

AGENDA ITEM: Pages 1 – 15

Meeting	Finchley and Golders Green Area Environment Sub-committee
Date	14 March 2012
Subject	Road Traffic Personal Injury Accident Clusters – data analysis
Report of	Interim Director of Environment, Planning and Regeneration
Summary	The report contains further data analysis regarding accident cluster sites in the Finchley and Golders Green area

Officer Contributors	Jane Shipman – Senior Engineer
Status (public or exempt)	Public
Wards affected	All
Enclosures	Appendix 1 – Table of accident cluster locations and circumstances Appendix 2 – Analysis of accident patterns and contributory factors Appendix 3 – Contributory factors assigned across clusters boroughwide
For decision by	Finchley and Golders Green Area Environment Sub-committee
Function of	Executive
Reason for urgency / exemption from call-in	Not applicable

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1. RECOMMENDATION

- 1.1 That the Sub-committee note the contents of the report.**

2. RELEVANT PREVIOUS DECISIONS

- 2.1 Finchley and Golders Green Area Environment Sub-committee, 24 November 2011, item 6, resolved: That an update report including a breakdown of accidents at hotspot locations over the last three years be brought to the next appropriate meeting of the Sub-Committee.

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 The Corporate Plan priority “A Successful London Suburb” includes the objective “to work with all strategic partners (particularly the Police) to ensure Barnet is a safe place”.

4. RISK MANAGEMENT ISSUES

- 4.1 No risk management issues arise directly out of this report.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 In Barnet the majority of road traffic casualties are car occupants but, in common with other areas, pedestrians, cyclists and motorcyclists are more likely to be seriously injured if involved in an accident. Younger adults aged 17 to 30 are disproportionately likely to be traffic casualties but older people (over 70) are more likely to suffer serious injury. 12-16 year olds are also slightly more likely to be seriously injured. Men are more likely to be road traffic casualties than women.
- 5.2 There are documented links between deprivation and accident risk and some evidence of variation between ethnic groups that is independent of differences in deprivation.

6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

- 6.1 No use of resources implications arise directly out of this report.

7. LEGAL ISSUES

- 7.1 The Council has a statutory duty under section 39 of the Road Traffic Act 1988 to monitor traffic accidents on its road network and take such measures as appear appropriate to address them.

8. CONSTITUTIONAL POWERS

- 8.1 Constitution Part 3 – Responsibility for Functions – Area Environment Sub- Committees perform functions that are the responsibility of the Executive including highways use and regulation not the responsibility of the Council.

9. BACKGROUND INFORMATION

- 9.1 Accident information is recorded by the Police in accordance with the national Stats 19

reporting system. In London the information is provided to Transport for London who produce a wide range of reports and also make the data available to individual boroughs.

- 9.2 A report to the Area Environment Sub-committee on 24 November 2011 identified locations in the borough and in the sub-committee's area where seven or more Personal Injury Accidents had occurred in the three year period 2008-2010. The report also included background information which may be helpful in interpreting this report.
- 9.3 The Sub-committee asked for further analysis based on the latest three year period and the table at Appendix 1 includes a summary of the circumstances and involvement at each of the accident clusters in the Finchley and Golders Green area with 7 or more accidents in the three year period to the end of September 2011 (the most recent data available when analysis was undertaken – provisional October data was received on 31 January). The locations will not correspond exactly to those in the November report because the data for the more recent three year period has been used to identify the accident clusters.
- 9.4 Appendix 2 includes more detailed analysis of accident patterns and contributory factors for those locations with 10 or more accidents in the three year period. Contributory factors are assigned by the police at the time of the accident and will not generally be based on detailed investigation. Up to six contributory factors can be ascribed to a single accident and factors may be assigned as likely or possible when originally recorded.
- 9.5 A number of contributory factors are commonly recorded and have not been included in Appendix 2. These are
- Driver/rider failed to look properly (61% of cluster accidents)
 - Driver/rider failed to judge another persons path or speed (30% of cluster accidents)
 - Driver/rider careless/reckless/in a hurry (21% of cluster accidents)
 - Pedestrian failed to look properly (20% of cluster accidents)
 - Driver/rider poor turn or manoeuvre (13% of cluster accidents)
 - Pedestrian careless/reckless/in a hurry (10% of cluster accidents)
 - Pedestrian failed to judge another persons path or speed (9% of cluster accidents)
- 9.6 Appendix 3 provides more information on the proportions of accidents where each contributory factor is recorded across the identified clusters boroughwide.

10. LIST OF BACKGROUND PAPERS

- 10.1 None.

Legal – JKK

Finance – MC

Appendix 1 - accident cluster locations and circumstances

Based on accident 01/10/2008 - 30/09/2011 (2011 data provisional)								Accidents involving																											
	Cluster ID	GENERAL LOCATION	Fa	Se	KSI	Slight	Tot.	Pedestrians	Conditions		Age				Vehicle types (more than one vehicle will be involved in some accidents so totals may exceed 100%)																				
								pedestrians (borough road average = 25%)	accidents on wet road surface (borough road average = 20%)	accidents in darkness (borough road average = 27%)	children under 16 (Number)	children (under 16) % (borough road average= 9%)	persons aged 60 or more (number)	persons aged 60 or more % (borough road average = 14%)	powered 2 wheeler (motorcycle) (number)	powered 2 wheeler (motorcycle) % (borough road average = 15%)	cycles (number)	cycles % (borough road average = 8%)	taxi (number)	taxi % (borough average = 2%)	car (number)	car % (borough road average = 87%)	minibus (number)	minibus % (borough road average = <1%)	Bus/Coach (number)	Bus/coach % (borough road average = 7%)	Goods Vehicle <= 3.5 tonnes (number)	Goods Vehicle <= 3.5 tonnes % (borough road average = 7%)	Goods Vehicle >3.5<7.5 tonnes (number)	Goods Vehicle >3.5<7.5 tonnes % (borough road average 1%)	HGV >=7.5 tonnes (number)	HGV >=7.5 tonnes % (borough road average = 1%)			
FGG	1	BALLARDS LANE J/W NETHER STREET	0	1	1	17	18	22%	5%	55%	0	0%	2	11%	3	17%	0	0%	0	0%	17	94%	0	0%	1	6%	1	6%	0	0%	1	6%			
FGG	5	GOLDERS GREEN ROAD J/W FINCHLEY ROAD	0	1	1	14	15	20%	20%	26%	0	0%	2	13%	3	20%	0	0%	0	0%	15	100%	0	0%	2	13%	1	7%	0	0%	0	0%			
FGG	6	SQUIRES LANE J/W HIGH ROAD	0	1	1	14	15	20%	6%	20%	4	27%	0	0%	2	13%	4	27%	1	7%	12	80%	0	0%	0	0%	2	13%	0	0%	0	0%			
FGG	13	NETHER STREET J/W ARGYLE ROAD	0	3	3	9	12	0%	8%	8%	0	0%	2	17%	0	0%	2	17%	0	0%	12	100%	0	0%	0	0%	0	0%	0	0%	0	0%			
FGG	18	FINCHLEY ROAD J/W HAMPSTEAD WAY	0	1	1	10	11	45%	27%	18%	0	0%	3	27%	3	27%	1	9%	0	0%	10	91%	0	0%	0	0%	0	0%	0	0%	0	0%			
FGG	19	EAST END ROAD J/W HIGH ROAD GREAT NORTH ROAD	0	0	0	10	10	20%	10%	10%	0	0%	0	0%	2	20%	1	10%	0	0%	9	90%	0	0%	0	0%	0	0%	0	0%	0	0%			
FGG	23	GOLDERS GREEN ROAD J/W PRICES PARK AVENUE	0	1	1	9	10	20%	30%	40%	1	10%	1	10%	2	20%	1	10%	0	0%	10	100%	0	0%	0	0%	2	20%	0	0%	0	0%			
FGG	24	NFL HIGH ROAD 25M S J.W CHURCHFIELD AVENUE	0	2	2	8	10	30%	10%	40%	2	20%	0	0%	2	20%	0	0%	0	0%	10	100%	0	0%	0	0%	0	0%	0	0%	1	10%			
FGG	26	REGENTS PARK RD J/W EAST END RD	0	3	3	7	10	10%	20%	40%	0	0%	5	50%	1	10%	1	10%	1	10%	9	90%	0	0%	0	0%	0	0%	0	0%	0	0%			
FGG	32	NFL - FINCHLEY ROAD, 40 METRES NORTH OF ALYTH GARD	1	1	2	7	9	55%	33%	77%	0	0%	3	33%	2	22%	0	0%	0	0%	8	89%	0	0%	1	11%	0	0%	0	0%	0	0%			
FGG	33	BALLARDS LANE J/W LONG LANE	0	1	1	8	9	33%	11%	22%	0	0%	4	44%	2	22%	1	11%	1	11%	8	89%	0	0%	0	0%	1	11%	0	0%	0	0%			

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FGG	34	FINCHLEY ROAD J/W ADDISON WAY	0	2	2	7	9	11%	22%	0%	0	0%	0	0%	1	11%	2	22%	0	0%	9	100%	0	0%	0	0%	2	22%	0	0%	0	0%			
FGG	38	REGENTS PARK ROAD J/W TILLINGBOURNE GARDENS	0	1	1	7	8	0%	25%	37%	1	13%	1	13%	3	38%	0	0%	1	13%	7	88%	0	0%	0	0%	0	0%	0	0%	0	0%			
FGG	40	HIGH ROAD J/W KINGSWAY	0	2	2	6	8	37%	12%	12%	2	25%	1	13%	0	0%	1	13%	0	0%	5	63%	0	0%	2	25%	1	13%	0	0%	0	0%			
FGG	41	HIGH ROAD J/W FRIERN PARK	0	1	1	7	8	50%	25%	12%	0	0%	2	25%	1	13%	0	0%	0	0%	8	100%	0	0%	1	13%	1	13%	0	0%	1	13%			
FGG	44	HIGH ROAD J/W LEISURE WAY	0	0	0	7	7	14%	42%	42%	1	14%	0	0%	2	29%	0	0%	0	0%	6	86%	0	0%	1	14%	1	14%	0	0%	0	0%			
FGG	47	HIGH ROAD J/W CHURCH LANE	0	1	1	6	7	14%	0%	57%	1	14%	2	29%	1	14%	1	14%	0	0%	6	86%	0	0%	1	14%	2	29%	0	0%	0	0%			
FGG	50	HIGH RD J/W STANHOPE RD	0	0	0	7	7	0%	14%	0%	1	14%	0	0%	3	43%	1	14%	0	0%	7	100%	0	0%	0	0%	0	0%	0	0%	0	0%			
FGG	52	CRICKLEWOOD LANE 30M SW J/W CLAREMONT ROAD	0	0	0	7	7	57%	14%	42%	2	29%	1	14%	1	14%	1	14%	0	0%	4	57%	0	0%	1	14%	0	0%	0	0%	0	0%			
FGG	53	BALLARDS LANE J/W ALEXANDRA GROVE	0	1	1	6	7	57%	28%	28%	0	0%	3	43%	1	14%	1	14%	0	0%	7	100%	0	0%	0	0%	0	0%	0	0%	0	0%			
FGG	56	GRAVEL HILL J/W HENDON LANE	0	0	0	7	7	0%	14%	57%	0	0%	2	29%	2	29%	0	0%	0	0%	7	100%	0	0%	1	14%	0	0%	0	0%	0	0%			

Appendix 2 - Accident patterns and contributory factors in Clusters with 10 or more accidents in three years

Cluster 1

BALLARDS LANE J/W NETHER STREET

18 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

1 accident resulted in serious injury

17 accidents resulted in slight injury only

Contributory factors assigned as likely or possible (not all factors included)

1 driver/rider vision affected by stationary or parked vehicle

1 wrong use of pedestrian crossing facility

1 pedestrian impaired by alcohol

1 sudden braking and/or following too close

2 exceeding speed limit

1 disobeyed automatic traffic signal

2 junction overshoot

1 disobeyed traffic signal

1 emergency vehicle on a call

Accident patterns

4 accidents (possibly 5 – one additional accident with a confusing description) involved right turner from Ballards Lane into Nether Street across the path of a NE-bound vehicle.

4 pedestrian accidents (1 at the junction of Nether Street and Albert Place, 3 at traffic signals Ballards La/Nether Street). 2 accidents at signals involved a SW-bound vehicle one a NE-bound vehicle)

2 accidents involved a vehicle turning right out of Albert Place in the path of a vehicle on Nether Street

2 shunts on different approaches to the signals

2 SW-bound vehicles pulling out into side of motorcycle

1 right turn out of Nether Street in collision with a NE-bound vehicle, 1 NW-bound emergency vehicle in collision with a NE-bound vehicle, 1 right turn into Chaville Way (station access) in collision with SW-bound vehicle.

55% of accidents occurring in darkness (compared with 27% borough road average).

Possible Action:

These roads are not in the Capital Investment Programme under the street lighting PFI but will be planned for intervention replacements at some point. Longer term average accidents in darkness is lower but still above average (may reflect busy times at this location). Investigate cost/benefit of bringing forward replacement of street lighting.

Cluster 5

GOLDERS GREEN ROAD J/W FINCHLEY ROAD

15 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

1 accident resulted in serious injury

14 accidents resulted in slight injury only

Contributory factors assigned as likely or possible (not all factors included)

5 disobeyed traffic signal

1 travelling too fast for the conditions

2 defective traffic signals

1 loss of control

1 vehicle door opened or closed negligently

1 junction overshoot

1 inexperienced or learner driver/rider

1 dazzling sun

1 passing too close to a cyclist, horse rider or pedestrian

1 vision affected by rain sleet snow or fog

1 pedestrian wearing dark clothing at night

Accident patterns

5 accidents appear to have involved a collision between a vehicle travelling north on the Finchley Road and a vehicle travelling west from Golders Green Road. In 1 case the traffic signals were out, and in 1 possibly faulty. In the other cases a vehicle was considered to have disobeyed the signals (2 x northbound vehicle – one of which was at a temporary traffic signal, and one where the vehicle at fault was uncertain).

2 accidents involved a southbound vehicle disobeying traffic lights in collision with a westbound vehicle, presumably at the east side of the Gyratory by North End Road as the only feasible location given the descriptions. In both cases the southbound vehicle is recorded as disobeying the signals.

3 pedestrian accidents without common factors (1 pedestrian foot run over south of junction, 1 loss of control accident hitting pedestrians on pavement south of junction, 1 vehicle pulled over hitting pedestrian on east side of junction)

1 vehicle moved off trapping passengers foot, 1 vehicle reversed into motorcycle north of junction, 1 left turning bus hit vehicle on its offside, 1 door opened into motorcycle on the inside north of junction, 1 shunt on North End Road approach.

Accident conditions and vehicle involvement broadly average

Possible Action:

Minor traffic management measures implemented 2009/10.

The high number of vehicles disobeying traffic signals may be due to confusion or deliberate action. Consider whether northbound traffic on Finchley Road has clear view of signals and whether confusion may arise from signage or other features. Liaise with Police regarding enforcement at this location if appropriate.

Cluster 6

SQUIRES LANE J/W HIGH ROAD

15 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

1 accident resulted in serious injury

14 accidents resulted in slight injury only

Contributory factors assigned as likely or possible (not all factors included)

1 wrong use of pedestrian crossing facility

2 passing too close to cyclist, horse rider or pedestrian

1 travelling too fast for the conditions

2 slippery road due to weather

3 loss of control

1 failed to signal / misleading signal

1 driver/rider vision affected by stationary or parked vehicles

2 following too close

1 illegal turn or direction of travel

1 aggressive driving

1 junction restart

Accident patterns

4 accidents involved vehicles turning left colliding with a cyclist. 2 on the southbound side of the road, 2 on the northbound side (cyclists travelling ahead except one northbound cycle also turning left).

3 accidents involved a child pedestrian – 2 in collision with motorcycles. 2 probably crossing Squires Lane near the junction.

4 shunt accidents – all on different approaches to the junction.

2 vehicle turning right (to NCR slip) across path of southbound vehicle.

1 loss of control on slip road, 1 head on when overtaking a stationary vehicle on Squires Lane.

Above average cycle and child accidents.

Possible Action:

Consider whether pedestrian crossing arrangements at mouth of Squires Lane can be improved.

Remove redundant/misleading cycle lane signage and consider whether cyclist warning signage, alternative routeing of cyclists or other work to increase awareness for left turning traffic of cyclists on their inside and/or to encourage cyclists to avoid positioning themselves inside of left turning traffic, would be beneficial.

Cluster 13

NETHER STREET J/W ARGYLE ROAD

12 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

3 accidents resulted in serious injury

9 accidents resulted in slight injury only

Contributory factors assigned as likely or possible (not all factors included)

1 driver/rider vision affected by stationary or parked vehicle(s)

2 disobeyed give way or stop sign or marking

4 loss of control

1 travelling too fast for the conditions

3 slippery road due to weather

2 nervous/uncertain/panic

1 traffic calming (e.g. speed cushions, road humps, chicanes)

1 distraction outside vehicle

1 distraction in vehicle

1 vision affected by rain, sleet, snow or fog

1 other (misjudged width restrictions)

1 swerved

Accident patterns

8 accidents involved a northbound vehicle colliding with the width restriction. 1 involved a southbound vehicle hitting a bollard possibly at the width restriction when avoiding another vehicle.

1 cyclist from Alexandra Grove pulling out in front of a vehicle on Nether Street, 1 vehicle from Argyle Road pulling out into side of a vehicle on Nether Street, 1 vehicle on Argyle Road turning right into Avondale Avenue across the path of a cyclist.

Possible Action:

Separate review of width restriction and associated markings.

Cluster 18

FINCHLEY ROAD J/W HAMPSTEAD WAY

11 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

1 accident resulted in serious injury

10 accidents resulted in slight injury only

Contributory factors assigned as likely or possible (not all factors included)

2 wrong use of pedestrian crossing facility

1 loss of control

1 nervous/uncertain/panic

1 slippery road due to weather

1 sudden braking

1 disobeyed give way or stop sign or marking

1 exceeding speed limit

1 driver/rider impaired by alcohol

2 junction restart

1 passing too close to cyclist, horse rider or pedestrian

1 aggressive driving

Accident patterns

5 pedestrian accidents – at least 4 on or near pedestrian crossing. 1 involving filtering motorcycle

3 right turn accidents but otherwise without common factors

1 shunt, 1 lane change colliding with motorcycle, 1 vehicle pulled out into filtering motorcycle

3 motorcycle filtering

Above average pedestrian accidents, accidents involving motorcycles and older people slightly above average.

Possible Action:

Investigate whether pedestrian crossing responds promptly. Timings may be governed by linkages to other signals on Finchley Road but slow response may contribute to misuse by pedestrians.

Cluster 19

EAST END ROAD J/W HIGH ROAD GREAT NORTH ROAD

10 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

0 accidents resulted in serious injury

10 accidents resulted in slight injury only

Contributory factors assigned as likely or possible (not all factors included)

1 disobeyed traffic signal

2 sudden braking and/or following too close

2 loss of control

1 driver/rider illness or disability, mental or physical

2 pedestrian crossing road masked by stationary or parked vehicle

1 passing too close to cyclist, horse rider or pedestrian

1 swerved

1 nervous/uncertain/panic

Accident patterns

4 shunts – 3 different approaches

2 pedestrian accidents involving stationary vehicles

1 fall from motorcycle, 1 lane change accident, 1 vehicle pulling out into side of another

Conditions and vehicle involvement broadly average.

Possible Action:

Improvements carried out 2009/10. No further action.

Cluster 23

GOLDERS GREEN ROAD J/W PRINCES PARK AVENUE

10 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

1 accident resulted in serious injury

9 accidents resulted in slight injury only

Contributory factors assigned as likely or possible (not all factors included)

2 disobeyed give way or stop sign or markings

2 travelling too fast for the conditions

1 swerved

1 fatigue

1 inexperience with type of vehicle

1 dangerous action in carriageway (e.g. playing)

1 nervous/uncertain/panic

1 loss of control

Accident patterns

3 northwestbound shunts/collision with stationary vehicle

3 vehicles turning right out of side roads in collision with cycle or motorcycle (2 from Princes Park Av, 1 from Heather Av)

2 pedestrian accidents without other common features

1 reversing/parking accident, 1 accidental acceleration.

30% accidents on wet road surface v 20% average. 40% accidents in darkness v 27% average.

Possible Action:

Accidents on wet road surface and in darkness both above average, but not significantly so.

Keep under review.

Cluster 24

NFL HIGH ROAD 25M S J.W CHURCHFIELD AVENUE

10 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

2 accidents resulted in serious injury

8 accidents resulted in slight injury only

Contributory factors assigned as likely or possible (not all factors included)

1 passing too close to cyclist, horse rider or pedestrian

1 dangerous action in carriageway (e.g. playing)

1 failing to signal / misleading signal

1 disobeyed give way or stop sign or marking

2 junction overshoot

Accident patterns

3 accidents turning right from the southbound A1000, 2 into Christchurch Avenue, 1 into Homebase (1 shunt and 2 turns across path of motorcycles - 1 also s-bound, 1 oncoming)

3 accidents pulling out onto A1000, 2 from Christchurch Ave, 1 from Homebase (prob right turn though 1 described as ahead)

3 pedestrian accidents (2 children, 1 waiting to cross– vehicle failed to stop, 1 ran out)

1 reversing accident in Churchfield Ave

Accidents in darkness slightly above average (40% v 27%).

Possible Action:

Consider local improvements at Christchurch Avenue junction e.g. kerb realignment (where visibility restricted by tree and bus stop) extension of right turn facility on A1000, signage adjustments etc. (Bus stop locations could limit options).

Cluster 26

REGENTS PARK RD J/W EAST END RD

10 personal injury accidents occurred at this location in the three years 01/10/2008 – 30/09/2011

3 accidents resulted in serious injury

7 accidents resulted in slight injury only

Contributory factors assigned as likely or possible (not all factors included)

1 travelling too fast for the conditions

2 disobeyed traffic signal

1 aggressive driving

3 following too close and/or sudden braking

1 crossed road masked by stationary or parked vehicle

1 loss of control

Accident patterns

6 right turn accidents, 3 right turner from East End Road in conflict with ahead vehicle from Gravel Hill, 2 right turn from Gravel Hill in conflict with ahead vehicle from East End Road, one accident right turners from both Gravel Hill and East End Road in conflict.

2 shunts - vehicles from south. 1 pedestrian accident – vehicle from south, 1 vehicle pulling away from kerb in front of cyclist

Possible Action:

Review signal timings

Appendix 3

Contributory factors recorded across all clusters of seven or more accidents in a radius of 50m on borough roads (three years to 30/09/2011)

	Description	% by Accidents
Driver/Rider	Failed to look properly	60.90
Driver/Rider	Failed to judge other persons path or speed	29.93
Driver/Rider	Careless/Reckless/In a hurry	21.45
Pedestrian	Failed to look properly	19.72
Driver/Rider	Poor turn or manoeuvre	13.49
Pedestrian	Careless/Reckless/In a hurry	9.52
Driver/Rider	Following too close	9.00
Pedestrian	Failed to judge vehicles path or speed	8.65
Driver/Rider	Sudden braking	8.30
Driver/Rider	Travelling too fast for conditions	7.09
Driver/Rider	Loss of control	6.40
Driver/Rider	Disobeyed automatic traffic signal	5.54
Pedestrian	Crossed road masked by stationary or parked veh	4.84
Driver/Rider	Disobeyed Give Way or Stop sign or markings	4.84
Driver/Rider	Stationary or parked vehicle	4.15
	Other	3.98
Driver/Rider	Passing too close to cyclist, horse rider or pedestrian	3.98
Driver/Rider	Junction overshoot	3.81
Driver/Rider	Aggressive driving	2.94
Driver/Rider	Swerved	2.77
Driver/Rider	Exceeding speed limit	2.77
Driver/Rider	Junction restart	2.60
Pedestrian	Wrong use of pedestrian crossing facility	2.25
	Slippery road (due to weather)	2.25
	Emergency vehicle on call	1.73
Pedestrian	Impaired by alcohol	1.73
Driver/Rider	Nervous/Uncertain/Panic	1.56
Driver/Rider	Disobeyed pedestrian crossing facility	1.38
	Vehicle door opened or closed negligently	1.04
Driver/Rider	Distraction in vehicle	1.04
Driver/Rider	Impaired by alcohol	0.87
	Defective traffic signals	0.87
Pedestrian	Dangerous action in carriageway (e.g. playing)	0.69
Driver/Rider	Dazzling sun	0.69
Driver/Rider	Illness or disability, mental or physical	0.35
Pedestrian	Pedestrian wearing dark clothing at night	0.35
Pedestrian	Disability or illness, mental or physical	0.35
Driver/Rider	Fatigue	0.35
	Poor or defective road surface	0.17
	Defective brakes	0.17