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| 1 | Accident Trends: | |  |  |  |  |  |  |  |  |  |  |
|  | What are the trends in the number of accidents over the years? Are they increasing, decreasing, or stable? | | | | | | | | | |  |  |
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| 2 | Monthly Patterns: | |  |  |  |  |  |  |  |  |  |  |
|  | Which months have the highest number of accidents? Are there seasonal patterns in accident occurrence? | | | | | | | | | |  |  |
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| 3 | Day of the Week Analysis: | | |  |  |  |  |  |  |  |  |  |
|  | On which day of the week do most accidents occur? Are weekends riskier than weekdays? | | | | | | | | |  |  |  |
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| 4 | Severity Distribution: | | |  |  |  |  |  |  |  |  |  |
|  | What is the distribution of accident severity? How many accidents are classified as minor, serious, or fatal? | | | | | | | | | |  |  |
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| 5 | Casualty Analysis: | |  |  |  |  |  |  |  |  |  |  |
|  | What is the average number of casualties per accident? How does this vary by accident severity? | | | | | | | | | |  |  |
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| 6 | Impact of Weather: | |  |  |  |  |  |  |  |  |  |  |
|  | How do different weather conditions affect the number of accidents? Which weather types correlate with higher accident rates? | | | | | | | | | |  |  |
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| 7 | Road Surface Conditions: | | |  |  |  |  |  |  |  |  |  |
|  | How do road surface conditions influence accident severity? Are accidents more severe on wet or icy roads? | | | | | | | | | |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8 | Vehicle Type Involvement: | | |  |  |  |  |  |  |  |  |  |
|  | Which types of vehicles are most frequently involved in accidents? Are there specific vehicle types associated with more severe accidents? | | | | | | | | | | |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9 | Road Type Influence: | | |  |  |  |  |  |  |  |  |  |
|  | How does the type of road (e.g., urban vs. rural) impact accident frequency and severity? | | | | | | | | |  |  |  |
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| 10 | Junction Control: | |  |  |  |  |  |  |  |  |  |  |
|  | How does junction control type (e.g., roundabout, traffic signal) affect accident severity and frequency? | | | | | | | | | |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| 11 | Junction Detail Analysis: | | |  |  |  |  |  |  |  |  |  |
|  | Are there specific junctions or types of junctions that consistently have higher accident rates? | | | | | | | | | |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| 12 | Local Authority Comparison: | | |  |  |  |  |  |  |  |  |  |
|  | Which local authorities have the highest and lowest accident rates? What might contribute to these differences? | | | | | | | | | |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| 13 | Geographic Hotspots: | | |  |  |  |  |  |  |  |  |  |
|  | Where are the geographic hotspots for accidents? Can we map the most dangerous intersections or roads? | | | | | | | | | |  |  |
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| 14 | Time-Based Analysis: | | |  |  |  |  |  |  |  |  |  |
|  | What are the peak hours for accidents? Are there specific times during the day when accidents are more likely to occur? | | | | | | | | | |  |  |
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| 15 | Speed Limit Correlation: | | |  |  |  |  |  |  |  |  |  |
|  | How does the speed limit correlate with the severity of accidents? Are lower speed limits associated with fewer severe accidents? | | | | | | | | | |  |  |
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