

IMPACT OF DRIVERS' BEHAVIOUR ON WORK-RELATED ROAD TRAFFIC ACCIDENTS: A CASE STUDY OF THE UNIVERSITY OF LAGOS

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ABSTRACT

The study focuses on the impact of drivers' behaviors that lead to accidents at the University of Lagos, Akoka. It looks at the trend in accidents based on the rate of occurrence as well as the relationship that exists between accidents and traffic flow within the campus. The work adopted secondary data and primary data. Trend analysis was used to show the accident rate between 2014 and 2014. The study was able to discover that the accident rate within the campus over the space of 10 years was –99.99% which decreased to over 92% between 2014 and 2024. The study also found that the outcome of accidents based on human factors (human behavior, depression, etc) stands at 79% among other factors. Major points of accident frequency were identified in which the new hall and its environs (fuel station, roundabout, new hall shopping complex) have the highest record of accident occurrence. Finally, the study concludes that the standard safety measure for driving within Unilag should be in adherence with what is operating at both the state and local government levels

Keywords: Drivers' Behaviour, Road Traffic Accidents, Trend Analysis, Safety Measures, and Accident Hotspots

INTRODUCTION

One way in which human behavior has changed over time is the extent to which people travel from one place to another. The large amount of fast movement of people and vehicles has created a serious risk of crash injuries and damages arising from transport behaviors (Ogwude 2012). Reported by W.H.O, road transport records the highest number of related crashes/accidents. This has invariably made road traffic accidents a thing of concern for many nations.

A road traffic accident (RTA) is when a road vehicle collides with another vehicle, pedestrian, animal, or geographical or architectural obstacle, resulting in injury, property damage, and death. The rate of road traffic accidents varies from one country to another based on their level of technological advancement. However, unlike developed or high-income countries, many developing countries have made very little progress towards addressing this problem especially in Nigeria, where Lagos is said to record the highest number of road traffic-related accidents. This

fact is drawn from a study carried out by Atubi (2012), which showed Lagos recording a 6-year average of 281.39 accidents per 100,000 population.

The increasing rate of road traffic accidents has been attributed to population explosion and increasing use of motor vehicles, which is mainly seen as a sign of affluence. Ezenwa (2012) stated that the causes of road traffic accidents are multi-factorial; these include the driver factor, vehicle factor, and roadway factor. In developing countries, poor road networks, inadequate traffic infrastructure, and the negative behavior of road users are all contributors. Past studies have shown that the behavior of road users, particularly drivers, plays a significant role.

According to Lum et al. (1995), driver factors alone contribute to about 57 percent of road traffic accidents and 93 percent when combined with other causes. Hajar et al. (2000) observed that a high proportion of RTAs can be attributed to unsafe human acts, with drunk drivers being one of the most visible examples. Atubi (2010) stated that 90 percent of traffic accidents in Lagos are due to reckless driving, ignorance of traffic rules, and excessive speed.

Road traffic accidents are not limited to major highways; they can occur in localized areas like the University of Lagos, which functions both as a workplace and academic environment. Work-related road traffic accidents can lead to injuries, property loss, and economic implications, such as infrastructure damage and medical expenses. Several studies have identified factors influencing such accidents. These include drivers' perception of organizational safety culture, individual workloads, and behavioral attitudes to safety (Newnams et al., 2014).

A safe work environment depends on individuals anticipating threats, respecting safety measures, and contributing to overall improvements. Riskier driving attitudes have been consistently associated with higher accident rates.

Safety on wheels anywhere is a function of good driving behavior. Unsafe and reckless driving, even on narrow roads such as those within the university, often leads to injury or death. Despite the limited size of the university road network, many drivers behave recklessly and without consideration for pedestrians or other vehicles. This behavior results in accidents of various kinds.

Motorized transportation is the dominant means of movement on campus, aside from walking. This has increased the number of vehicles campus shuttles, staff and student cars resulting in peak-hour congestion. While the road network has remained unchanged, the volume of traffic has risen, leading to drivers competing for space and time.

To avoid delays, drivers frequently engage in dangerous behaviors such as overtaking at bends, driving through zebra crossings during pedestrian use, making improper turns, or ignoring right-of-way rules. These actions result in collisions, damaged infrastructure, and risk to pedestrians, who are often harassed by horn-blasting drivers trying to clear the way.

Certain areas have become congestion-prone, such as the entry point to the Faculty of Education, the New Hall roundabout, the shuttle terminal at the Computer Centre, and the Moremi Hall shuttle

stop. These areas show visible signs of damage, including cracked kerbs and bent poles, due to repeated accidents.

These accidents carry emotional and financial costs. Beyond physical damage, they affect the university's environment and aesthetic appeal. They also create obstacles for movement, induce stress in cases of injury or loss, and result in repair costs which often fall to the university when at-fault drivers evade responsibility.

This study aims to determine the impact of drivers' behavior on road accidents within the University of Lagos. The objectives are to: determine the trend in accidents reported in Unilag from 2014 to 2024, evaluate the relationship between traffic volume and accident rate from 2014 to 2015, examine the percentage contributed by human factors as compared to mechanical and environmental causes, identify the hotspots of accident occurrence within the university and Assess the cost effect of accidents on university property over time.

The University of Lagos, established in 1962, operates two campuses: the main one at Akoka, Yaba, and the College of Medicine in Idi-Araba, Surulere. The Akoka campus serves as the central hub for academics and administration. It covers about 802 acres and is bordered by the Lagos Lagoon. The campus hosts multiple faculties, administrative offices, residential hostels, and public spaces, supported by a complex network of roads. This setting makes it an ideal site for examining

patterns of traffic flow and accident frequency.

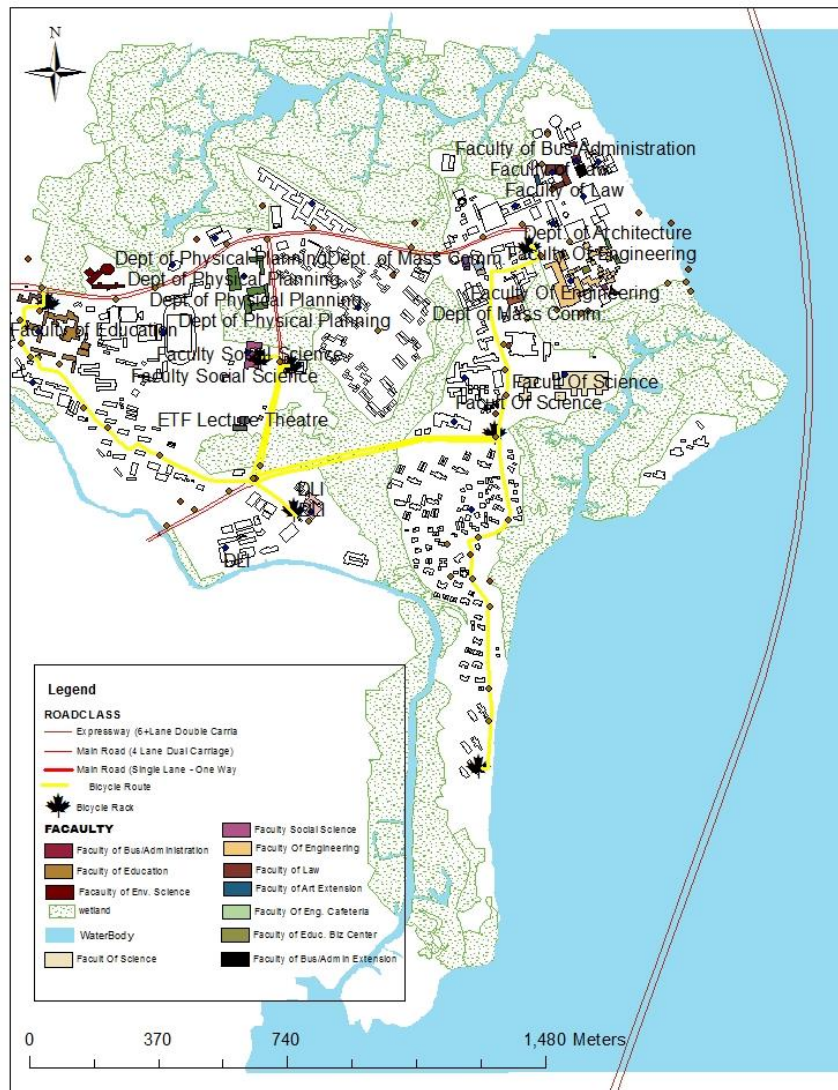


Figure 1: University of Lagos

Literature Review

Relatively few works have been done on the traffic management of the University of Lagos. This part reviews various scholarly works done.

Ibidapo-ObeO. (1999), wrote on private sector participation in transportation. Drivers' behavior can be influenced as a result of continuous checks on the dominant private ownership of cabs and buses, and even private ownership of cars. We need private sector initiative in the education of drivers, erection of signage (road signs), road markings, etc., but his emphasis was on investment problems on the part of the government. On transportation and national economy, he said that key

sector of the economy, such as transportation, needs huge government investments in various modes such as roads, railways, water, and air.

Lawal. I. (1998) wrote on road transportation in the ECOWAS sub-region, and he mentioned improvement in road network and other transportation infrastructure. This would influence drivers' behavior positively, thus improving in road network and other transportation infrastructure like bridges, parks, etc. would, among others, prolong the optimum life span of the vehicles, reduce road accidents, and enhance smooth and underplayed trips. All these would contribute to the profit performance of drivers (as also argued by Yinka Obalade (1999).

Oni S. L. (2008) wrote on 'impacting drivers' behaviors behind the wheel'. The paper examined issues relating to safety as the most important factor considered in heavy freight transport. Although he did not particularly mention the University of Lagos, his comment on the driver's competency (satisfaction that the driver derives while doing his work in a way that is safe in terms of relevant experience is relevant to this study. He talked about training, vehicle suitability, fitness and health, safety equipment, time, and weather conditions as some impacting elements of drivers' behaviors behind the wheel.

He went further to explain that accidents can be considered a major social cost connected with road transport. Road accident imposes a heavy economic cost on the country through lost output and the cost of medical treatment, the time of the police and the court, and also the property damage. Due to traffic accidents, approximately 5% of the population is either killed or disabled temporarily or permanently in their lifetime. This is a catastrophe to society.

A major feature of road transport service revolves largely around the behavior of drivers. In the United States of America and Britain, drivers are subjected to elaborate tests for licensing. These countries have strict guidelines that include a physiological fitness test, a road test, and a written examination.

Restriction on the age of drivers is enforced such that young drivers below eighteen years of age cannot have a driver's license. Limitations of the working hours of professional drivers (long-distance drivers), the hours they can drive continuously within a 24-hour period, called "sleep breaks". The concern with these regulations is on the grounds of safety (accident prevention).

The Federal Road Safety Commission (FRSC) was established (1998) with the main aim of preventing loss of lives on our roads and checking improper driver behavior. The Lagos State Traffic Management Authority (LASTMA) is responsible for the management of traffic in Lagos State.

Drivers' impairment includes tiredness (fatigue), illness, alcohol, inability to understand traffic signs, and drug use (legal or illegal). Speed excluding safe conditions such as the speed for which the road was designed, the road conditions, the weather (fog, rain, ice, and snow, etc.), and the speed of surrounding motorists. Approximately 50% of the population is either killed or disabled temporarily or permanently in their lifetime due to traffic accidents (Oni, 2007).

The article by Hingston et al (1996) was insightful; evidence shows the driver as a sole contributing factor in 94% of crashes in the study. Behavioral changes offered by far the largest opportunity for harm reduction. The poor state of roads and the road environment negatively aided human factors, such as driver fatigue, speeding, drunkenness, which often are responsible for most fatal crashes recorded, especially at night (Odeleye 2007).

Materials and Methodology

Data acquisition

The data used were both primary and secondary. The primary data was the traffic count conducted, while the secondary data was the accident report obtained from the security unit of Unilag and the existing map of Unilag. The SPSS package was used.

The traffic counts of 2014 and 2015 were carried out for 3 days, and the average was obtained for each year. The screen lines were the Main Gate and the Second Gate. Both outward and inbound vehicular traffic were captured at both screen lines for 14 hours each day. 40 field assistants were trained for the count for two days, and they operated two shifts during the period. The first shift started from 6 am to 2 pm, and the second started from 2 pm to 8 pm.

Data Analysis

Data Analysis is sectioned based on the objectives of the study. For objective one, the data collected on accident reports from the security unit of UNILAG was used to determine the trend of accidents within the campus. For objective two, the traffic count conducted in 2014 and 2015 is compared with the accident report of 2014 and 2015. Objective three was analyzed using SPSS to determine the percentage of the different factors. For objective four, the SPSS package was used

to identify the major focus point of accident occurrence, while objective five was based on the assumption of the cost incurred.

Results

Trend in accident reports from 2014 to 2024 (December)

Table 1: shows the data collected from the traffic section, security unit of UNILAG.

Accident Report Yearly	
Year	Accident
2014	68
2015	54
2016	30
2017	22
2018	22
2019	21
2020	14
2021	12
2022	9
2023	6
2024	3

SOURCE: Security unit of UNILAG, 2025

From the year 2014 to 2024, the data is available. The annual accident rate was calculated.

$$\text{Accident rate} \% (P) = \left\{ \left(\frac{f}{s} \right)^{\frac{1}{y}} \right\} - 1$$

where F: value base year

S: value of the 1st year

Y: number of year interval

The base year is 2019 with a value of “21” and the 1st year is 2014 with a value of “68”

The year interval is 2019 – 2014 = 5

$$P = \left\{ \left(\frac{21}{68} \right)^{\frac{1}{5}} \right\} - 1$$

$$P = \left\{ (0.308)^{\frac{1}{5}} \right\} - 1$$

$$P = \{0.0000636\} - 1$$

$$P = -0.9999 \times 100$$

$$P = -99.99\%$$

It therefore shows that the accident rate between the years 2014 to 2024 in Unilag was at –99.99%

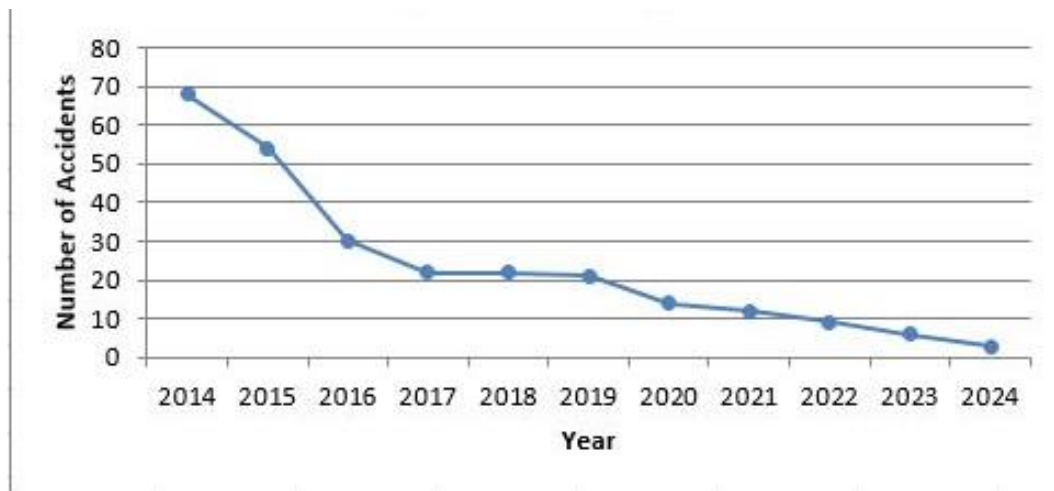


Fig 1: The trend of accident rate in Unilag from 2014 to 2024. SOURCE: Unilag security unit

Relationship between traffic volume and accident rate between 2014 and 2015

Table 3: The traffic count conducted in 2014 and 2015.

2014				2015		
	Main gate	2nd gate	Total	Main gate	2nd gate	Total
Cars	4980	2448	7428	4881	3198	8079
Buses	866	2	868	665	303	968
HDV	36	8	44	25	36	61
Motorcycle	88	67	155	68	103	171
Bicycle	42	34	76	102	28	130
Total	6012	2559	8571	5741	3668	9409

Source: field work

Table 3 illustrates the detailed traffic count data for 2014 and 2015 at both the Main Gate and Second Gate of the University of Lagos campus. The total traffic volume increased from 8,571 in 2014 to 9,409 in 2015, indicating a 9.8% rise. This increase reflects a growing movement of people and vehicles within the campus, possibly due to expanded academic activities, population growth, or increased reliance on private and commercial transportation. Notably, there was a significant rise in the number of bicycles and motorcycles, suggesting a shift toward more flexible or personal modes of transport. While car traffic remained the highest contributor at both gates, the overall increase in traffic volume has implications for road safety and congestion. The observed trend emphasizes the importance of effective traffic management strategies, especially since a related drop in accident rates was recorded during the same period, as shown in Table 4.

Table 4: Shows both the results of traffic counts for 2014 and 2015, respectively, with the accident report for each year

Year	Accident report	Traffic Volume
2014	68	8571
2015	54	9409
Rate of Change	↓ 20.6%	↑ 9.8%

Source: adopted from the traffic count and the accident report

Table 4 presents a comparative analysis of traffic volume and accident reports within the University of Lagos campus for the years 2014 and 2015. In 2014, a total of 68 accidents were recorded with a traffic volume of 8,571, while in 2015, accident reports decreased to 54 despite an increase in traffic volume to 9,409. This represents a 20.6% reduction in accident occurrences alongside a 9.8% increase in traffic volume. Although one might expect accidents to rise with traffic growth, the data suggests an inverse relationship for the period under review. This could imply that measures such as improved traffic management, awareness campaigns, or infrastructural improvements were effective in reducing accidents despite increased usage. However, the relationship between traffic volume and accident occurrence remains evident and should be explored further with additional data points to determine consistent trends and identify long-term safety strategies for campus mobility.

Percentage contributed by human factors as against mechanical and environmental factors

The data presented in the Table 5 reveals a comprehensive breakdown of accident outcomes at the University of Lagos (UNILAG) from January 2014 to August 2024. Over this period, a total of 262 accidents were recorded, with human factors accounting for the majority of incidents 200 cases, representing a striking 79% of the total. This finding underscores the critical role of driver behavior, negligence, and decision-making in accident occurrence. Mechanical factors contributed to 52 accidents (19%), suggesting issues related to vehicle maintenance, brake failure, or system malfunctions. Meanwhile, environmental factors such as weather conditions or poor road surfaces were relatively insignificant, contributing to just 10 cases, or approximately 0.94% of the total. Notably, the annual frequency of accidents shows a declining trend, with the highest number in 2014 (68 cases) and the lowest in 2024 (3 cases as of August). This trend may suggest improved safety measures, awareness campaigns, or changes in campus traffic management strategies.

TABLE 5: The outcome of the accidents over the years

MONTH/YEAR	MECHANICAL FACTOR	HUMAN FACTOR	ENVIRONMENTAL FACTOR	TOTAL
JAN to DEC 2014	13	48	7	68
JAN to DEC 2015	11	43	0	54
JAN to DEC 2016	1	29	0	30
JAN to DEC 2017	5	17	0	22
AUG to Dec 2018	6	15	1	22
JAN to DEC 2019	3	17	1	21
JAN to DEC 2020	4	10	0	14
JAN to DEC 2021	4	8	0	12
JAN to DEC 2022	1	8	0	9
JAN to DEC 2023	2	4	1	7
JAN to AUG 2024	2	1	0	3
TOTAL	52	200	10	262
PERCENTAGE	19%	79%	0.94%	

Source: adopted from the accident report, unilag

Focus points of accidents within the campus

The analysis of accident occurrences across various locations within the University of Lagos from 2014 to 2024 reveals distinct spatial patterns and safety concerns. The New Hall roundabout and Fuel Station area recorded the highest number of accidents, with a total of 63 incidents. This high frequency is likely due to the area's role as a major transportation hub, with heavy vehicular and pedestrian movement, coupled with the presence of the fuel station and proximity to student hostels.

The Chapel/SUG/Sports area followed with 31 recorded cases, reflecting increased activity during religious gatherings, student union events, and sporting activities. The DLI/FSS corridor also showed a high accident rate with 27 incidents, possibly due to academic congestion and student foot traffic. Similarly, the Unilag Pharmacy/Computer Centre and Medical Centre/Science areas each recorded 23 accidents, suggesting a mix of institutional, academic, and medical traffic.

In contrast, areas such as the Faculty of Law/Business Administration and the Fire Station recorded only 4 and 5 incidents, respectively, indicating less exposure to chaotic traffic flow or better safety infrastructure. Notably, no accidents were recorded at the 2nd gate throughout the period. These insights emphasize the need for targeted safety improvements in high-risk zones through enhanced signage, traffic control, and pedestrian safety measures.

Table 6: shows the locations of accident occurrence with Unilag

Locations of accident occurrence for each year													Total
Focus point/Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	
Main gate	4	2		3	1	2	2						14
Education and Environs	6	6		1		2	1	2		2			20
ENV.Sci/WEMA / Multi-purpose		7	1	2	3	2	1	1	1	1			19
Chapel/SUG/Sport	8	8	2	4	4	1	2				2		31
Newhall roundabout/Fuel station/Access Bank	15	15	9	6	4	3	1	5	5				63
Unilag Pharmacy/Computer Centre	5	3	4	2	2	1	2	3		1			23
Fire station	2								1	1	1		5
Mass Com roundabout/ Moremi taxi park	5		5	3		2			1				16
Main auditorium/Senate/Art block car park	9	3		1	1	1	1						16
Faculty of Law/ Bussadmin		1	2			1							4
Medical Centre/Science	6	4	4		5	2	1	1					23
DLI/FSS	8	5	3	1	2	4	2		1	1			27
2nd gate													

Source: Adopted from the accident report, security unit, UNILAG

Figure 2 provides a spatial representation of the University of Lagos' main campus, highlighting key land uses, road networks, and accident hotspots. The map identifies the New Hall Roundabout as a significant access point that connects several vital campus facilities such as hostels, the mosque, the sports center, the multipurpose hall, and faculty buildings. This central location plays a crucial role in internal mobility, accommodating both vehicular and pedestrian traffic. Its strategic position linking various destinations contributes to high traffic density, making it highly susceptible to accident occurrences. The presence of multiple accident hotspots (marked by blue dots) in and around this junction further emphasizes its vulnerability. Moreover, the concentration of road intersections and human activity intensifies the risk, especially during peak hours. Therefore, targeted traffic management interventions and infrastructural redesign around the New Hall Roundabout are essential for enhancing safety and reducing accident rates within the university environment.

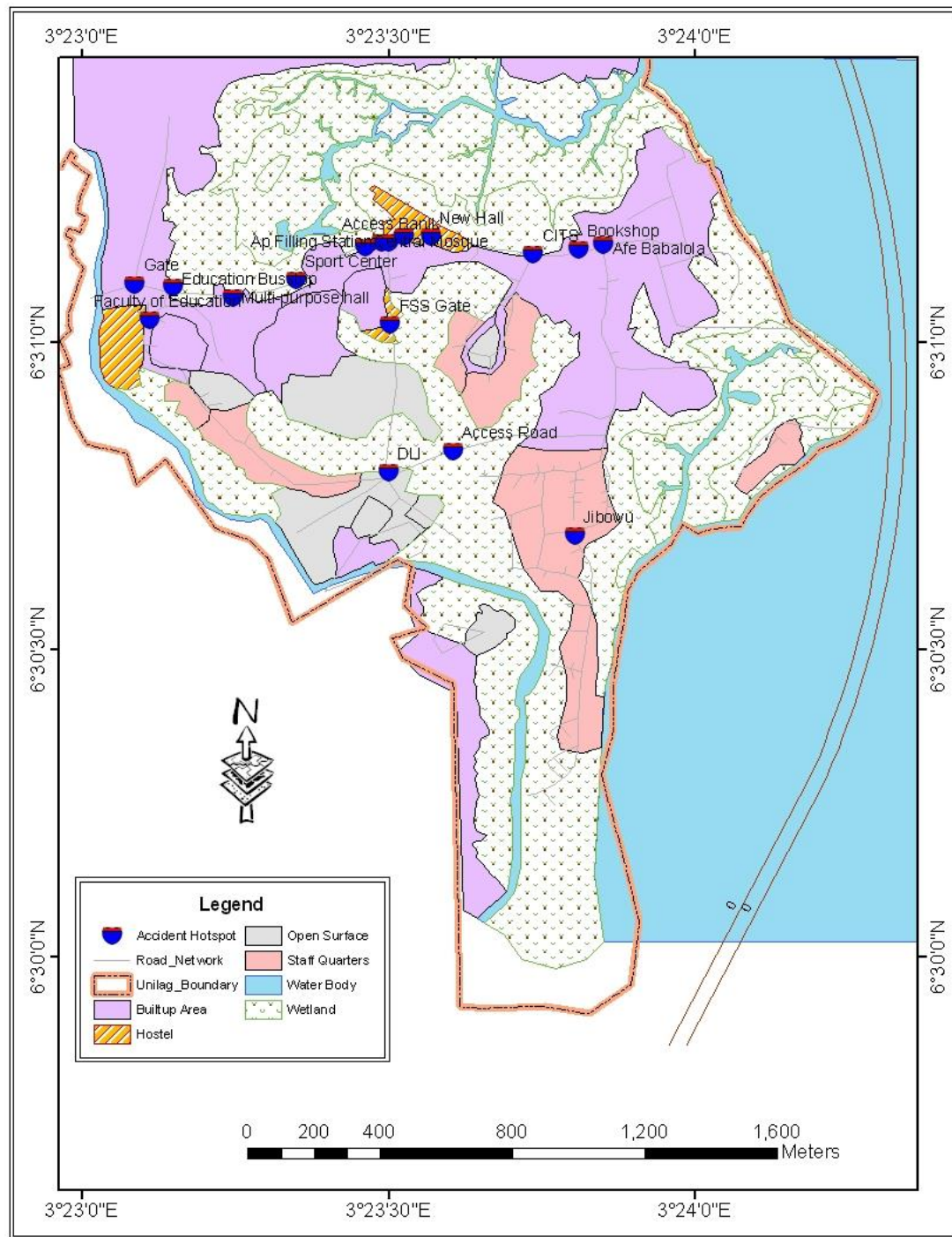


Fig. 2. Accident Points in Unilag

Locations of Accident Occurrence (2014–2024)

The bar chart provides a clear visual representation of traffic accident distribution across different zones within the University of Lagos campus. The Newhall roundabout/Fuel station emerges as

the most accident-prone area, recording the highest number of incidents, over 60 cases, throughout the ten years. This may be attributed to its status as a major traffic convergence point with complex vehicular and pedestrian interactions. Other hotspots include Chapel/SUG/Sport area, DLI/FSS, Unilag Pharmacy/Computer Centre, and Medical Centre/Science, each reporting over 20 cases, indicating high human or vehicular traffic density. In contrast, the 2nd gate and Fire station areas experienced the least number of accidents, with almost negligible or minimal incidents. The clustering of accidents around academic blocks, administrative buildings, and roundabouts suggests infrastructural, behavioral, and environmental factors influencing accident frequency. This data reinforces the need for targeted traffic calming strategies and improved safety signage in critical zones.

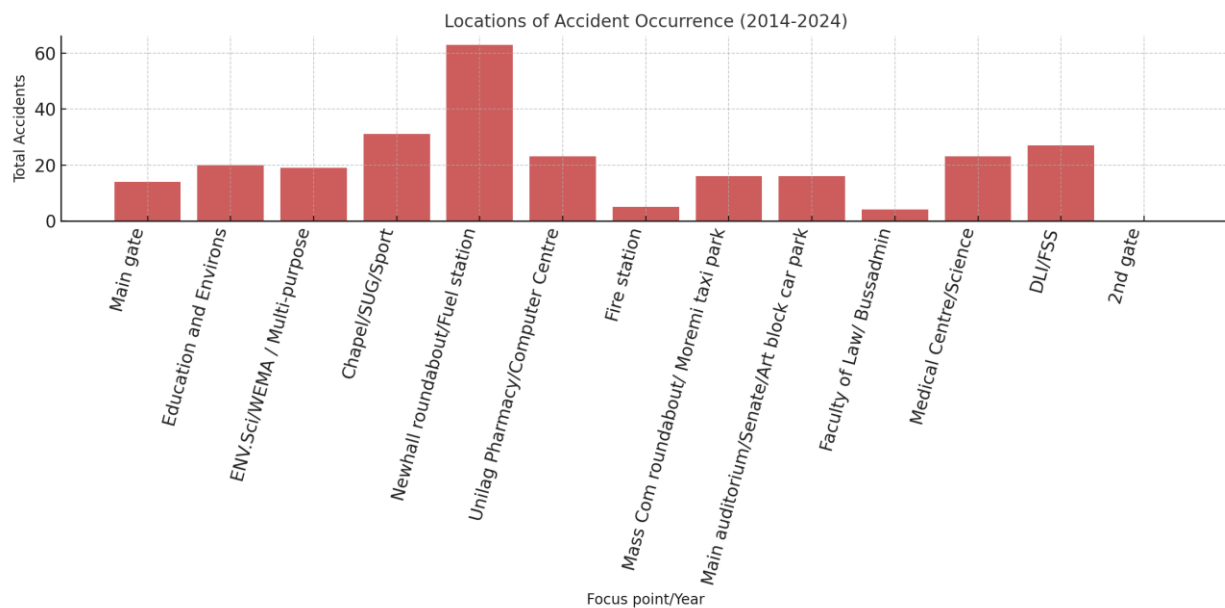


Fig 3: Focus point of the accident occurs.

Cost-Effect of Accidents on the University Property

The table highlights the cost implications of accidents on university property over ten years. Between 2014 and 2024, a total of 58 incidents resulted in damage to physical infrastructure such as sidewalks, medians, side kerbs, and streetlight poles within the University of Lagos campus. These repeated occurrences, though spread across several years, indicate a consistent financial burden on the institution. If a conservative estimate of ₦100,000 is applied to each case of property damage, the university would have incurred a total repair cost of approximately ₦5.8 million. This figure excludes the potential cost of unrecorded or non-visible damages, further emphasizing the economic strain of such incidents. The year 2014 recorded the highest number of property damage cases (16), followed by 2015 (12), while 2024 had no reported property damage so far. The steady

decline in recent years may reflect improved traffic management or reduced vehicular movement, possibly influenced by post-pandemic adjustments.

Table 7: shows the impact of accidents within the campus

Accident report: DAMAGES				
Year/accident type	CAR	Property	human	NON
2014	44	16	8	
2015	41	12	1	
2016	23	7		
2017	20	1	2	
2018	15	4	3	
2019	15	5	2	
2020	10	3		
2021	4	6		
2022	4	2		
2023	3	2	1	
2024	3			
TOTAL	182	58	17	

Source: Adopted from the accident report, security unit, UNILAG

Conclusion

Traffic flow within the campus is on the increase, as motorized transport is the only form of movement within the campus aside from walking. The rate of accident occurrence has decreased over the years, though gradually, but decreased drastically in 2024. Human factor is the highest cause of accidents within the university premises. There exist major points of accident recurrence. An Accident within the premises has a cost-effect on the university as property damage is the next in line after car damage. Most time, these property damages are borne by the institution.

Recommendations

The recommendations are numerous and include:

1. Traffic lights and traffic signs should be placed at least 80m in advance of major junctions and at least 1.5m from the carriageway edge. This would help to regulate and mitigate accidents, especially at the turning by the MRS filling station and the Intercontinental Bank.
2. Advisory signs should be provided that show information in a quick and understandable format. Where literacy may be a problem to the drivers' understanding, pictorial information should be used in preference to text within the University of Lagos.
3. Non-motorized means of transportation should be adopted into the system to ease traffic flow.

4. Laws and penalties should be put in place to regulate drivers' behavior within the school premises
5. There is a need for a workable and sustainable department of transportation or department of traffic management on the campuses where accurate data on traffic movement and obstruction can be kept.

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Appendix

UNILAG ACCIDENT DATA FOR YEAR 2014

S/N	DATE	TIME	NATURE/ TYPE OF ACCIDENT	LOCATION OF ACCIDENT	POSSIBLE CAUSE	IMPACT OF ACCIDENT	VEHICLE NO
1.	7/11/14	14:30	MINOR ACCIDENT	SPORT CENTRE	HUMAN ERROR	CAR DAMAGE	KJA529A W
2.	9/11/4	10:45	LONE ACCIDENT	MOSQUE	HUMAN ERROR	CAR DAMAGE	MUS410B U
3.	17/11/14	13:45	MINOR ACCIDENT	NEW HALL	HUMAN ERROR	CAR DAMAGE	APP518C U
4.	18/11/14	9:30	MINOR ACCIDENT	NEW HALL	HUMAN ERROR	CAR DAMAGE	NIS803A AA
5.	23/11/14	13:30	MINOR ACCIDENT	MEDICAL CENTRE	HUMAN ERROR	CAR DAMAGE	KRD632B G
6.	30/11/14	18:10	MINOR ACCIDENT	CITS	HUMAN ERROR	CAR DAMAGE	EPE267B W
7.	1/12/14	12:05	MINOR ACCIDENT	MAIN GATE	HUMAN ERROR	CAR DAMAGE	EPE709C G
8.	1/12/15	6:30	LONE ACCIDENT	ST THOMAS CATHOLIC CHURCH	HUMAN ERROR	CAR DAMAGE	FST516A P
9.	4/12/14	8:30	LONE	NEW	HUMAN	CAR	ES448AB

S/N	DATE	TIME	NATURE/ TYPE OF ACCIDENT	LOCATION OF ACCIDENT	POSSIBLE CAUSE	IMPACT OF ACCIDENT	VEHICLE NO
			ACCIDENT	HALL	ERROR	DAMAGE	J
10.	8/12/14	6:30	LONE ACCIDENT	WEMA BANK	HUMAN ERROR	CAR DAMAGE	KJA307C G
11.	12/12/14	12:30	MINOR ACCIDENT	MAIN GATE	HUMAN ERROR	CAR DAMAGE	AKD721C U

UNILAG ACCIDENT DATA FOR YEAR 2015

S/N	DATE	TIME	NATURE/ TYPE OF ACCIDENT	LOCATION OF ACCIDENT	POSSIBLE CAUSE	IMPACT OF ACCIDENT	VEHICLE NO
1.	2/1/15	7:10	MINOR ACCIDENT	SPORT CENTRE	HUMAN ERROR	CAR DAMAGE	BDG13A E
2.	26/1/15	17:15	MINOR ACCIDENT	FORTE OIL	HUMAN ERROR	CAR DAMAGE	LSR424X O
3.	27/1/15	12:50	MINOR ACCIDENT	EDUCATION BUS STOP	HUMAN ERROR	CAR DAMAGE	JJJ407BU
4.	9/2/15	8:50	LONE ACCIDENT	FACULTY OF ENVIRONMENTAL	HUMAN ERROR	CAR DAMAGE	EKY615B X
5.	9/2/15	15:20	MINOR ACCIDENT	FSS ROAD	HUMAN ERROR	CAR DAMAGE	JJJ155CN

S/N	DATE	TIME	NATURE/ TYPE OF ACCIDENT	LOCATION OF ACCIDENT	POSSIBLE CAUSE	IMPACT OF ACCIDENT	VEHICLE NO
			NT				
6.	16/2/15	15:00	LONE ACCIDENT	D.L.I CAR PARK	HUMAN ERROR	CAR DAMAGE	BDG736D F
7.	23/2/15	11.00	MINOR ACCIDENT	NEW HALL	HUMAN ERROR	CAR DAMAGE	FST714X K
8.	9/3/15	9:30	LONE ACCIDENT	ABDUL ATTAH	HUMAN ERROR	PROPERTY DAMAGE	LND808B U
9.	12/3/15	3:45	MINOR ACCIDENT	SENATE CAR PARK	HUMAN ERROR	PROPERTY DAMAGE	CM252FS T
10.	17/3/15	13:03	MINOR ACCIDENT	SPORT CENTRE	HUMAN ERROR	CAR DAMAGE	
11.	30/3/15	14:00	MINOR ACCIDENT	BUSINESS ADMIN	HUMAN ERROR	PROPERTY DAMAGE	APP670A L
12.	3/4/15	9:50	MINOR ACCIDENT	CITS	HUMAN ERROR	CAR DAMAGE	AR259AB J
13.	8/4/15	18:30	MINOR ACCIDENT	GTBANK CAR PARK	WRONG WAY	CAR DAMAGE	KTU167C T
14.	10/4/15	5:30	MINOR ACCIDENT	STAFF SCHOOL	LACK OF CONCENTRATION	CAR DAMAGE	LND965C F

S/N	DATE	TIME	NATURE/ TYPE OF ACCIDENT	LOCATION OF ACCIDENT	POSSIBLE CAUSE	IMPACT OF ACCIDENT	VEHICLE NO
15.	16/4/15	14:40	MINOR ACCIDENT	FACULTY OF EDUCATION	HUMAN ERROR	CAR DAMAGE	LND883C Q
16.	21/4/15	16:15	MINOR ACCIDENT	EDUCATION BUS STOP	HUMAN ERROR	CAR DAMAGE	KKH57A A
17.	24/4/15	3:30	LONE ACCIDENT	MOSQUE	HUMAN ERROR	CAR DAMAGE	AGL757D K
18.	25/4/15	14:45	LONE ACCIDENT	BIOBAKU HALL	HUMAN ERROR	PROPERTY DAMAGE	EKY470X F
19.	27/4/15	10:00	MINOR ACCIDENT	WEMA BANK	HUMAN ERROR	CAR DAMAGE	SMK984B F
20.	17/5/15	8:00	MINOR ACCIDENT	UNILAG PHARMACY	HUMAN ERROR	CAR DAMAGE	MUS419D K
21.	25/5/15	9:05	MINOR ERROR	HEALTH CENTRE	HUMAN ERROR	CAR DAMAGE	FST199B R
22.	28/5/15	11:15	MINOR ERROR	FORTE OIL	HUMAN ERROR	CAR DAMAGE	50M63TH
23.	30/5/15	00:20	LONE ACCIDENT	UNILAG PHARMACY	HUMAN ERROR	CAR DAMAGE	BDG633D H
24.	8/6/15	14:10	MINOR ERROR	SPORT CENTRE	HUMAN ERROR	CAR DAMAGE	KRD536A J

S/N	DATE	TIME	NATURE/ TYPE OF ACCIDENT	LOCATION OF ACCIDENT	POSSIBLE CAUSE	IMPACT OF ACCIDENT	VEHICLE NO
25.	25/6/15	12:19	LONE ACCIDENT	FSS	HUMAN ERROR	CAR DAMAGE	AGL115B V
26.	25/6/15	13:54	LONE ACCIDENT	MULTIPURPOSE HALL	LACK OF CONCENTRATION	CAR DAMAGE	APP264LJ
27.	26/6/15	18:00	MINOR ACCIDENT	ISL ROAD	BRAKE FAILURE	CAR DAMAGE	DV120AP P
28.	27/6/15	14:30	LONE ACCIDENT	SPORT CENTRE	HUMAN ERROR	PROPERTY DAMAGE	BT970KT U
29.	28/6/15	15:40	MINOR ERROR	MULTIPURPOSE HALL	HUMAN ERROR	CAR DAMAGE	KJU392A G
30.	1/7/15	10:45	MINOR ERROR	YEM YEM	BRAKE FAILURE	CAR DAMAGE	BXR367X B
31.	17/7/5	12:05	MINOR ERROR	OUTSIDE GATE	HUMAN ERROR	CAR DAMAGE	KTU645C H
32.	19/7/15	10:00	LONE ACCIDENT	SPORT CENTER	HUMAN ERROR	PROPERTY DAMAGE	SMK265C H
33.	24/7/15	16:00	MINOR ERROR	FORTE OIL	HUMAN ERROR	CAR DAMAGE	EKY671D M
34.	26/7/15	17:50	MINOR ERROR	OUTSIDE GATE	HUMAN ERROR	CAR DAMAGE	KTU956D C
35.	6/8/15	20:30	MINOR ERROR	SPORT CENTRE	RECKLESS	SUSTAINED	FG165M5 0

S/N	DATE	TIME	NATURE/ TYPE OF ACCIDENT	LOCATION OF ACCIDENT	POSSIBLE CAUSE	IMPACT OF ACCIDENT	VEHICLE NO
					DRIVING	INJURY	
36.	9/8/15	7:00	LONE ACCIDENT	FIRST BANK	BRAKE FAILURE	CAR DAMAGE	EKY747CF
37.	15/8/15	7:15	LONE ACCIDENT	ACCESS BANK	RECKLESS DRIVING	PROPERTY DAMAGE	AKD69BM
38.	30/8/15	7:40	MINOR ACCIDENT	SPORT CENTRE	HUMAN ERROR	CAR DAMAGE	JJ909AAA
39.	5/9/15	21:00	MINOR ACCIDENT	ENVIRONMENTAL SCIENCE	HUMAN ERROR	CAR DAMAGE	PP556KJA
40.	14/9/15	7:05	LONE ACCIDENT	NEW HALL	BRAKE FAILURE	PROPERTY DAMAGE	LND220DS
41.	16/9/15	16:05	LONE ACCIDENT	BACK OF AUDITORIUM	HUMAN ERROR	CAR DAMAGE	LSR330XK
42.	17/9/15	15:40	LONE ACCIDENT	NEW HALL	BRAKE FAILURE	PROPERTY DAMAGE	FST201AE
43.	18/9/15	12:30	MINOR ACCIDENT	EDUCATION JUNCTION	RECKLESS DRIVING	CAR DAMAGE	MUS586AH
44.	22/9/15	15:00	MINOR ACCIDENT	ISL ROUNDBOUT	RECKLESS DRIVING	CAR DAMAGE	GGE627AX

S/N	DATE	TIME	NATURE/ TYPE OF ACCIDENT	LOCATION OF ACCIDENT	POSSIBLE CAUSE	IMPACT OF ACCIDENT	VEHICLE NO
45.	2/10/15	19:10	LONE ACCIDENT	YEM YEM	HUMAN ERROR	PROPERTY DAMAGE	LSD354D Q
46.	9/10/15	19:00	LONE ACCIDENT	FAGUNWA HALL	HUMAN ERROR	PROPERTY DAMAGE	
47.	10/10/15	0:01	MINOR ACCIDENT	MAIN GATE	HUMAN ERROR	CAR DAMAGE	KRD731A J
48.	10/11/15	10:15	MINOR ACCIDENT	WEMA BANK	MECHANICAL FAULT	CAR DAMAGE	AGL812A S
49.	18/11/15	15:40	MINOR ACCIDENT	ACCESS BANK	HUMAN ERROR	CAR DAMAGE	FG293M5 0
50.	28/11/15	7:00	MINOR ACCIDENT	ACCESS BANK	BRAKE FAILURE	CAR DAMAGE	APP455C G
51.	29/11/15	5:30	LONE ACCIDENT	UBA CAR PARK	HUMAN ERROR	CAR DAMAGE	JJJ790Q
52.	5/12/15	14:00	LONE ACCIDENT	NEW HALL	BRAKE FAILURE	PROPERTY DAMAGE	APP723D K
53.	8/12/15	17:45	MINOR ACCIDENT	EDUCATION JUNCTION	RECKLESS DRIVING	CAR DAMAGE	DSL340D L
54.	12/12/15	10:46	LONE ACCIDENT	MULTIPURPOSE	MECHANICAL	CAR DAMAGE	KJA538D R

S/N	DATE	TIME	NATURE/ TYPE OF ACCIDENT	LOCATION OF ACCIDENT	POSSIBLE CAUSE	IMPACT OF ACCIDENT	VEHICLE NO
			NT	HALL	FAULT		

UNILAG ACCIDENT DATA FOR YEAR 2016

S/N	DATE	TIME	NATURE /TYPE OF ACCIDENT	LOCATION OF ACCIDENT	POSSIBLE CAUSE	IMPACT OF ACCIDENT	VEHICLE NO
1.	19/1/16	16:45	MINOR ACCIDENT	FORTE OIL	HUMAN ERROR	CAR DAMAGE	LSD728A E
2.	26/1/16	7:00	LONE ACCIDENT	ENVIRONMENTAL SCIENCE	BRAKE FAILURE	CAR DAMAGE	GEE134D J
3.	27/1/16	19:16	MINOR ACCIDENT	SPORT CENTRE	HUMAN ERROR	CAR DAMAGE	
4.	31/1/16	17:30	LONE ACCIDENT	MASSAB A CLOSE	HUMAN ERROR	PROPERTY DAMAGE	AGL425D V
5.	3/2/16	11:05		MRS FILLING STATION	RECKLESS DRIVING	INJURIES	XM174S MK
6.	6/2/16	11:30	LONE ACCIDENT	GUEST HOUSE	HUMAN ERROR	PROPERTY DAMAGE	FKJ897D M
7.	17/2/16	13:30	MINOR ACCIDENT	MOREMI CAR PARK	HUMAN ERROR	CAR DAMAGE	CG811AK D

8.	20/216	12:20	MINOR ACCIDE NT	FORTE OIL	HUMAN ERROR	CAR DAMAGE	
9.	9/3/16	11:00	MINOR ACCIDE NT	EMOTEN CLOSE	IMPATIE NT	CAR DAMAGE	LND675D A
10.	21/3/16	14:30	MINOR ACCIDE NT	ACCESS BANK	IMPATIE NT	CAR DAMAGE	FG165M5 0
11.	22/3/16	13:55	MINOR ACCIDE NT	MEDICA L CENTRE	HUMAN ERROR	CAR DAMAGE	MUS881C Q
12.	25/3/16	13:00	MINOR ACCIDE NT	YEM YEM	MECHAN ICAL ERROR	CAR DAMAGE	SMK5000 X
13.	27/3/16	12:25	MINOR ACCIDE NT	ACCESS BANK	RECKLE SS DRIVING	CAR DAMAGE	SMK485A A
14.	28/4/16	13:51	LONE ACCIDE NT	SERVICE AREA	BRAKE FAILURE	PROPERT Y DAMAGE	
15.	30/5/16	20:10	LONE ACCIDE NT	MEDICA L CENTRE	HUMAN ERROR	PROPERT Y DAMAGE	PMC36A
16.	31/5/16	14:10	MINOR ACCIDE NT	NEW HALL	RECKLE SS DRIVING	CAR DAMAGE	BDG299A H
17.	9/6/16	11:00	MINOR ACCIDE NT	PROF SHOFOL UWE PARK	HUMAN ERROR	CAR DAMAGE	EKY530B G
18.	20/6/16	16:30	MINOR ACCIDE	NEW HALL	HUMAN ERROR	CAR DAMAGE	KSF587C H

			NT				
19.	21/7/16	10:35	MINOR ACCIDENT	AFE BAB ALOLA HALL	BRAKE FAILURE	CAR DAMAGE	KTU797A P
20.	26/7/16	18:25	MINOR ACCIDENT	INTERNATIONAL SCHOOL	RECKLESS DRIVING	CAR DAMAGE	AAA949B H
21.	4/8/16	4:20	MINOR ACCIDENT	UNILAG PHARMACY	MECHANICAL ERROR	CAR/PROPERTY DAMAGE	AAA969A H
22.	10/8/16	9:56	MINOR ACCIDENT	MEDICAL CENTRE	HUMAN ERROR	CAR DAMAGE	JJJ690AX
23.	23/8/16	0:07	LONE ACCIDENT	AFE BAB ALOLA HALL	MECHANICAL ERROR	PROPERTY DAMAGE	FKJ626E N
24.	29/8/16	14:00	MINOR ACCIDENT	ACCESS BANK	HUMAN ERROR	CAR DAMAGE	31A115F G
25.	20/9/16	14:15	LONE ACCIDENT	STAFF SCHOOL	HUMAN ERROR	CAR DAMAGE	AKD781A Y
26.	7/10/16	19:45	LONE ACCIDENT	UNILAG	RECKLESS DRIVING	PROPERTY DAMAGE	AAA219A A
27.	13/10/16	19:53	MINOR ACCIDENT	FSS	MECHANICAL ERROR	CAR DAMAGE	MUS624A L
28.	25/10/16	10:30	MINOR ACCIDENT	SPORT CENTRE	HUMAN ERROR	CAR DAMAGE	MB902EK Y
29.	11/11/16	15:00	MINOR	AFE BAB	HUMAN	CAR	KTU915B

			ACCIDENT	ALOLA HALL	ERROR	DAMAGE	K
30.	8/12/16	16:09	MINOR ACCIDENT	UNILAG	BRAKE FAILURE	CAR DAMAGE	FST740DM

UNILAG ACCIDENT DATA FOR YEAR 2017

S/N	DATE	TIME	NATURE /TYPE OF ACCIDENT	LOCATION OF ACCIDENT	POSSIBLE CAUSE	IMPACT	VEHICLE NO
1.	25/1/17	13:30	MINOR ACCIDENT	NEW HALL	BRAKE FAILURE	CAR DAMAGE	FKJ445CD
2.	4/2/17	21:55	MINOR ACCIDENT	IBIDAPO BUILDING	BRAKE FAILURE	PROPERTY DAMAGE	KSF984DC
3.	2/3/17	14:30	LONE ACCIDENT	SPORT CENTRE	BRAKE FAILURE	CAR DAMAGE	AAA204AA
4.	21/3/17	9:45	MINOR ACCIDENT	AFEBAB ALOLA	MECHANICAL ERROR	CAR DAMAGE	AGL259XL
5.	7/4/17	9:30	MINOR ACCIDENT	SPORT CENTRE	MECHANICAL ERROR	CAR DAMAGE	EKY570BN
6.	16/4/17	12:01	MINOR ACCIDENT	SPORT CENTRE	HUMAN ERROR	CAR DAMAGE	KRD450DB
7.	18/4/17	8:35	LONE ACCIDENT	NEW HALL	NEGLECT	CAR DAMAGE	KSF316DM

8.	15/5/17	23:00	LONE ACCIDE NT	CITS ROUNDA BOUT	HUMAN ERROR	CAR DAMAGE	50M85FG
9.	3/6/17	10:30	MINOR ACCIDE NT	UNILAG	MECHAN ICAL ERROR	CAR DAMAGE	KK976EK Y
10.	22/6/17	16:20	MINOR ACCIDE NT	HYDRAU LIC	RECKLE SS DRIVING	INJURY	GGE694D E
11.	1/7/17	12:10	MINOR ACCIDE NT	UBA PARK	HUMAN ERROR	CAR DAMAGE	EKY275B P
12.	30/7/17	22:15	MINOR ACCIDE NT	NEW HALL	HUMAN ERROR	CAR DAMAGE	KTU129C J
13.	2/8/17	14:30	MINOR ACCIDE NT	WEMA BANK	HUMAN ERROR	CAR DAMAGE	KRD603B K
14.	8/8/17	19:36	MINOR ACCIDE NT	SPORT CENTRE	HUMAN ERROR	CAR DAMAGE	MUS395D Y
15.	17/8/17	20:41	MINOR ACCIDE NT	MAIN GATE	HUMAN ERROR	CAR DAMAGE	E9848LS R
16.	29/8/17	11:00	MINOR ACCIDE NT	CHAPEL	BRAKE FAILURE		LSR661C K
17.	10/9/17	8:00	MINOR ACCIDE NT	WORKS	LOST CONTRO L	CAR DAMAGE	KTU610T U
18.	17/10/17	13:00	LONE ACCIDE NT	CITS ROUNDA BOUT	HUMAN ERROR	CAR DAMAGE	AKD698E U

19.	23/10/17	14:15	MINOR ACCIDENT	WEMA BANK	LACK CONCENTRATION	CAR DAMAGE	LSR570D A
19.	1/11/17	10:25	LONE ACCIDENT	MAIN GATE	BRAKE FAILURE	CAR DAMAGE	EKY694A Y
20.	6/11/17	9:08	MINOR ACCIDENT	UNILAG	HUMAN ERROR	CAR DAMAGE	JJJ454DG
21.	14/11/17	17:20	LONE ACCIDENT	EDUCATION BUS STOP	HUMAN ERROR	CAR DAMAGE	AKD528B K
22.	27/12/17	13:13	MINOR ACCIDENT	CAMPUS	HUMAN ERROR	CAR DAMAGE	AAA118B B

UNILAG ACCIDENT DATA FOR YEAR 2018

S/N	DATE	TIME	NATURE /TYPE OF ACCIDENT	LOCATION OF ACCIDENT	POSSIBLE CAUSE	IMPACT OF ACCIDENT	VEHICLE NO
1.	12/1/18	15:15	LONE ACCIDENT	PILOT CLOSE	BRAKE FAILURE	CAR DAMAGE	LSR661CK
2.	22/1/18	13:30	MINOR ACCIDENT	FORTE OIL	HUMAN ERROR	CAR DAMAGE	JJJ467BU
3.	29/1/18	17:30	LONE ACCIDENT	SPORT CENTRE	CARELESS	CAR DAMAGE	LND232FA
4.	24/2/18	9:15	MINOR	FSS	CARELESS	CAR DAMAGE	KSF923DM

5.	1/3/18	12:30	MINOR ACCIDE NT	BOOKSH OP	HUMAN ERROR	CAR DAMAGE	EKY768JY
6.	16/3/18	14:00		FSS	HUMAN ERROR	INJURY SUSTAIN ED	EPE279ES
7.	10/4/18	23:00	LONE ACCIDE NT	FORTE OIL	MECHAN ICAL ERROR	CAR DAMAGE	AGL171ES
8.	18/4/18	14:30	MINOR ACCIDE NT	CITS ROUNDA BOUT	CARELE SS	CAR DAMAGE	AKA564BT
9.	27/5/18	11:02	LONE ACCIDE NT	CHAPEL	HUMAN ERROR	PROPERT Y DAMAGE	GGG542XB
10.	5/6/18	13:01	MINOR ACCIDE NT	MEDICA L CENTRE	BRAKE FAILURE	CAR DAMAGE	FKT357DH
11.	6/7/18	6:55	MINOR ACCIDE NT	ALUMNI OFFICE	CARELE SS	CAR DAMAGE	FIY572DY
12.	14/7/18	12:19	MINOR ACCIDE NT	WEMA BANK	LACK OF CONCEN TRATION	CAR DAMAGE	EPE561XG
13.	2/8/18	23.05	LONE ACCIDE NT	CITS	RECKLE SS DRIVING	PROPERT Y DAMAGE	FKJ968FC
14.	8/8/18	15:30	LONE ACCIDE NT	MAIN GATE	RECKLE SS DRIVING	INJURY SUSTAIN ED	JJJ363BG
15.	6/9/18	11.45	MINOR ACCIDE NT	WEMA BANK	BRAKE FAILURE	PROPERT Y DAMAGE	GEE28BQ

16.	13/10/18	5:50	LONE ACCIDENT	MEDICAL CENTRE	MECHANICAL ERROR	PROPERTY DAMAGE	KRD643BZ
17.	7/10/18	14:25	MINOR ACCIDENT	MEDICAL CENTRE	IMPATIENT	CAR DAMAGE	EPE577DR
18.	19/10/18	11:47	MINOR ACCIDENT	WEMA BANK	HUMAN ERROR	INJURY SUSTAINED	KRD624QF
19.	8/11/18	22:03	MINOR ACCIDENT	SPORT CENTRE	HUMAN ERROR	CAR DAMAGE	KTU499DK
20.	22/11/18	9:35	LONE ACCIDENT	SPORT CENTRE	HUMAN ERROR	CAR DAMAGE	FKJ615CU
21.	11/12/18	10:45	LONE ACCIDENT	FACULTY OF ART	MECHANICAL ERROR	CAR DAMAGE	KSF422CE
22.	24/12/18	16:30	LONE ACCIDENT	STAFF SCHOOL	MECHANICAL ERROR	CAR DAMAGE	FST97CK

UNILAG ACCIDENT DATA FOR YEAR 2019

S/N	DATE	TIME	NATURE /TYPE OF ACCIDENT	LOCATION OF ACCIDENT	POSSIBLE CAUSE	IMPACT OF ACCIDENT	VEHICLE NO
1.	19/1/19	11:54	LONE ACCIDENT	MULIPURPOSE HALL	HUMAN ERROR	CAR DAMAGE	LSR189DR
2.	18/2/19	11:43	LONE ACCIDENT	ST THOMAS CATHOLIC	HUMAN ERROR	PROPERTY	AGL956CD

			NT	C CHURCH		DAMAGE	
3.	27/2/19	16:30	MINOR ACCIDENT	EDUCATION BUSSTOP	HUMAN ERROR	CAR DAMAGE	50M203FG
4.	2/3/19	10:30	LONE ACCIDENT	MAIN GATE	MECHANICAL ERROR	CAR DAMAGE	LSR675IS
5.	23/3/19	7:00	MINOR ACCIDENT	CAMPUS	HUMAN ERROR	CAR DAMAGE	AGL247BE
6.	12/4/19	19:30	LONE ACCIDENT	FORTE OIL	IMPATIENT	INJURY SUSTAINED	EPE933FF
7.	7/5/19	11:45	MINOR ACCIDENT	MEDICAL CENTRE	HUMAN ERROR	CAR DAMAGE	KTU356BZ
8.	20/5/19	7:20	MINOR ACCIDENT	ACCESS BANK	HUMAN ERROR	INJURY SUSTAINED	EPE470DL
9.	20/6/19	6:50	MINOR ACCIDENT	MOREMI	BRAKE FAILURE	PROPERTY DAMAGE	EKY434BK
10.	22/6/19	7:30	LONE ACCIDENT	ISL ROAD	HUMAN ERROR	CAR DAMAGE	LSR91FT
11.	1/7/19	11:15	MINOR ACCIDENT	ENVIRONMENTAL	HUMAN ERROR	CAR DAMAGE	KJA519XK
12.	21/7/19	8:30	MINOR ACCIDENT	SODEHIN DE HALL	BRAKE FAILURE	PROPERTY DAMAGE	KRD514BZ

13.	7/18/19	14:30	LONE ACCIDENT	MAIN GATE	HUMAN ERROR	CAR DAMAGE	GGE648B H
14.	5/9/19	17:25	MINOR ACCIDENT	YEM YEM	HUMAN ERROR	CAR DAMAGE	APP233B P
15	13/9/19	11:00	LONE ACCIDENT	MASS COM	MECHANICAL ERROR	CAR DAMAGE	LND323F X
16.	25/10/19	19:00	LONE ACCIDENT	SUB	BRAKE FAILURE	CAR&PR OPERTY DAMAGE	GGE848A G
17.	8/11/9	9:30	MINOR ACCIDENT	COMMERCIAL LANE	IMPATIENT	CAR DAMAGE	LSR222P H
18.	29/11/19	18:30	MINOR ACCIDENT	DLI ROUNDABOUT	DRUNK DRIVING	CAR DAMAGE	EPE364D V
19.	29/11/19	19:10	MINOR ACCIDENT	MEDICAL CENTRE	HUMAN ERROR	CAR DAMAGE	KTU614C U
20.	13/12/19	12:17	LONE ACCIDENT	UNILAG PHARMACY	HUMAN ERROR	PROPERTY DAMAGE	MUS747E X
21.	19/12/19	8:10	MINOR ACCIDENT	EDUCATION BUSSTOP	HUMAN ERROR	CAR DAMAGE	LSR540F W

UNILAG ACCIDENT DATA FOR YEAR 2020

S/N	DATE	TIME	NATURE /TYPE OF ACCIDENT	LOCATION OF ACCIDENT	POSSIBLE CAUSE	IMPACT OF ACCIDENT	VEHICLE NO
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			NT				
1.	25/1/20	14:05	LONE ACCIDENT	SENATE BUILDING	BRAKE FAILURE	CAR DAMAGE	KSF711FJ
2.	3/2/20	18:50	LONE ACCIDENT	EDUCATION	HUMAN ERROR	CAR DAMAGE	ABI178CA
3.	1/3/20	23:00	MINOR ACCIDENT	CITS ROUNDBOUT	HUMAN ERROR	CAR DAMAGE	FST926FK
4.	14/3/20	8:30	LONE ACCIDENT	ISL ROAD	LOST CONTROL	CAR DAMAGE	BDJ782RJ
5.	18/3/20	17:55	MINOR ACCIDENT	SPORT CENTRE	HUMAN ERROR	CAR DAMAGE	JJJ329AU
6.	4/4/20	14:10	LONE ACCIDENT	UBA CAR PARK	HUMAN ERROR	CAR DAMAGE	FKJ184FU
7.	27/5/20	14:30	MINOR ACCIDENT	FACULTY OF LAW	HUMAN ERROR	CAR DAMAGE	LND660GJ
8.	11/6/20	10:43	MINOR ACCIDENT	MBONU OJIKE	HUMAN ERROR	CAR DAMAGE	LSR260AM
9.	23/6/20	9:41	LONE ACCIDENT	MAIN GATE	HUMAN ERROR	NO DAMAGE	LSR529GH
10.	10/7/20	13:45	MINOR ACCIDENT	WEMA BANK	HUMAN ERROR	CAR DAMAGE	SMK344GF
11	.30/8/20	11:06	LONE	HIGH	HUMAN	PROPERT	AAA862F

			ACCIDENT	RISE	ERROR	PROPERTY DAMAGE	Y
12.	5/10/20	9:40	LONE ACCIDENT	NEW HALL	BRAKE FAILURE	PROPERTY DAMAGE	KJA423GG
13.	13/12/20	8:15	LONE ACCIDENT	ST THOMAS CATHOLIC	BRAKE FAILURE	PROPERTY DAMAGE	JJJ464GB
14.	25/12/20	7:40	MINOR ACCIDENT	PHYSICAL PLANNING	HUMAN ERROR	CAR DAMAGE	FG278M50

UNILAG ACCIDENT DATA FOR YEAR 2021

S/N	DATE	TIME	NATURE /TYPE OF ACCIDENT	LOCATION OF ACCIDENT	POSSIBLE CAUSE	IMPACT OF ACCIDENT	VEHICLE NO
1.	8/1/21	17:25	MINOR ACCIDENT	FORTE OIL	MECHANICAL ERROR	CAR DAMAGE	LSD303CF
2.	10/3/21	12:40	LONE ACCIDENT	SPORT CENTRE	HUMAN ERROR	PROPERTY DAMAGE	MUS477GK
3.	12/4/21	16:46	MINOR ACCIDENT	SERVICE AREA	HUMAN ERROR	CAR DAMAGE	M50162FG
4.	13/5/21	8:13	LONE ACCIDENT	MBONU EJIKU	HUMAN ERROR	CAR DAMAGE	AGL159GL
5.	18/6/21	18:25	MINOR ACCIDENT	EDUCATION	HUMAN		GGE637X

			NT	ON	ERROR		E
6.	26/6/21	18:30	LONE ACCIDE NT	ENI JOKU	BRAKE FAILURE	PROPERT Y DAMAGE	LND519D G
7.	14/7/21	21:30	MINOR ACCIDE NT	OZOLUA	BRAKE FAILURE	PROPERT Y DAMAG	KTU372F C
8.	9/8/21	22:00	LONE ACCIDE NT	WEMA BANK	HUMAN ERROR	PROPERT Y DAMAGE	AGL878F T
9	6/9/21	5:45	MINOR ACCIDE NT	MARITI ME	BRAKE FAILURE	PROPERT Y DAMAGE	KSF468H A
10.	20/9/21	22:00	LONE ACCIDE NT	CITS ROUNDA BOUT	RECKLE SS DRIVING	PROPERT Y DAMAGE	LSR841FJ
11.	5/11/21	15:45	MINOR ACCIDE NT	ACCESS BANK	HUMAN ERROR	CAR DAMAGE	AGL788G H
12.	16/12/21	14:20	LONE ACCIDE NT	RANSOM E KUTI	HUMAN ERROR		EKY386B V

UNILAG ACCIDENT DATA FOR YEAR 2022

S/N	DATE	TIME	NATURE /TYPE OF ACCIDE NT	LOCATI ON OF ACCIDE NT	POSSIBL E CAUSE	IMPACT OF ACCIDE NT	VEHICL E NO
1.	1/1/22	12:55	MINOR ACCIDE NT	ACCESS BANK	HUMAN ERROR	CAR DAMAGE	FKJ580G H

2.	29/1/22	6:22	MINOR ACCIDENT	ENVIRONMENTAL SCIENCE	HUMAN ERROR		MUS809GL
3.	10/2/22	10:30	MINOR ACCIDENT	YEM YEM	HUMAN ERROR		EKY711DF
4.	23/4/22	16:00	LONE ACCIDENT	WATER CORPERATION	HUMAN ERROR	PROPERTY DAMAGE	LSR303EL
5.	17/6/22	13:20	LONE ACCIDENT	CHAPEL	HUMAN ERROR	CAR DAMAGE	MUS303HD
6.	3/7/22	14:15	MINOR ACCIDENT	COMMERCIAL ROAD	BRAKE FAILURE	CAR DAMAGE	AAA667CC
7.	17/9/22	16:10	LONE ACCIDENT		HUMAN ERROR	PROPERTY DAMAGE	AGL330FB
8.	3/12/22	20:45	LONE ACCIDENT	NEW HALL	HUMAN ERROR		KJA819HD
9.	10/12/22	19:52	MINOR ACCIDENT		HUMAN ERROR	CAR DAMAGE	50M39FG

UNILAG ACCIDENT DATA FOR 2023

S/N	DATE	TIME	NATURE /TYPE OF ACCIDENT	LOCATION OF ACCIDENT	POSSIBLE CAUSE	IMPACT OF ACCIDENT	VEHICLE NO
1.	5/1/23	20:51	LONE ACCIDENT	ENVIRONMENTAL	HUMAN		GGE479G

			NT	L	ERROR		G
2.	17/3/23	14:30	LONE ACCIDENT	FIRE STATION	BRAKE FAILURE	PROPERTY DAMAGE	AAA37GU
3.	20/4/23	13:20		FOUNDATION	HUMAN ERROR	CAR DAMAGE / INJURIES	KJA620AX
4.	31/5/23	18:15	MINOR ACCIDENT	RANSOM E KUTI	HUMAN ERROR	CAR DAMAGE	EPE339HW
5.	21/10/23	8:00	MINOR ACCIDENT	EDUCATION	HUMAN ERROR	CAR DAMAGE	BDG380FW
6.	25/11/23	6:00	LONE ACCIDENT	YEM YEM	BRAKE FAILURE	PROPERTY DAMAGE	LSD297XN

UNILAG ACCIDENT DATA FOR YEAR 2024

S/N	DATE	TIME	NATURE/ TYPE OF ACCIDENT	LOCATION OF ACCIDENT	POSSIBLE CAUSE	IMPACT OF ACCIDENT	VEHICLE NO
1.	10/8/24	6:30	MINOR ACCIDENT	SPORT CENTRE	HUMAN ERROR	PROPERTY DAMAGE	FST694GA
2.	3/9/24	14:05	LONE ACCIDENT	CHAPEL	BRAKE FAILURE	PROPERTY DAMAGE	EPE462HJ
3.	13/12/24	21:30	LONE	HYDRAU	BRAKE	PROPERTY	SMK456J

			ACCIDENT	LIC	FAILURE	Y DAMAGE	A
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