

A625 COLLISION STUDY

SECTION 1 – MOORE STREET ROUNDABOUT TO COLLEGIATE CRESCENT

In the period between 1st August 2017 and 31st July 2022 there have been 29 reported personal injury collisions within the limits of the area under investigation, resulting in 34 casualties. 16 of the collisions (17 casualties) were KSIs, including 2 which were fatal (one a pedestrian and one a scooter rider). This equates to 55.2% of collisions being KSIs, compared to the 10 year national average for urban A roads of 19.6% (source DfT RAS0302). Twelve of the collisions (11 KSI) involved a pedestrian (41.4%). Eight collisions (27.6%) involved a two-wheeled vehicle (5 pedal cyclists and 3 motorcyclists/scooter riders). Of these, half were classified as KSIs. The high number of NMU collisions, especially pedestrians, in addition to the collisions involving other vulnerable road users (i.e. the riders of motorised two-wheeled vehicles is likely to be the primary reason for the high proportion of KSI collisions along this stretch. The different types of collisions are discussed in further detail below.

Looking at the date and time of the collisions there is a significant problem with pedestrian collisions on Saturday and Sunday, generally in darkness between the hours of midnight and 2am. These are discussed further below. No pattern is discernible from the date and time of the other types of collisions, although a high number of collisions involving 4-wheeled vehicles appear to have occurred on a Friday. Thirteen collisions (44.8%) occurred in darkness. This is higher than the average but is due to the high number of night-time pedestrian collisions. The ratio of non-pedestrian collisions occurring in the dark is in line with statistical averages. The number of collisions occurring in the wet (or snow in one instance is 7 (24.1%), which is statistically expected.

Collision Frequency

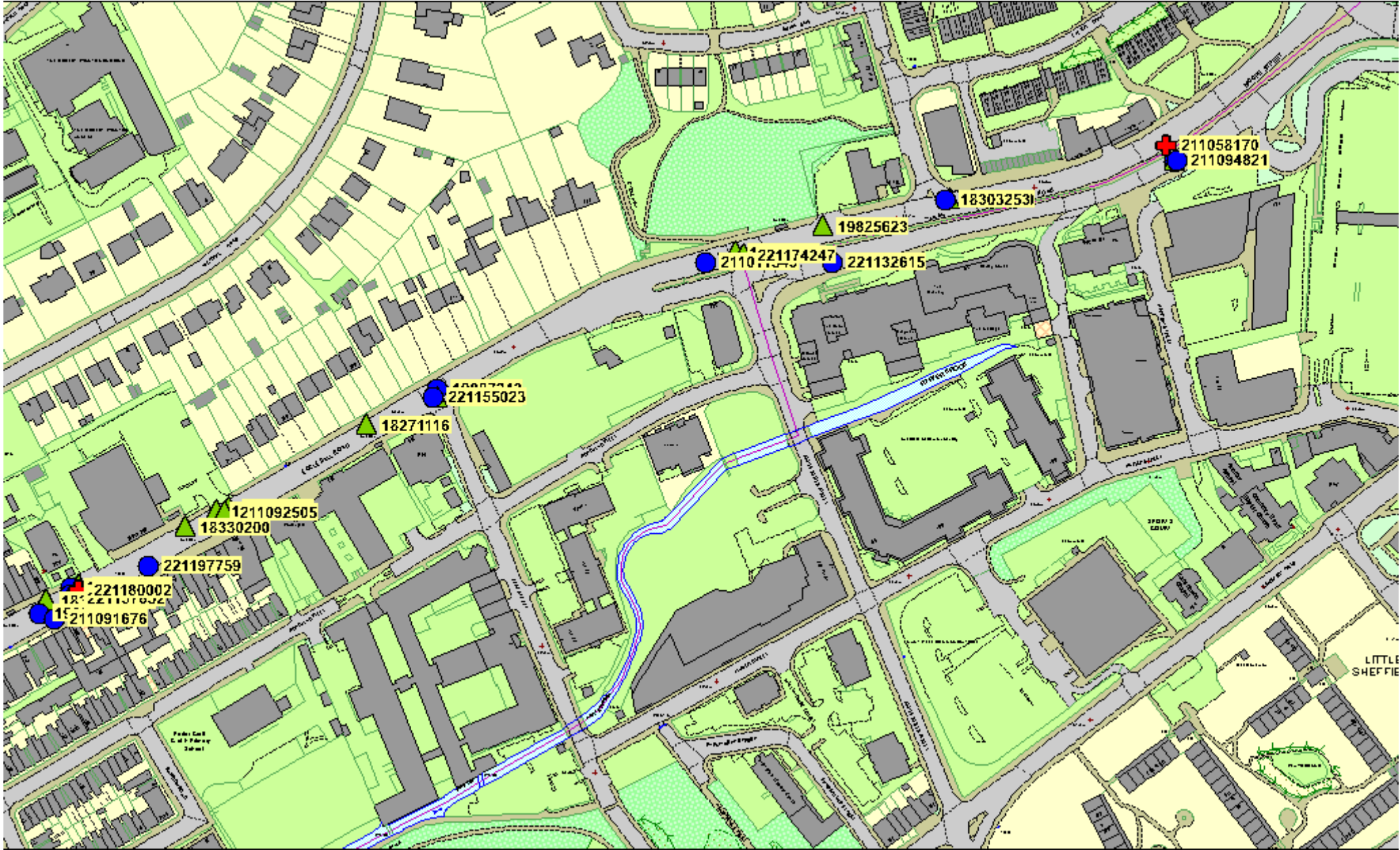
	01/08/2017 to 31/07/2018	01/08/2018 to 31/07/2019	01/08/2019 to 31/07/2020	01/08/2020 to 31/07/2021	01/08/2021 to 31/07/2022	Total
Number of Collisions	7 (3 Serious)	3	6 (4 Serious)	3 (1 Fatal, 1 Serious)	10 (1 Fatal, 6 Serious)	29 (2 Fatal, 14 Serious)

The types of collision and the causation factors are summarised in the table below.

Contributory factor / Incident	Total number of collisions
Casualty Type	
Pedestrian	12 (1 Fatal, 10 Serious)
Cyclist	5 (1 Serious)
Motorcyclist/scooter rider (P2W)	3 (1 Fatal, 2 Serious)
Car or other 4 wheeled vehicle occupant	9 (1 Serious)
Collision Type	
Right turn into path of cyclist (cyclist from city)	1
Left turn into path of cyclist (cyclist towards city)	2
Right turn into path of cyclist (cyclist towards city)	1 (1 Serious)
Overtaking motorcyclist collides with cyclist (towards city)	1
Scooter rider loss of control	1 (1 Fatal)
Left turn into path of motorcycle (motorcycle towards city)	1 (1 Serious)
Car door of parked car opened in front of motorcyclist (from city)	1 (1 Serious)
Shunt (away from city)	1
Shunt (towards city)	3 (1 Serious)

Driver right-turn into side road/entrance, collision with oncoming vehicle (oncoming vehicle towards city)	1
Driver pulls out of side junction/entrance into path of oncoming vehicle (oncoming vehicle towards city)	2
Pedestrian collision on crossing (vehicle from city)	1 (1 Serious)
Pedestrian collision on crossing (vehicle towards city)	1 (1 Serious)
Pedestrian collision not on crossing (vehicle from city)	3 (3 Serious)
Pedestrian collision not on crossing (vehicle towards city)	5 (1 Fatal, 3 Serious)
Pedestrian collision not on crossing (direction unspecified)	1 (1 Serious)
Pedestrian on footway (driver travelling from city)	1 (1 Serious)
Vehicle/vehicle collision (police pursuit)	1
Unspecified vehicle/vehicle collision	1
Time of day	
Daylight	16 (6 Serious)
Dark	13 (2 Fatal, 8 Serious)
Road Surface	
Wet/damp	6 (3 Serious)
Dry	22 (2 Fatal, 10 Serious)
Snow	1 (1 Serious)
Month	
January	2 (2 Serious)
February	2 (1 Serious)
March	3 (2 Serious)
April	1
May	2 (1 Fatal)
June	4 (1 Fatal, 1 Serious)
July	1 (1 Serious)
August	3 (1 Serious)
September	3 (1 Serious)
October	3 (3 Serious)
November	3 (2 Serious)
December	2

Day of Week	
Monday	3 (1 Serious)
Tuesday	2 (1 Fatal, 1 Serious)
Wednesday	2 (2 Serious)
Thursday	1
Friday	9 (2 Serious)
Saturday	5 (3 Serious)
Sunday	7 (1 Fatal, 5 Serious)
Time of Day	
0000 – 0159	6 (2 Fatal, 4 Serious)
0800 – 0959	2 (1 Serious)
1000 – 1159	1
1200 – 1359	3 (2 Serious)
1400 – 1559	1 (1 Serious)
1600 – 1759	6 (1 Serious)
1800 – 1959	2 (1 Serious)
2000 – 2159	5 (3 Serious)
2200 – 2400	3 (1 Serious)
Causation Factors	
405: Failed to look properly	5
406: Failed to judge other person's path or speed	2 (1 Fatal, 1 Serious)
407: Passing too close to cyclist, horse or pedestrian	1
408: Sudden braking	1 (1 Serious)
409: Swerved	2 (1 Serious)
501: Impaired by alcohol	1 (1 Serious)
510: Distraction outside vehicle	1 (1 Serious)
601: Aggressive driving	1
602: Careless, reckless or in a hurry	6 (5 Serious)
706: Dazzling sun	1 (1 Serious)
802: Pedestrian failed to look properly	2 (2 Serious)
803: Pedestrian failed to judge vehicle path or speed	2 (1 Fatal, 1 Serious)
804: Wrong use of pedestrian crossing facility by pedestrian	1 (1 Serious)
806: Pedestrian impaired by alcohol	1 (1 Serious)
808: Pedestrian careless, reckless or in a hurry	3 (3 Serious)
809: Pedestrian wearing dark clothing at night	1



Pedestrian collisions

Collision Frequency

	01/08/2017 to 31/07/2018	01/08/2018 to 31/07/2019	01/08/2019 to 31/07/2020	01/08/2020 to 31/07/2021	01/08/2021 to 31/07/2022	Total
Number of Collisions	3 (2 Serious)	0	4 (4 Serious)	1 (1 Serious)	4 (1 Fatal, 3 Serious)	12 (1 Fatal, 10 Serious)

The types of collision and the causation factors are summarised in the table below.

Contributory factor / Incident	Total number of collisions
Casualty Type	
Pedestrian	12 (1 Fatal, 10 Serious)
Collision Type	
Pedestrian collision on crossing (vehicle from city)	1 (1 Serious)
Pedestrian collision on crossing (vehicle towards city)	1 (1 Serious)
Pedestrian collision not on crossing (vehicle from city)	3 (3 Serious)
Pedestrian collision not on crossing (vehicle towards city)	5 (1 Fatal, 3 Serious)
Pedestrian collision not on crossing (direction unspecified)	1 (1 Serious)
Pedestrian on footway (driver travelling from city)	1 (1 Serious)
Time of day	
Daylight	3 (3 Serious)
Dark	9 (1 Fatal, 7 Serious)
Road Surface	
Wet/damp	3 (3 Serious)
Dry	8 (1 Fatal, 6 Serious)
Snow	1 (1 Serious)
Month	
January	2 (2 Serious)
February	1 (1 Serious)
March	1 (1 Serious)
May	1 (1 Fatal)
June	1
August	1 (1 Serious)
September	1 (1 Serious)
October	2 (2 Serious)
November	2 (2 Serious)

Day of Week	
Tuesday	1 (1 Serious)
Wednesday	1 (1 Serious)
Friday	1 (1 Serious)
Saturday	4 (3 Serious)
Sunday	5 (1 Fatal, 4 Serious)
Time of Day	
0000 – 0159	5 (1 Fatal, 4 Serious)
1200 – 1359	2 (2 Serious)
1400 – 1559	1 (1 Serious)
2000 – 2159	2 (2 Serious)
2200 – 2400	2 (1 Serious)
Causation Factors	
406: Failed to judge other person's path or speed	2 (1 Fatal, 1 Serious)
408: Sudden braking	1 (1 Serious)
409: Swerved	2 (1 Serious)
510: Distraction outside vehicle	1 (1 Serious)
602: Careless, reckless or in a hurry	2 (2 Serious)
802: Pedestrian failed to look properly	2 (2 Serious)
803: Pedestrian failed to judge vehicle path or speed	2 (1 Fatal, 1 Serious)
804: Wrong use of pedestrian crossing facility by pedestrian	1 (1 Serious)
806: Pedestrian impaired by alcohol	1 (1 Serious)
808: Pedestrian careless, reckless or in a hurry	3 (3 Serious)
809: Pedestrian wearing dark clothing at night	1

1 x Pedestrian not on crossing steps from nearside into path of car (direction not specified).

1x Northeast bound motorcyclist collides with pedestrian crossing road.

1x Pedestrian not on crossing crosses from offside and is hit by southwest bound car

1x Pedestrian not on crossing steps from nearside into path of northeast bound car

2x Pedestrian not on crossing crosses from nearside and is hit by a southwest bound car/taxi

1x Pedestrian not on crossing crosses from offside and is hit by a northeast bound car (fatal)

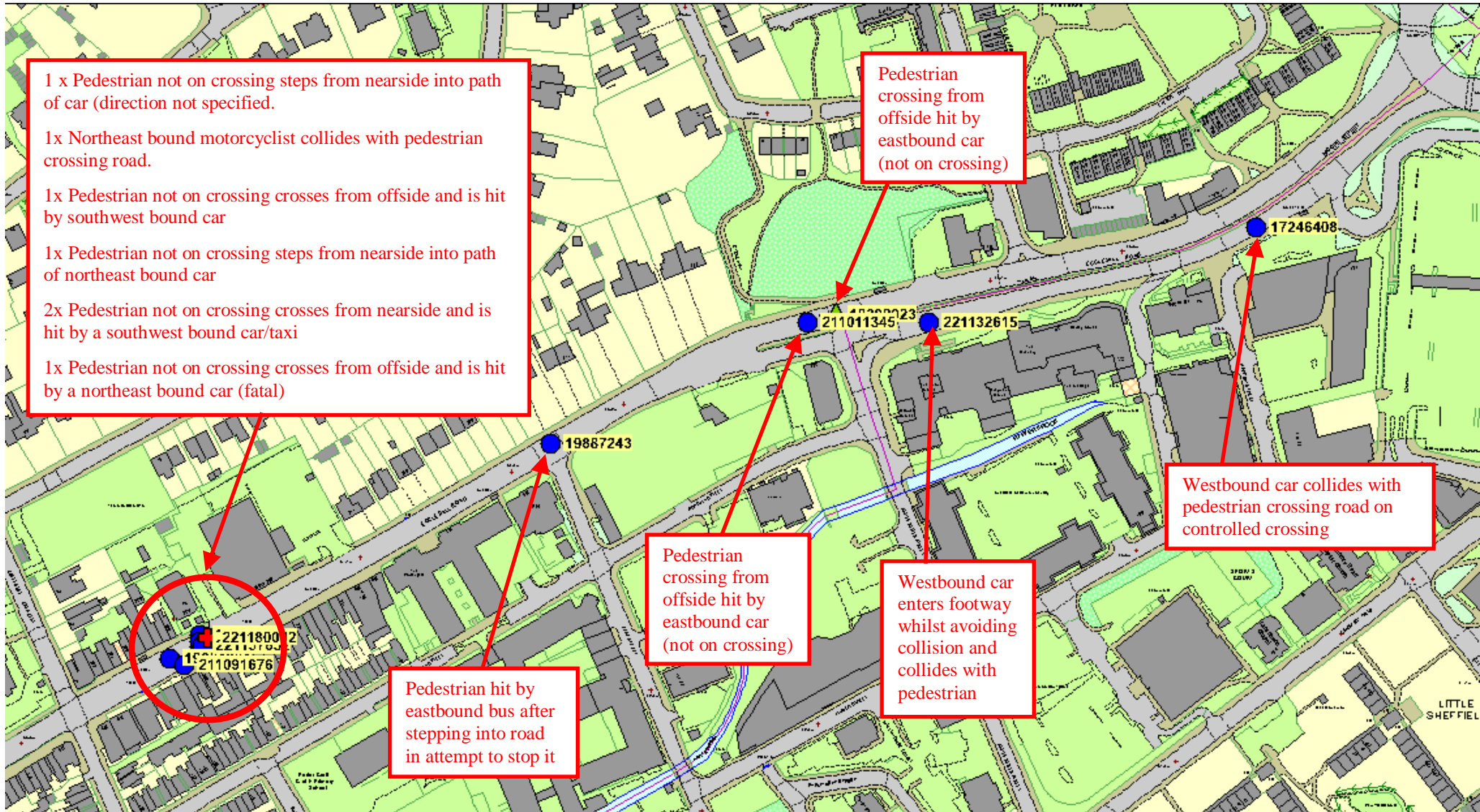
Pedestrian crossing from offside hit by eastbound car (not on crossing)

Westbound car collides with pedestrian crossing road on controlled crossing

Pedestrian crossing from offside hit by eastbound car (not on crossing)

Westbound car enters footway whilst avoiding collision and collides with pedestrian

Pedestrian hit by eastbound bus after stepping into road in attempt to stop it



Discussion

Of the 12 pedestrian collisions, 7 occurred in a cluster close to the Collegiate Crescent junction (close to the Nursery Tavern).

The types of collision and the causation factors are summarised in the table below.

Contributory factor / Incident	Total number of collisions
Casualty Type	
Pedestrian	7 (1 Fatal, 6 Serious)
Collision Type	
Pedestrian collision on crossing (vehicle from city)	1 (1 Serious)
Pedestrian collision not on crossing (vehicle from city)	2 (2 Serious)
Pedestrian collision not on crossing (vehicle towards city)	3 (1 Fatal, 2 Serious)
Pedestrian collision not on crossing (direction unspecified)	1 (1 Serious)
Time of day	
Daylight	0
Dark	7 (1 Fatal, 6 Serious)
Road Surface	
Wet/damp	2 (2 Serious)
Dry	5 (1 Fatal, 4 Serious)
Month	
February	1 (1 Serious)
March	1 (1 Serious)
May	1 (1 Fatal)
August	1 (1 Serious)
September	1 (1 Serious)
October	1 (1 Serious)
November	1 (1 Serious)
Day of Week	
Wednesday	1 (1 Serious)
Friday	1 (1 Serious)
Saturday	1 (1 Serious)
Sunday	4 (1 Fatal, 3 Serious)
Time of Day	
0000 – 0159	5 (1 Fatal, 4 Serious)
2000 – 2159	2 (2 Serious)
Causation Factors	
602: Careless, reckless or in a hurry	1 (1 Serious)
802: Pedestrian failed to look properly	2 (2 Serious)
804: Wrong use of pedestrian crossing facility by pedestrian	1 (1 Serious)
806: Pedestrian impaired by alcohol	1 (1 Serious)
808: Pedestrian careless, reckless or in a hurry	2 (2 Serious)

Discussion

There is clearly an issue with collisions associated with the night-time economy at this location, with 5 of the 7 collisions occurring between 12am and 2am, usually on a Sunday morning. All the collisions occurred in the dark (the other 2 collisions both occurring between 8pm and 10pm. Inadequate street lighting may be an issue here but, even if not, improved lighting may be worthy of consideration. A controlled crossing may also be practicable but may not be well used at the times that the collisions are occurring so could be counterproductive. It should also be noted that there are already two controlled crossing in reasonably close proximity.

Cyclist and P2W collisions

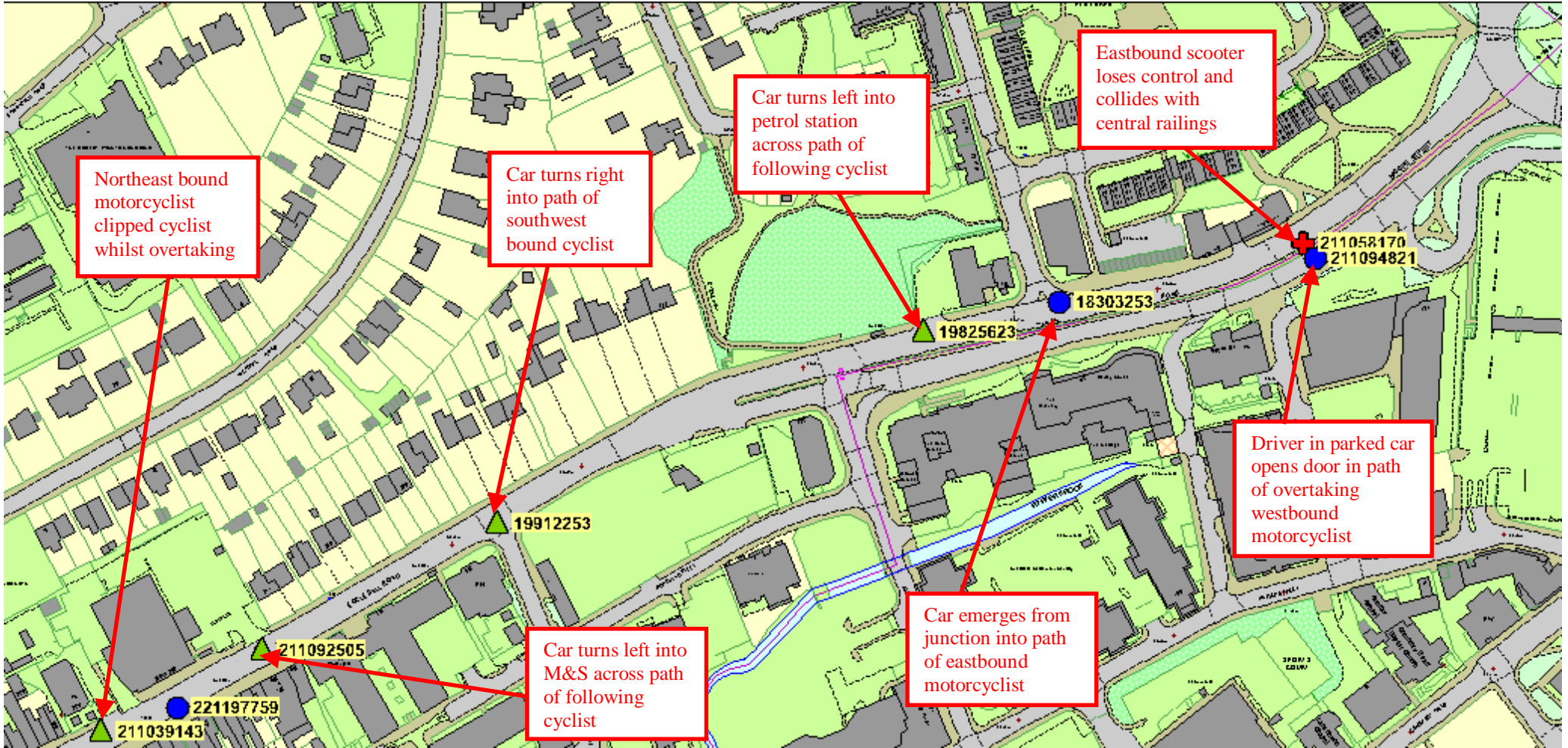
Collision Frequency

	01/08/2017 to 31/07/2018	01/08/2018 to 31/07/2019	01/08/2019 to 31/07/2020	01/08/2020 to 31/07/2021	01/08/2021 to 31/07/2022	Total
Number of Collisions	1 (1 Serious)	1	1	2 (1 Fatal)	3 (2 Serious)	8 (1 Fatal, 3 Serious)

The types of collision and the causation factors are summarised in the table below.

Contributory factor / Incident	Total number of collisions
Casualty Type	
Cyclist	5 (1 Serious)
Motorcyclist/scooter rider (P2W)	3 (1 Fatal, 2 Serious)
Collision Type	
Right turn into path of cyclist (cyclist from city)	1
Left turn into path of cyclist (cyclist towards city)	2
Right turn into path of cyclist (cyclist towards city)	1 (1 Serious)
Overtaking motorcyclist collides with cyclist (towards city)	1
Scooter rider loss of control	1 (1 Fatal)
Left turn into path of motorcycle (motorcycle towards city)	1 (1 Serious)
Car door of parked car opened in front of motorcyclist (from city)	1 (1 Serious)
Time of day	
Daylight	5 (2 Serious)
Dark	3 (1 Fatal, 1 Serious)
Road Surface	
Wet/damp	1
Dry	7 (1 Fatal, 3 Serious)
Month	
March	1
April	1
June	2 (1 Fatal, 1 Serious)
July	1 (1 Serious)
September	1
October	1 (1 Serious)
December	1

Day of Week	
Monday	2 (1 Serious)
Tuesday	1 (1 Fatal)
Wednesday	1 (1 Serious)
Friday	2
Sunday	2 (1 Serious)
Time of Day	
0000 – 0159	1 (1 Fatal)
1200 – 1359	1
1600 – 1759	3 (1 Serious)
1800 – 1959	2 (1 Serious)
2000 – 2159	1 (1 Serious)
Causation Factors	
405: Failed to look properly	1
407: Passing too close to cyclist, horse or pedestrian	1
501: Impaired by alcohol	1 (1 Serious)
602: Careless, reckless or in a hurry	3 (3 Serious)



Discussion

There do not appear to be any common factors at play in the 2-wheeler collisions along this stretch, with no 2 collisions occurring at the same location. The fatal collision occurred due to a loss of control due to unknown factors. The fatal collision investigation following the crash determined that there were no highway factors that contributed to the collision.

Other Collisions

Collision Frequency

	01/08/2017 to 31/07/2018	01/08/2018 to 31/07/2019	01/08/2019 to 31/07/2020	01/08/2020 to 31/07/2021	01/08/2021 to 31/07/2022	Total
Number of Collisions	3	2	1	0	3 (1 Serious)	9 (1 Serious)

The types of collision and the causation factors are summarised in the table below.

Contributory factor / Incident	Total number of collisions
Casualty Type	
Car or other 4 wheeled vehicle occupant	9 (1 Serious)
Collision Type	
Shunt (away from city)	1
Shunt (towards city)	3 (1 Serious)
Driver right-turn into side road/entrance, collision with oncoming vehicle (oncoming vehicle towards city)	1
Driver pulls out of side junction/entrance into path of oncoming vehicle (oncoming vehicle towards city)	2
Vehicle/vehicle collision (police pursuit)	1
Unspecified vehicle/vehicle collision	1
Time of day	
Daylight	8 (1 Serious)
Dark	1
Road Surface	
Wet/damp	2
Dry	7 (1 Serious)
Month	
February	1
March	1 (1 Serious)
May	1
June	1
August	2
September	1
November	1
December	1

Day of Week	
Monday	1
Thursday	1
Friday	6 (1 Serious)
Saturday	1
Time of Day	
0800 – 0959	2 (1 Serious)
1000 – 1159	1
1600 – 1759	3
2000 – 2159	2
2200 – 2400	1
Causation Factors	
405: Failed to look properly	4
601: Aggressive driving	1
602: Careless, reckless or in a hurry	1
706: Dazzling sun	1 (1 Serious)

Discussion

Other than two collisions at the Marks and Spencer car park (one involving a right turn in and the other a right turn out), there is no pattern to other motor vehicles on this stretch. In addition, there is only one KSI, and that occurred due to a driver being dazzled by the sun. The collision statistics therefore do not suggest any highway remedial measure that need addressing when considering other motor vehicle collisions.

SECTION 2 – COLLEGIATE CRESCENT TO HUNTER’S BAR

In the period between 1st August 2017 and 31st July 2022 there have been 23 reported personal injury collisions within the limits of the area under investigation, resulting in 24 casualties. 6 of the collisions (6 casualties) were KSIs (all serious). This equates to 26.1% of collisions being KSIs, compared to the 10 year national average for urban A roads of 19.6% (source DfT RAS0302). Five of the collisions involved a pedestrian (21.7%). Thirteen collisions (56.5%) involved a two-wheeled vehicle (9 cyclists and 4 motorcyclists/scooter riders). The different types of collisions are discussed in further detail below.

Collisions on this stretch appear to be highest around peak times (both am and pm peak) and also around midday. No pattern is discernible from the month and day of the collisions. There are noticeably more collisions recorded on Tuesdays and Thursdays but it is not clear if there is a reason for this.

Six of the collisions (26.1%) occurred in wet conditions, whilst seven (30.4%) occurred in the dark. These are typical percentages for a road such as the A625 so the statistics do not suggest that there is a wet or dark problem along this stretch.

Collision Frequency

	01/08/2017 to 31/07/2018	01/08/2018 to 31/07/2019	01/08/2019 to 31/07/2020	01/08/2020 to 31/07/2021	01/08/2021 to 31/07/2022	Total
Number of Collisions	9 (2 Serious)	6 (1 Serious)	3 (1 Serious)	3 (1 Serious)	2 (1 Serious)	23 (6 Serious)

The types of collision and the causation factors are summarised in the table below.

Contributory factor / Incident	Total number of collisions
Casualty Type	
Pedestrian	5 (3 Serious)
Cyclist	9 (1 Serious)
Motorcyclist/scooter rider (P2W)	4 (1 Serious)
Car or other 4 wheeled vehicle occupant	5 (1 Serious)
Collision Type	
Right turn into path of cyclist (cyclist towards city)	3
Right turn into path of cyclist (cyclist from city)	1
Lane changing driver collides with cyclist (towards city)	1
Left turn into path or cyclist (cyclist towards city)	2 (1 Serious)
Right turn into path of motorcycle (motorcycle towards city)	1
Right turn into path of motorcycle (motorcycle from city)	3 (1 Serious)
Sideswipe/Lane change (towards city)	1
Junction Collision	2 (1 Serious)
Pedestrian collision on crossing (vehicle towards city)	1
Shunt collision (involving cyclist) – out of city	1
Shunt collision (involving cyclist) – towards city	1
Shunt collision (towards city)	1
Pedestrian hit by vehicle (ped not on a crossing)	3 (2 Serious)
Pedestrian hit by vehicle (ped location unknown)	1 (1 Serious)

Unspecified collision (police pursuit)	1
Time of day	
Daylight	16 (3 Serious)
Dark	7 (3 Serious)
Road Surface	
Wet/damp	6 (2 Serious)
Dry	17 (4 Serious)
Month	
January	2 (1 Serious)
February	3 (1 Serious)
April	1
May	1
June	2 (1 Serious)
July	1 (1 Serious)
August	1
September	2
October	1
November	5
December	4 (2 Serious)
Day of Wee	
Monday	4 (1 Serious)
Tuesday	7 (2 Serious)
Wednesday	1
Thursday	3 (1 Serious)
Friday	6 (1 Serious)
Saturday	1
Sunday	1 (1 Serious)
Time of Day	
0600 – 0759	1 (1 Serious)
0800 – 0959	6 (1 Serious)
1000 – 1159	1 (1 Serious)
1200 – 1359	4 (1 Serious)
1400 – 1559	2
1600 – 1759	4
1800 – 1959	3 (2 Serious)
2000 – 2159	1
2200 – 2400	1
Causation Factors	
306: Exceeding speed limit	1
308: Following too close	1
403: Poor turn or manoeuvre	4
405: Failed to look properly	4
407: Passing too close to cyclist, horse or pedestrian	1
408: Sudden braking	1

501: Impaired by alcohol	1
502: Impaired by drugs (illicit or medicinal)	1
510: Distraction outside vehicle	1 (1 Serious)
601: Aggressive driving	2
602: Careless, reckless or in a hurry	2 (1 Serious)
701: Stationary or parked vehicles	1
802: Pedestrian failed to look properly	3 (2 Serious)
803: Pedestrian failed to judge vehicle path or speed	1 (1 Serious)



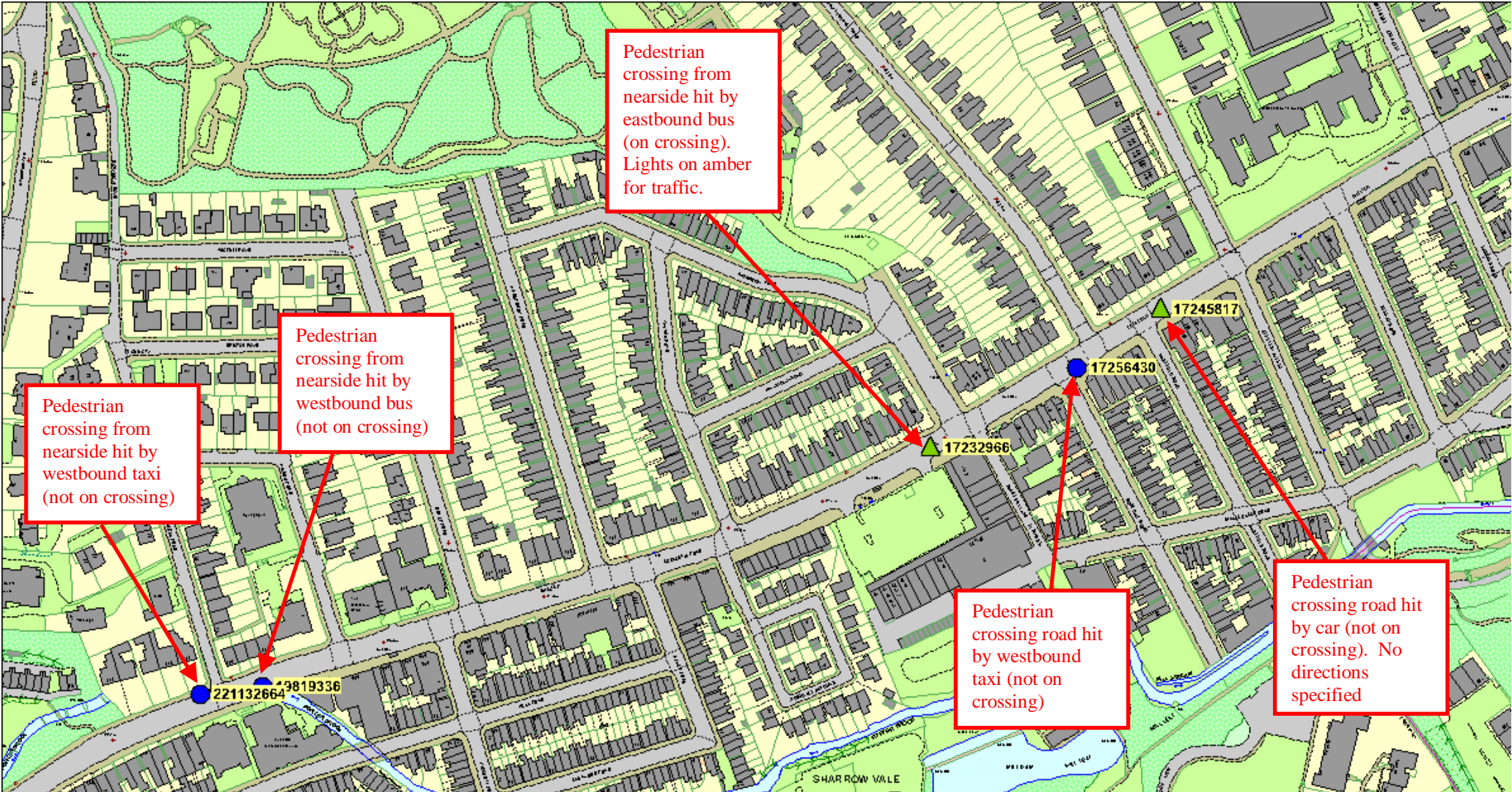
Pedestrian Collisions

Collision Frequency

	01/08/2017 to 31/07/2018	01/08/2018 to 31/07/2019	01/08/2019 to 31/07/2020	01/08/2020 to 31/07/2021	01/08/2021 to 31/07/2022	Total
Number of Collisions	3 (1 Serious)	1 (1 Serious)	0	0	1 (1 Serious)	5 (3 Serious)

The types of collision and the causation factors are summarised in the table below.

Contributory factor / Incident	Total number of collisions
Casualty Type	
Pedestrian	5 (3 Serious)
Collision Type	
Pedestrian collision on crossing (vehicle towards city)	1
Pedestrian hit by vehicle (ped not on a crossing)	3 (2 Serious)
Pedestrian hit by vehicle (ped location unknown)	1 (1 Serious)
Time of day	
Daylight	3 (1 Serious)
Dark	2 (2 Serious)
Road Surface	
Wet/damp	2 (1 Serious)
Dry	3 (2 Serious)
Month	
January	1 (1 Serious)
February	1 (1 Serious)
October	1
November	1
December	1 (1 Serious)
Day of Wee	
Thursday	2 (1 Serious)
Friday	2 (1 Serious)
Sunday	1 (1 Serious)
Time of Day	
0800 – 0959	1 (1 Serious)
1200 – 1359	2 (0 Serious)
1800 – 1959	2 (2 Serious)
Causation Factors	
802: Pedestrian failed to look properly	3 (2 Serious)
803: Pedestrian failed to judge vehicle path or speed	1 (1 Serious)



Discussion

Of the 5 pedestrian collisions occurring on this stretch 3 were serious, although none of the collisions occurred at the same location and none occurred on a crossing. This would indicate a general issue regarding pedestrian safety on this section rather than there being a particular problem at any specific location.

Cyclist and P2W Collisions

Collision Frequency

	01/08/2017 to 31/07/2018	01/08/2018 to 31/07/2019	01/08/2019 to 31/07/2020	01/08/2020 to 31/07/2021	01/08/2021 to 31/07/2022	Total
Number of Collisions	6 (1 Serious)	3	2	1 (1 Serious)	1	13 (2 Serious)

The types of collision and the causation factors are summarised in the table below.

Contributory factor / Incident	Total number of collisions
Casualty Type	
Cyclist	9 (1 Serious)
Motorcyclist/scooter rider (P2W)	4 (1 Serious)
Collision Type	
Right turn into path of cyclist (cyclist towards city)	3
Right turn into path of cyclist (cyclist from city)	1
Lane changing driver collides with cyclist (towards city)	1
Left turn into path of cyclist (cyclist towards city)	2 (1 Serious)
Right turn into path of motorcycle (motorcycle towards city)	1
Right turn into path of motorcycle (motorcycle from city)	3 (1 Serious)
Shunt collision (involving cyclist) – out of city	1
Shunt collision (involving cyclist) – towards city	1
Time of day	
Daylight	12 (2 Serious)
Dark	1
Road Surface	
Wet/damp	2
Dry	11 (2 Serious)
Month	
January	1
February	1
April	1
May	1
June	1 (1 Serious)
July	1 (1 Serious)
August	1
September	2

November	4
Day of Wee	
Monday	2
Tuesday	5 (2 Serious)
Wednesday	1
Thursday	1
Friday	4
Time of Day	
0800 – 0959	5
1000 – 1159	1 (1 Serious)
1200 – 1359	2 (1 Serious)
1400 – 1559	1
1600 – 1759	3
1800 – 1959	1
Causation Factors	
308: Following too close	1
403: Poor turn or manoeuvre	3
405: Failed to look properly	4
407: Passing too close to cyclist, horse or pedestrian	1
510: Distraction outside vehicle	1 (1 Serious)
601: Aggressive driving	1
602: Careless, reckless or in a hurry	2 (1 Serious)
701: Stationary or parked vehicles	1

Discussion

Whilst there have been 13 collisions involving 2-wheeled vehicles along this stretch only 2 of the collisions were classified as serious. This is likely to be due to the high congestion that is usually on this section. There has been a cluster of 5 collisions near the entrance to the Berkeley Precinct /Thompson Road but none of these were KSIs. All of these collisions involved a driver turning right out of a side road into the path of an oncoming cyclist/motorcyclist. Right turn collisions across the path of oncoming 2-wheelers is the prevalent collision type along this section although left turns across cyclists on the nearside and shunt collisions have also occurred.

Other Collisions

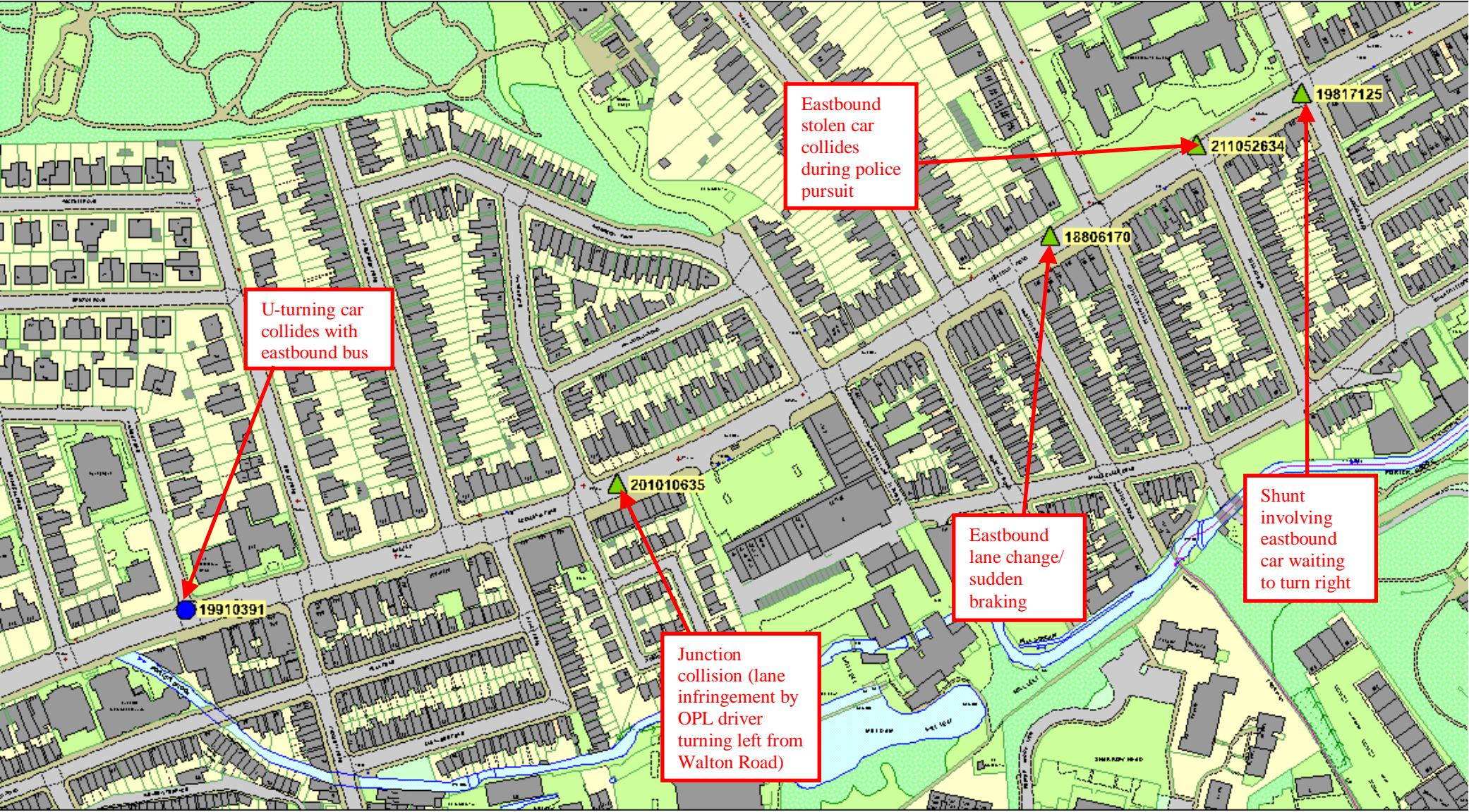
Collision Frequency

	01/08/2017 to 31/07/2018	01/08/2018 to 31/07/2019	01/08/2019 to 31/07/2020	01/08/2020 to 31/07/2021	01/08/2021 to 31/07/2022	Total
Number of Collisions	0	2	1 (1 Serious)	2	0	5 (1 Serious)

The types of collision and the causation factors are summarised in the table below.

Contributory factor / Incident	Total number of collisions
Casualty Type	
Car or other 4 wheeled vehicle occupant	5 (1 Serious)
Collision Type	
Sideswipe/Lane change (towards city)	1
Junction Collision	2 (1 Serious)
Shunt collision (towards city)	1
Unspecified collision (police pursuit)	1
Time of day	
Daylight	1
Dark	4 (1 Serious)
Road Surface	
Wet/damp	2 (1 Serious)
Dry	3
Month	
February	1
June	1
December	3 (1 Serious)

Day of Wee	
Monday	2 (1 Serious)
Tuesday	2
Saturday	1
Time of Day	
0600 – 0759	1 (1 Serious)
1400 – 1559	1
1600 – 1759	1
2000 – 2159	1
2200 – 2400	1
Causation Factors	
306: Exceeding speed limit	1
403: Poor turn or manoeuvre	1
408: Sudden braking	1
501: Impaired by alcohol	1
502: Impaired by drugs (illicit or medicinal)	1
601: Aggressive driving	1



Discussion

The collision record regarding other collisions on this stretch of carriageway does not indicate that there are any specific issues that need addressing.

SECTION 3 – HUNTER’S BAR ROUNDABOUT

In the period between 1st August 2017 and 31st July 2022 there have been 17 reported personal injury collisions within the limits of the area under investigation, resulting in 20 casualties. 6 of the collisions (6 casualties) were KSIs (all serious). This equates to 35.3% of collisions being KSIs, compared to the 10 year national average for urban A roads of 19.6% (source DfT RAS0302). Six of the collisions (1 Serious) involved a pedestrian (35.3%). Nine collisions (52.9%) involved a two-wheeled vehicle (8 cyclists and 1 motorcyclist) of which 5 were classified as serious. These collisions are discussed in more detail below.

A high number of collisions (11) occurred during the morning peak (0600 to 0959hrs) and evening peak (1600-1959hrs). This equates to 64.7% of all collisions. A further 3 collisions happened around lunchtime (1200-1359hrs) which is a further 17.65% of the total collisions. Only 17.65% of collisions occurred outside these times. No pattern is discernible from the month of the collisions, although the number of collisions appear to peak on a Wednesday. Nine collisions (52.9%) occurred in darkness which is higher than the statistical average.

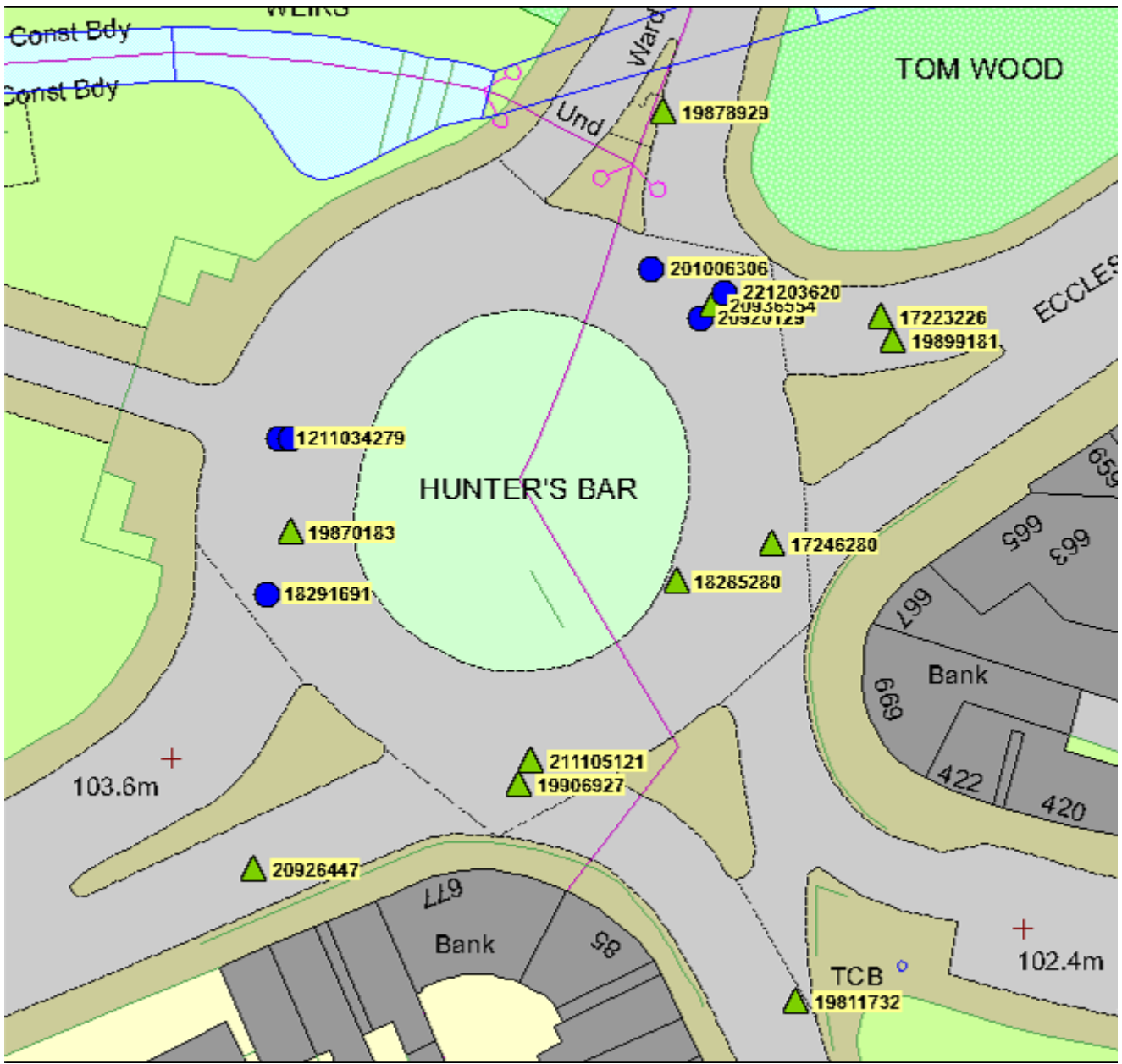
Collision Frequency

	01/08/2017 to 31/07/2018	01/08/2018 to 31/07/2019	01/08/2019 to 31/07/2020	01/08/2020 to 31/07/2021	01/08/2021 to 31/07/2022	Total
Number of Collisions	5 (2 Serious)	2	6 (1 Serious)	2 (2 Serious)	2 (1 Serious)	17 (6 Serious)

The types of collision and the causation factors are summarised in the table below.

Contributory factor / Incident	Total number of collisions
Casualty Type	
Pedestrian	6 (1 Serious)
Cyclist	8 (4 Serious)
Motorcyclist	1 (1 Serious)
Car or other 4 wheeled vehicle occupant	2
Collision Type	
Shunt involving cyclist on roundabout approach	1 (1 Serious)
Collision involving cyclist on roundabout circulatory	7 (3 Serious)
Collision involving motorcyclist on roundabout circulatory	1 (1 Serious)
Vehicle/Vehicle collision on roundabout	1
Driver (OPL) collides with roundabout	1
Pedestrian collision on crossing	4
Pedestrian collision not on crossing	2 (1 Serious)
Time of day	
Daylight	9 (4 Serious)
Dark	8 (2 Serious)
Road Surface	
Wet/damp	5 (2 Serious)
Dry	12 (4 Serious)

Month	
January	2 (1 Serious)
February	2
March	2 (1 Serious)
April	2 (2 Serious)
July	1 (1 Serious)
August	1
September	2
November	3
December	2 (1 Serious)
Day of Week	
Monday	4 (1 Serious)
Tuesday	0
Wednesday	6 (1 Serious)
Thursday	1 (1 Serious)
Friday	3 (1 Serious)
Saturday	2 (1 Serious)
Sunday	1 (1 Serious)
Time of Day	
0000 – 0159	2
0200 – 0359	0
0400 – 0559	0
0600 – 0759	3 (2 Serious)
0800 – 0959	1 (1 Serious)
1000 – 1159	0
1200 – 1359	3
1400 – 1559	0
1600 – 1759	4 (1 Serious)
1800 – 1959	3 (2 Serious)
2000 – 2159	0
2200 – 2400	1
Causation Factors	
304: Disobeyed pedestrian crossing facility	1
405: Failed to look properly	5 (2 Serious)
406: Failed to judge other person's path or speed	1 (1 Serious)
602: Careless, reckless or in a hurry	2 (1 Serious)
706: Dazzling sun	1
808: Pedestrian careless, reckless or in a hurry	2



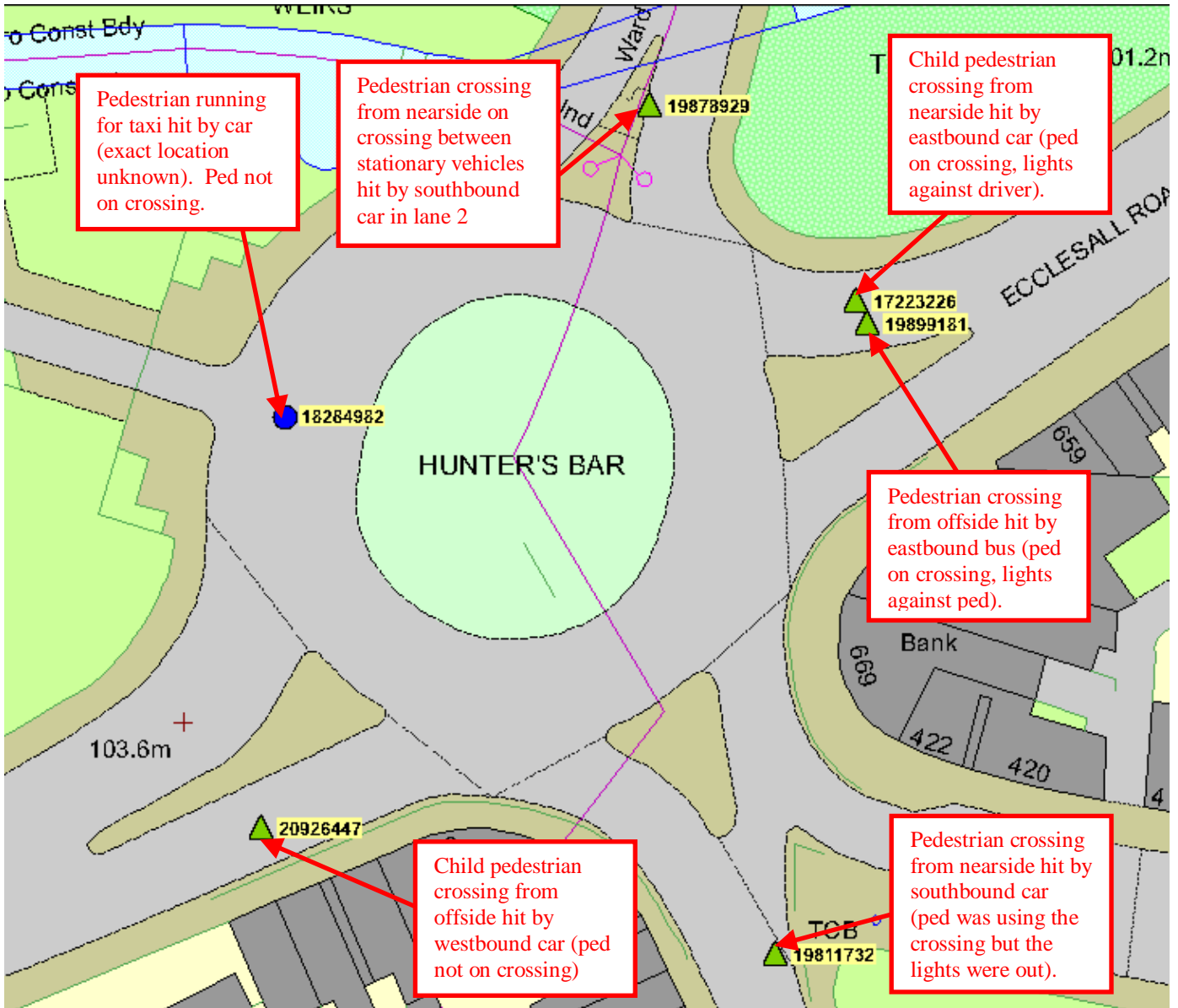
Pedestrian Collisions

Collision Frequency

	01/08/2017 to 31/07/2018	01/08/2018 to 31/07/2019	01/08/2019 to 31/07/2020	01/08/2020 to 31/07/2021	01/08/2021 to 31/07/2022	Total
Number of Collisions	2 (1 Serious)	1	3	0	0	6 (1 Serious)

The types of collision and the causation factors are summarised in the table below.

Contributory factor / Incident	Total number of collisions
Casualty Type	
Pedestrian	6 (1 Serious)
Collision Type	
Pedestrian collision on crossing	4
Pedestrian collision not on crossing	2 (1 Serious)
Time of day	
Daylight	5
Dark	1 (1 Serious)
Road Surface	
Wet/damp	1
Dry	5 (1 Serious)
Month	
January	1
February	1
March	1 (1 Serious)
September	2
November	1
Day of Week	
Monday	1
Wednesday	2
Friday	1
Saturday	2 (1 Serious)
Time of Day	
1200 – 1359	3
1600 – 1759	2
1800 – 1959	1 (1 Serious)
Causation Factors	
304: Disobeyed pedestrian crossing facility	1
405: Failed to look properly	1
706: Dazzling sun	1
808: Pedestrian careless, reckless or in a hurry	2



Discussion

In the period between 1st August 2017 and 31st July 2022 there have been 6 reported personal injury collisions involving pedestrians, resulting in 6 casualties. One collision was a KSIs (a serious). This equates to 35.3% of all accidents at this location involving a pedestrian. Only 16.7% of KSIs involved a pedestrian however, with the vast majority of KSIs at this location being cyclists (see below). The pedestrian collisions are not grouped at any one location, with accidents occurring on all approach legs of the roundabout. Four collisions occurred on a controlled pedestrian crossing, although in one instance the lights were not operational at the time of the collision.

Three of the collisions (50%) occurred between the hours of 12pm-2pm with the remainder occurring between 4pm and 8pm. Only one collision occurred in wet conditions. No pattern is discernible from the month or day of the collisions.

Only 16.7% of collisions occurred during darkness, which is not statistically significant.

Two-Wheeler Collisions

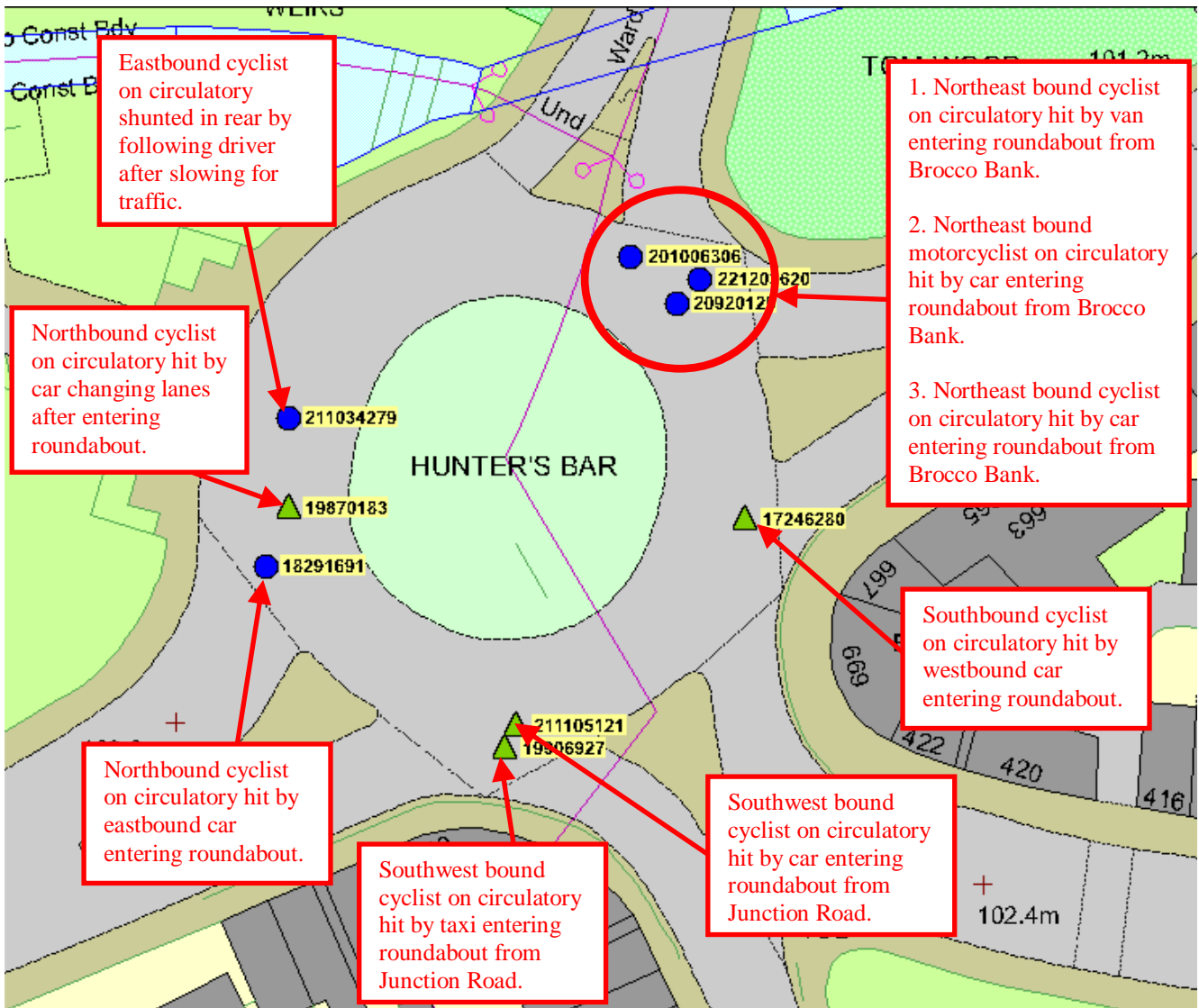
Collision Frequency

	01/08/2017 to 31/07/2018	01/08/2018 to 31/07/2019	01/08/2019 to 31/07/2020	01/08/2020 to 31/07/2021	01/08/2021 to 31/07/2022	Total
Number of Collisions	2 (1 Serious)	0	3 (1 Serious)	2 (2 Serious)	2 (1 Serious)	9 (5 Serious)

The types of collision and the causation factors are summarised in the table below.

Contributory factor / Incident	Total number of collisions
Casualty Type	
Cyclist	8 (4 Serious)
Motorcyclist	1 (1 Serious)
Collision Type	
Shunt involving cyclist on roundabout approach	1 (1 Serious)
Collision involving cyclist on roundabout circulatory	7 (3 Serious)
Collision involving motorcyclist on roundabout circulatory	1 (1 Serious)
Time of day	
Daylight	4 (4 Serious)
Dark	5 (1 Serious)
Road Surface	
Wet/damp	3 (2 Serious)
Dry	6 (3 Serious)

Month	
January	1 (1 Serious)
April	2 (2 Serious)
July	1 (1 Serious)
August	1
November	2
December	2 (1 Serious)
Day of Week	
Monday	2 (1 Serious)
Wednesday	3 (1 Serious)
Thursday	1 (1 Serious)
Friday	2 (1 Serious)
Sunday	1 (1 Serious)
Time of Day	
0600 – 0759	3 (2 Serious)
0800 – 0959	1 (1 Serious)
1600 – 1759	2 (1 Serious)
1800 – 1959	2 (1 Serious)
2200 – 2400	1
Causation Factors	
405: Failed to look properly	3 (2 Serious)
406: Failed to judge other person's path or speed	1 (1 Serious)
602: Careless, reckless or in a hurry	2 (1 Serious)



Discussion

In the period between 1st August 2017 and 31st July 2022 there have been 9 reported personal injury collisions involving two-wheeled vehicles (8 pedal cyclist and 1 motorcyclist), resulting in 9 casualties. Five collisions were a KSIs (all serious). 52.9% of all accidents at this location involving a rider of a two-wheeled vehicle, of which 88.9% were pedal cyclists. 83.3% of KSIs at this location involved a two-wheeled rider, with other KSI being a pedestrian. NMUs would therefore appear to be particularly vulnerable at this location, especially pedal cyclists. Eight of the collisions involved a cyclist on the circulatory carriageway being hit by a vehicle entering the roundabout. This type of collision has occurred on all legs with 3 involving vehicles entering from Brocco Bank, 2 involving vehicles entering from the A625 eastbound and Junction Road respectively, and 1 involving a vehicle entering from the A625 westbound. Four of these collisions resulted in KSIs, with 3 occurring on the Brocco Bank approach. This approach would therefore appear to be of particular concern.

4 of the collisions (3 KSIs) occurred during or near the morning peak (6.30am-8.30am) and a further 4 (2 KSIs occurring during or near the evening peak (4.30pm-7.30pm). This equates to 88.9% of all two-wheeled collisions. There would therefore appear to be the most danger to cyclists when the roundabout is at its busiest, which may help explain why they are not being seen by drivers entering the roundabout. However, given that the A625 is a busy cyclist commuter route there are also likely to be more cyclists around at these times so this could also be the main reason for the collisions. Three collisions (33.3%) of collisions occurred during wet conditions, which is statistically expected. No pattern is discernible from the month of the collisions. The collisions mainly occurred during

weekdays (only one occurred at the weekend) which is consistent with what would be expected given the hours that the collisions are mainly happening.

55.6% of collisions occurred during darkness, which is statistically high, although only one collision (11.1%) was a KSI, with all other 8 KSIs (88.9%) occurring during daylight.

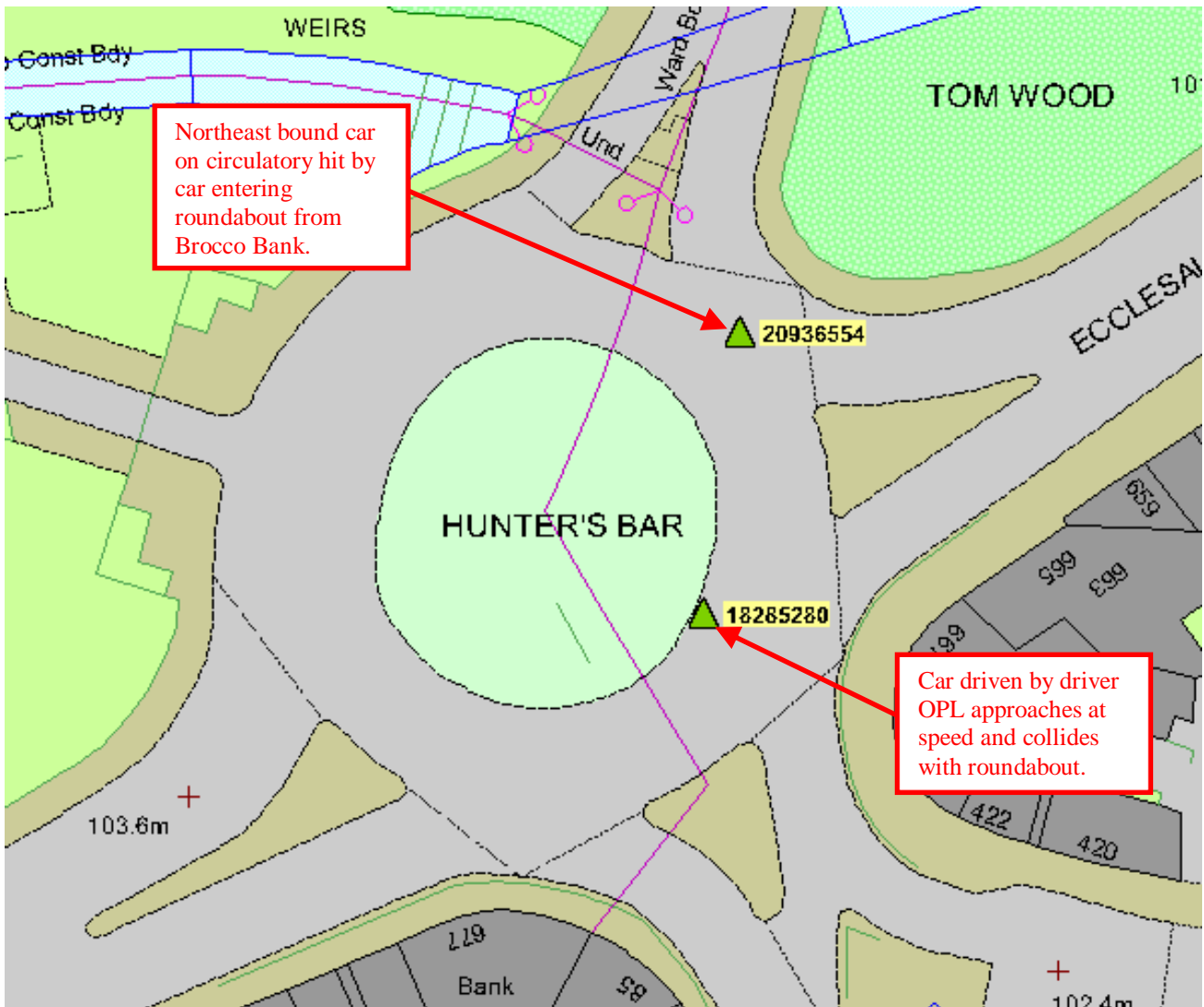
Other Motor Vehicle Collisions

Collision Frequency

	01/08/2017 to 31/07/2018	01/08/2018 to 31/07/2019	01/08/2019 to 31/07/2020	01/08/2020 to 31/07/2021	01/08/2021 to 31/07/2022	Total
Number of Collisions	1	0	1	0	0	2

The types of collision and the causation factors are summarised in the table below.

Contributory factor / Incident	Total number of collisions
Casualty Type	
Car or other 4 wheeled vehicle occupant	2
Collision Type	
Vehicle/Vehicle collision on roundabout	1
Driver (OPL) collides with roundabout	1
Time of day	
Daylight	0
Dark	2
Road Surface	
Wet/damp	1
Dry	1
Month	
February	1
March	1
Day of Week	
Monday	1
Wednesday	1
Time of Day	
0000 – 0159	2
Causation Factors	
405: Failed to look properly	1



Discussion

There are only two recorded driver-only collisions at Hunters Bar Roundabout, and one of these was a drunken driver colliding with the roundabout. The second collision involved a driver on the circulatory being hit by a vehicle entering the roundabout from Brocco Bank. Whilst this is an isolated incident where 4-wheel only vehicles are concerned there have been three historical collisions of this type on this leg of the roundabout over the same time period involving 2-wheeled vehicles on the circulatory (2 pedal cyclists and 1 motorcyclist – see above). The fact that there have been four collisions at this leg of the junction all of the same type (vehicles emerging from Brocco Bank) is a cause for concern. Whilst there have been similar collisions on all legs of this roundabout they are higher for this approach.

SECTION 4 – HUNTER’S BAR TO CARTER KNOWLE ROAD

In the period between 1st August 2017 and 31st July 2022 there have been 33 reported personal injury collisions within the limits of the area under investigation, resulting in 35 casualties. 13 of the collisions (13 casualties) were KSIs (all serious). This equates to 39.4% of collisions being KSIs, compared to the 10 year national average for urban A roads of 19.6% (source DfT RAS0302). Four of the collisions involved a pedestrian (12.1%). Nineteen collisions (57.6%) involved a two-wheeled vehicle (16 cyclists and 3 motorcyclists/scooter riders). The different types of collisions are discussed in further detail below.

A high number of collisions (9) occurred during the morning peak (0800 to 0959) This equates to 27.3% of all collisions. 7 collisions (21.2%) also occurred during the evening hours of 1800 to 1959. (No pattern is discernible from the month of the collisions, although the number of collisions appear to peak on a Thursday and Friday. Seven collisions (21.2%) occurred in darkness whilst nine collisions (27.3%). These are about or slightly lower than average which suggests that there is neither a problem with lighting nor the road surface on this section of route.

Whilst collisions have occurred along the whole length there are notable clusters at or in the close vicinity of the junctions with Ringinglow Road, Greystones Road and Rustlings Road. The majority of the KSI collisions have also occurred near these three junctions.

Collision Frequency

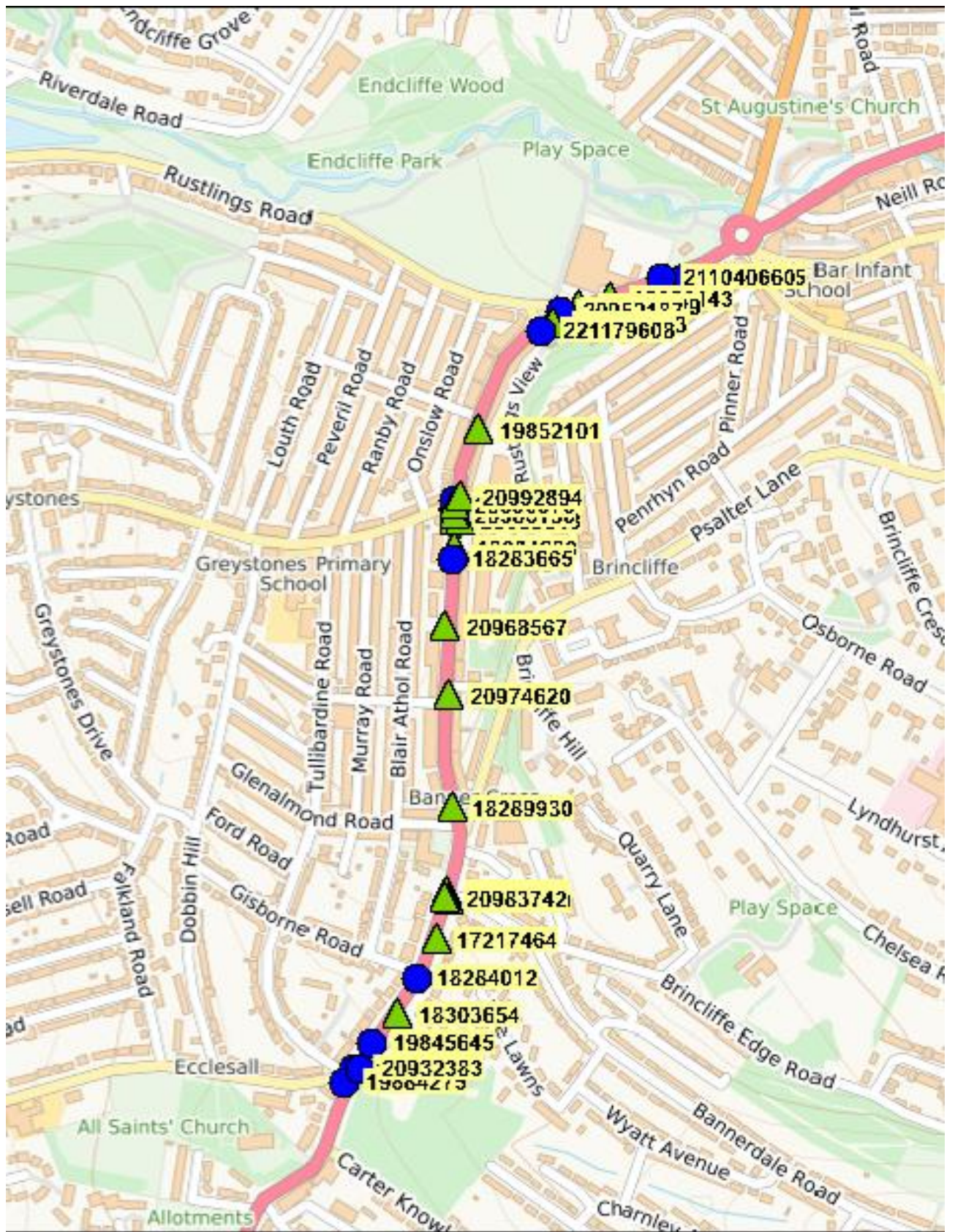
	01/08/2017 to 31/07/2018	01/08/2018 to 31/07/2019	01/08/2019 to 31/07/2020	01/08/2020 to 31/07/2021	01/08/2021 to 31/07/2022	Total
Number of Collisions	6 (2 Serious)	11 (4 Serious)	7 (5 Serious)	7 (1 Serious)	2 (1 Serious)	33 (13 Serious)

The types of collision and the causation factors are summarised in the table below.

Contributory factor / Incident	Total number of collisions
Casualty Type	
Pedestrian	4 (2 Serious)
Cyclist	16 (6 Serious)
Motorcyclist/scooter rider (P2W)	3 (1 Serious)
Car or other 4 wheeled vehicle occupant	10 (4 Serious)
Collision Type	
Right turn into path of cyclist (cyclist towards city)	7 (4 Serious)
Right turn into path of cyclist (cyclist from city)	1 (1 Serious)
Overtaking driver collides with cyclist (away from city)	1
Left turn into path or cyclist (cyclist towards city)	2
Left turn into path or cyclist (cyclist away from city)	1
Cyclist struck by overtaking vehicle (towards city)	3 (1 Serious)
Right turn into path of P2W (P2W towards city)	2 (1 Serious)
Right turn into path of motorcycle (motorcycle from city)	1
Sideswipe/Lane change collision (towards city)	1 (1 Serious)
Junction Collision	2 (2 Serious)
Pedestrian collision on crossing (vehicle from city)	3 (1 Serious)
Pedestrian collision on crossing (vehicle towards city)	1 (1 Serious)
Shunt collision (involving cyclist)	1

Shunt (from city)	2 (1 Serious)
Shunt (towards city)	2
Driver collides with parked vehicle (towards city)	1
Bus passenger fell (heavy braking)	2
Time of day	
Daylight	26 (8 Serious)
Dark	7 (5 Serious)
Road Surface	
Wet/damp	9 (5 Serious)
Dry	24 (8 Serious)
Month	
February	4 (2 Serious)
March	3 (3 Serious)
April	2 (1 Serious)
May	3 (2 Serious)
June	5 (1 Serious)
July	1
August	5 (1 Serious)
September	2 (1 Serious)
October	5 (1 Serious)
November	2 (1 Serious)
December	1
Day of Week	
Monday	4 (1 Serious)
Tuesday	3 (3 Serious)
Wednesday	3 (1 Serious)
Thursday	11 (4 Serious)
Friday	7 (4 Serious)
Saturday	3
Sunday	1
Time of Day	
0600 – 0759	2 (1 Serious)
0800 – 0959	9 (5 Serious)
1000 – 1159	5
1200 – 1359	4 (2 Serious)
1400 – 1559	3 (1 Serious)
1600 – 1759	3
1800 – 1959	7 (4 Serious)
Causation Factors	
304: Disobeyed pedestrian crossing facility	2 (1 Serious)
308: Following too close	1
403: Poor turn or manoeuvre	3 (1 Serious)
405: Failed to look properly	12 (6 Serious)

406: Failed to judge other person's path or speed	3 (3 Serious)
408: Sudden braking	2 (1 Serious)
507: Cyclist wearing dark clothing at night	1
509: Distraction in vehicle	1
510: Distraction outside vehicle	1 (1 Serious)
602: Careless, reckless or in a hurry	2
603: Nervous, uncertain or panic	1 (1 Serious)
701: Stationary or parked vehicles	2 (1 Serious)
706: Dazzling sun	1 (1 Serious)
707: Rain, sleet or fog	1 (1 Serious)
710: Vehicle blind spot	2 (2 Serious)
802: Pedestrian failed to look properly	3 (2 Serious)



Pedestrian Collisions

Collision Frequency

	01/08/2017 to 31/07/2018	01/08/2018 to 31/07/2019	01/08/2019 to 31/07/2020	01/08/2020 to 31/07/2021	01/08/2021 to 31/07/2022	Total
Number of Collisions	0	2 (1 Serious)	1 (1 Serious)	0	1	4 (13 Serious)

The types of collision and the causation factors are summarised in the table below.

Contributory factor / Incident	Total number of collisions
Casualty Type	
Pedestrian	4 (2 Serious)
Collision Type	
Pedestrian collision on crossing (vehicle from city)	3 (1 Serious)
Pedestrian collision on crossing (vehicle towards city)	1 (1 Serious)
Time of day	
Daylight	3 (1 Serious)
Dark	1 (1 Serious)
Road Surface	
Wet/damp	3 (1 Serious)
Dry	1 (1 Serious)
Month	
February	1 (1 Serious)
March	1 (1 Serious)
May	1
December	1
Day of Week	
Thursday	1 (1 Serious)
Friday	2 (1 Serious)
Saturday	1
Time of Day	
1000 – 1159	1
1400 – 1559	1 (1 Serious)
1600 – 1759	1
1800 – 1959	1 (1 Serious)
Causation Factors	
304: Disobeyed pedestrian crossing facility	2 (1 Serious)
510: Distraction outside vehicle	1 (1 Serious)
802: Pedestrian failed to look properly	3 (2 Serious)



Pedestrian on crossing

Pedestrian on crossing

2x Pedestrians on crossing

Discussion

Given that there have only been 4 recorded pedestrian collisions on this section there do not appear to be much or concern regarding pedestrian safety along the majority of the route. However, it is notable that 2 of the collisions occurred on the controlled crossing near the Ringinglow Road junction and that, furthermore, this is the location where both KSI collisions occurred. This junction is therefore worthy of additional investigation to see if there are existing issues with the crossing (e.g. with visibility). It is also worth mentioning that a further serious collision (a vehicle/vehicle collision) has also occurred at this junction.

Cyclist and P2W Collisions

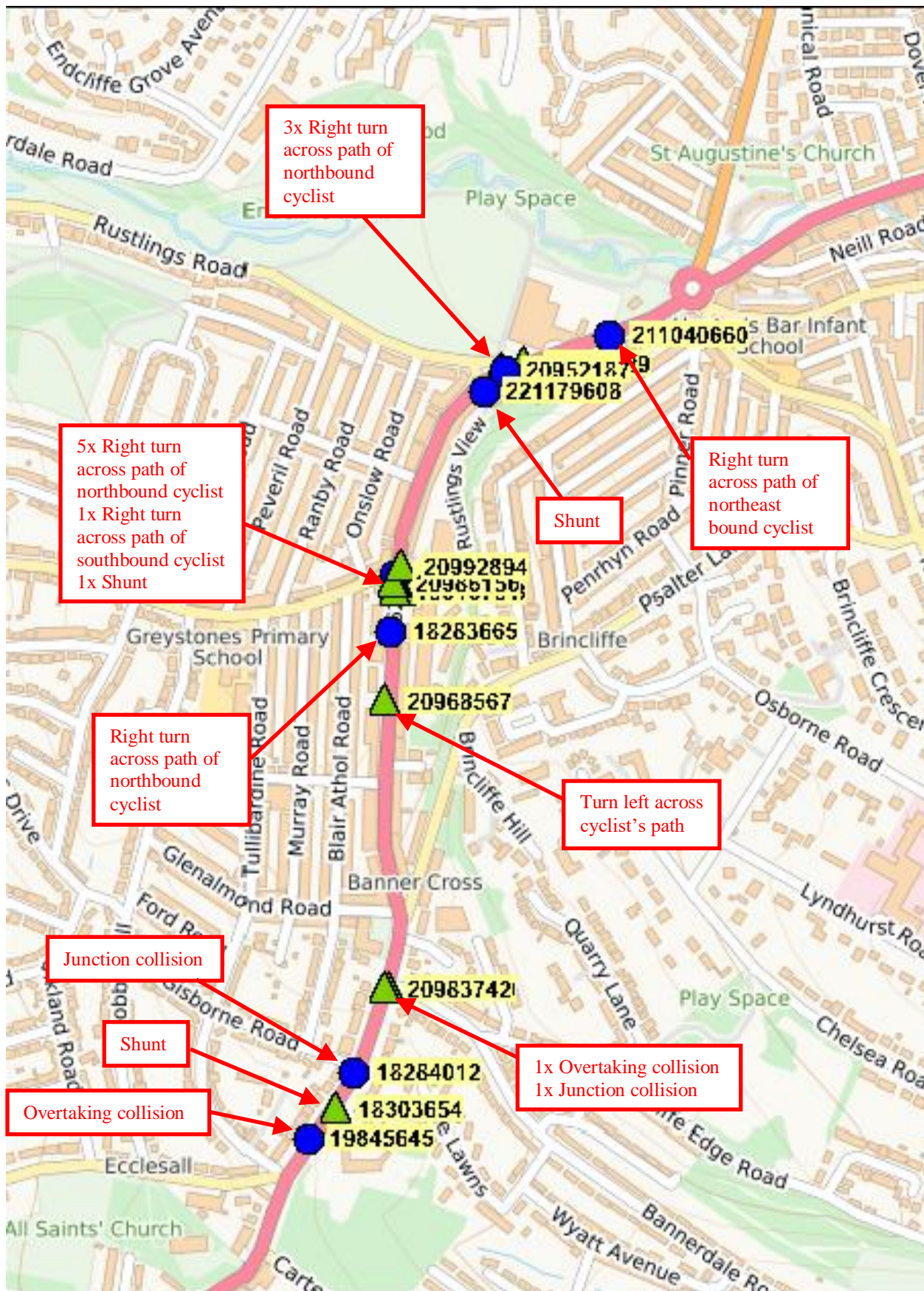
Collision Frequency

	01/08/2017 to 31/07/2018	01/08/2018 to 31/07/2019	01/08/2019 to 31/07/2020	01/08/2020 to 31/07/2021	01/08/2021 to 31/07/2022	Total
Number of Collisions	3 (2 Serious)	6 (2 Serious)	3 (1 Serious)	6 (1 Serious)	1 (1 Serious)	19 (7 Serious)

The types of collision and the causation factors are summarised in the table below.

Contributory factor / Incident	Total number of collisions
Casualty Type	
Cyclist	16 (6 Serious)
Motorcyclist/scooter rider (P2W)	3 (1 Serious)
Collision Type	
Right turn into path of cyclist (cyclist towards city)	7 (4 Serious)
Right turn into path of cyclist (cyclist from city)	1 (1 Serious)
Overtaking driver collides with cyclist (away from city)	1
Left turn into path or cyclist (cyclist towards city)	2
Left turn into path or cyclist (cyclist away from city)	1
Cyclist struck by overtaking vehicle (towards city)	3 (1 Serious)
Right turn into path of P2W (P2W towards city)	2 (1 Serious)
Right turn into path of motorcycle (motorcycle from city)	1
Shunt collision (involving cyclist)	1
Time of day	
Daylight	17 (6 Serious)
Dark	2 (1 Serious)
Road Surface	
Wet/damp	2 (1 Serious)
Dry	17 (6 Serious)

Month	
February	1
March	2 (2 Serious)
April	1 (1 Serious)
May	2 (2 Serious)
June	3 (1 Serious)
July	1
August	3 (1 Serious)
September	1
October	4
November	1
Day of Week	
Monday	4 (1 Serious)
Tuesday	2 (2 Serious)
Wednesday	1 (0 Serious)
Thursday	7 (2 Serious)
Friday	3 (2 Serious)
Saturday	1
Sunday	1
Time of Day	
0800 – 0959	8 (4 Serious)
1000 – 1159	2
1200 – 1359	2 (1 Serious)
1400 – 1559	1
1600 – 1759	1
1800 – 1959	5 (2 Serious)
Causation Factors	
308: Following too close	1
403: Poor turn or manoeuvre	2 (1 Serious)
405: Failed to look properly	10 (4 Serious)
507: Cyclist wearing dark clothing at night	1
602: Careless, reckless or in a hurry	1
701: Stationary or parked vehicles	2 (1 Serious)
706: Dazzling sun	1 (1 Serious)
710: Vehicle blind spot	1 (1 Serious)



Discussion

19 of the 33 recorded collisions (57.6%) have involved a two-wheeled vehicle. Of these 19, 16 (84.2%) were pedal cyclists with motorcyclists making up the remainder of the total. 7 of the 19 (36.8%) resulted in serious injury. 7 collisions (but only 1 KSI) occurred at the Greystones Road junction, of which 5 involved drivers turning right across the path of city-bound cyclists. Similar issues

also exist at the Rustlings Road junction, albeit to a lesser extent numerically, where there have been 4 recorded collisions (2 KSI) of which 3 were similarly drivers turning right across the path of city-bound cyclists.

Whilst the number of collisions at these two locations is high, especially at Greystones Road, the number of 2-wheeler KSIs is currently relatively low. KSIs along this stretch are, with the exception of the Rustlings Road junction, spread along the route. It should be noted that there are a further 2 KSI collisions at the Greystones Road junction involving 4 wheeled traffic (see “Other Collisions” below) which make this junction a location of major concern.

The high number of 2-wheeler collisions during the morning peak could be an indication that traffic volume may be a factor in these collisions, as this is the time when city-bound traffic is likely to be highest. Similarly it is also the time when 2-wheelers are allowed in the bus lanes and general traffic isn't, so drivers (especially right turners) may not be expecting 2-wheelers to be in the bus lane. If traffic in the general traffic lane is moving at a slower speed than traffic in the bus lane then this may account for some of the right-turn collisions.

Other Collisions

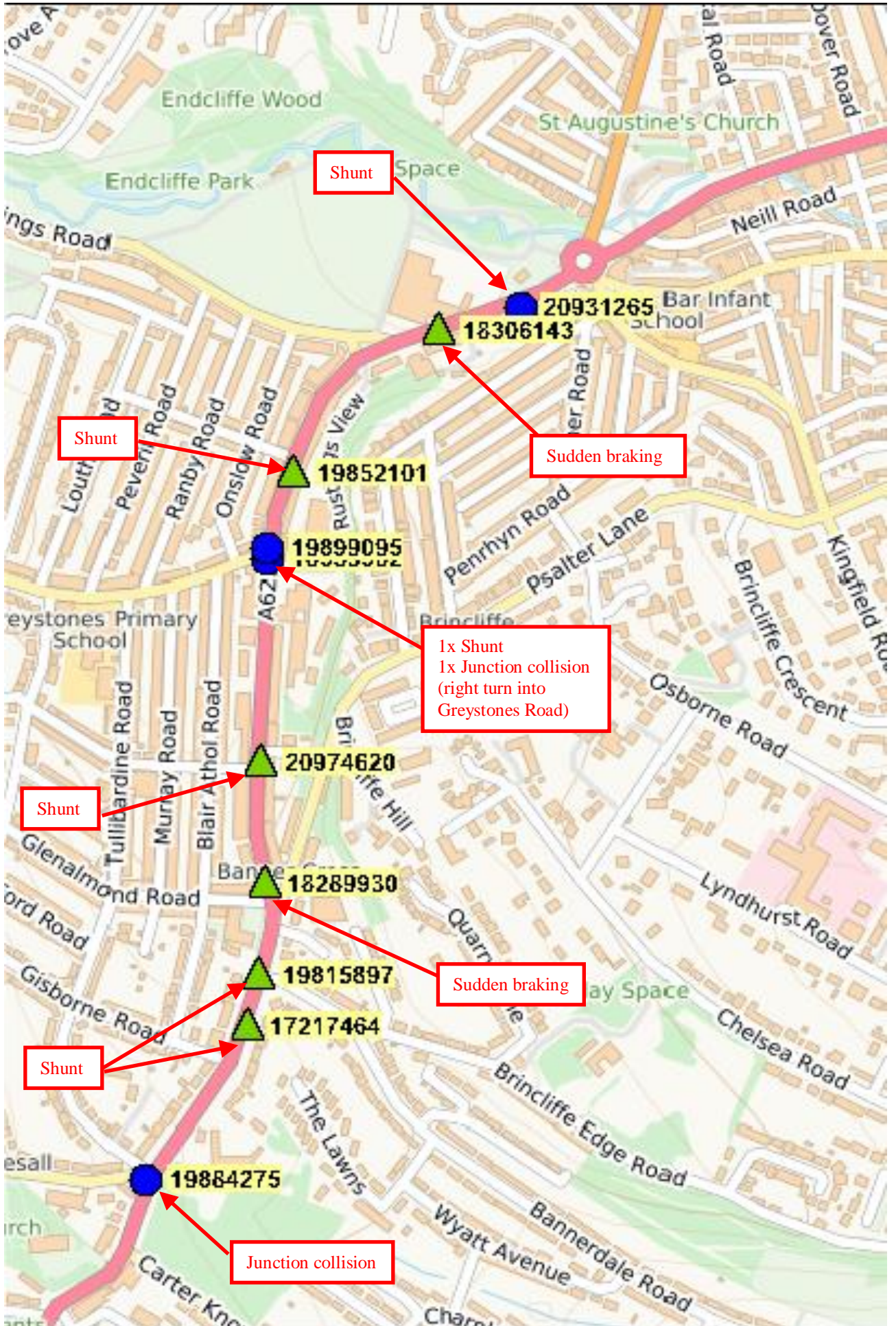
Collision Frequency

	01/08/2017 to 31/07/2018	01/08/2018 to 31/07/2019	01/08/2019 to 31/07/2020	01/08/2020 to 31/07/2021	01/08/2021 to 31/07/2022	Total
Number of Collisions	3	3 (1 Serious)	3 (3 Serious)	1	0	10 (4 Serious)

The types of collision and the causation factors are summarised in the table below.

Contributory factor / Incident	Total number of collisions
Casualty Type	
Car or other 4 wheeled vehicle occupant	10 (4 Serious)
Collision Type	
Sideswipe/Lane change collision (towards city)	1 (1 Serious)
Junction Collision	2 (2 Serious)
Shunt (from city)	2 (1 Serious)
Shunt (towards city)	2
Driver collides with parked vehicle (from city)	1
Bus passenger fell (heavy braking)	2
Time of day	
Daylight	7 (2 Serious)
Dark	3 (2 Serious)
Road Surface	
Wet/damp	4 (3 Serious)
Dry	6 (1 Serious)

Month	
February	2 (1 Serious)
April	1
June	2
August	2
September	1 (1 Serious)
October	1 (1 Serious)
November	1 (1 Serious)
Day of Week	
Tuesday	1 (1 Serious)
Wednesday	2 (1 Serious)
Thursday	4 (1 Serious)
Friday	2 (1 Serious)
Saturday	1
Time of Day	
0600 – 0759	2 (1 Serious)
0800 – 0959	1 (1 Serious)
1000 – 1159	2
1200 – 1359	2 (1 Serious)
1400 – 1559	1
1600 – 1759	1
1800 – 1959	1 (1 Serious)
Causation Factors	
403: Poor turn or manoeuvre	1
405: Failed to look properly	2 (2 Serious)
406: Failed to judge other person's path or speed	3 (3 Serious)
408: Sudden braking	2 (1 Serious)
509: Distraction in vehicle	1
602: Careless, reckless or in a hurry	1
603: Nervous, uncertain or panic	1 (1 Serious)
707: Rain, sleet or fog	1 (1 Serious)
710: Vehicle blind spot	1 (1 Serious)



Discussion

10 of the 33 recorded collisions (30.3%) did not involve a two-wheeled vehicle or a pedestrian. Of these 10, 4 (40%) were recorded as KSIs. Two of the KSIs occurred at the Greystones Road junction (a shunt and a junction turning collision) with the other KSIs occurring at the Ringinglow Road junction and midway between Rustlings Road and Hunters Bar Roundabout. It should be noted that there are also 2 recorded pedestrian KSIs at the Ringinglow Road junction (see above) making 3 in total. The slight accidents are located along the route. These “other” collisions do not, in themselves, give rise to any significant concerns, but they do add weight to the concerns at the Ringinglow Road, Greystones Road and Rustlings Road junctions.

SECTION 5 – CARTER KNOWLE ROAD TO WHIRLOWDALE ROAD

In the period between 1st August 2017 and 31st July 2022 there have been 22 reported personal injury collisions within the limits of the area under investigation, resulting in 31 casualties. Only one of these collisions occurred on the rural section between Long Line and Whirlowdale Road, with the remainder all being on the predominantly urban section northeast of the junction. 10 of the collisions (13 casualties) were KSIs (all serious). This equates to 45.5% of collisions being KSIs, compared to the 10 year national average for urban A roads of 19.6% (source DfT RAS0302). One of the collisions involved a pedestrian (4.5%). Seven collisions (31.8%) involved a two-wheeled vehicle (6 cyclists and 1 motorcyclist). The different types of collisions are discussed in further detail below.

No major patterns are discernible from the date and time of the collisions, but the most collisions noticeably occurred on a Sunday. The ration of collisions in the dark and/or in the wet are in line with what would statistically be expected.

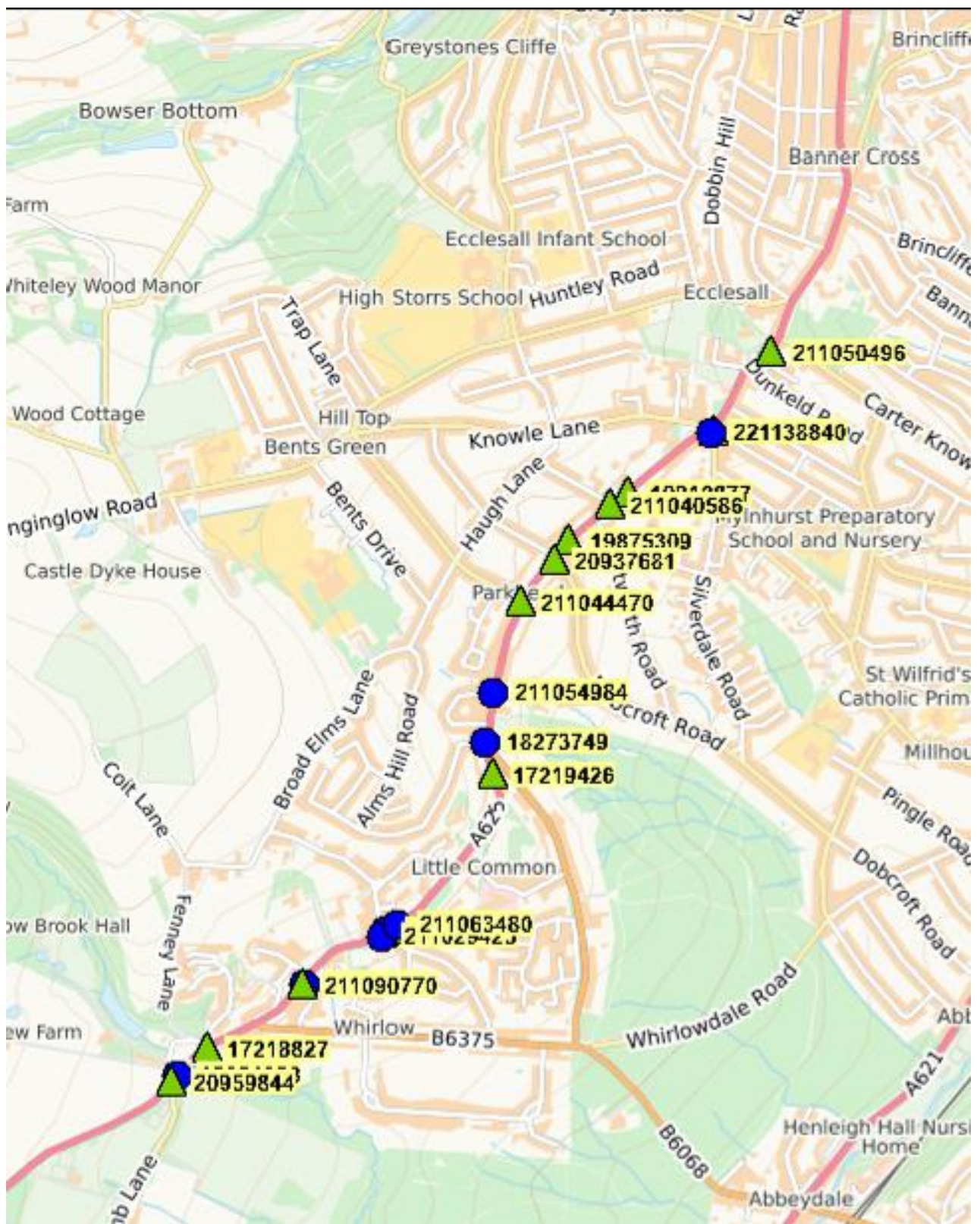
Collision Frequency

	01/08/2017 to 31/07/2018	01/08/2018 to 31/07/2019	01/08/2019 to 31/07/2020	01/08/2020 to 31/07/2021	01/08/2021 to 31/07/2022	Total
Number of Collisions	4 (2 Serious)	3 (2 Serious)	6 (1 Serious)	7 (4 Serious)	2 (1 Serious)	22 (10 Serious)

The types of collision and the causation factors are summarised in the table below.

Contributory factor / Incident	Total number of collisions
Casualty Type	
Pedestrian	1
Cyclist	6 (2 Serious)
Motorcyclist	1 (1 Serious)
Car or other 4 wheeled vehicle occupant	14 (7 Serious)
Collision Type	
Overtaking driver collides with cyclist (towards city)	1
Overtaking driver collides with cyclist (away from city)	2 (1 Serious)
Loss of control (travelling away from city)	2 (1 Serious)
Driver/Driver head-on collision	2 (2 Serious)
Junction Collision	4 (3 Serious)
Pedestrian Collision (vehicle heading towards city)	1
Shunt collision (involving cyclist)	3 (1 Serious)
Shunt	3
Motorcyclist overtaking right turning vehicle	1 (1 Serious)
Driver collides with traffic island	2 (1 Serious)
Bus passenger fell	1
Time of day	
Daylight	17 (5 Serious)
Dark	5 (5 Serious)
Road Surface	
Wet/damp	8 (5 Serious)
Dry	14 (5 Serious)
Month	

January	1 (1 Serious)
February	2 (2 Serious)
March	2 (1 Serious)
April	2 (1 Serious)
May	3 (1 Serious)
June	3 (2 Serious)
July	1
September	4
October	1 (1 Serious)
November	1
December	2 (1 Serious)
Day of Week	
Monday	1
Tuesday	2 (1 Serious)
Wednesday	4
Thursday	3 (2 Serious)
Friday	4 (3 Serious)
Saturday	2 (1 Serious)
Sunday	6 (3 Serious)
Time of Day	
0200 – 0359	2 (2 Serious)
0800 – 0959	2
1000 – 1159	4
1200 – 1359	4 (3 Serious)
1400 – 1559	2
1600 – 1759	2
1800 – 1959	4 (3 Serious)
2000 – 2159	1 (1 Serious)
2200 – 2400	1 (1 Serious)
Causation Factors	
103: Slippery road (due to weather)	1 (1 Serious)
108: Road layout (e.g. bend, hill)	1 (1 Serious)
302: Disobeyed “Give-way” or “Stop” sign/markings	1 (1 Serious)
405: Failed to look properly	6 (3 Serious)
406: Failed to judge other person’s path or speed	4 (2 Serious)
407: Passing too close to cyclist, horse or pedestrian	1 (1 Serious)
408: Sudden braking	1
410: Loss of control	1
501: Impaired by alcohol	2 (2 Serious)
503: Fatigue	1 (1 Serious)
509: Distraction in vehicle	1
602: Careless, reckless or in a hurry	6 (4 Serious)
705: Dazzling headlights	1 (1 Serious)
706: Dazzling sun	1



Cyclist and powered two-wheeler collisions

Collision Frequency

	01/08/2017 to 31/07/2018	01/08/2018 to 31/07/2019	01/08/2019 to 31/07/2020	01/08/2020 to 31/07/2021	01/08/2021 to 31/07/2022	Total
Number of Collisions	1 (1 Serious)	0	1	5 (2 Serious)	0	7 (3 Serious)

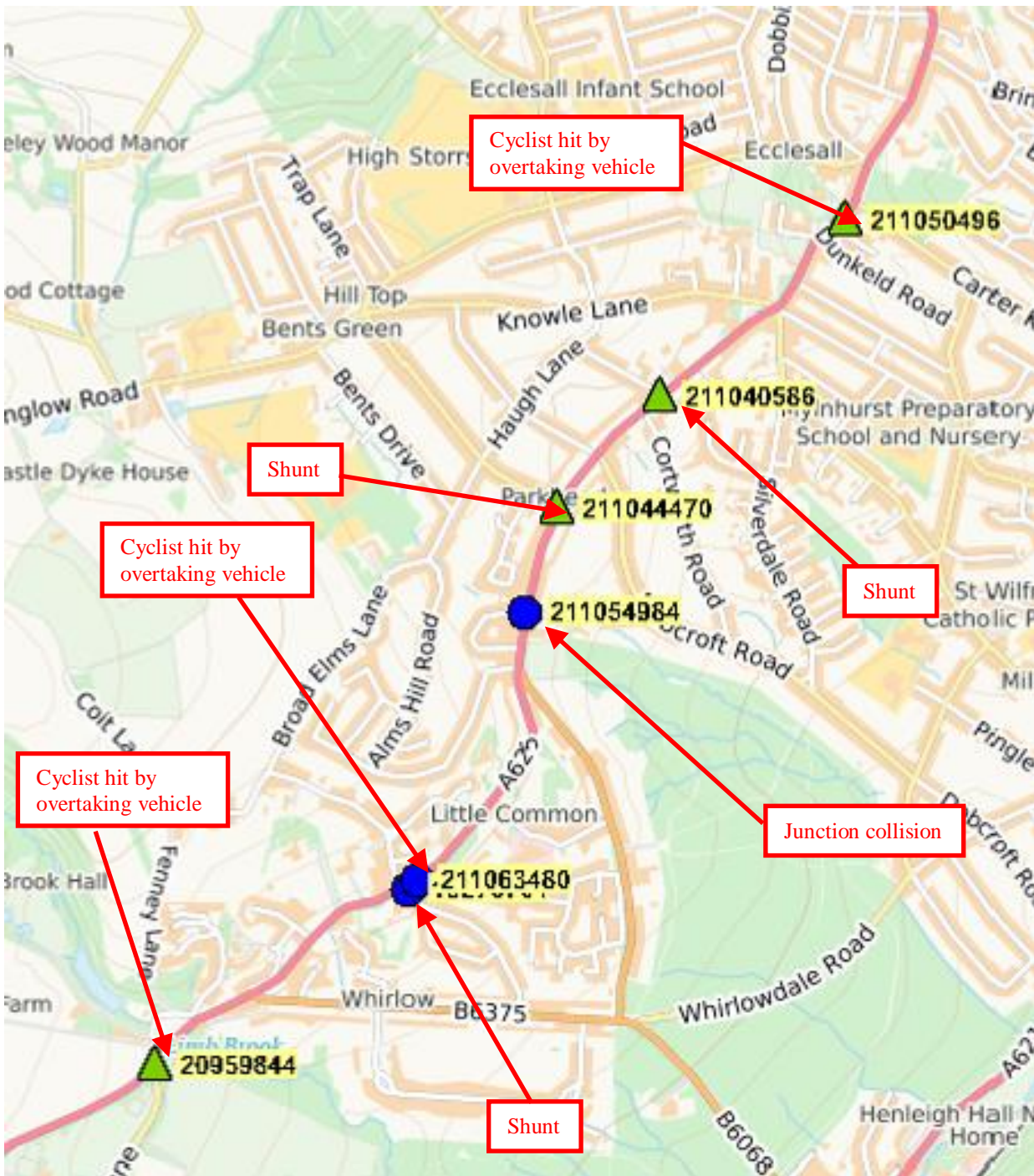
The types of collision and the causation factors are summarised in the table below.

Contributory factor / Incident	Total number of collisions
Casualty Type	
Cyclist	6 (2 Serious)
Motorcyclist	1 (1 Serious)
Collision Type	
Overtaking driver collides with cyclist (towards city)	1
Overtaking driver collides with cyclist (away from city)	2 (1 Serious)
Shunt collision (involving cyclist)	3 (1 Serious)
Motorcyclist overtaking right turning vehicle	1 (1 Serious)
Time of day	
Daylight	7 (3 Serious)
Dark	0
Road Surface	
Wet/damp	0
Dry	7 (3 Serious)
Month	
February	1 (1 Serious)
April	1
May	2
June	3 (2 Serious)
Day of Week	
Tuesday	1 (1 Serious)
Wednesday	2
Thursday	1
Friday	2 (2 Serious)
Sunday	1
Time of Day	
1000 – 1159	2
1200 – 1359	2 (1 Serious)
1800 – 1959	3 (2 Serious)
Causation Factors	
405: Failed to look properly	2 (1 Serious)
406: Failed to judge other person's path or speed	1 (1 Serious)
407: Passing too close to cyclist, horse or pedestrian	1 (1 Serious)
602: Careless, reckless or in a hurry	2 (1 Serious)

Discussion

Six cycle collisions occurred in the first three months following the end of Covid restriction (between April and June 2021). There have been no recorded injury collisions since. Given Covid restrictions finished in the end of March 2021 there would appear to be a direct correlation between these collisions and the return of traffic to the roads. This is not replicated on the remainder of the A625 and appears to be only associated with this section. If the collisions are Covid related then it may be that there are no peduncular issues with cyclist safety along this section, but it is too early to say for certain that this is the case. Cyclist collisions along this route should continue to be monitored, although there is nothing in the collision data to suggest that there is any one location on this section that is a cause for concern.

All the collisions except one occurred in the section of road currently subject to a 40mph limit, including all three of the KSI collisions.



Motor Vehicle Collisions

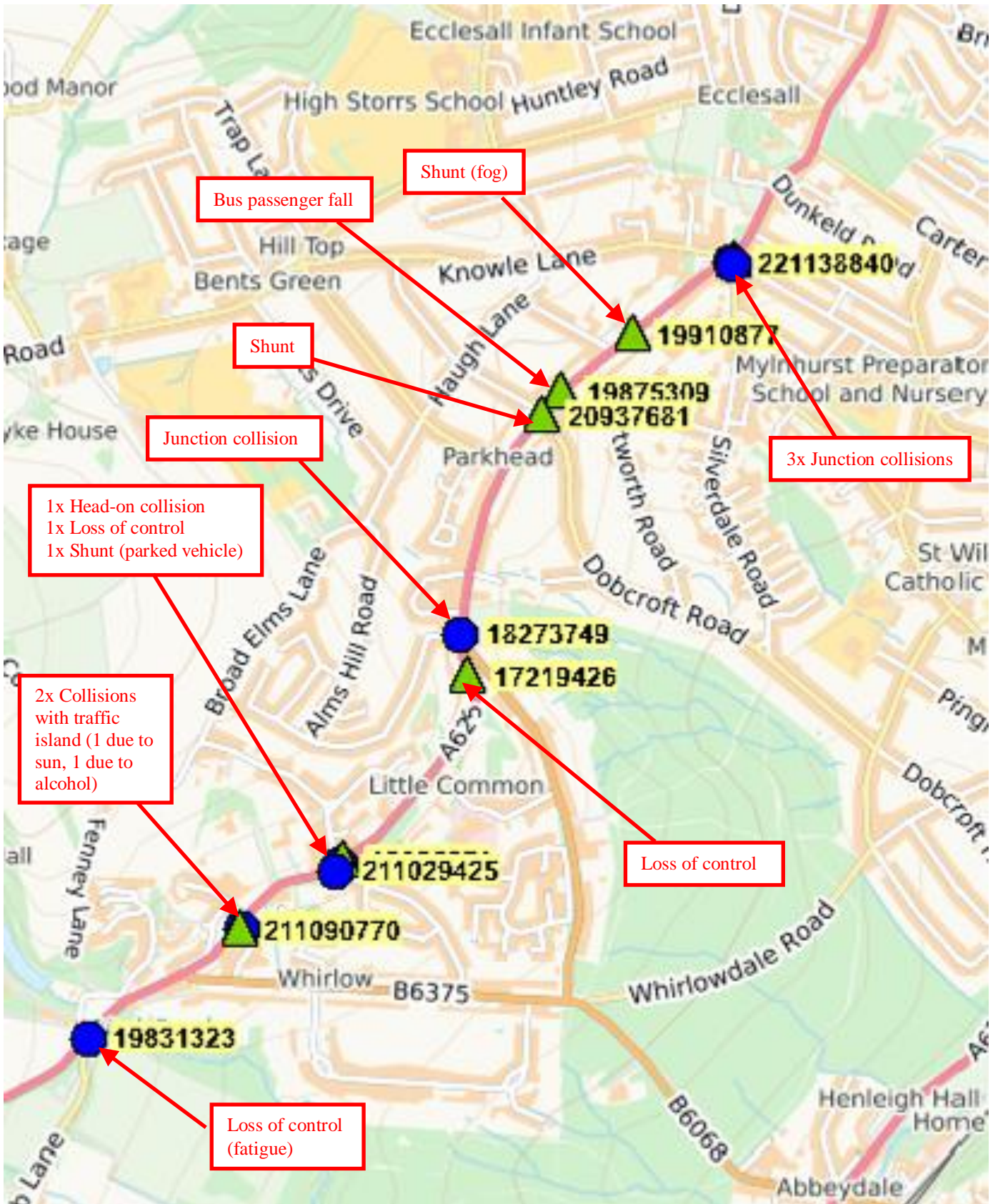
Collision Frequency

	01/08/2017 to 31/07/2018	01/08/2018 to 31/07/2019	01/08/2019 to 31/07/2020	01/08/2020 to 31/07/2021	01/08/2021 to 31/07/2022	Total
Number of Collisions	2 (1 Serious)	3 (2 Serious)	5 (1 Serious)	2 (2 Serious)	2 (1 Serious)	14 (7 Serious)

The types of collision and the causation factors are summarised in the table below.

Contributory factor / Incident	Total number of collisions
Casualty Type	
Car or other 4 wheeled vehicle occupant	14 (7 Serious)
Collision Type	
Loss of control (travelling away from city)	2 (1 Serious)
Driver/Driver head-on collision	2 (2 Serious)
Junction Collision	4 (3 Serious)
Shunt	3
Driver collides with traffic island	2 (1 Serious)
Bus passenger fell	1
Time of day	
Daylight	9 (2 Serious)
Dark	5 (5 Serious)
Road Surface	
Wet/damp	7 (5 Serious)
Dry	7 (2 Serious)
Month	
January	1 (1 Serious)
February	1 (1 Serious)
March	2 (1 Serious)
April	1 (1 Serious)
May	1 (1 Serious)
July	1
September	3
October	1 (1 Serious)
November	1
December	2 (1 Serious)

Day of Week	
Tuesday	1
Wednesday	2
Thursday	2 (2 Serious)
Friday	2 (1 Serious)
Saturday	2 (1 Serious)
Sunday	5 (3 Serious)
Time of Day	
0200 – 0359	2 (2 Serious)
0800 – 0959	1
1000 – 1159	2
1200 – 1359	2 (2 Serious)
1400 – 1559	2
1600 – 1759	2
1800 – 1959	1 (1 Serious)
2000 – 2159	1 (1 Serious)
2200 – 2400	1 (1 Serious)
Causation Factors	
103: Slippery road (due to weather)	1 (1 Serious)
108: Road layout (e.g. bend, hill)	1 (1 Serious)
302: Disobeyed "Give-way" or "Stop" sign/markings	1 (1 Serious)
405: Failed to look properly	4 (2 Serious)
406: Failed to judge other person's path or speed	3 (1 Serious)
408: Sudden braking	1
410: Loss of control	1
501: Impaired by alcohol	2 (2 Serious)
503: Fatigue	1 (1 Serious)
509: Distraction in vehicle	1
602: Careless, reckless or in a hurry	4 (3 Serious)
705: Dazzling headlights	1 (1 Serious)
706: Dazzling sun	1



Discussion

Seven collisions occurred in wet conditions (53.8%) which is higher than average. Of these, 3 were junction collisions, 2 were shunts and the remaining 2 were loss of controls due to the influence of alcohol.

There are minor clusters (3 collisions each) at the junctions of the A625 with Knowle Lane/Millhouses Lane and Whirlow Court Road/Croft Lane. Whilst the collisions at the Whirlow Court Road/Croft Lane junction do not exhibit any pattern all three Knowle Lane/Millhouses Lane accidents were collisions

involving cars pulling out of the side junctions (2 from Knowle Lane and 1 from Millhouses Lane). Two of these resulted in serious injury.

Two of the collisions involved traffic on the mainline travelling out of city (southbound) whilst the other involved a vehicle on the mainline travelling towards city.

The three accidents above are the only ones which occurred within the existing 30mph, with the remainder of the collisions occurring in the stretch which currently has a speed limit of 40mph. Many of the collisions on this stretch are consistent with those that are consistent with higher speeds, although in some collisions other factors are also in play (alcohol, dazzling suns and fatigue). Longer braking distances during wet conditions, especially at higher speeds, would support the conclusion that speeds are a factor given the higher than average proportion of collisions occurring in wet conditions.

Pedestrian Collisions

There is only record of one pedestrian collision on this section of the A625, which suggests that pedestrian safety is not a major issue on this part of the route.