

Report to	<b>Scrutiny Committee for Economy, Transport and Environment</b>
Date	<b>19 June 2012</b>
Report By	<b>Director of Economy, Transport and Environment</b>
Title of Report	<b>Scrutiny Review of Road Safety: Progress</b>
Purpose of Report	<b>To consider progress in achieving the Scrutiny Review recommendations.</b>

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**RECOMMENDATIONS:** The Committee is recommended to consider and note the progress in achieving the Scrutiny Review recommendations, in particular:

- (1) the successful conclusion of the Sussex Safer Roads Partnership (SSRP) review;**
  - (2) work being carried out by East Sussex Casualty Reduction Steering Group (ESCRSG) to improve the targeting of action; and**
  - (3) steps being taken to achieve speedier implementation of agreed measures.**
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## **1. Financial Appraisal**

1.1 Funding for road safety activities falls under two broad headings. Our contribution to the SSRP funds our share of pan-Sussex activities. This contribution has now been agreed at £130,000 for the current financial year, reducing to zero by 2014/15.

1.2 This means that the vast majority of East Sussex County Council (ESCC) spending on road safety funds the activities of our internal Road Safety Team £737,000, which focuses largely on education activities and local traffic and safety work. This team holds a budget of £233,000 for local road safety works. Larger schemes are funded from the Capital Programme. A smaller amount £80,000 is allocated to funding initiatives agreed by the ESCRSG.

## **2. Supporting Information**

2.1 A Scrutiny Review of Road Safety was considered by Cabinet on 14 December 2010. Cabinet resolved to welcome the recommendations of Scrutiny Committee and approve the response of the Director of Economy, Transport and Environment including an Action Plan. Progress on the Action Plan was considered by Scrutiny Committee in September 2011 and a further update on progress is attached at Appendix 1.

## **3. Comments/Appraisal**

3.1 Figures for the number of people killed or seriously injured on East Sussex roads have continued to show an encouraging downward trend for the last 3 years – in 2008 the total was 399 whereas the corresponding figure in 2011 was 302. The downward trend is fairly consistent for most groups, although the position is less clear for driving to work, speed related, cyclists and alcohol related accidents. A more detailed breakdown is attached at Appendix 2.

3.2 The review of SSRP has been a much longer and more difficult process than originally envisaged. However, the end result represents a significant improvement with a much clearer focus and our revenue funding contribution reducing to zero in 2014/15. Going forward, SSRP

will be largely funded by the income from driver diversion courses and its focus will primarily be on enforcement through its camera operations, data collection and analysis and more limited involvement in communications, education and training.

3.3 As the Committee will be aware, more locally based activities are being progressed to target action on the three main activities for road safety – enforcement, engineering and education. As a general principle we are spending less on engineering solutions, unless accident investigations identify a cause that can, and should be, addressed in this way. Enforcement will continue to be carried out by the Police and through the SSRP camera operation, leaving most of our focus on education.

3.4 Against that background the ESCRSG has been wrestling with the problem of identifying where action is most needed, what measures will be most effective and how can they best be delivered. We have targeted those groups most frequently involved in accidents, such as the 0-15 and 16-24 year age groups and motor cycle riders but we are trying to get better data on whether these groups are also those that cause most accidents. Full data is only available where there has been a Police investigation of the accident. We are also seeking better data to understand which measures are most effective – this is an area where there is some information at a national level but very little that specifically relates to the East Sussex situation. At the same time we are drawing on the expertise of other organisations in communicating with hard to reach groups – for example the success of the Wealden Safer Roads Partnership in getting messages across to young male drivers.

3.5 One consequence of this is that we do not have a completed Road Safety Strategy or Action Plan for ESCRSG. However, the Group continues to direct which activities should continue, be introduced or dropped. For example, the Group has agreed in principle that it should support another high profile enforcement campaign along the lines of Operation Triangle and work is being carried out to identify where this might most effectively be implemented.

3.6 We have recently brought our work on speed limits across the county into the Road Safety Team and, at the same time, taken steps to ensure that we are more responsive to local communities in this area of work. A specific example of this is applying LEAN principles to the Traffic Regulation Order (TRO) process, to significantly speed up the introduction of speed limits, parking controls etc.

#### **4. Conclusion and Reason for Recommendation**

4.1 It is recommended that the Scrutiny Committee consider and note the progress against recommendations from the review and in particular note:

- (1) the successful outcome of the SSRP review.
- (2) work being carried out by ESCRSG to improve the targeting of action; and
- (3) steps being taken to achieve speedier implementation of agreed measures.

4.2 A further report on progress will be presented to Scrutiny Committee in 12 months time.

**RUPERT CLUBB**

Director of Economy, Transport and Environment

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Local Member: All

## Appendix 1 - Progress against Economy, Transport and Environment Scrutiny Committee recommendations

	RECOMMENDATION	DIRECTOR'S RESPONSE AND ACTION PLAN	PROGRESS (September 2011)	PROGRESS (June 2012)
1.	Local targets for road safety should be developed for East Sussex to promote a robust debate amongst partners about how best to use our combined resources to reduce KSIs further. Any future road safety targets must be clearly linked to the initiatives being put in place to achieve them.	Agreed – Local targets for road safety will be agreed by members of the East Sussex Casualty Reduction Steering Group. For 'Educational' or 'Enforcement' initiatives these may include 'improved public awareness' or 'improved compliance with the law' e.g. for drink/driving, speed limits, mobile phone use.	An Action Plan for the East Sussex Casualty Reduction Steering Group is being reviewed. The Action Plan considers local aspects of significant road safety issues including initiatives to improve enforcement and education. Through Sussex Safer Roads Partnership (SSRP), initiatives are based on the Intelligence Led Model. This, by using a collaborative approach to various sources of data, identifies and develops strategic and tactical assessments where resources can be tasked efficiently against an accurate understanding of road casualties and emerging trends. Strategic priorities are set by the SSRP Strategy Group and tactical deployments are developed through a tasking and coordination process.	<p>Strategic priorities have been identified by SSRP:</p> <ul style="list-style-type: none"> <li>• 0 – 15 Age group</li> <li>• 16 – 24 Age group</li> <li>• Powered two wheelers</li> <li>• Vulnerable road users</li> <li>• Driving for work</li> </ul> <p>ESCC Road Safety Team are actively working with SSRP and their partners to implement activities targeted at these priorities; other emerging trends such as older drivers and 'traditional' education activities such as Drink Drive campaigns.</p> <p>Through the SSRP, activity logs are being established to identify all activities undertaken by the partner organisations. This will ensure that resources are targeted in the most appropriate manner and that resources and knowledge can be shared across the partnership area.</p>

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<b>2.</b>	Information should be provided to Members and residents to explain: (a) why funding will be reduced for conventional road safety engineering schemes (such as pedestrian crossings), and (b) the benefits of a 'whole route approach'. The information should include pointers and assistance to help residents consider alternative self-help solutions.	Agreed – the Autumn 2010 edition of Your County included an article providing this explanation and we will use further opportunities to expand on this.	Providing information will continue through further Your County articles and other means. The "Localism" debate will include how Parish Councils and other groups can participate in road safety campaigns. Anti-social driving on the A26 and A267 was a pilot approach to a whole route and other areas will be targeted in the future.	Information will continue to be provided especially about targeted campaigns or further pilot approaches
<b>3.</b>	Police enforcement operations, such as Operation Triangle, should ensure that all possible benefits are realised, including for example:  (a) following up and taking action for all violations; and (b) using the data collected to help build more	Agreed – Operation Triangle involved increased enforcement by Sussex Police on the A26 and A267. The results of this initiative are still being gathered but early indications suggest that the operation was successful and that other high risk routes should be targeted in 2011. Follow-	Police enforcement is ongoing with various operations such as Operation Triangle, the drink-drive campaigns and others, but there is more to be done in terms of building more accurate profiles of those most likely to be involved in crashes. A proposed central data team at SSRP will help with this and this work is ongoing. Also national studies are providing some pointers	It is difficult to establish the impact of short term activities such as Operation Triangle on the crash reduction figures. However, anecdotal evidence from members of the public and the widespread support given by local parish/town councils and elected members for activities such as this would indicate that, in terms of raising driver and local awareness, they are effective.  SSRP and Sussex Police are presently identifying the areas within the county where targeted action would be of benefit. We will then work with our partners to deliver a short term, high profile

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	accurate profiles of those most likely to be involved in road crashes.	up action has been taken and data gathered will be used to inform future strategy and action	for this work.	activity aimed at raising awareness into the main identified issues within that area.
<b>4.</b>	Publicity and support for Operation Crackdown should be given a boost in East Sussex. Dealing with the resulting increased volume of reports will require managing public expectations about the response they can expect and how the data is to be used. If necessary, the police should highlight the most serious violations it wants the public to report.	Agreed	Sussex Police considers that Operation Crackdown could give more publicity to the successes that have been achieved. The monthly Operation Crackdown reports indicate the level of reporting in each area of the County and mode of reporting. The total number of reports in East Sussex shows a 45% increase for the 12 months to July 2011 compared with the previous 12 months.	SSRP have now appointed a dedicated Operations Development Manager to oversee all road safety activities. With Sussex Police a more robust and effective Operation Crackdown is being put into place. The County's Road Safety Education and Local Traffic and Safety Sections routinely promote Operation Crackdown as another tool to deliver customer focussed support to communities who raise concerns.
<b>5.</b>	Diversion courses for drivers committing relatively minor offences should be continued and expanded in Sussex to include mobile phone usage violations (providing that	Agreed – The Association of Chief Police Officers (ACPO) has recently confirmed that the threshold speed for drivers caught on speed cameras should be widened thereby	There are new national courses for Speed Awareness and Driver Improvement (now National Driver Awareness). It is expected that East Sussex could process over 14,000 clients through the courses with similar numbers in West	The delivery of diversion courses remains a pivotal method of engaging and educating drivers to raise awareness of road safety issues. The revenue generated from these courses is used solely for the running of the SSRP and the promotion of road safety initiatives.  East Sussex delivered speed awareness courses

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	<p>consistency of approach across the whole of Sussex can be achieved). Additionally, the results of DfT research into the value of such courses in reducing KSIs should be carefully monitored and the scheme improved accordingly.</p>	<p>allowing more drivers to be offered the option on a remedial course as opposed to being given a fine and 3 penalty points on a licence.</p>	<p>Sussex. This constitutes a major driver education initiative. The numbers being trained each year in East Sussex would equate to approximately 4% of the licence holders in the county and should reflect beneficially in the county's crash statistics, and it is possible that some of the effects of the training are passed on to family and associates.</p> <p>The development of further local diversion courses for other minor offences, such as mobile phone use, are not supported by the Government or ACPO, but new national courses are being developed by ACPO to tackle these issues and will be rolled out in due course.</p>	<p>to approximately 18,000 clients in the 2011/12 financial year, far exceeding expectations. This was partly due to increased take up and the widening of the threshold that allowed drivers to opt for an educational outcome to their conviction.</p> <p>ACPO are in the process of finalising a number of additional driver educational courses. ESCC remain at the forefront of delivering these courses and we are presently in discussion with Sussex Police and the SSRP partners about how to deliver these courses effectively and efficiently.</p> <p>New courses include 'What's Driving Us' – A theory based course aimed at drivers who have deliberately committed a small driving error, committed a low level driving without due care offence or committed a minor traffic infringement. 'Driving for Change' – a skills based course with in car driving training aimed at drivers whose driving awareness has been identified by the police as requiring attention.</p> <p>ESCC Road Safety Team is presently developing a theory based course in conjunction with the East Sussex Fire and Rescue Service aimed at young drivers committing low level offences relating to anti-social behaviour under S59 of the Police Reform Act 2002. We are also in discussion with the Institute of Advanced Motorist (IAM) about</p>

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				linking this programme to a practical training assessment with approved AIM mentors.
<b>6.</b>	A safety camera operation should be continued in East Sussex. A pan Sussex camera agreement should continue if it is cost effective, but the contribution from East Sussex should be in proportion to the number of cameras being operated in the county.	Agree that a pan Sussex camera agreement is preferable. The overall contribution from East Sussex to the Sussex Safer Roads Partnership will be agreed with our partners, as we receive other benefits than simply those related to enforcement through either the fixed or mobile cameras.	The Safety Camera operation is continuing, but the extent and context within SSRP is still being finalised (see Progress Note 9 below). It is, of course, essential if we are to continue to take full advantage of the driver retraining opportunity provided by Speed Awareness.	<p>The revised SSRP started on 1 April 2012 with a Business Plan that focuses on the running of the Safety Camera Operation, a more efficient data delivery function, a revised communication strategy and an educational programme targeted at the identified targets.</p> <p>The 'new' SSRP is a more focussed and efficient operation than previously. We remain a key member of this partnership and are building close relationships with all partners to ensure the sharing of best practice and the efficient use of expertise and resources.</p> <p>The ongoing conversion of existing safety cameras to new digital technology is enabling more efficient use of the available resources. Last year SSRP conducted 60% more mobile enforcement due to the time freed up by the new technology. The agreed SSRP Business Plan allows for continuation of this digital enhancement programme and the purchase of low light mobile enforcement technology which will allow greater use of the equipment to target specific problem areas.</p>

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7.	Road safety data collection and analysis work, as currently carried out by the SSRP, should continue to be undertaken and developed at a pan Sussex level in order to inform priorities both locally and across the area.	Agreed	<p>The Draft SSRP Review recommends for the future use and analysis of data across Sussex that a number of data areas across all partners are centralised and co-ordinated for greater effectiveness and efficiency. This will bring:</p> <ul style="list-style-type: none"> <li>• an improvement in quality and commonality of data;</li> <li>• standardisation of systems and quality;</li> <li>• central support for partners' data needs;</li> <li>• an improved level of evaluation of schemes/campaigns;</li> <li>• resilience in cover for partners;</li> <li>• support for tactical options;</li> </ul> <p>and a reduction in resources across the partnership.</p>	<p>The improvements detailed above have become standard practice for the SSRP. We have reduced our reliance on internal data collection and analysis and now work closely with SSRP and our partners to identified targets and trends that may require action.</p> <p>All requests for data are now routinely referred to the SSRP.</p>
8.	The East Sussex Casualty Reduction Steering Group should own and develop the future road safety strategy for East Sussex and adopt a strategic	Agreed. The East Sussex Road Safety Strategy is being written by the current Road Safety Specialist. The Strategy will be informed by our partners on ESCRSG and	A Draft Road Safety Strategy is still being developed. Once complete it will be reported to the ESCRG. Scrutiny Committee will be informed of the outcome of the draft Road Safety Strategy.	<p>The direction of ESCRSG has been discussed and a new working approach is being developed.</p> <p>The Road Safety Team Manager is championing road safety.</p>



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	commissioning approach towards the management and provision of all road safety initiatives. A County Council road safety officer champion will need to provide active leadership to the Group for this to be effective	this group will approve the Strategy. The strategy will be informed by this Scrutiny Report and will define the respective roles of SSRP and ESCRSG. East Sussex County Council will continue to provide leadership to the East Sussex Casualty Reduction Steering Group.	Under the restructuring of the Department, there has been created a strengthened Road Safety Team under a new Team Manager, Road Safety.	
9.	The relationship between East Sussex County Council and the SSRP needs to change fundamentally to one where the SSRP is 'commissioned' to undertake specific activities, such as the safety camera operation or road casualty data collection and analysis, that are best carried out at a pan Sussex level.	Agreed that the relationship between East Sussex County Council and the SSRP needs to change fundamentally. ESCC will work with its partners in West Sussex CC, Brighton CC, Sussex Police and East and West Sussex Fire & Rescue to define the future scope of SSRP. The East Sussex Road Safety Strategy will also define the respective roles of SSRP and ESCRSG.	The future of SSRP is still being debated following the Government's changes to funding for Road Safety last year. A review of the SSRP has been undertaken in the light of those changes and the effects of other funding decisions on the respective partners. Many options are ongoing and a Leaders Meeting will be held in October. Scrutiny Committee will be informed of the outcome of the Review.	The 're-launch' of the SSRP on 1 <sup>st</sup> April 2012 has reflected these changes and resulted in a more streamlined, focussed and efficient partnership.  The revised SSRP Business Plan has been agreed for the next three years. It reflects the concerns previously identified and sets out a robust and focussed strategy for the partnership into the future.

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<b>10.</b>	The Lead Member for Transport and Environment should continue to work with our partners to identify activities best undertaken at pan Sussex level and to agree a funding arrangement that reflects the proportion of those activities occurring in East Sussex.	Agreed – linked to the response for Recommendation 9.	See Progress Note 9 above	The funding issues surrounding the SSRP have been agreed. The projected budget and revised priorities form the basis for the approved SSRP Business Plan. We are working closely with SSRP and our partners to identify the most efficient use of the resources available and ensuring that these are delivered in the most efficient manner.

## **ESCC Performance indicators**

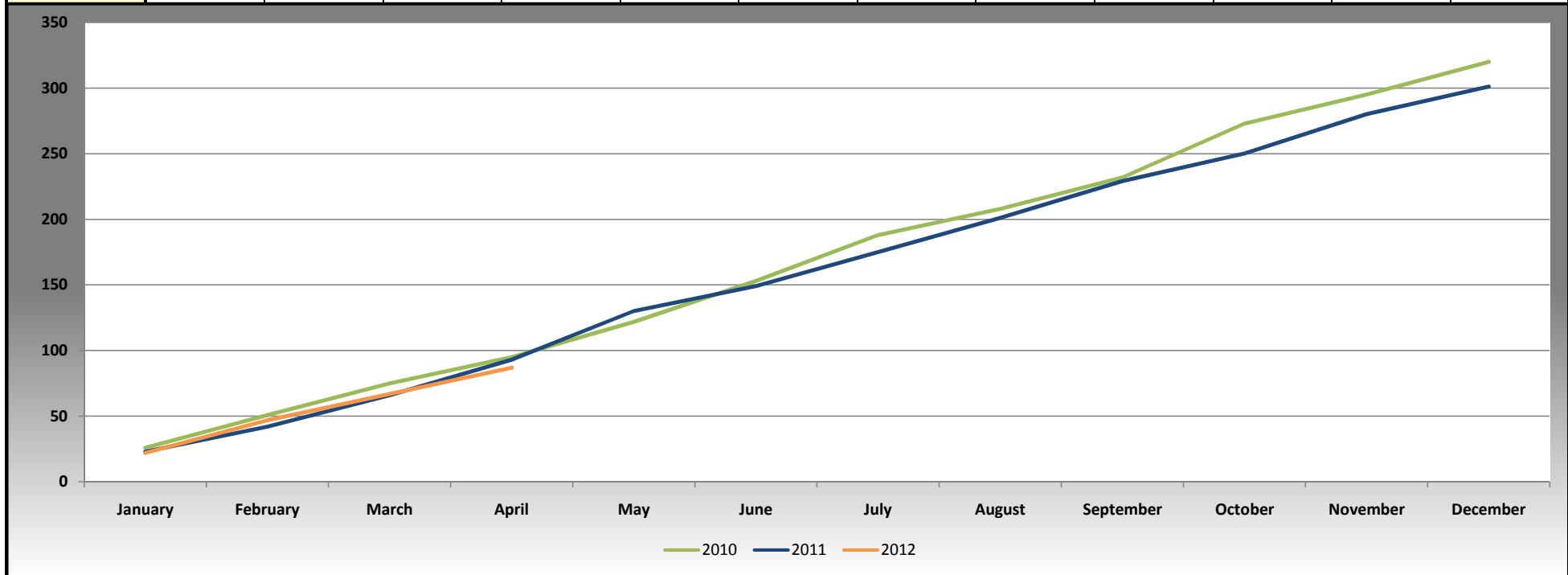
Cumulative totals April 2012

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

	Area ESCC			Priority Group (P) All			Severity KSI						
	January	February	March	April	May	June	July	August	September	October	November	December	
2005	29	51	87	105	133	168	199	221	245	282	320	353	
2006	27	47	75	107	130	169	201	234	276	313	357	393	
2007	54	80	114	149	161	186	222	262	284	314	349	378	
2008	27	69	91	122	156	185	235	266	295	329	364	399	
2009	34	51	81	110	147	181	213	244	270	309	338	373	
2010	26	51	75	95	122	153	188	208	232	273	295	320	
2011	23	42	66	93	130	149	175	201	229	250	280	301	
2012	22	47	67	87									

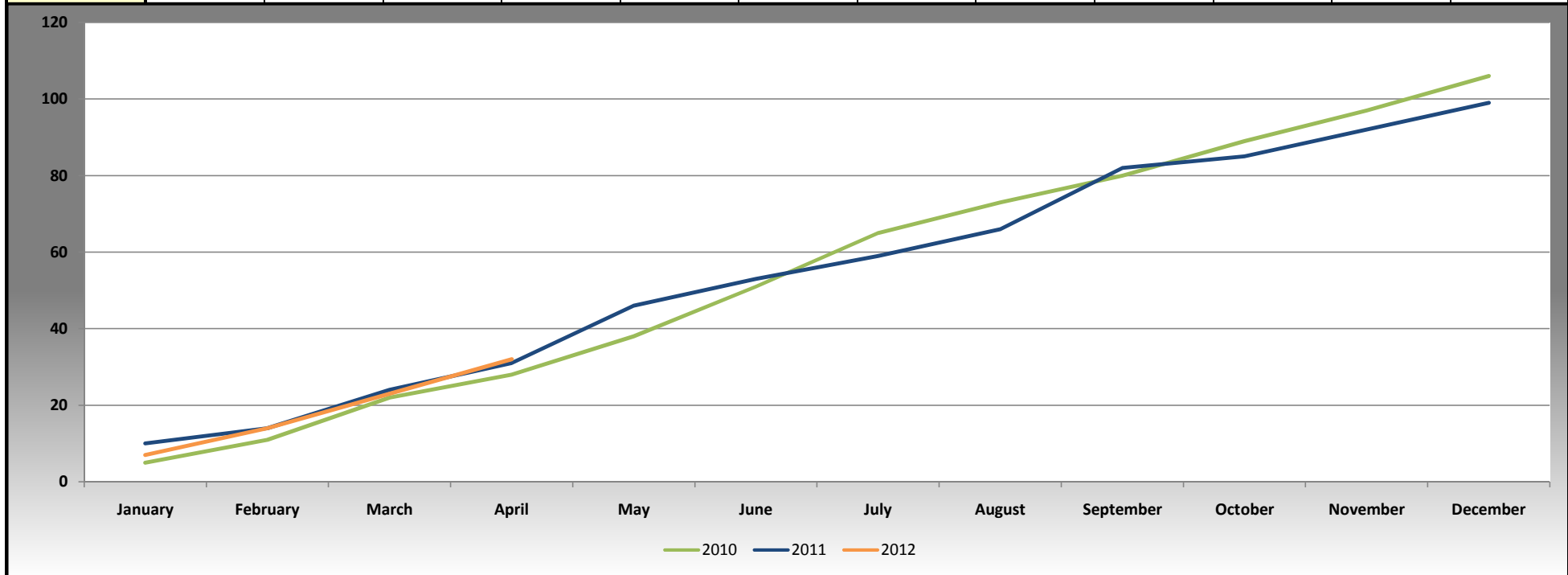


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	Area ESCC			Priority Group (P) Driving for work			Severity KSI						
	January	February	March	April	May	June	July	August	September	October	November	December	
2005	9	12	22	25	33	38	50	52	62	77	91	97	
2006	7	12	19	27	36	45	52	61	76	83	96	103	
2007	16	21	29	38	42	47	62	70	76	81	88	94	
2008	5	10	17	27	40	48	63	71	80	87	96	99	
2009	7	10	15	28	38	45	52	55	62	79	87	100	
2010	5	11	22	28	38	51	65	73	80	89	97	106	
2011	10	14	24	31	46	53	59	66	82	85	92	99	
2012	7	14	23	32									

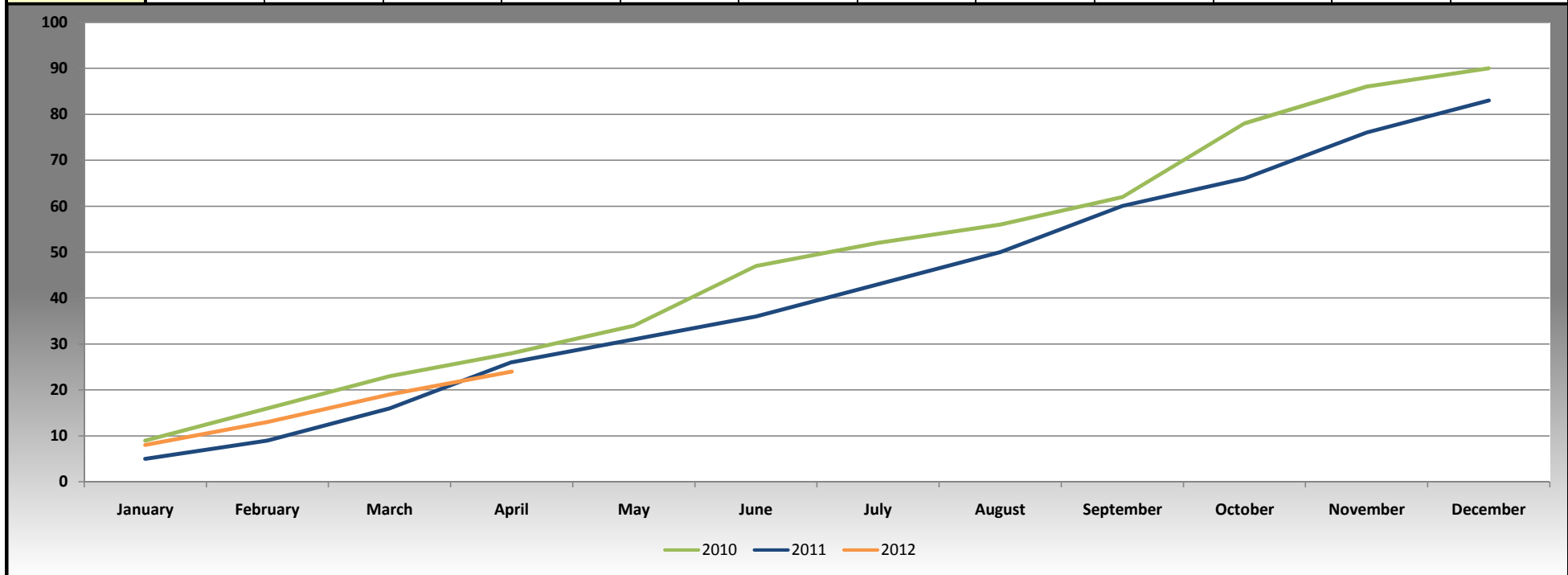


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	Area ESCC			Priority Group (P) Non-motorised users			Severity KSI					
	January	February	March	April	May	June	July	August	September	October	November	December
2005	6	16	27	32	35	43	49	59	68	78	93	106
2006	4	9	17	21	30	35	41	49	59	66	78	82
2007	12	17	25	31	34	40	52	64	69	77	89	92
2008	12	22	25	28	36	42	56	67	78	84	87	96
2009	13	16	23	32	40	48	56	61	71	75	86	91
2010	9	16	23	28	34	47	52	56	62	78	86	90
2011	5	9	16	26	31	36	43	50	60	66	76	83
2012	8	13	19	24								

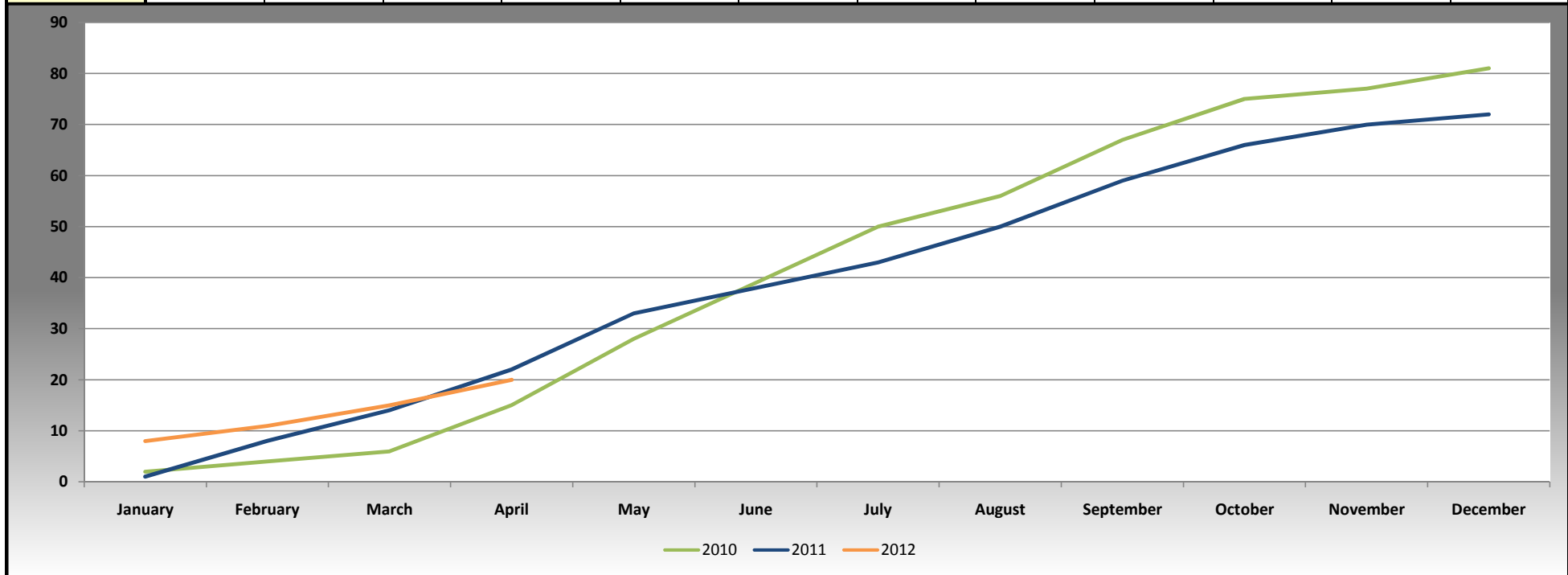


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	Area ESCC			Priority Group (P) Powered two wheelers			Severity KSI					
	January	February	March	April	May	June	July	August	September	October	November	December
2005	5	10	22	26	34	45	54	60	67	75	81	84
2006	1	4	7	20	29	40	49	57	66	80	92	96
2007	7	10	16	25	30	40	52	67	77	83	87	92
2008	6	10	17	25	33	48	61	71	76	86	95	100
2009	8	11	15	23	35	49	58	74	80	89	98	105
2010	2	4	6	15	28	39	50	56	67	75	77	81
2011	1	8	14	22	33	38	43	50	59	66	70	72
2012	8	11	15	20								

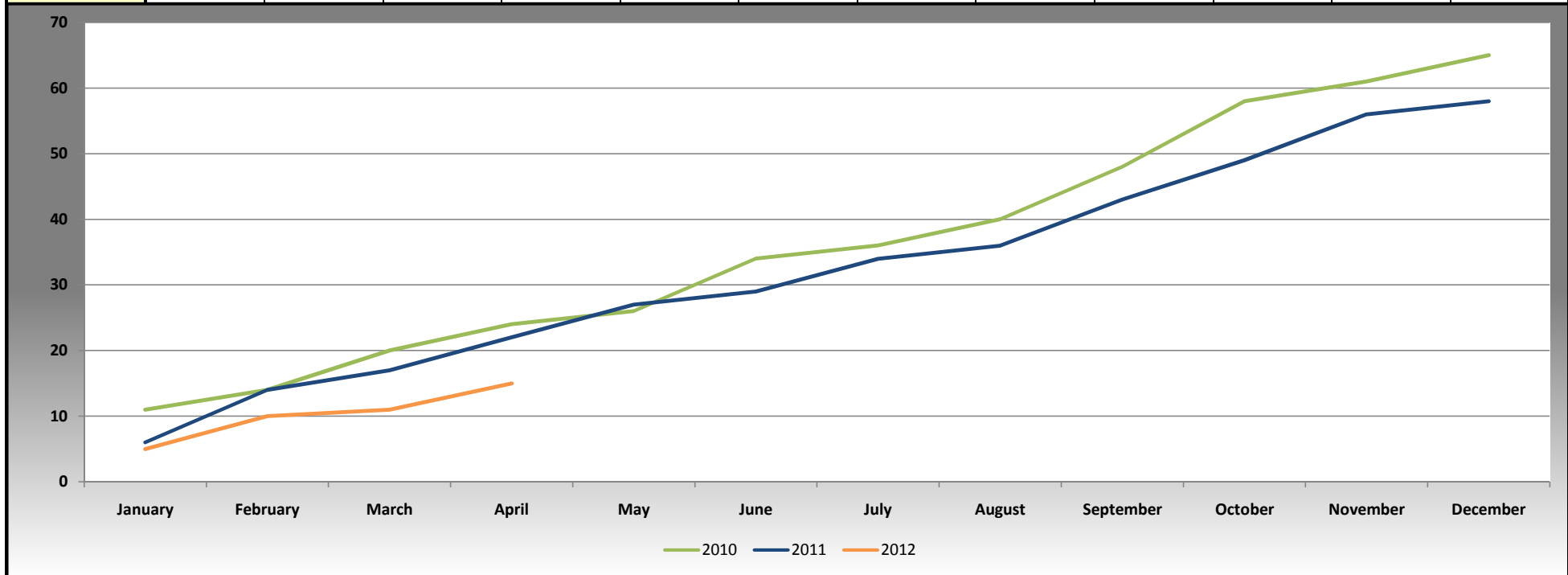


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	Area ESCC			Priority Group (P) Young People (16 to 24)				Severity KSI				
	January	February	March	April	May	June	July	August	September	October	November	December
2005	10	16	21	25	36	44	47	53	59	69	75	80
2006	11	16	25	34	37	52	59	67	82	92	96	107
2007	19	28	40	54	56	64	75	87	93	101	113	120
2008	4	13	21	30	38	43	54	63	68	79	87	97
2009	7	15	26	33	44	47	54	68	72	83	87	94
2010	11	14	20	24	26	34	36	40	48	58	61	65
2011	6	14	17	22	27	29	34	36	43	49	56	58
2012	5	10	11	15								



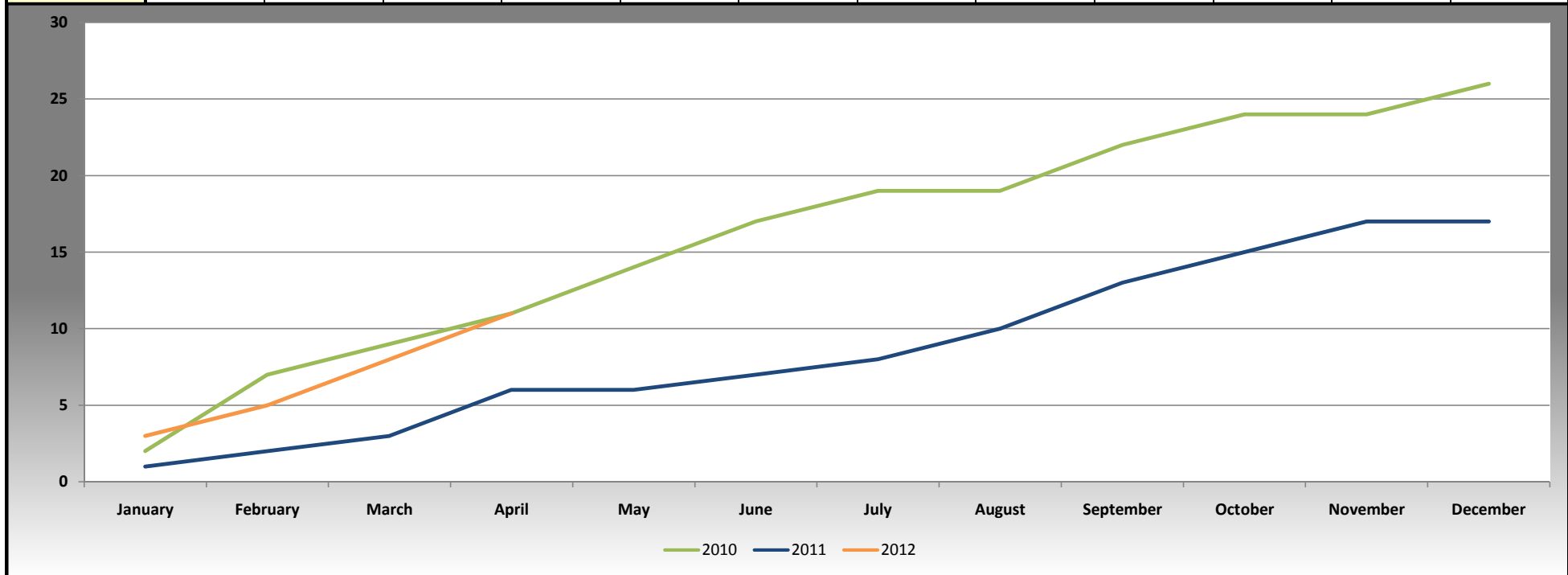
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	Area ESCC			Priority Group Children (0 to 15)			Severity KSI					
	January	February	March	April	May	June	July	August	September	October	November	December
2005	1	1	7	9	10	10	16	18	21	25	29	34
2006	0	3	6	10	12	14	17	19	21	22	25	26
2007	6	6	8	9	10	13	18	22	23	26	28	28
2008	2	5	6	9	14	17	27	30	32	33	33	35
2009	3	4	8	12	13	17	17	18	23	27	30	32
2010	2	7	9	11	14	17	19	19	22	24	24	26
2011	1	2	3	6	6	7	8	10	13	15	17	17
2012	3	5	8	11								

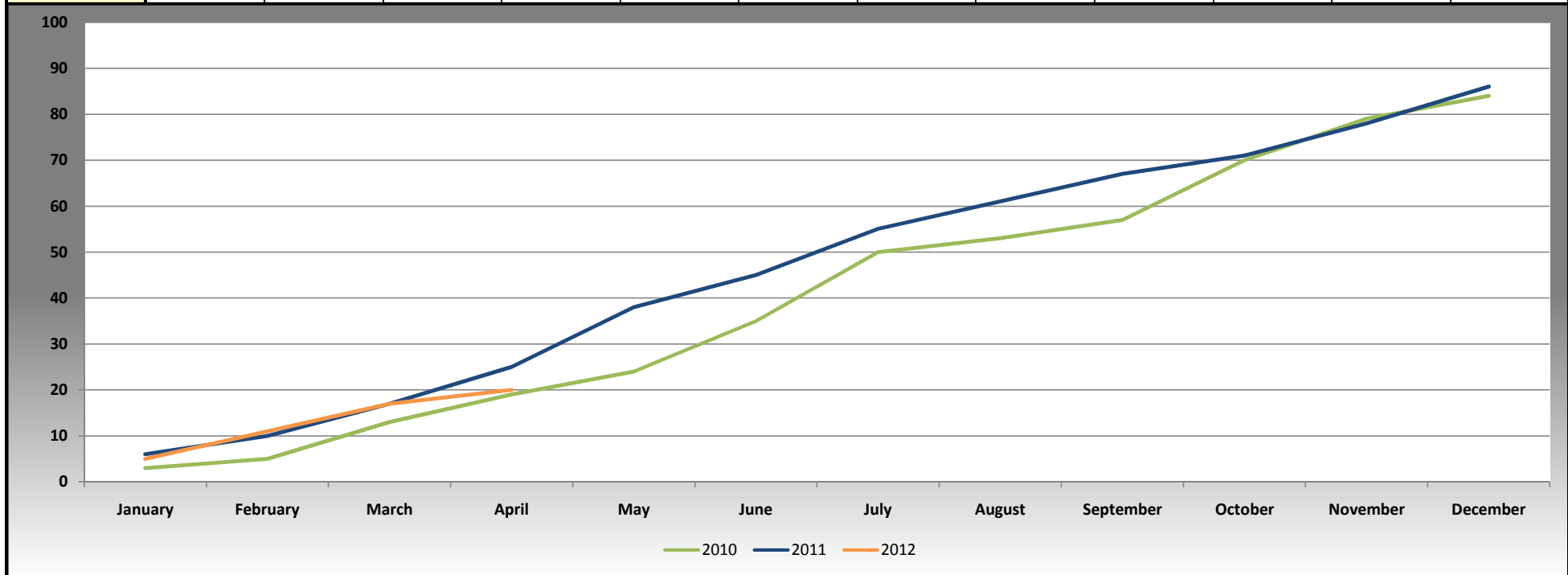


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	Area ESCC			Priority Group Older People (60+)			Severity KSI						
	January	February	March	April	May	June	July	August	September	October	November	December	
2005	6	15	24	27	28	34	46	50	54	57	66	74	
2006	4	6	12	16	21	26	33	37	52	60	76	85	
2007	8	16	22	24	27	31	35	40	41	47	55	62	
2008	5	18	24	27	38	42	51	53	63	70	77	82	
2009	6	9	15	21	30	38	47	49	52	55	64	75	
2010	3	5	13	19	24	35	50	53	57	70	79	84	
2011	6	10	17	25	38	45	55	61	67	71	78	86	
2012	5	11	17	20									

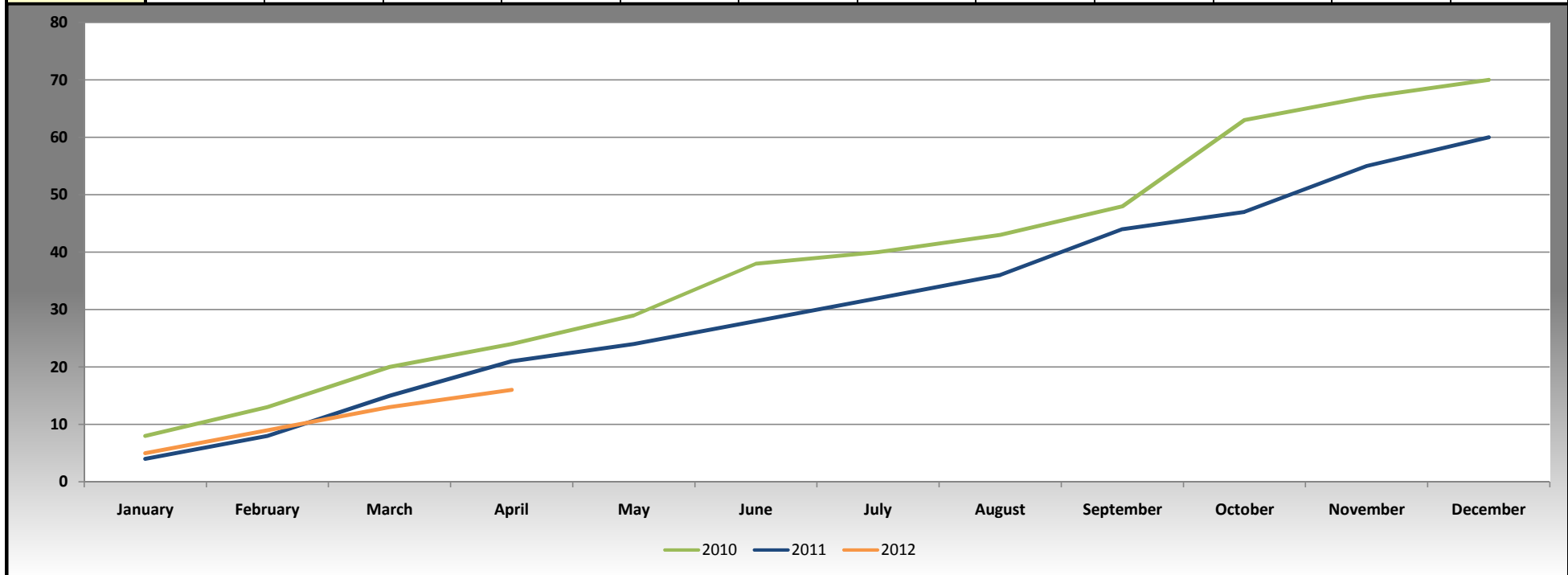


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	Area ESCC			Priority Group Pedestrians			Severity KSI					
	January	February	March	April	May	June	July	August	September	October	November	December
2005	5	15	25	29	32	36	41	48	56	63	75	84
2006	2	7	15	19	24	27	32	37	44	50	62	64
2007	11	15	20	21	24	29	34	42	44	50	61	64
2008	8	14	15	18	22	26	36	41	51	57	59	68
2009	10	13	18	25	30	36	41	43	50	53	59	64
2010	8	13	20	24	29	38	40	43	48	63	67	70
2011	4	8	15	21	24	28	32	36	44	47	55	60
2012	5	9	13	16								

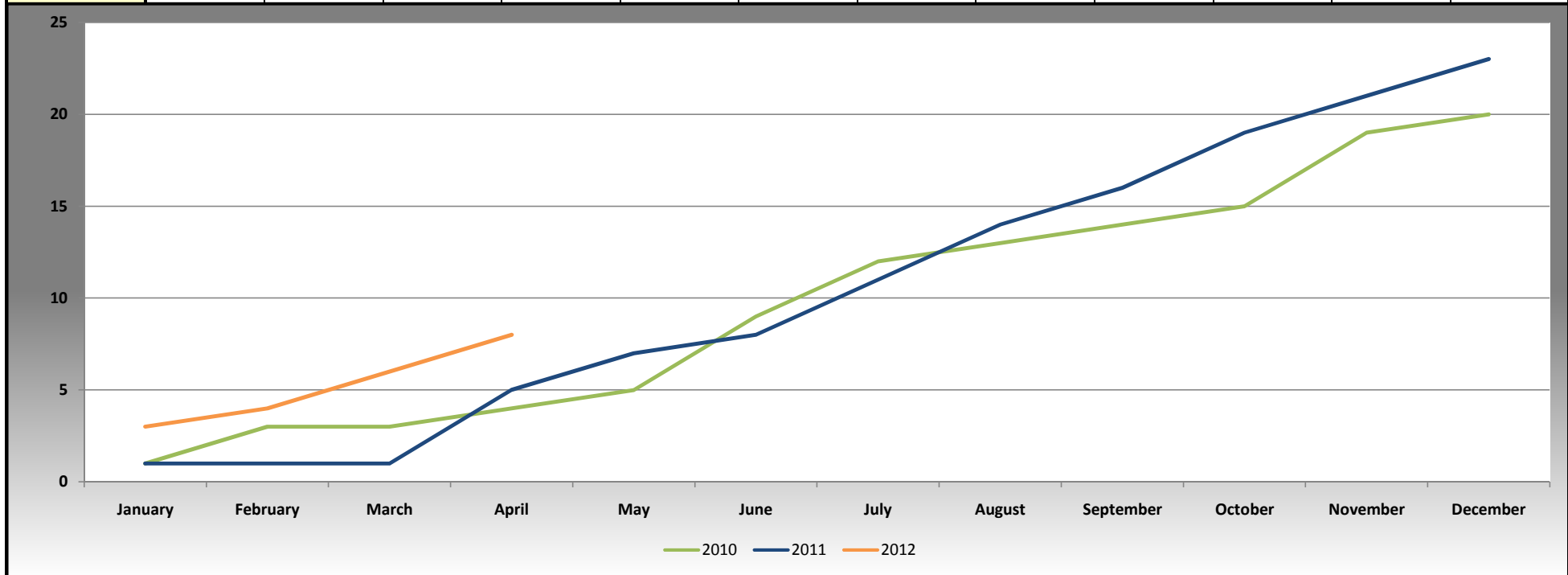


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	Area ESCC			Priority Group Pedal cycle			Severity KSI					
	January	February	March	April	May	June	July	August	September	October	November	December
2005	1	1	2	3	3	7	8	11	12	15	18	22
2006	2	2	2	2	6	8	9	12	15	16	16	18
2007	1	2	5	10	10	11	18	22	25	27	28	28
2008	4	8	10	10	14	16	20	26	27	27	28	28
2009	3	3	5	7	10	12	15	18	21	22	27	27
2010	1	3	3	4	5	9	12	13	14	15	19	20
2011	1	1	1	5	7	8	11	14	16	19	21	23
2012	3	4	6	8								

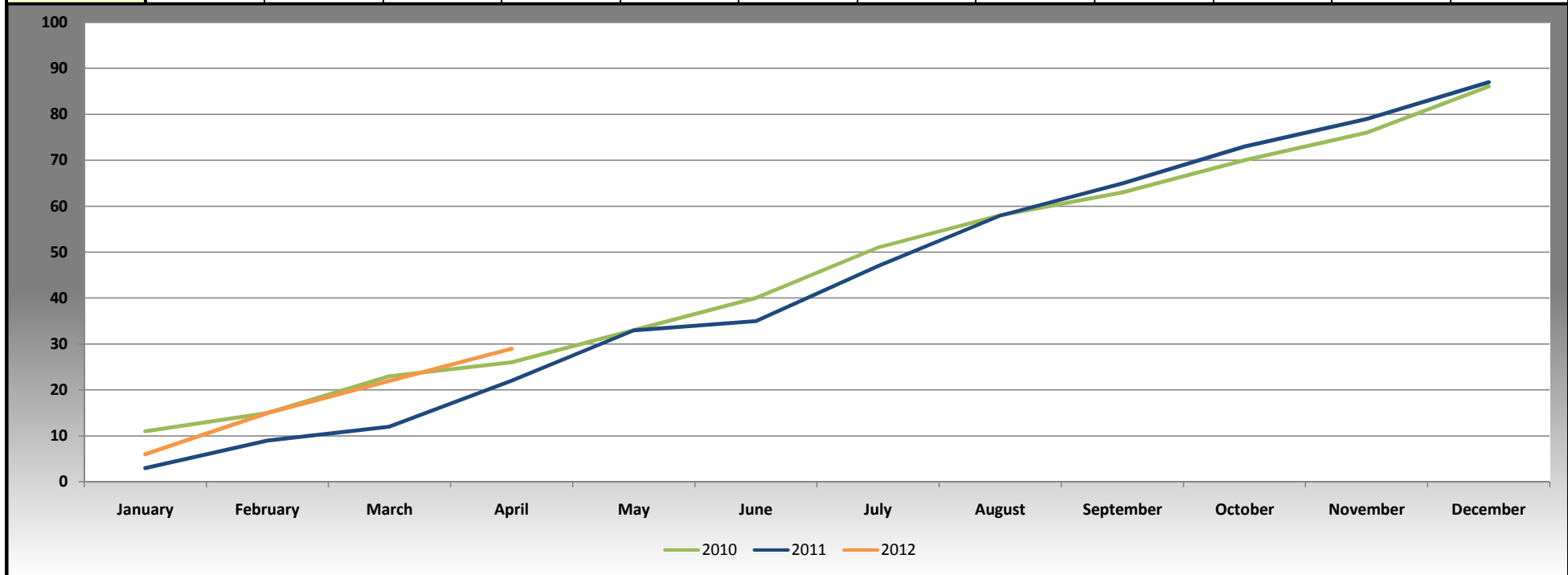


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	Area ESCC			Priority Group Speed Related			Severity KSI						
	January	February	March	April	May	June	July	August	September	October	November	December	
2005	11	17	24	35	48	59	65	74	84	103	114	122	
2006	8	16	31	45	54	71	83	93	114	125	144	155	
2007	33	46	62	77	82	99	111	128	137	148	165	171	
2008	4	20	27	42	52	66	88	100	105	120	133	148	
2009	11	23	34	43	55	69	79	91	97	113	119	130	
2010	11	15	23	26	33	40	51	58	63	70	76	86	
2011	3	9	12	22	33	35	47	58	65	73	79	87	
2012	6	15	22	29									

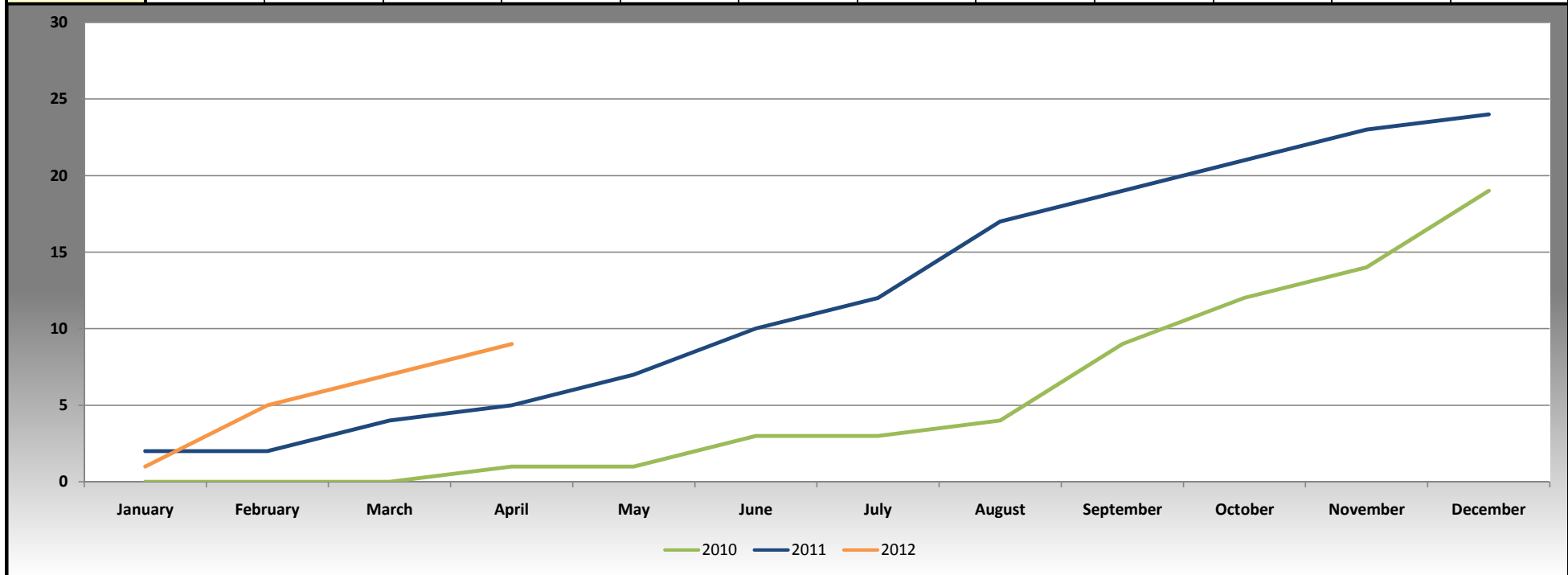


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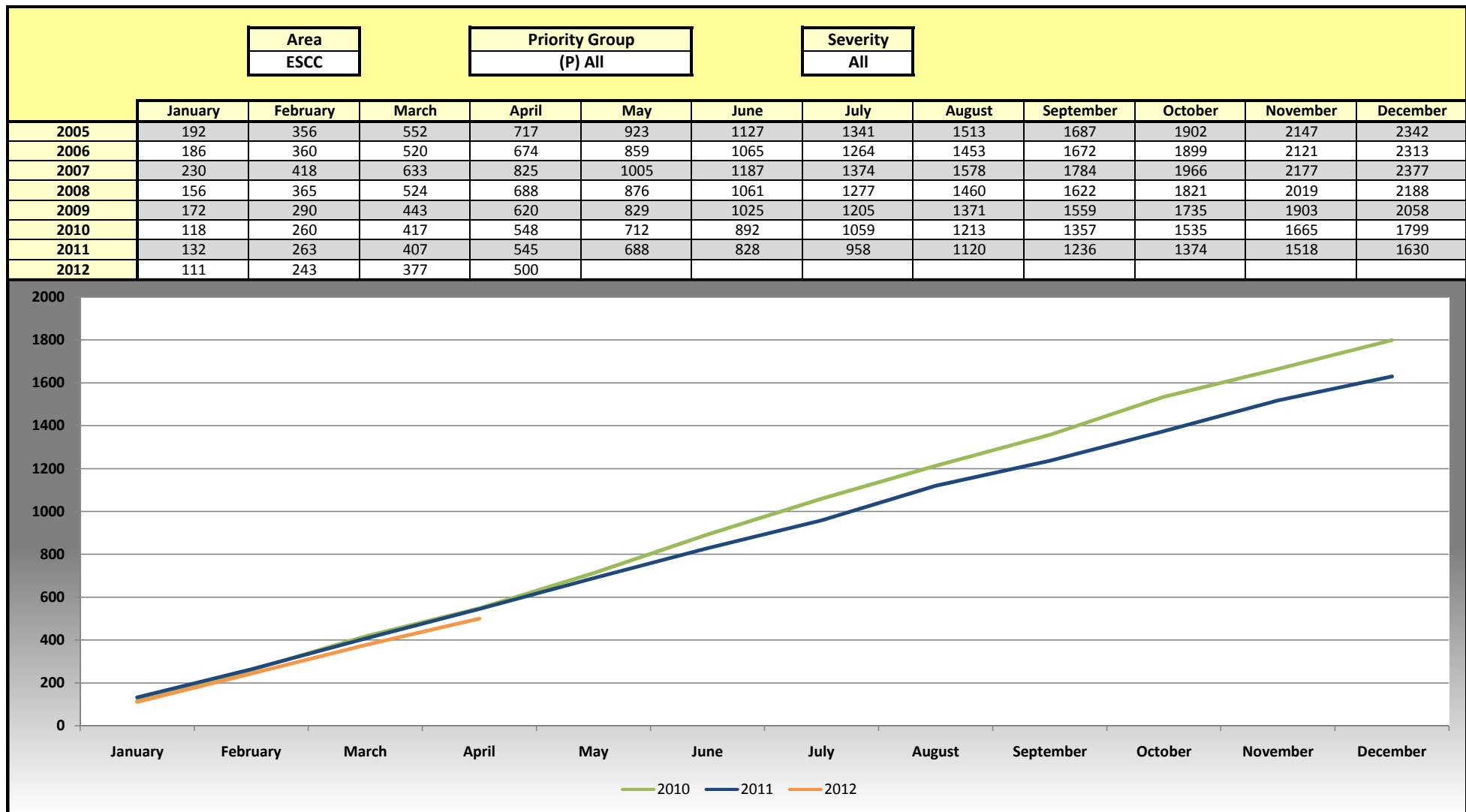
	Area ESCC			Priority Group Alcohol Related			Severity KSI						
	January	February	March	April	May	June	July	August	September	October	November	December	
2005	5	6	10	14	23	27	31	34	38	41	44	47	
2006	2	6	10	15	16	23	28	29	34	37	38	48	
2007	9	11	14	23	25	28	28	30	33	34	39	39	
2008	2	9	11	21	27	30	38	47	48	52	54	57	
2009	4	6	8	9	16	17	20	25	27	32	33	36	
2010	0	0	0	1	1	3	3	4	9	12	14	19	
2011	2	2	4	5	7	10	12	17	19	21	23	24	
2012	1	5	7	9									



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