reference: 1      Age: 56      Female      Driver/rider      Severity: Serious

Vehicle direction NE to S

Journey Purpose: Other/Not known



**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V001 AND V002 TRAVELLING SOUTH TOWARDS JUNCTION. V002 HAS CUT IN FRONT OF V003 AND NARROWLY MISSED. V001 HAS TRIED TO FOLLOW V002 AND CUT IN FRONT OF V003 AND HAS BEEN STRUCK BY V003. C001 HAS GONE OVER THE BONNET OF V003. WITNESSES HAVE DESCRIBED MA NNER OF DRIVING AS INCONSIDERATE AND RECKLESS.

Occurred on **THE STREET (B1121) NEAR JUNCTION WITH UNCLASSIFIED ROAD**

Causation		Participant:	Confidence:
	Factor:		
1st:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Very Likely
3rd:	Poor turn or manoeuvre	Vehicle 1	Possible
4th:	Road layout (eg bend, hill etc.)	Vehicle 3	Possible
5th:			
6th:			

Vehicle direction NW to SE

Casualty Reference: 1      Age: 18      Male      Driver/rider      Severity: Slight

Vehicle direction NW to SE

Vehicle direction E to SW

Journey Purpose: Other/Not known

Accidents between dates      01/11/2018 and 31/10/2023      (60) months  
Selection:      Notes:

211087424      05/08/2021      Thursday      Time 2220      Vehicles 2      Casualties 1      Slight  
Raining without high winds      Road surface Wet/Damp      Darkness: no street lighting  
Special Conditions None      Road Type Single 2 lanes  
V2 WAS DRIVING SOUTHBOUND ALONG MAIN ROAD AT NIGHT ON AN UNLIT ROAD IN HEAVY RAIN. SPEED LIMIT INCREASES FROM 30 MPH TO 50 MPH. THE DRIVER THEN COLLIDED WITH V1 WHO WAS DRESSED IN DARK CLOTHING  
ED TO PROVIDE ASSISTANCE TO THE RIDER & REMAINED ON SCENE UNTIL AMBULANCE ARRIVED. RIDER TAKEN TO HOSPITAL AS A PRECAUTION & LATER RELEASED WITH MINOR ANKLE PAIN / SWELLING.

Occurred on      MAIN ROAD (A12)

Causation			
	Factor:	Participant:	Confidence:
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Rain, sleet, snow, or fog	Vehicle 1	Possible
3rd:	Cyclist wearing dark clothing at night	Vehicle 1	Very Likely
4th:	Not displaying lights at night or in poor visibility	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference	1	Pedal Cycle	Going ahead other
			No skidding, jack-knifing or overturning
First point of impact	Back	Age of Driver	19
Vehicle direction	NE to SW	Breath test	Not applicable
Journey Purpose:	Commuting to/from work		
Casualty Reference:	1	Age:	19
		Male	Driver/rider
			Severity: Slight
Vehicle Reference	2	Car	Going ahead other
			No skidding, jack-knifing or overturning
First point of impact	Front	Age of Driver	33
Vehicle direction	NE to SW	Breath test	Not requested
Journey Purpose:	Other/Not known		

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V001 WAS WAITING AT THE GIVE WAY TO TURN RIGHT, TO TRAVEL NORTHBOUND. V002 HAS BEEN TRAVELLING SOUTHBOUND. V001 HAS THEN PULLED OUT AND BEEN HIT BY V002.

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Journey Purpose: Other/Not known

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V1 HAS TURNED ACROSS TRAFFIC INTO THE PATH OF V2 WHERE A COLLISION HAS OCCURRED

Occurred on MAIN ROAD (A12) (A12) NEAR JUNCTION WITH CARLTON ROAD

Causation		Participant:	Confidence:
	Factor:		
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle direction W to E

Vehicle direction	N to S
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Serious

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V1 TURNED INTO A JUNCTION. C1 CROSSED THE ROAD BETWEEN STATIONARY VEHICLES AND CONTINUED INTO THE PATH OF V1. V1 BRAKED UPON SEEING C1 BUT C1 COLLIDED WITH V1.

Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

Occurred on **VICTORIA ROAD (A1094) AT JUNCTION WITH PARK ROAD**

Causation		Participant:	Confidence:
	Factor:		
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Junction restart	Vehicle 1	Very Likely
3rd:	Rain, sleet, snow, or fog	Vehicle 1	Possible
4th:	Dazzling headlights	Vehicle 1	Possible
5th:			
6th:			

Starting

No skidding, jack-knifing or overturning

First point of impact      Front

Age of Driver      74      Breath test      Negative

Vehicle direction W to NE

Journey Purpose: Other/Not known

Casualty Reference: 1

Age: 54

Female

Pedestrian

Severity: Slight

Pedestrian Direction: W

Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

Occurred on **MAIN ROAD (A12) NEAR JUNCTION WITH TINKER BROOK**

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
2nd:	Following too close	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

## Stopping

No skidding, jack-knifing or overturning

First point of impact      Front

Age of Driver	27	Breath test	Negative
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Vehicle direction W to E

Journey Purpose: Commuting to/from work

Vehicle Reference	2	Car
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## Going ahead but held up

No skidding, jack-knifing or overturning

First point of impact      Back

Age of Driver	44	Breath test	Negative
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Vehicle direction      W      to      E

Journey Purpose: Other/Not known

Vehicle Reference	3	Car
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## Going ahead but held up

No skidding, jack-knifing or overturning

First point of impact      Back

Age of Driver	47	Breath test	Negative
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Vehicle direction W to E

Journey Purpose: Other/Not known

Casualty Reference: 1      Age: 47      Female      Driver/rider      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

PEDEESTRIAN WAS CROSSING THE ROAD AT THE ZEBRA CROSSING WHEN VEHICLE 1 APPROACHED FROM THE PEDESTRIAN'S LEFT AS SHE WAS HALFWAY ACROSS THE ZEBRA CROSSING, MAKING CONTACT WITH HER. VEHICLE 1 THE PEDESTRIAN.

Causation		Participant:	Confidence:
	Factor:		
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Disobeyed pedestrian crossing facility	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Pedestrian Injured in the Course of 'On th Road' Work: Not known



Accidents between dates      01/11/2018 and 31/10/2023      (60) months  
Selection:      Notes:

221137467      22/01/2022      Saturday      Time 1500      Vehicles 2      Casualties 3      Serious  
Fine without high winds      Road surface Wet/Damp      Daylight  
Special Conditions None      Road Type Single 2 lanes  
V1 TRAVELLING NORTHBOUND AND ON COMING AROUND A BEND D1 HAS BEEN BLINDED BY THE SUN AND UNABLE TO SEE THE ROAD, V1 DRIFTED ACROSS THE WRONG SIDE OF THE ROAD IN FRONT OF V2, D2 ATTEMPTED TO AVOID V1 BY SERVING ONTO THE INCORRECT SIDE OF THE ROAD AND BOTH VEHICLES HAVE COLLIDED HEAD ON.

Occurred on      LEISTON ROAD

Causation			
	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Possible
2nd:	Swerved	Vehicle 1	Possible
3rd:	Swerved	Vehicle 2	
4th:			
5th:			
6th:			

Vehicle Reference      1      Car      Going ahead right bend  
No skidding, jack-knifing or overturning  
First point of impact      Front      Age of Driver      37      Breath test      Negative  
Vehicle direction      SW to NE  
Journey Purpose: Other/Not known  
Casualty Reference:      3      Age: 37      Male      Driver/rider      Severity: Serious

Vehicle Reference      2      Car      Going ahead left bend  
No skidding, jack-knifing or overturning  
First point of impact      Front      Age of Driver      58      Breath test      Negative  
Vehicle direction      NE to SW  
Journey Purpose: Other/Not known  
Casualty Reference:      1      Age: 55      Female      Passenger      Severity: Serious  
Casualty Reference:      2      Age: 58      Male      Driver/rider      Severity: Serious

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

VEHICLE 1 HAS COLLIDED WITH A TELEGRAPH POLE FOR NO APPARENT REASON. DRIVER OF VEHICLE 1 HAS SUBSEQUENTLY FAILED A ROADSIDE BREATH TEST AND BLOOD SAMPLES TAKEN GIVING A READING OF 129.

Occurred on LEISTON ROAD

	Factor:	Causation	Participant:	Confidence:
1st:				
2nd:				
3rd:				
4th:				
5th:				
6th:				

Vehicle direction N to S

Journey Purpose: 6

Casualty Reference: 1      Age: 33      Male      Driver/rider      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

PEDESTRIAN HAS BEEN CROSSING A 'GIVE WAY' CONTROLLED JUNCTION. V1 HAS TURNED INTO THAT JUNCTION AND HAS KNOCKED THE PEDESTRIAN OVER.

Occurred on VICTORIA ROAD

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly Dazzling sun	Vehicle 1	Very Likely Possible
2nd:		Vehicle 1	
3rd:			
4th:			
5th:			
6th:			

**Journey** Purpose: Journey as part of work

Casualty Reference: 1      Age: 78      Female      Pedestrian      Severity: Serious

Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V2 HAS SLOWED WHILST TRAVELLING ALONG DUE TO A VEHICLE AHEAD LOOKING TO TURN RIGHT. D1 HAS BEEN DISTRACTED ON MOBILE PHONE AND HAS NOT NOTICED V2 AND HAS STRUCK THE REAR OF V2. THIS HAS CAUSED V2 TO MOVE INTO OPPOSITE CARRIAGEWAY AND BE STRUCK BY V3.

Casualty Reference: 2      Age: 69      Male      Driver/rider      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V1 HAS NOT ALLOWED ENOUGH ROOM FROM PARKED CARS ON THEIR SIDE OF THE ROAD & HAS COLLIDED WITH V2 & THEN CLIPPED V3.

Occurred on LEISTON ROAD (B1122)

Causation		Participant:	Confidence:
	Factor:		
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Rain, sleet, snow, or fog	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Casualty Reference: 1      Age: 78      Female      Driver/rider      Severity: Slight

Journey Purpose: 6

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V1 AS TRAVELLING ALONG THE ROAD AND HAS LOST CONTROL ON A LEFT HAND BEND LEAVING THE CARRIAGEWAY O/S, OVER A DITCH AND RIDER HAS BEEN THROWN FROM THEIR BIKE INTO A WHEAT FIELD

Occurred on LEISTON ROAD (B1119)

Causation			
	Factor:	Participant:	Confidence:
1st:	Travelling too fast for conditions	Vehicle 1	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle direction E to W

Journey Purpose: Other/Not known

Casualty Reference: 1      Age: 38      Male      Driver/rider      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

D2 WAS DRIVING ALONG, WHEN V1 HAS OVERTAKEN V2 TOO CLOSELY AND BRAKED. THIS HAS CAUSED V2 TO TRY AND GO ROUND HIM, AT THIS POINT V1 HAS THEN CONTINUED DRIVING AND THEN SLAMMED ON HIS BRAKES. V2 HAS THEN GONE INTO THE BACK OF V1.

Casualty Reference: 1      Age: 16      Male      Driver/rider      Severity: Slight

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

22119121113/04/2022WednesdayTime 1150Vehicles 2Casualties 1Slight

Fine without high windsRoad surface DryDaylight

Special Conditions NoneRoad Type Single 2 lanes

V001 HAD BEEN TRAVELLING NORTH, THEY THEN PULLED INTO THE CENTRAL RESERVATION TO TURN RIGHT TOWARDS ALDEBURGH. V001 HAS COLLIDED WITH V002 WHICH WAS TRAVELLING SOUTHBOUND.

Occurred onMAIN ROAD (A12) (A12) - 42 METRES FROM JUNCTION WITH FRIDAY STREET (A1094),

	Factor:	Causation	Participant:	Confidence:
1st:	Junction overshoot		Vehicle 1	Very Likely
2nd:	Inadequate/Masked signs or road markings		Vehicle 1	Very Likely
3rd:				
4th:				
5th:				
6th:				

Vehicle Reference	1	Car	Starting	
			No skidding, jack-knifing or overturning	
First point of impact	Front	Age of Driver	67	Breath test Negative
Vehicle direction	N to S			
Journey Purpose:	Other/Not known			
Vehicle Reference	2	Car	Going ahead other	
			No skidding, jack-knifing or overturning	
First point of impact	Offside	Age of Driver	49	Breath test Negative
Vehicle direction	E to W			
Journey Purpose:	Other/Not known			
Casualty Reference:	1	Age: 49	Male	Driver/rider
				Severity: Slight



**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V2 WAS TRAVELLING ON THE MAIN ROAD HE HAS THEN TURNED RIGHT. AS HE HAS THEN CARRIED OUT THE MANOEUVRE V1 (MOTORCYCLIST) COLLIDED WITH THE OFFSIDE OF V2.

Occurred on **LEISTON ROAD (B1122) AT JUNCTION WITH HAWTHORN ROAD, MIDDLETON, SUFFOLK**

	Causation		Participant:	Confidence:
	Factor:			
1st:				
2nd:				
3rd:				
4th:				
5th:				
6th:				

Vehicle Reference	1	Motorcycle - unknown cc	Going ahead other		
			No skidding, jack-knifing or overturning		
First point of impact	Front	Age of Driver	28	Breath test	Negative
Vehicle direction	SE to NW				

Journey Purpose: Other/Not known

Casualty Reference: 1      Age: 28      Male      Driver/rider      Severity: Serious

Vehicle Reference	2	Goods vehicle - unknown weight	Turning right		
			No skidding, jack-knifing or overturning		
First point of impact	Offside	Age of Driver	20	Breath test	Negative
Vehicle direction	NW to SW				

Journey Purpose: Journey as part of work

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V002 HAS BEEN SITTING AT THE JUNCTION WAITING TO TURN LEFT ONTO ROAD GOING NORTHBOUND. V001 HAS ASSUMED V002 HAS MOVED FROM THE JUNCTION AND CREEPT FORWARD WHILST LOOKING A ONCOMING TRAFFIC AND REAR ENDED V002. DRIVER OF V002 HAS SUFFERED FROM BACK PAIN.

Occurred on HIGH STREET (A1120) NEAR JUNCTION WITH BROOK STREET ROAD, YOXFORD, SUFFOLK

Causation		Participant:	Confidence:
	Factor:		
1st:	Road layout (eg bend, hill etc.)	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Careless/Reckless/In a hurry	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle direction NW to SE

Vehicle direction NW to SE

Casualty Reference: 1      Age: 37      Female      Driver/rider      Severity: Slight

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

22119235309/06/2022ThursdayTime 0855Vehicles 1Casualties 1Slight

Fine without high windsRoad surfaceDryDaylight

Special ConditionsNoneRoad TypeSingle 2 lanes

R/P WAS HELPING FRIEND PUT CHILD INTO VEHICLE WHEN V1 HAS REVERSED INTO THE R/P THEN DRIVEN OFF,  
WITHOUT STOPPING. R/P NOW HAS TERRIBLE BACK ACHE & PAIN.

Occurred onJUDITH AVENUE - KNODISHALL, SUFFOLK

	Factor:	Causation	Participant:	Confidence:
1st:				
2nd:				
3rd:				
4th:				
5th:				
6th:				

Vehicle Reference1CarReversing

No skidding, jack-knifing or overturning

First point of impactBackAge of DriverBreath test

Vehicle directionto

Journey Purpose: 6

Casualty Reference: 1Age: 38FemalePedestrianSeverity: Slight

0

Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V1 HAS COLLIDED WITH THE REAR OF V2 WHICH HAS STOPPED TO TURN RIGHT. V1 AFTER COLLIDING WITH THE REAR OF V2 HAS THEN BOUNCED ACROSS TO THE SOUTHBOUND CARRIAGEWAY WHERE V3 HAS COLLIDED WITH IT.

Casualty Reference: 2      Age: 84      Male      Driver/rider      Severity: Serious

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

PEDAL CYCLIST IS TRAVELLING ALONG ON THE MAIN ROAD AS HE HAS APPROACHED THE JUNCTION ON HIS NEARSIDE V1 HAS ROLLED OUT OF THE JUNCTION AFTER NOT SEEING THE CYCLIST AND DRIVING INTO HIM.

Occurred on ALDEBURGH ROAD (A1094) AT JUNCTION WITH SNAPE ROAD (B1069), FRISTON, SUFFOLK

Causation			
	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry Failed to look properly	Vehicle 1	Very Likely
2nd:		Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle direction NE to SE

Vehicle direction NW to SW

Casualty Reference: 1      Age: 49      Male      Driver/rider      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

Occurred on **ALDEBURGH ROAD (A1094)**

Causation			
	Factor:	Participant:	Confidence:
1st:	Swerved	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Casualty Reference: 1      Age: 35      Male      Driver/rider      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

SEE CAD 102 FROM CR1 V1 HAS BEEN TRAVELLING ALONG ROAD. V2 ALSO TRAVELLING ALONG ROAD, BUT ONCOMING. V1 AND V2 HAVE HIT THE OFFSIDE DRIVERS SIDE OF ONEANOTHER CAUSING DAMAGE. NO PARKED VEHICLES ON ROAD NO WITNESSES AT SCENE.

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

Casualty Reference: 2      Age: 78      Male      Driver/rider      Severity: Slight

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

22123197029/07/2022FridayTime 2010Vehicles 2Casualties 3Serious

Fine without high windsRoad surfaceDryDaylight

Special ConditionsNoneRoad TypeSingle 2 lanes

D1 HAS FAILED TO LOOK PROPERLY AND ATTEMPTED TO CROSS THE MAIN ROAD AT A JUNCTION AND D2 HAS NOT HAD ENOUGH TIME TO REACT AND HAS GONE INTO THE PASSENGER SIDE OF V1 CAUSING A TOTAL LOSS OF BOTH VEHICLES.

Occurred onMAIN ROAD

Causation			
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Junction overshoot	Vehicle 1	Possible
4th:	Road layout (eg bend, hill etc.)	Vehicle 1	Possible
5th:	Stationary or parked vehicle	Vehicle 1	Possible
6th:			

Vehicle Reference1CarStarting

No skidding, jack-knifing or overturning

First point of impactNearsideAge of Driver20Breath testNegative

Vehicle directionN to SW

Journey Purpose: Other/Not known

Casualty Reference:1Age: 20MaleDriver/riderSeverity: Serious

Vehicle Reference2CarGoing ahead other

No skidding, jack-knifing or overturning

First point of impactFrontAge of Driver53Breath testNot provided (medical)

Vehicle directionE to W

Journey Purpose: Other/Not known

Casualty Reference:2Age: 53FemaleDriver/riderSeverity: Slight

Casualty Reference:3Age: 29FemalePassengerSeverity: Slight



**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

VEHICLE 1 PULLED OUT TO OVERTAKE A CAR TRAVELLING IN THE SAME DIRECTION AS HE WAS STRAIGHT INTO THE PATH OF VEHICLE 2 COMING IN THE OTHER DIRECTION. VEHICLE THAT MOTORCYCLE TRIED TO OVERTAKE DID NOT STOP. UNKNOWN WHAT THAT VEHICLE WAS. WITNESS IS FRIEND OF VEHICLE 1 TRAVELLING IN CAR BEHIND THAT WAS NOT INVOLVED.

Journey Purpose: 6

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V.1 HAS RIDDEN INTO THE REAR OF PARKED V.2 REPORTED AT TIME OF COLLISION THAT THERE WAS A HEAVY DOWNPOUR OF RAIN WHICH MAY HAVE IMPEDED VISION OF RIDER OF V.1 NO PARKING RESTRICTIONS IN PLACE AT SCENE. NO SUGGESTION OF MECHANICAL DEFECT, DRINK OR DRUG INFLUENCES OR MANNER OF RIDING NOT BEING SUITABLE FOR CONDITIONS

Vehicle Reference	2	Car		Parked
				No skidding, jack-knifing or overturning
First point of impact	Back		Age of Driver	Breath test
Vehicle direction	Park to	Parked		
Journey Purpose:	6			

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

22125313827/08/2022SaturdayTime 1535Vehicles 1Casualties 1Serious

Fine without high windsRoad surface DryDaylight

Special Conditions NoneRoad Type Single 2 lanes

V1 A LEARNER DRIVER WAS RIDING NORTH. WITHIN THE 40 MPH LIMIT A MUNTJACK DEER ENTERED THE CARRIAGEWAY AND COLLIDED WITH THE FRONT WHEEL OF V1, CAUSING D1 TO TRAVEL OVER HANDLEBARS AND LAND ON HEAD.

Occurred onALDEBURGH ROAD (B1122) - 91 METRES FROM JUNCTION WITH FITCHES LANE, ALDRINGHA

	Causation		
	Factor:	Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference1Motor Cycle over 50 cc and up to 125ccGoing ahead other  
No skidding, jack-knifing or overturning

First point of impactFrontAge of Driver56Breath testNegative

Vehicle directionS to N

Journey Purpose: Other/Not known

Casualty Reference: 1Age: 56MaleDriver/riderSeverity: Serious

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V2 HAS COME TO A STOP, WAITING TO TURN RIGHT. V1 HAS BEEN TRAVELLING BEHIND & HAS BEEN UNABLE TO STOP IN TIME, V1 HAS THEN COLLIDED WITH THE BACK OF V2

Occurred on **MAIN ROAD (A12) (A12) NEAR JUNCTION WITH PARK ROAD, BENHALL, SUFFOLK**

Causation		Participant:	Confidence:
	Factor:		
1st:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Sudden braking	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle direction E to W

Casualty Reference: 1      Age: 71      Male      Driver/rider      Severity: Slight

Vehicle direction E to W

Journey Purpose: Other/Not known

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V1 WAS EXITING A SUPERMARKET CAR PARK INDICATING RIGHT. AS V1 EXITED ONTO THE MAIN ROAD THE DRIVER CLIPPED AN ELDERLY FEMALE WALKING ALONG THE PAVEMENT, WHICH CAUSED MINOR INJURY. THE DRIVER

Occurred on CHURCH STREET (B1119)

	Causation		Participant:	Confidence:
	Factor:			
1st:				
2nd:				
3rd:				
4th:				
5th:				
6th:				

Vehicle direction      S      to      N

Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

22123216209/10/2022SundayTime 1115Vehicles 2Casualties 2Slight

Fine without high windsRoad surface DryDaylight

Special Conditions NoneRoad Type Dual 2 lanes

V2 TRAVELLING ALONG THE ROAD. V1 TRAVELLING TURNING RIGHT ACROSS ONCOMING TRAFFIC. V1 HAS PULLED ACROSS INFRONT OF V2, CAUSING VEHICLES TO COLLIDE.

Occurred onMAIN ROAD (A12) (A12) AT JUNCTION WITH FRIDAY STREET (A1094), BENHALL, SUFFOLK

	Causation		
	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:	Distraction in vehicle	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference1CarWaiting to turn right

No skidding, jack-knifing or overturning

First point of impactNearsideAge of Driver54Breath testNegative

Vehicle directionNW to S

Journey Purpose: Commuting to/from work

Vehicle Reference2CarGoing ahead other

No skidding, jack-knifing or overturning

First point of impactFrontAge of Driver29Breath testNegative

Vehicle directionE to W

Journey Purpose: Other/Not known

Casualty Reference: 1Age: 29FemaleDriver/riderSeverity: Slight

Casualty Reference: 2Age: 28MalePassengerSeverity: Slight

Accidents between dates 01/11/2018 and 31/10/2023 (60) months  
Selection: Notes:

221232218 13/10/2022 Thursday Time 1216 Vehicles 2 Casualties 1 Serious  
Fine without high winds Road surface Dry Daylight  
Special Conditions None Road Type Single 2 lanes  
FOR REASONS YET TO ESTABLISHED IT APPEARS THAT D1 HAS LOST CONTROL OF V1 AND HAS COLLIDED WITH  
PARKED V2. IT APPEARS THAT V2 WAS PARKED SLIGHTLY IN THE CARRIAGEWAY, AT THE ROADSIDE AND V1 HAS  
FAILED TO REACT OR NEGOTIATE TO THE PRESENCE OF V2 AND HAS CO  
LLIDED WITH THE REAR OF V2.

Occurred on MAIN ROAD (KELSALE) (B1121) - 51 METRES FROM JUNCTION WITH LOW ROAD, KELSALE C

Causation			
	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical Fatigue	Vehicle 1	Possible
2nd:		Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference 1 Bus or coach Going ahead other  
No skidding, jack-knifing or overturning  
First point of impact Front Age of Driver 54 Breath test Negative  
Vehicle direction N to S  
Journey Purpose: Journey as part of work  
Casualty Reference: 1 Age: 37 Male Passenger Severity: Serious

Vehicle Reference 2 Car Parked  
No skidding, jack-knifing or overturning  
First point of impact Back Age of Driver Breath test  
Vehicle direction Park to Parked  
Journey Purpose: 6

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

22123696831/10/2022MondayTime 1036Vehicles 2Casualties 1Slight

Fine without high windsRoad surface DryDaylight

Special Conditions NoneRoad Type Dual 2 lanes

V1 WAS TRAVELLING N/B & HAS GONE TO TAKE THE JUNCTION. V2 HAS BEEN TRAVELLING S/B & V1 HAS CROSSED, IN FRONT OF V2, CAUSING A COLLISION.

Occurred onA12 AT JUNCTION WITH RENDHAM ROAD (B1119), SAXMUNDHAM, SUFFOLK

	Causation		
	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Impaired by drugs (illicit or medicinal)	Vehicle 1	
4th:			
5th:			
6th:			

Vehicle Reference	1	Car	Turning right				
			No skidding, jack-knifing or overturning				
First point of impact	Nearside	Age of Driver	42	Breath test	Negative		
Vehicle direction	S to E						
Journey Purpose:	Other/Not known						
Casualty Reference:	1	Age:	42	Male	Driver/rider	Severity:	Slight
Vehicle Reference	2	Car	Going ahead other				
			No skidding, jack-knifing or overturning				
First point of impact	Front	Age of Driver	66	Breath test	Negative		
Vehicle direction	N to S						
Journey Purpose:	Other/Not known						



**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V1 HAS FAILED TO SLOW IN TIME FOR V2 IN FRONT, WHO WAS IN STATIONARY/VERY SLOW MOVING TRAFFIC. V1 HAS COLLIDED WITH THE REAR OF V2

Occurred on **MAIN ROAD (A12), YOXFORD, SUFFOLK**

Causation			
	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference	1	Goods vehicle - unknown weight	Stopping No skidding, jack-knifing or overturning		
First point of impact	Front	Age of Driver	35	Breath test	Not provided (medical)
Vehicle direction	SW to NE				

Journey Purpose: Journey as part of work

Casualty Reference: 1      Age: 35      Male      Driver/rider      Severity: Slight

Vehicle Reference	2	Goods vehicle - unknown weight	Stopping
			No skidding, iack-knifing or overturning
First point of impact	Back	Age of Driver	41
Vehicle direction	SW to NE	Breath test	Not applicable

**Journey** Purpose: Journey as part of work

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

APPARENTLY VEHICLE 1 WAS TRAVELLING FROM THE A1094 INTO THE B1059. AS THEY PULLED INTO THE JUNCTION THEIR STEERING LOCKED LEFT AND THE VEHICLE CAREERED RIGHT INTO VEHICLE 2 WHICH WAS DRIVING ON THE B1059 IN THE OPPOSITE SIDE OF THE ROAD.

Casualty Reference: 2      Age: 34      Male      Driver/rider      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V1 DRIVING ALONG ROAD HAS COLLIDED WITH V2 WHILST V2 WAS PARKED. V1 HAS ALSO COLLIDED WITH A FENCE

Journey Purpose: 6

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

23131636419/03/2023SundayTime 1056Vehicles 1Casualties 1Slight

Fine without high windsRoad surfaceDryDaylight

Special ConditionsNoneRoad TypeSingle 2 lanes

V1 HAS DRIVEN OFF ROAD INTO SHOP.

Occurred onHIGH STREET (B1121) - 31 METRES FROM JUNCTION WITH STATION APPROACH,

	Causation		
	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference1Car

Going ahead other

No skidding, jack-knifing or overturning

First point of impactFrontAge of Driver50Breath testNegative

Vehicle directionS to N

Journey Purpose: Other/Not known

Casualty Reference:1Age: 50FemaleDriver/riderSeverity:Slight

Accidents between dates      01/11/2018 and 31/10/2023      (60) months  
Selection:      Notes:

231295623      09/04/2023      Sunday      Time 1640      Vehicles 2      Casualties 7      Serious  
Fine without high winds      Road surface Dry      Daylight  
Special Conditions None      Road Type Single 2 lanes  
2 VEHICLE RTC - WHERE IT APPEARS V1 HAS FOR UNKNOWN REASONS VEERED ACROSS THE SINGLE CARRIAGEWAY INTO THE PATH OF V2 AND COLLIDED HEAD ON WHERE THE REAR SEAT PASSENGER OF V1 HAS SUSTAINED LIFE THREATENING INJURIES.

Occurred on      MAIN ROAD (A12)

	Factor:	Causation	Participant:	Confidence:
1st:	Distraction in vehicle		Vehicle 1	Possible
2nd:	Distraction outside vehicle		Vehicle 1	Possible
3rd:	Illness or disability, mental or physical		Vehicle 1	
4th:				
5th:				
6th:				

Vehicle Reference      1      Car      Going ahead other  
No skidding, jack-knifing or overturning  
First point of impact      Front      Age of Driver      66      Breath test      Negative  
Vehicle direction      N to SW

Journey Purpose: Other/Not known

Casualty Reference:	2	Age:	66	Male	Driver/rider	Severity:	Serious
Casualty Reference:	3	Age:	42	Male	Passenger	Severity:	Serious
Casualty Reference:	4	Age:	64	Female	Passenger	Severity:	Serious
Casualty Reference:	5	Age:	38	Female	Passenger	Severity:	Serious

Accidents between dates      01/11/2018 and 31/10/2023      (60) months  
Selection:      Notes:

Vehicle Reference	2	Car	Going ahead other				
			No skidding, jack-knifing or overturning				
First point of impact	Front		Age of Driver	35	Breath test	Negative	
Vehicle direction	S	to N					
Journey Purpose:	Other/Not known						
Casualty Reference:	1	Age:	35	Female	Driver/rider	Severity:	Serious
Casualty Reference:	6	Age:	3	Female	Passenger	Severity:	Serious
Casualty Reference:	7	Age:	65	Male	Passenger	Severity:	Slight

231310881      24/05/2023      Wednesday      Time 0910      Vehicles 1      Casualties 1      Slight  
Other      Road surface Dry      Daylight  
Special Conditions None      Road Type Unknown  
THE COLLISION HAS OCCURRED ON A T-JUNCTION WHERE A VEHICLE HAS STOPPED AT THE T JUNCTION AND A CYCLIST HAS CONTINUED TO CYCLE ON HIS RIGHT OF WAY. THE DRIVER OF THE VEHICLE HAS LOOKED BOTH WAYS AND DUE TO THE SUN'S POSITION NOT BEEN ABLE TO SEE THE CYCLIST HOWEVER COULD SEE ENOUGH OF THE ROAD TO PULL OUT. THE MALE ON HIS ELECTRIC CYCLE HAD THEN BEEN HIT BY THE VEHICLE WHEN THE VEHICLE HAS MOVED OFF FROM THE T JUNCTION.

Occurred on      ST JOHNS ROAD NEAR JUNCTION WITH HIGH STREET (B1121), SAXMUNDHAM, SUFFOLK

Causation			
	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Failed to judge vehicles path or speed	Casualty 1	Very Likely
4th:	Disability or illness, mental or physical	Casualty 1	Very Likely
5th:			
6th:			

Vehicle Reference	1	Car	Turning right			
			No skidding, jack-knifing or overturning			
First point of impact	Offside	Age of Driver	43	Breath test	Negative	
Vehicle direction	W to NW					
Journey Purpose:	Journey as part of work					
Casualty Reference:	1	Age:	73	Male	Pedestrian	Severity: Slight
Pedestrian Direction: N						
Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable						

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

23134282327/05/2023SaturdayTime 0950Vehicles 1Casualties 1Slight

Fine without high windsRoad surface DryDaylight

Special Conditions NoneRoad Type Single 2 lanes

PEDESTRIAN HAS STEPPED OUT ONTO CROSSING INTO THE PATH OF V1 CAUSING A COLLISION

Occurred onHAYLINGS ROAD

Causation			
	Factor:	Participant:	Confidence:
1st:	Animal or object in carriageway	Vehicle 1	Very Likely
2nd:	Failed to look properly	Casualty 1	Very Likely
3rd:	Other	Casualty 1	
4th:			
5th:			
6th:			

CHILD OF 3 YEARS OLD, FAILED TO UNDERSTAND TRAFFIC

Vehicle Reference1CarGoing ahead other

Skidded

First point of impactFrontAge of Driver57Breath testNegative

Vehicle directionN to S

Journey Purpose: Other/Not known

Casualty Reference: 1Age: 3FemalePedestrianSeverity: Slight

Pedestrian Direction: W

Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V002 HAS BEEN STOPPED WAITING TO TURN RIGHT ONTO THE B1125. V003 HAS COME TO A STOP BEHIND V002. V001 HAS APPROACHED THE STATIONARY TRAFFIC AND HAS BEEN DISTRACTED BY CYCLISTS HEADING THE OPPOSITE DIRECTION. V001 HAS NOT NOTICED STOPPED TRAFFIC, SWERVED TO MISS V003. THEN SWERVED BACK INTO CORRECT LANE TO MISS ONCOMING TRAFFIC AND STRUCK V001.

Occurred on LEISTON ROAD (B1122) AT JUNCTION WITH LEISTON ROAD (B1122), THEBERTON, SUFFOLK

Causation		Participant:	Confidence:
	Factor:		
1st:	Distraction outside vehicle	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Casualty Reference: 1      Age: 54      Male      Driver/rider      Severity: Slight

Journey Purpose: Other/Not known



**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

VEHICLE 2 (V002) HAS INDICATED AND SLOWED TO TURN RIGHT AND VEHICLE 1 (V001) HAS THEN NOT BEEN ABLE TO STOP BEHIND THEM, THEN HITTING V002. DRIVER OF V001 STATED SHE DID NOT SEE AN INDICATOR ON THE TURNING VEHICLE (V002).

Casualty Reference: 1      Age: 65      Female      Driver/rider      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

UNKNOWN - SINGLE VEHICLE RTC ON THE B119. DRIVER LOCATED IN THE MIDDLE OF THE ROAD AND UNRESPONSIVE. VEHICLE FOUND OFF THE ROAD AND IN A NEARBY DITCH. LIKELY THE DRIVER HAS PULLED HIMSELF FROM THE DITCH AND INTO THE ROAD TO BE SEEN BY A PASSER BY. NO WITNESSES AND NO OTHER INVOLVED VEHICLES.

Occurred on LEISTON ROAD (B1119), SAXMUNDHAM, SUFFOLK

Causation		Participant:	Confidence:
	Factor:		
1st:	Exceeding speed limit	Vehicle 1	Very Likely
2nd:	Distraction outside vehicle	Vehicle 1	Very Likely
3rd:	Dazzling sun	Vehicle 1	
4th:			
5th:			
6th:			

Journey Purpose: 6

Casualty Reference: 1      Age: 63      Male      Driver/rider      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

M/C HAS BEEN TRAVELLING TOWARDS YOXFORD ON THE B1122 AND HAS LEFT THE ROAD TO THE NEAR SIDE, ON A RIGHT HAND BEND. FOR UNKNOWN REASONS, AND COLLIDED WITH A HIGHWAYS CHEVRON SIGN.

Occurred on YOXFORD ROAD (B1122) NEAR JUNCTION WITH FORDLEY ROAD, MIDDLETON, SUFFOLK

Causation		Participant:	Confidence:
	Factor:		
1st:	Loss of control	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference	1	Motorcycle over 500cc	Going ahead right bend			
			No skidding, jack-knifing or overturning			
First point of impact	Front		Age of Driver	58	Breath test	Not provided (medical)
Vehicle direction	E to N					

Journey Purpose: 6

Casualty Reference: 1      Age: 58      Male      Driver/rider      Severity: Serious

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

Occurred on **B1122 AT JUNCTION WITH POTTERS STREET, THEBERTON, SUFFOLK**

Causation		Participant:	Confidence:
	Factor:		
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 2	Very Likely
3rd:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely
4th:	Road layout (eg bend, hill crest)	Vehicle 1	Very Likely
5th:			
6th:			

Vehicle Reference	1	Car	Turning right No skidding, jack-knifing or overturning			
First point of impact	Front		Age of Driver	36	Breath test	Negative
Vehicle direction	SE	to NE				
Journey Purpose:	Commuting to/from work					
Vehicle Reference	2	Motorcycle over 500cc	Going ahead other No skidding, jack-knifing or overturning			
First point of impact	Front		Age of Driver	57	Breath test	Not provided (medical)
Vehicle direction	NW	to SE				
Journey Purpose:	Other/Not known					
Casualty Reference:	1	Age:	57	Male	Driver/rider	Severity: Fatal

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

V1 HAS TURNED RIGHT ACROSS THE CARRIAGEWAY OF V2. V2 HAS TRIED TO AVOID A COLLISION, PULLED TO THE NEARSIDE & COLLIDED WITH V1 & V3, WHO WAS STATIONARY AT THE JUNCTION.

Occurred on LEISTON ROAD (B1122) NEAR JUNCTION WITH LEISTON ROAD (B1122), THEBERTON, SUFFOLK

Causation		Participant:	Confidence:
	Factor:		
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

Casualty Reference: 1      Age: 69      Male      Driver/rider      Severity: Serious

Casualty Reference: 2      Age: 22      Male      Driver/rider      Severity: Slight

Journey Purpose: Other/Not known

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

23137244715/08/2023TuesdayTime 1602Vehicles 1Casualties 1Serious

Fine without high windsRoad surface DryDaylight

Special Conditions UnknownRoad Type Single 2 lanes

PEDESTRIAN WAS CROSSING THE A12 IN-BETWEEN STATIONARY TRAFFIC. PEDESTRIAN STEPPED OUT IN FRONT OF AN ON-COMING MOTORCYCLIST. THIS CAUSED THE PEDESTRIAN TO FALL TO THE FLOOR.

Occurred onHILL FARM ROAD - FARNHAM, SUFFOLK

	Causation		
Factor:		Participant:	Confidence:
1st:			
2nd:			
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference1Motorcycle over 500ccGoing ahead other

No skidding, jack-knifing or overturning

First point of impactFrontAge of Driver76Breath testNegative

Vehicle directionN to S

Journey Purpose: Other/Not known

Casualty Reference: 1Age: 17MalePedestrianSeverity: Serious

Pedestrian Direction: W

Pedestrian Injured in the Course of 'On th Road' Work: Not Applicable

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

23134647116/08/2023WednesdayTime 1815Vehicles 3Casualties 1Slight

Fine without high windsRoad surfaceDryDaylight

Special ConditionsNoneRoad TypeSingle 2 lanes

V1 AND V2 TRAVELLING ALONG ROAD IN SAME DIRECTION. V3 TRAVELLING ALONG ROAD TOWARDS V1 AND V2 IN OPPOSITE DIRECTION. V1 HAS OVERTAKEN

Occurred onSNAPE ROAD

	Causation		
	Factor:	Participant:	Confidence:
1st:	Careless/Reckless/In a hurry	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

Vehicle Reference1Agricultural vehicleOvertaking moving vehicle O/S  
No skidding, jack-knifing or overturning

First point of impactNearsideAge of Driver25Breath testNegative

Vehicle directionSW to NE

Journey Purpose: Journey as part of work

Vehicle Reference2Pedal CycleGoing ahead other  
Overturned

First point of impactOffsideAge of Driver59Breath testNot applicable

Vehicle directionSW to NE

Journey Purpose: Other/Not known

Casualty Reference:1Age: 59MaleDriver/riderSeverity: Slight

Vehicle Reference3Goods vehicle - unknown weightGoing ahead other  
No skidding, jack-knifing or overturning

First point of impactDid not impactAge of Driver53Breath testNot applicable

Vehicle directionNE to SW

Journey Purpose: Journey as part of work

Accidents between dates01/11/2018 and 31/10/2023(60) months

Selection:Notes:

23135100310/09/2023SundayTime 2100Vehicles 2Casualties 2Serious

Fine without high windsRoad surface DryDarkness: no street lighting

Special Conditions NoneRoad Type Single 2 lanes

V001 HAS BEEN DRIVING FROM SAXMUNDHAM AND HAS INTENDED TO TURN LEFT ONTO THE A12 TURNING ACROSS THE SOUTHBOUND CARRIAGE WAY WHEREBY ROAD MARKINGS INDICATED TO GIVE WAY TO VEHICLES TRAVELLING NORTHBOUND. V001 HAS CROSSED THE CENTRAL MARKINGS AND GIVE WA  
Y LINES AND MOVED INTO THE CARRIAGEWAY OF THE A12, NORTHBOUND. V002 HAS BEEN TRAVELLING NORTHBOUND AT THE NATIONAL SPEED LIMIT OF 60 MPH AND HAS COLLIDED WITH V001 WHO HAD MOVED INTO ITS PATH. V001 HAS FAILED TO LOOK PROPERLY AND GIVE WAY TO V002. HO  
WEVER, I DEEM THIS TO BE AN ACCIDENT AND NK CRIMINAL OFFENCES PRESENT WITH NO EYE WITNESSES TO T

Occurred onA12 NEAR JUNCTION WITH RENDHAM ROAD (B1119), SAXMUNDHAM, SUFFOLK

	Causation		
	Factor:	Participant:	Confidence:
1st:	Road layout (eg bend, hill etc.)	Vehicle 1	Very Likely
2nd:	Road layout (eg bend, hill etc.)	Vehicle 2	Very Likely
3rd:	Failed to look properly	Vehicle 1	Very Likely
4th:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
5th:	Poor turn or manoeuvre	Vehicle 1	Very Likely
6th:			

Vehicle Reference1CarTurning right  
No skidding, jack-knifing or overturning

First point of impactNearsideAge of Driver56Breath testNegative

Vehicle directionSE to N

Journey Purpose: Other/Not known

Casualty Reference:2Age:56FemaleDriver/riderSeverity:Slight

Vehicle Reference2CarGoing ahead other  
No skidding, jack-knifing or overturning

First point of impactFrontAge of Driver61Breath testNot provided (medical)

Vehicle directionS to N

Journey Purpose: Other/Not known

Casualty Reference:1Age:61FemaleDriver/riderSeverity:Serious



**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

VEHICLE 1 (V001) HAS BEEN WAITING TO TURN RIGHT ONTO MILL ROAD AND CLAIMS TO HAVE NOT SEEN VEHICLE 2 (V002) AND TURNED TO CROSS INTO MILL ROAD AND V002 HAS COLLIDED WITH V001.

Occurred on LEISTON ROAD (B1069) AT JUNCTION WITH MILL ROAD, KNODISHALL, SUFFOLK

	Causation		Participant:	Confidence:
	Factor:			
1st:				
2nd:				
3rd:				
4th:				
5th:				
6th:				

Vehicle direction NE to NW

Casualty Reference: 1      Age: 34      Male      Driver/rider      Severity: Slight

Vehicle direction SW to NE

Casualty Reference: 2      Age: 21      Female      Driver/rider      Severity: Slight

**Selection:** \_\_\_\_\_ **Notes:** \_\_\_\_\_

	Fatal	Serious	Slight	Total
Vehicle Driver	0	25	71	96
Passenger	0	11	30	41
Motorcyclist	1	6	5	12
Cyclist	0	0	12	12
Pedestrian	0	4	10	14
Other	0	0	0	0
Total	1	46	128	175

## **Annex B Construction Staff Distribution (SRN)**

Sea Link (Suffolk) - Forecast Construction Worker Trip Distribution - SRN - A14 (South)

TS060 - Industry  
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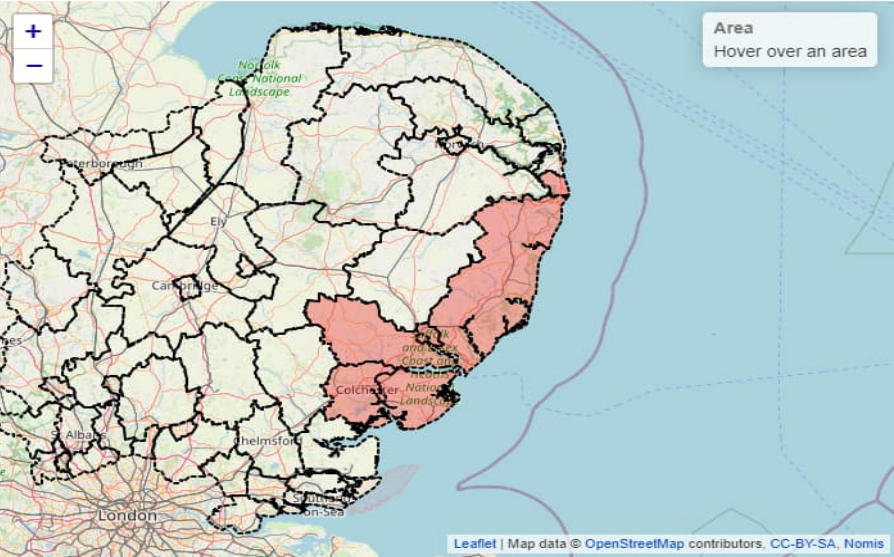
population All usual residents aged 16 years and over in employment the week before the census  
units Persons  
date 2021  
industry F: Construction

usual residence: local authorities - district/ unitary (as of April 2023)	usual residence: 2021 super output area - middle layer	F: Construction	Journey Time (mins)	Factored	Via A14	Total
East Suffolk	East Suffolk 026	311	30	10	100%	10
	East Suffolk 027	299	35	9	100%	9
	East Suffolk 028	198	40	5	100%	5
	East Suffolk 029	189	40	5	100%	5
	East Suffolk 030	159	40	4	100%	4
Babergh	ALL	4,831	50	97	100%	97
Colchester	ALL	9,239	55	168	100%	168
Ipswich	ALL	5,865	40	147	100%	147
Tendring	ALL	7,023	60	117	100%	117
Total						561

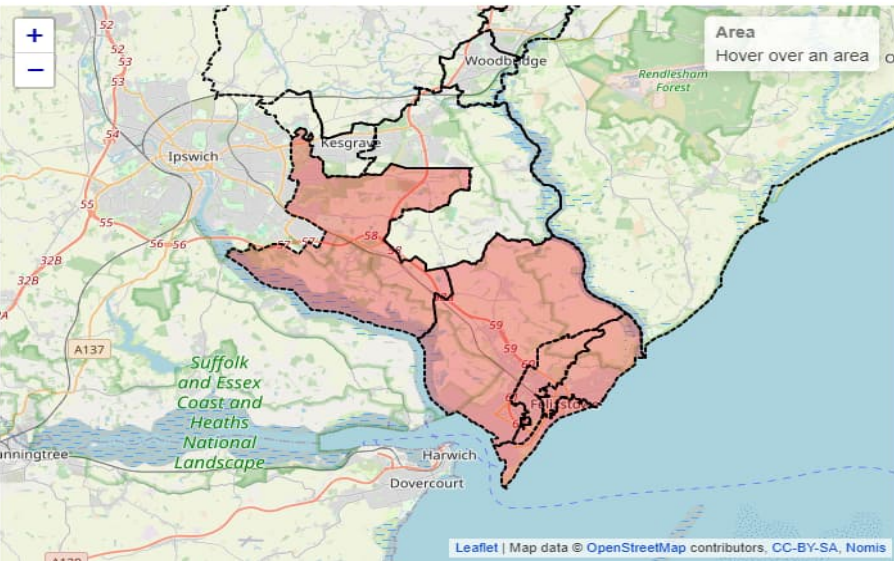
Summary

Route	#	Percentage	
SRN: A14 (South)	561	45%	*calculated above
Other Routes	675	55%	*remainder (see main distribution in the ES Traffic & Transport chapter)
Total	1,236	100%	*total taken from main distribution

Maps of Included Districts (Points of Origin, within 60-Minute Catchment Area)



Maps of Included MSOAs (East Suffolk)



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