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Tetra Tech

Land North East of M42 Junction 10, North Warwickshire
Proposed Employment Use and Lorry Park

Safety Risk Assessment

Report No. NS24/924/SRA

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REPORT CONTROL		
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Contents

1. INTRODUCTION AND SCHEME DETAILS

1.1. This report results from a GG 104 Safety Risk Assessment (SRA) of the highway works associated with a proposed development on land to the north east of M42 Junction 10 for up to 100,000sqm of B8 use, of which up to 10,000sqm could be flexible E(g)(iii)/B2/B8 use, and a 150 space lorry park and associated 400sqm amenity block. The location plan for the development site and the Area of Interest for the GG 104 is shown in Figure 1.1 below.

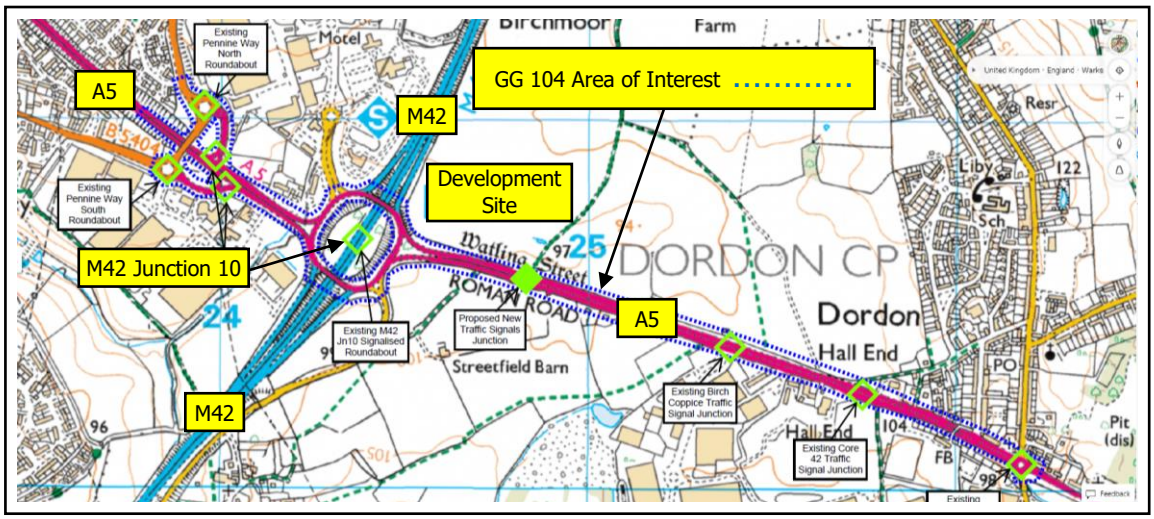


Figure 1.1: Location Plan and Area of Interest

1.2. M42 Junction 10, its slip roads and the A5 are on the strategic road network (SRN) and controlled by National Highways (NH). The side roads within the Area of Interest are in the control of either Warwickshire County Council (WCC) and are located generally east of Junction 10, or Staffordshire County Council (SCC) and are located generally west of Junction 10.

1.3. It has been agreed with NH, WCC and SCC to assess the impact of the proposed development on the A5 between and including the roundabout junctions with Pennine Way in the West to Dordon Roundabout in the east. This section of the A5 includes merges/diverges to the B5080 Pennine Way and B5404 Quarry Hill, the traffic signal controlled Junction 10 interchange with the M42, the A5/Birch Coppice Business Park signal controlled junction and the A5/Core 42 Business Park junction. Other minor junctions and accesses have not been assessed and are not included in the agreed network. All of the existing roads within the GG 104 Area of Interest are street lit.

1.4. The highway works (the Activity – see paragraph 2.2) comprise the following development site access arrangements and local mitigation works, the latter designed to reduce queues and delays and to improve accessibility for pedestrians and cyclists: -

- A new traffic signal controlled junction on the A5 to provide access to the development site;
- Widening of the A5 eastbound approach to M42 Junction 10 to provide 3 lanes;

- Widening the Junction 10 circulatory carriageway to 4 lanes on the approach to Green Lane;
- Signal controlled pedestrian and cycle crossing of the Green Lane approach;
- Signal controlled pedestrian and cycle crossing of the M42 northbound on-slip;
- Signal controlled pedestrian and cycle crossing of the M42 southbound off slip;
- Signal controlled pedestrian crossing of the A5 at the proposed site access junction;
- Signal controlled pedestrian and cycle crossing of the proposed site access junction;
- Extended 4 lane flared section on the A5 westbound approach to M42 Junction 10;
- Improved shared foot/cycleway on the north side of the A5 between the site access and the Pennine Way north roundabout, including the northern part of Junction 10;
- A new separate 3.0m wide offline shared foot/cycleway between the site access and the A5 near to Browns Lane, Dordon;
- A foot-cycle connection to Bridleway AE45 and to Footpath AE46, both of which lie on the eastern boundary of the development site;
- A reduction from the National Speed Limit of 70mph to a 50mph speed limit on the A5 from a point 120m west of the Pennine Way overbridge to the existing 50mph speed limit which commences 220m east of the development site access junction;
- A new footpath/bridleway to connect from AE46 to Barn Close in Dordon;
- A new footpath/bridleway to connect from AE46 to the A5;
- The removal and relocation of the existing bus stop/layby to the east of the site access.

1.5. The scheme drawings for the M42 Junction works, the development site access, and the works on the A5 are attached at Appendix A.

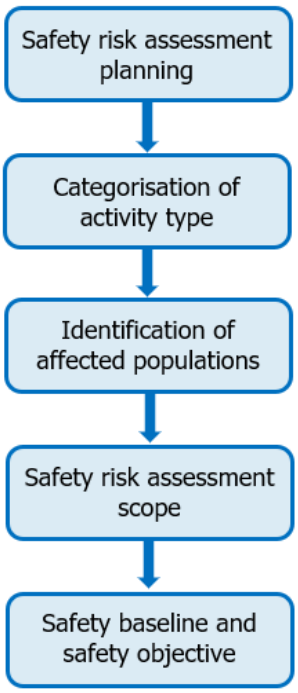
1.6. The terms of reference for this assessment are as described in GG 104 in the Design Manual for Roads and Bridges (Requirements for Safety Risk Assessments). GG 104 stipulates that safety risk assessments are required to support projects, decision making and activities that can have an impact on the strategic road network and the different relevant populations associated with it. These populations include those who work or travel on the network or are affected by it, such as those who live or work close by, or travel on adjoining highways.

1.7. The development and the associated highway works have been the subject of a Transport Assessment & Addendum and a Framework Travel Plan, prepared by Tetra Tech in 2023, and a Walking, Cycling and Horse-Riding Assessment prepared by Drummond Black in October 2022.

1.8. This report evaluates the risks associated with the proposed highway works for all the relevant populations. It is intended that the document shall develop and evolve as the detailed design and construction phases progress.

2. SAFETY RISK ASSESSMENT PROCESS

2.1 The initial planning and preparation prior to undertaking the safety risk assessment is shown in the flowchart below, taken from GG 104 Figure 2.1N.



Safety Risk Assessment Planning

2.2 The process is designed to be flexible to allow it to be proportionate to the complexity of the activity being assessed; the activity is defined as follows: -

Works on the strategic and local road networks to reduce the impact on vehicle movements and flows associated with the proposed development, comprising amendments to the M42 Junction 10 and slip roads, the A5 and local road junctions, the site access junction and the provisions for pedestrians and cyclists throughout the scheme.

2.3 The starting point is to define what is to be achieved through the process. The question being considered is – *how do the highway works – the activity - change the exposure to safety risk for the affected populations?* This involves defining how the safety risk shall be assessed and managed for all populations as a result of the highway works and additional traffic movements associated with the development.

2.4 The evaluation of changes in risk shall reference the collision history within the scope of the activity in order to establish appropriate safety baselines and safety objectives. Other factors shall also be referenced to feed into the safety baselines and safety objectives, such as safe working practices, risk registers, incident logs and maintenance records.

2.5 This safety risk assessment shall identify, analyse, and evaluate any perceived risks for all populations throughout the design and development process and, subsequently, the introduction of the works.

Categorisation of Activity Type

2.6 The scope and complexity of the safety risk assessment is determined by categorisation of the activity type in one of categories A, B or C in accordance with table 2.6 of GG 104 and shown in Table 2.1 overleaf.

Table 2.1: Categorisation of Features

Feature	Type A Indicators	Type B Indicators	Type C Indicators	Category Type	Reasons for Categorisation
Extent of prior experience of activity. The degree of knowledge available from undertaking the activity previously, or the degree to which knowledge is available from the activity being undertaken by other industries or organisations.	Activities for which there is significant experience within National Highways. Previous safety studies and data are available, and some activity features are codified in a standard or formal procedure.	Activities for which there is limited experience within National Highways but there is transferable experience elsewhere in the UK or internationally. Activities for which there is limited experience in National Highways but there is experience elsewhere in the UK or internationally, including in different industries, which is deemed sufficiently similar to the activity in question to be deemed relevant. Activities for which there is experience within National Highways, but that experience is in a different application of the activity and some adaptation will be required. There might also be local and site-specific issues to take into account that can affect	Activities for which there is no previous applicable experience from either National Highways or other industries.	A	National Highways have significant operational experience of delivering and understanding this type of activity including through their responses to planning applications and their assessment of submitted highway infrastructure designs. There are traffic, safety, and collision data available, for example from STATS 19 information available and as detailed within the Transport Assessment Addendum.

Feature	Type A Indicators	Type B Indicators	Type C Indicators	Category Type	Reasons for Categorisation
		the relevance of the available experience.			
Statutory and formal processes and procedures (including standards and legislation). Consideration of the applicability of current standards, formal processes or procedures, guidance, and legislation.	The activity is substantially or entirely within the scope of existing standards, guidance formal processes or procedures and applicable legislation. The activity requires minimal or no safety related departures from standard or safety related changes to formal processes or procedures (including any legislation)	The activity is largely within the scope of existing standards, guidance, formal processes, or procedures. There can be some safety related departures from standards needed and/or safety related changes to formal processes or procedures. The activity can need minor changes to existing legislation.	Activities that are not within the scope of existing standards, formal processes or procedures and require new ones to be developed. Activities for which significant departures from standards, formal processes or procedures are required. Activities which require significant changes to existing legislation or new legislation to be written. Whilst the number of safety departures from standards, formal processes or procedures can affect the categorisation, the most important element in determining this is the nature and type of the departures. For example, a large number of safety departures that can be addressed straightforwardly will have less impact on feature type than a single safety departure that	A	The proposed and planned highway works, as recorded in supporting documentation and design drawings, are within the scope of current design standards and guidance for roundabouts, junctions, links and footways, as set out in DMRB. Changes to formal processes or procedures (including any legislation) are not required. However, there is a minimal safety related departure from standards identified in the Departure from Standards Report (Tetra Tech - March 2024): The Departure involves reduced lane widths on the A5 eastbound west of Junction 10. The proposed Departure was accepted by NH.

Feature	Type A Indicators	Type B Indicators	Type C Indicators	Category Type	Reasons for Categorisation
			cannot and requires a detailed risk assessment to support it.		
Impact on the organisation. The effect that the activity will have on current National Highways processes, procedures, structure, roles and responsibilities, competencies, policies, and strategy, in addition to contractual and workforce arrangements	The activity has no impact on National Highways. The activity has a minor impact on any of these for a finite period of time. Length of time National Highways is affected by decision to undertake the activity is short term.	The activity can lead to permanent minor changes to any of these. These minor changes can introduce new roles and responsibilities, policies, contractual and workforce arrangements. The activity can require a change to organisational arrangements. Length of time National Highways is affected by decision to undertake the activity is medium term.	The activity has significant impact on any of these. The activity can change core safety roles and responsibilities. Length of time National Highways is affected by decision to undertake the activity is long term.	A	It is not anticipated that there will be any required amendments to the existing workforce or to contractual arrangements. There are no expected effects on National Highways' processes, procedures, structure, roles responsibilities, competencies, policies, or strategy. The length of time National Highways is affected by the decision to undertake the activity is short term.

Feature	Type A Indicators	Type B Indicators	Type C Indicators	Category Type	Reasons for Categorisation
Activity Scale Consideration of the size and/or scale of the activity. Does or can the activity have an impact on the motorway and all-purpose trunk roads, either directly or indirectly	The impact of the activity is limited in nature or scale.	The impact of the activity is significant in nature or scale.	The impact of the activity is wide ranging across the network, and/or significantly impacts infrastructure, interventions, or workforce.	B	The nature and scale of the proposed works, while not significant in terms of their impact across the regional or national network, are significant in terms of the impact of the roadworks and construction works on the operation of the M42 and A5 locally, including potential risks to the workforce and disruption to traffic. There shall also be a requirement to co-ordinate the works on the strategic and local networks.
Technical Measure of technical and/or technological novelty and/or innovation the activity involves	An activity where any processes, techniques, methodologies and/or technologies involved are currently in widespread use and re-examination is unlikely to be needed.	There can be some experience of the processes, techniques, methodologies and/or technologies. The experience can be from use in either another application, or by another road authority, supplier, industry or perhaps from overseas in which case some additional work can be required to adapt them and/or to demonstrate that safety can be	Activities that use new processes, techniques, methodologies and/or technologies for which there is no previous experience in the UK or elsewhere	A	The methodologies and technologies involved (for example highway design, traffic modelling,) are currently familiar and in widespread use by National Highways, the designers and technical advisors. Re-examination of these processes is therefore unlikely to be needed.

Feature	Type A Indicators	Type B Indicators	Type C Indicators	Category Type	Reasons for Categorisation
		assured for the intended application.			
Stakeholder impact and interest The quantity and/or impact of stakeholders, their interest in and resulting ability to influence or/impact on the activity. The degree to which the safety issues, as perceived, are capable of being understood and fully addressed	Activities for which the quantity and/or impact of stakeholders, their interest in and resulting ability to influence or impact the activity is low.	Activities that have only a single or a few stakeholders but their impact, in terms of their attitude towards, or ability to influence, and/or interest in the successful achievement of the activities aim can be significant. Alternatively, it will represent an activity that has several stakeholders but the amount, or the type, of safety issues involved are limited.	Activities for which there are a large number of stakeholders and their impact in terms of their attitude towards, or ability to influence can be significant. Stakeholders with a strong interest in the potential safety impact of the activity on themselves. Activities where there are conflicting needs arising from different stakeholders or stakeholder groups.	B	This reflects the interests and influence of National Highways as the Highway Authority for the A5 trunk road and the M42 motorway and of SCC and WCC as the Highway Authorities for the adjacent local road network.

2.7 Four of the features are categorised as Type A and two as Type B. The activity is therefore categorised as Type A, but the features categorised as Type B require a greater rigour of analysis, assessment, and evaluation.

Activities categorised as Type A do not require the establishment of a Safety Control Review Group, but instead the activity shall be approved by the person responsible for managing the activity.

Identification of Affected Populations

2.8 There are three categories of affected populations as described in Table 1.3 of GG 104 and reproduced below in Table 2.2.

Table 2.2: Classification of Populations

Population	Classification
People directly employed by National Highways and who work on the motorway and all-purpose trunk roads either permanently e.g., traffic officers, or periodically e.g., those undertaking site visits; AND People in a contractual relationship with National Highways, including our national vehicle recovery contract operatives, all workers engaged in traffic management activities and incident support services, and any other activities where traffic is present, such as persons carrying out survey and inspection work.	Workers
All road users, including the police and emergency services, equestrians, cyclists, and pedestrians, as well as those others, who are at work but are not in a contractual relationship with National Highways such as privately contracted vehicle recovery and vehicle repair providers.	Users
Other parties include any person or persons who could be affected by the National Highways motorway and all-purpose trunk roads, but who are neither using it, nor working on it i.e., living or working adjacent to the motorway and all-purpose trunk roads, using other transport networks that intersect with the motorway and all-purpose trunk roads.	Other parties

2.9 The impacts of the activities on individual populations and sub-populations are identified as follows.

Workers

2.10 This population will be affected by the activity. There is the potential for incidents or breakdowns on the roundabout circulatory carriageway and slip roads, and the A5, potentially requiring attendance by the sub-populations of Traffic Officers, vehicle recovery operators, and incident support services. Additionally, there will be an increased potential for maintenance (for example street lighting, road signs & markings and drainage systems), with a potential exposure to risk.

Users

2.11 All road users in the vicinity of the works will be affected, including the new merge arrangements and pedestrian crossing points, and any increase in incidents and breakdowns on the circulatory carriageway and the adjacent local roads could involve attendance by the emergency services, highway workers and vehicle recovery operators.

Other parties

2.12 It is considered that other parties will not be affected by the works in safety risk terms.

Conclusion

2.13 The impacts and effects on Workers and Users shall be addressed in the subsequent sections of the SRA.

Safety Risk Assessment Scope

2.14 The purpose of the activity is to mitigate the impact both of additional traffic generated by the proposed development and the existing queues and delays experienced, particularly during peak periods and to improve pedestrian and cycle links between the site and Tamworth. The scope of this SRA is to evaluate the change in safety risk for the relevant populations and sub-populations associated with the activity.

2.15 The works associated with the activity are currently at the preliminary design stage and any risks identified are based on the currently available information. This SRA document shall develop and evolve as the detailed design and construction phases progress.

Safety Baselines and Safety Objectives

2.16 Safety baselines determine, in road traffic collision terms, the position against which the safety objectives shall be measured. They shall use numerical parameters that can be compared directly with future data in order to establish if the safety objectives have been achieved. The baselines shall need to be re-established using updated collision data to reflect the position at the commencement of scheme construction.

2.17 In order to set the safety baselines, collision data has been obtained using the STATS 19 personal injury collision information provided within the Transport Assessment Addendum (from SCC and WCC records) and covers the periods 1 January 2018 to 31 December 2019, and 1 January 2022 to 30 September 2023 (a total of 3 years and 9 months of data). Although additional data from 2020 and 2021 is available, these years have been excluded to avoid the atypical effects on traffic and collisions of the three national lockdowns precipitated by the Covid-19 pandemic, which were in effect for various lengths between March 2020 and March 2021. Geographically, the collision data covers the Area of Interest – the two A5/Pennine Way roundabouts, the A5 between Pennine Way and the A5/Dordon roundabout (including the site access location) and M42 Junction 10.

2.18 A total of 35 collisions occurred within the study period. Of these, 29 resulted in slight personal injuries and 6 were serious. The collisions generated 51 casualties in total, equating to an average of 1.46 casualties per collision. This is higher than the national average figure for the study years of 1.28 casualties per collision (based on all collisions and all casualties in Great Britain).

2.19 A summary of the collision record is shown in Table 2.3 (the averages are based on 3.75 years of data) and are shown in detail in Appendix B, together with a plot showing the collision locations.

Table 2.3: Collisions and Casualties for the Area of Interest

Location	Collisions/ Casualties by Year				Total Collisions/ Casualties	Annual Average Collisions/ Casualties
	2018	2019	2022	2023 (Jan-Sep)		
Pennine Way roundabouts - circulatory carriageways and adjacent approaches and exits	3/4	1/1	2/2	0/0	6/7	1.6/1.87
M42 Junction 10 roundabout - circulatory carriageway and adjacent approaches and exits	5/10	11/16	2/3	1/1	19/30	5.07/8
A5 between M42 Junction 10 and Core 42 (eastbound)	1/1	0/0	1/1	1/1	3/3	0.8/0.8
A5 between M42 Junction 10 and Core 42 (westbound)	1/2	0/0	2/2	0/0	3/4	0.8/1.07
A5 between Core 42 and Dordon Roundabout	1/1	0/0	0/0	0/0	1/1	0.27/0.27
Dordon Roundabout circulatory carriageway	0/0	0/0	1/2	0/0	1/2	0.27/0.53
A5 between Dordon Roundabout and about 200m to the east	1/2	1/2	0/0	0/0	2/4	0.53/1.07
Totals	**12/20**	**13/19**	**8/10**	**2/2**	**35/51**	**9.33/13.6**

2.20 An average of 9.33 collisions and 13.6 casualties occurred annually within the Area of Interest. Table 2.4 shows the severities of the collisions by year.

Table 2.4: Collisions by Year and Severity for the Area of Interest

Severity	2018	2019	2022	2023 (Jan-Sep)	Total Collisions	Annual Average Collisions
Fatal	0	0	0	0	0	0
Serious	2	1	1	2	6	1.6
Slight	10	12	7	0	29	7.73
Totals	**12**	**13**	**8**	**2**	**35**	**9.33**

2.21 The majority of the collisions (83%) were slight injury, and there were no fatalities. In terms of the trend, the number of collisions within the Area of Interest reduces annually from 2019 onwards

Collision incidence geographically

2.22 Of the 35 collisions recorded, 19 occurred on the M42 Junction 10 circulatory carriageway and adjacent roads, 6 at the Pennine Way roundabouts and adjacent roads, and 10 along the A5 corridor to the east of Junction 10. These 3 geographical areas have slightly different characteristics and, as part of the activity, different treatments and mitigations. These areas will be used in the upcoming sections to feed into the scheme safety baselines and safety objectives.

2.23 The figures in Table 2.3 have been used to provide a summary of the collision and casualty data for the 3 geographical areas, shown in Table 2.5 below. All of the data are shown in detail in Appendix B together with a plot showing the locations of the collisions.

Table 2.5: Collisions and Casualties for the geographical areas

	Collisions/ Casualties by Year				Total Collisions/ Casualties	Annual Average Collisions/ Casualties
Location	**2018**	**2019**	**2022**	**2023 (Jan-Sep)**		
Pennine Way roundabouts - circulatory carriageways and adjacent approaches and exits	3/4	1/1	2/2	0/0	6/7	1.6/1.87
M42 Junction 10 roundabout - circulatory carriageway and adjacent approaches and exits	5/10	11/16	2/3	1/1	19/30	5.07/8
A5 corridor to the east of Junction 10	4/6	1/2	4/5	1/1	10/14	2.67/3.73
Totals	**12/20**	**13/19**	**8/10**	**2/2**	**35/51**	**9.33/13.6**

Fatal and Weighted Injury (FWI) Analysis

2.24 Details of casualty severities and numbers, as shown in Tables 2.4 and 2.5, have been further analysed for each geographical area in terms of Fatal and Weighted Injuries (FWI), which is a formula used to reflect the approximate ratios between the costs of fatal, serious, and slight injuries as given by the Department for Transport's Web Technical Advisory Group and is defined as:

(Number of fatalities) + 0.1 x (number of serious casualties) + 0.01 x (number of slight casualties).

2.25 The FWI will provide a comparison for each year and annual average and indicate any trends within the data. Tables 2.6, 2.7 and 2.8 and Figure 2.1 below show the results and trends. For the trend graph (Figure 2.1) the 2023 FWI numbers have been factored by 1.33 to give a whole year estimate.

Table 2.6: Annual Number of Casualties by Year and FWI – Pennine Way Area

Severity	2018	2019	2022	2023 (Jan-Sep)	Annual Average
Fatal	0	0	0	0	0
Serious	0	0	0	0	0
Slight	4	1	2	0	1.867
FWI	**0.04**	**0.01**	**0.02**	**0**	**0.0187**

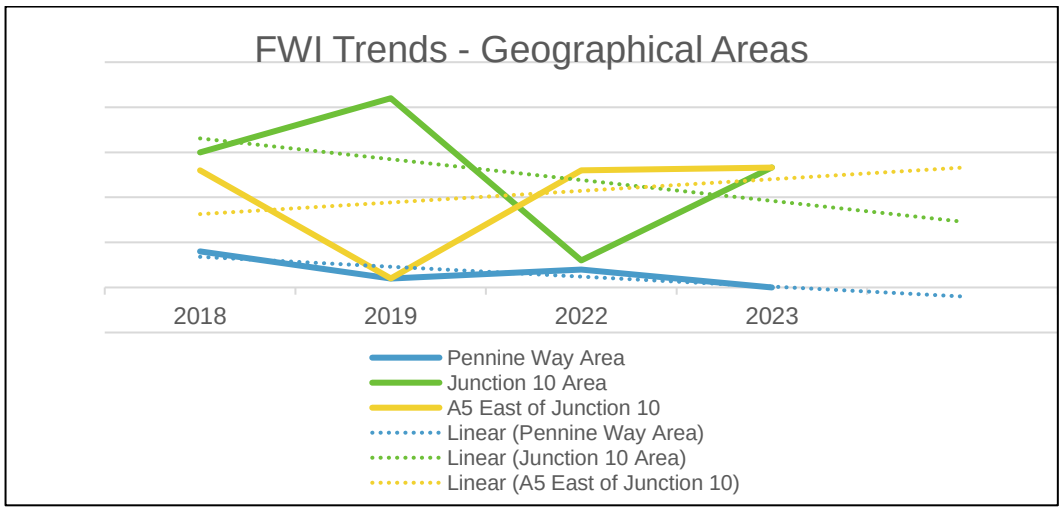
Table 2.7: Annual Number of Casualties by Year and FWI – M42 Junction 10 Area

Severity	2018	2019	2022	2023 (Jan-Sep)	Annual Average
Fatal	0	0	0	0	0
Serious	1	1	0	1	0.8
Slight	5	11	3	0	5.067
FWI	**0.15**	**0.21**	**0.03**	**0.1**	**0.131**

Table 2.8: Annual Number of Casualties by Year and FWI – A5 East of Junction 10

Severity	2018	2019	2022	2023 (Jan-Sep)	Annual Average
Fatal	0	0	0	0	0
Serious	1	0	1	1	0.8
Slight	3	1	3	0	1.867
FWI	**0.13**	**0.01**	**0.13**	**0.1**	**0.099**

Figure 2.1: FWI Trends for the Geographical Areas



2.26 There are slightly decreasing trends apparent in the FWI data for the Pennine Way Area and the M42 Junction 10 Area. The A5 east of junction 10 is displaying a slightly rising trend. Because of the low numbers of casualties for each of the geographical areas, and the sensitivity to the scores for the seriously injured casualties, only limited statistical significance can be allocated to the trends, although an overall small improvement in the FWI could be claimed.

2.27 For the purposes of setting baselines and safety objectives in terms of FWI, annual average figures shall be used.

Traffic flow, collisions and casualties

2.28 Traffic flows have been obtained from counts taken in 2023 at the M42 Junction 10, along the A5 corridor and at the Pennine Way roundabouts. These have been expanded to give Annual Average Traffic flows.

2.29 The standard way to present collisions and casualties as a function of traffic flow is as collisions or casualties per billion vehicle kilometres. However, because distance travelled is difficult to assess in a local context, for the purposes of the calculations a reasonable approach would be to assume that each vehicle travelled 1km. This effectively changes the rates to collisions or casualties per billion vehicles. These can provide safety baselines on which to establish safety objectives in terms of those rates. The relevant figures are shown in Table 2.9.

Table 2.9: Collisions and Casualties per Billion Vehicles

Location	Annual Average Traffic Flow (Vehicles)	Annual Average Collisions	Annual Average Casualties	Average Annual Collisions per Billion Vehicles	Average Annual Casualties per Billion Vehicles
Pennine Way Area	8,768,030	1.6	1.87	182	213
M42 Junction 10 Area	27,590,350	5.07	8	184	290
A5 corridor to the east of Junction 10	14,183,900	2.67	3.73	188	263

2.30 The Safety Baseline parameters are shown in Table 2.10 below. These are allocated separately to the three geographical areas and are generated by the following: -

- The average annual numbers of historical collisions and casualties;
- The average annual numbers of historical FWI casualties; and
- The average annual numbers of historical collisions and casualties per billion vehicles travelling through each of the areas.

Table 2.10: Safety Baseline Parameters for the Activity

Population or Sub-Population	Roads Covered	Parameter 1	Parameter 2	Parameter 3
Users	Pennine Way roundabouts - circulatory carriageways and adjacent approaches and exits	The average annual number of personal injury collisions and casualties (1.6 and 1.87 respectively)	The average annual number of FWI casualties (0.0187)	The average annual number of collisions and casualties per billion vehicles (182 and 213 respectively)
Users	M42 Junction 10 roundabout - circulatory carriageway and adjacent approaches and exits	The average annual number of personal injury collisions and casualties (5.07 and 8 respectively)	The average annual number of FWI casualties (0.131)	The average annual number of collisions and casualties per billion vehicles (184 and 290 respectively)
Users	A5 corridor to the east of Junction 10	The average annual number of personal injury collisions and casualties (2.67 and 3.73 respectively)	The average annual number of FWI casualties (0.099)	The average annual number of collisions and casualties per billion vehicles (188 and 263 respectively)

2.31 Although there is no numerical objective for collisions involving road workers, the risk shall be managed, and hazards eliminated or mitigated, in line with the 'As Low as Reasonably Practicable' (ALARP) principle. This could involve reference to existing risk mitigation procedures for workers, traffic management processes, risk registers, decision logs and maintenance records, for example. Additional detail is provided in Hazard 6.

Safety Objectives

2.32 The safety objective can be deemed to be satisfied if, after 3 years of operation, the personal injury collision and casualty records satisfy the following parameters: -

Pennine Way Area

- For users, the average annual number of personal injury collisions does not exceed 1.6;
- For users, the average annual number of personal injury casualties does not exceed 1.87;
- For users, the average annual number of FWI personal injury casualties does not exceed 0.0187;
- For users, the average annual number of collisions per billion vehicles does not exceed 182;
- For users, the average annual number of casualties per billion vehicles does not exceed 213;

M42 Junction 10 Area

- For users, the average annual number of personal injury collisions does not exceed 5.07;
- For users, the average annual number of personal injury casualties does not exceed 8;
- For users, the average annual number of FWI personal injury casualties does not exceed 0.131;
- For users, the average annual number of collisions per billion vehicles does not exceed 184;
- For users, the average annual number of casualties per billion vehicles does not exceed 290;

A5 Corridor east of Junction 10

- For users, the average annual number of personal injury collisions does not exceed 2.67;
- For users, the average annual number of personal injury casualties does not exceed 3.73;
- For users, the average annual number of FWI personal injury casualties does not exceed 0.099;
- For users, the average annual number of collisions per billion vehicles does not exceed 188;
- For users, the average annual number of casualties per billion vehicles does not exceed 263;

All Users

- No individual populations (car drivers, pedestrians, cyclists, HGV drivers, motorcyclists, etc), suffer any disproportionate adverse effects in road safety terms.

2.33 In order to measure the road safety performance over time, personal injury collision data shall be analysed and compared to the baseline on an annual basis, including analyses of the various populations.

3. SAFETY RISK ASSESSMENT

3.1 The safety risk assessment process is shown in the flowchart below.

Hazard Identification

3.2 GG 104 paragraph 3.2 stipulates that all reasonably foreseeable hazards associated with an activity shall be identified. This includes an understanding of;

1) who – might be affected by the hazard, which population(s);
2) what – is the hazard;
3) where – is the hazard limited to specific surroundings or conditions;
4) when – is the hazard limited to specific times;
5) why – what is it about the population that means it is a hazard for them;
6) how – does the hazard have potential to cause harm, loss, or failure.

Taking into account these questions, the following have been identified as hazards relevant to the proposed activity: -

1) increased risk of collisions as a result of the introduction of the new development access road signalised junction on the A5;

2) increased risk of collisions occurring as a result of additional traffic generated by the development;

3) increased numbers of pedestrians and cyclists generated by the development will be exposed to live traffic at the crossing points;

4) The construction and future maintenance of the traffic signals, and the pedestrian crossings on the M42 slip roads and A5 dual carriageway will result in workers being exposed to adjacent live traffic;

5) Increased exposure to risk for core responders and maintenance operatives as a result of the consequences of other hazards identified in this risk assessment.

Hazard Analysis

3.3 The analysis of the hazards involves identifying the risk that could be realised as a result. The existing collision and casualty records, and the safety baselines are used to calculate and document the frequency, likelihood and severity of a collision shall the risk be realised. The resulting scores are then recalculated as 'after hazards' based on the introduction of proposed mitigation measures shown within the design. The analysis of the hazards are considered individually below and summarised in Tables 3.1 and 3.2.

Analysis of Safety Risk

3.4 GG 104 states that the level of detail for any safety risk analyses shall be proportionate to the safety risks being assessed and the categorisation of the activity type. While there is qualitative data shown in Tables 3.1 and 3.2, quantitative assessments of risk are shown below, based where applicable on the historical collision data. The likelihood and severity assigned to the hazards in Table 3.2 shall reflect these factors.

Hazard 1: There are existing collisions involving tail end strikes at the Junction 10 roundabout traffic signals. Increases in the number of traffic lanes and vehicle trips introduced onto the roundabout from development traffic could result in a corresponding rise in the number of collisions.

There have been 8 collisions (an average of 2.13 per year) involving vehicles colliding with the rear of the vehicle in front, which has been either decelerating or waiting at the traffic signals. In terms of severity, 7 of the incidents resulted in slight personal injury and 1 was serious. There are potential design elements within the activity that could mitigate against this collision type, such as ensuring that forward visibility to the signal heads is adequate.

Hazard 2: Increased numbers of vehicle trips introduced onto the network from development traffic could result in a corresponding rise in the number of conflicts, and the associated risk of collisions.

As this is a new development and newly generated trips, there are no historical collisions. However, mitigation against the potential for collisions as a result of the activity is available in the form of a robust design of the access arm and separating conflicting vehicle movements by the introduction

of traffic signals. Further mitigation is shown within the overall design by a reduction from the national speed limit to 50mph.

Hazard 3: Increased numbers of pedestrians and cyclists generated by the development could be exposed to live traffic at the crossing points.

There have been 4 recorded collisions involving cyclists and 1 involving a pedestrian (pushing a bicycle). Only the collision (involving the pedestrian pushing their bicycle) was at a crossing point, the other being moving incidents. As with all crossings there shall be some risk for those users and the anticipated increase in walking and cycling trips will result in an increased exposure to traffic for these user groups. The design mitigates the risk by providing controlled crossings on the M42 slip roads and the development access road, and an uncontrolled crossing on Pennine Way.

Hazard 4: Increased numbers of pedestrians and cyclists generated by the development could result in conflicts on the shared footway/cycleways and close interaction with live traffic.

While there are no historical collisions recorded, mitigation against potential conflicts involving pedestrian and cyclists is proposed in the form of shared footway/cycleways on the A5 and around the north side of the M42 roundabout junction. The facility is generally 3m in width with a reduction to 2m from Green Lane to Pennine Way to the west of the roundabout which includes a reduced separation from the carriageway of 1m at a pinch point (generally 1.5m elsewhere). There is also a reduction in traffic lane widths at this point and a departure from standards has been approved for this. To the east of the development access, the new shared facility is off-road as far as Browns Lane, where it rejoins the A5 footway/cycleway. The design shows that the shared facility is signed along its length to inform users of its presence.

Hazard 5: Forward visibility to the Green Lane crossing point could be restricted by foliage which could increase the risk of pedestrians and cyclists being struck by vehicles.

Forward visibility to the new Toucan crossing for motorists in the nearside lane could be restricted by foliage. At present, pedestrians and cyclists will wait for a gap in exiting traffic before crossing but, when the crossing is in place, they might simply cross when their green man and audible signal operate. This could make them less likely to look for approaching vehicles whose drivers might have restricted forward visibility. Mitigation can be provided within the design by ensuring that adequate forward visibility is provided and maintained.

Hazard 6: 'See-through' at the crossing points could increase the risk of pedestrians and cyclists being struck by vehicles at the new signalised development access road junction with the A5.

The new junction has staggered signalised crossings for pedestrians and cyclists. While phase and stage diagrams are not available at this point, it is possible that the crossings will operate separately within the staging. This could result in 'see-through,' where users can see a green man at their

second crossing point when their own crossing is on red. Mitigation can be provided within the design by the use of louvres and/or precise angling of the demand units to reduce the risk of see-through.

Hazard 7: The construction and future maintenance of the highway works associated with the activity shall result in workers being exposed to adjacent live traffic.

This risk shall be managed in accordance with the ALARP principal (see paragraph 2.31). This could involve risk assessments of the activities required to be undertaken and the identification of risk mitigation measures, activities, or actions in line with normal practices for the construction industry (including Chapter 8 Traffic Management). The process can be documented and controlled using risk registers, decision logs and maintenance records, for example.

Hazard 8: There shall be increased exposure to risk for core responders and maintenance operatives as a result of the consequences of other hazards identified in this risk assessment. Without appropriate mitigation, the likelihood of exposure to risk and severity levels would be increased.

Appropriate mitigation applied to all other identified hazards. Core responders and maintenance operatives are to undertake activities in accordance with their own work instructions and processes.

3.5 The hazards are shown with scores at the end of this section. Table 3.1 is based on the example risk matrix in Appendix D of GG 104. Table 3.2 is from the same Appendix and is based on the example method of recording the identified hazards, the analysis of the safety risk, the risk values, and the proposed mitigations. The scores for likelihoods, severities and risks are shown separately in the table as apply to the risk without and with response/control measures in place.

Evaluation of Safety Risk

3.6 GG 104 requires that the outputs from the safety risk analyses shall be compared to the safety baseline and the safety objectives set for the activity. There are two tests against which to determine if the safety risks can be acceptable:

- The Safety Objectives listed in paragraph 2.36;
- The criteria 'as low as reasonably practicable' (ALARP) and Reasonably Required.

3.7 The quantitative collision and casualty data following implementation of the activity can only be compared to the safety objectives (and thus assess if they have been met) once that data is available (i.e., after 3 years of operation).

3.8 The ALARP principle is qualitative and applies to road workers. The test of 'Reasonably Required' refers to the works comprising, in part, the proposed and planned works associated with the activity, and in part the proposed responses/control measures identified during this assessment. The control measures would require to be further assessed for their return on investment using a benefit cost ratio (BCR) calculation.

Safety Risk Mitigations

3.9 It is considered that none of the risks to any of the populations can be eliminated, but it is anticipated that the identified risks to all the relevant populations can be mitigated on implementation of the activity.

3.10 The likelihood/severity/risk matrix is shown as Table 3.1 overleaf and the responses/control measures (mitigations) are presented in Table 3.2 for each of the identified hazards.

Table 3.1: Risk Value, Likelihood and Severity of Outcomes

Likelihood (L) x Severity (S) = Risk value ®		**Severity (S)**				
		Minor harm Minor damage or loss; no injury	**Moderate harm** Slight injury or illness; moderate damage or loss	**Serious harm** Serious injury or illness; substantial damage or loss	**Major harm** Fatal injury; major damage or loss	**Extreme harm** Multiple fatalities; extreme loss or damage
Likelihood (L)	**Very unlikely;** Highly improbable, not known to occur	1	2	3	4	5
	Unlikely; Less than 1 in 10 years	2	4	6	8	10
	May happen; Once every 5-10 years	3	6	9	12	15
	Likely; Once every 1-4 years	4	8	12	16	20
	Almost certain; Once a year or more	5	10	15	20	25

Risk value (R)	**Required action**
Low (1-9)	Ensure assumed control measures are maintained and reviewed as necessary.
Medium (10-19)	Additional control measures needed to reduce risk rating to a level which is equivalent to a test of ”reasonably required” for the population concerned.
High (20-25)	Activity not permitted. Hazard to be avoided or risk to be reduced to tolerable.

Table 3.2: Hazard Identification and Mitigation *Note: Likelihood (L) x Severity (S) = Risk value (R)*

Activity/Decision	M42 Junction 10 – Proposed Highway Works (Preliminary Design)	**Revision**	0	1	2
Assessor	Kevin Nicholson	**Date**	17/04/24		

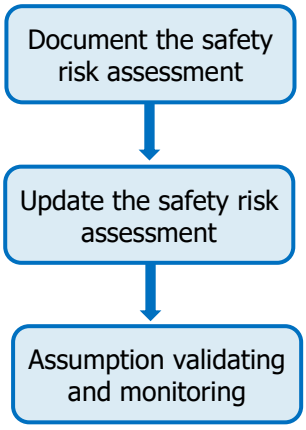
Ref	Population	Hazard/Risk	Potential Outcomes	L	S	R	Response/Control Measure	L	S	R	Assumption
1	Users	Increases in the number of traffic lanes and vehicle trips introduced onto the M42 Junction 10 roundabout from development traffic.	An increase in the number of tail end strikes at the traffic signal stop lines.	5	2	10	Providing adequate forward visibility and a reduction from the national speed limit to 50mph.	4	2	8	The design elements are progressed.
2	Users	Increased numbers of vehicle trips introduced onto the network from the development.	An increase in the number of conflicts with the associated risk of collisions.	4	2	8	A robust design of the development access junction and a reduction from the national speed limit to 50mph.	3	2	6	The design elements are progressed.
3	Users **Sub populations** Pedestrians and cyclists	Increased numbers of pedestrians and cyclists generated by the development could be exposed to live traffic at the crossing points.	Pedestrians and cyclists being struck by vehicles.	4	3	12	The design includes the provision of controlled (signalised) crossings and uncontrolled crossings, and a reduction from the national speed limit to 50mph.	3	2	6	The design elements are progressed. The severity of any collision is assumed as slight as per national statistics.

Ref	Population	Hazard/Risk	Potential Outcomes	L	S	R	Response/Control Measure	L	S	R	Assumption
4	Users **Sub populations** Pedestrians and cyclists	Increased numbers of pedestrians and cyclists generated by the development could result in conflicts on the shared footway/cycleways and close interaction with live traffic.	Pedestrians and cyclists colliding with each other or being struck by vehicles.	4	3	12	Providing adequate separation from the carriageway and signing the facility along its length.	3	2	6	The design elements are progressed and the risk remains low.
5	Users **Sub populations** Pedestrians and cyclists	Forward visibility to the Green Lane Toucan crossing could be restricted.	Pedestrians and cyclists being struck by vehicles.	4	3	12	Providing and maintaining adequate forward visibility to the crossing.	3	2	6	The design elements are progressed.
6	Users **Sub populations** Pedestrians and cyclists	'See-through' at the signalised crossing points on the development access road junction with the A5.	Pedestrians and cyclists being struck by vehicles.	4	3	12	The design should mitigate against this issue by measures to reduce the potential for 'see-through', such as louvres and/or angling of the demand units.	3	2	6	The design elements are progressed.
7	Workers	The construction and future maintenance of the highway works associated with the activity could result in workers being exposed to adjacent live traffic.	Collisions involving workers.	3	3	9	Managed using the ALARP principle, including adequate Chapter 8 traffic management and health and safety processes for workers.	3	2	6	Use of Chapter 8 traffic management and other risk control measures will reduce the risk in line with the ALARP principle.

Ref	Population	Hazard/Risk	Potential Outcomes	L	S	R	Response/Control Measure	L	S	R	Assumption
8	Users and Workers **Sub populations** Core responders and maintenance operatives	Increased exposure to risk for core responders and maintenance operatives as a result of the consequences of other hazards identified in this risk assessment.	Collisions involving core responders and maintenance operatives.	4	3	12	Appropriate mitigation applied to all other identified hazards. Core responders and maintenance operatives are to undertake activities in accordance with their own work instructions and processes.	3	2	6	Activities are undertaken in accordance with their own work instructions and processes.

4. DOCUMENTATION AND MAINTAINANCE OF THE SAFETY RISK ASSESSMENT

4.1 This documentation and maintenance process for the Safety Risk Assessment is shown in the flowchart below.



Documentation

4.2 This report documents the Safety Risk Assessment of the proposed highway works at the development access road, M42 Junction 10 and its slip roads, and the A5. It is a live document which shall be reviewed and updated throughout the life of the activity, including the detailed design and construction stages. This will ensure that any safety-related actions are fully documented and will maximise the likelihood of the safety objectives being achieved.

Updating the Safety Risk Assessment

4.3 This Safety Risk Assessment shall be updated should there be any significant changes that affect the activity, such as the design of the scheme, additional works, and currency of the collision data.

Assumption Validating and Monitoring

4.4 A number of assumptions were made as part of the analysis of the hazards and their mitigation, including the assumption that the following are progressed: -

- Adequate forward visibility to the traffic signals is provided;
- Robust design of the development access junction;
- The provision of crossing facilities (controlled and uncontrolled) for pedestrians and cyclists;
- Providing adequate signing and separation of the footway/cycleway from the carriageway;
- Addressing the potential for 'see through' at the signalised crossing facilities;

- The speed limit for the A5 in the vicinity of the works is reduced to 50mph;
- The severity of collisions involving pedestrians is slight, to reflect national statistics (RRCGB);
- Robust procedures are put in place to reduce the risks for workers.

4.3 The Safety Risk Assessment shall be reviewed periodically, in terms of the programme of works, to confirm that the outcomes relating to design, construction and maintenance (as appropriate) are in accordance with the assumptions made. Specifically, the performance of the junction shall be measured in terms of its collision record following 3 years of operation.

4.4 Because the activity has been categorised as Type A, it is acceptable for monitoring to be recorded as part of routine maintenance management.

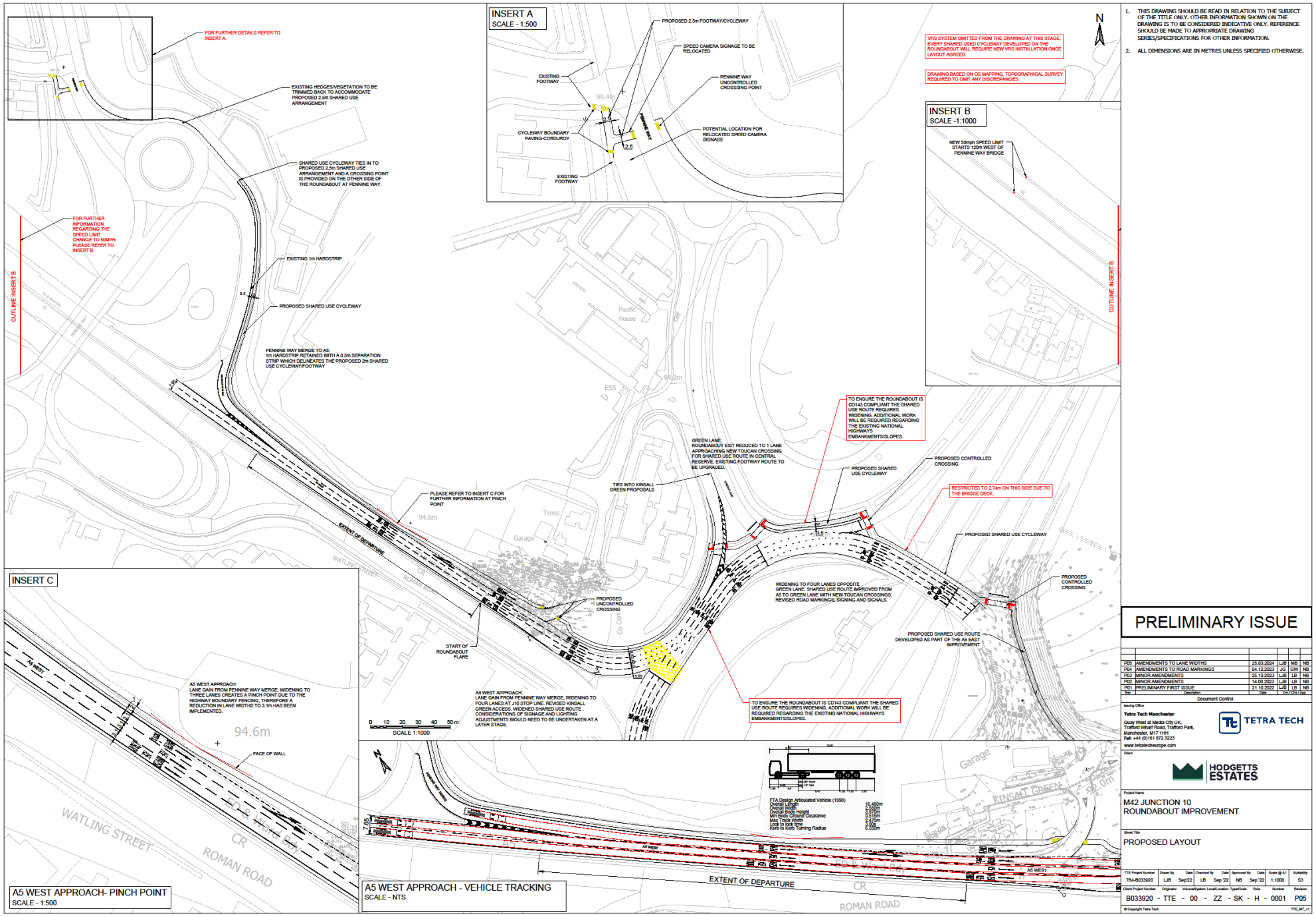
Summary

4.5 This document is the safety risk assessment of the proposed highway works at M42 Junction 10 and the A5. The purpose of the document is to demonstrate that an appropriate level of safety management has been undertaken to evaluate the anticipated safety performance of the proposed highway works (the activity).

4.5 The Safety Risk Assessment has established safety objectives and determined that the risks associated with the activity can be mitigated by appropriate responses/control measures.

APPENDIX A

PROPOSED HIGHWAY SCHEME



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2. ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE.

PRELIMINARY ISSUE

Rev	Description	Date	Dwn	Chkd	Appd
P05	AMENDMENTS TO LANE WIDTHS	25.03.2024	LJB	MB	NB
P04	AMENDMENTS TO ROAD MARKINGS	04.12.2023	JG	GW	NB
P03	MINOR AMENDMENTS	25.10.2023	LJB	LB	NB
P02	MINOR AMENDMENTS	14.08.2023	LJB	LB	NB
P01	PRELIMINARY FIRST ISSUE	21.10.2022	LJB	LB	NB

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Client
HODGETTS ESTATES

Project Name
M42 JUNCTION 10
ROUNDABOUT IMPROVEMENT

Sheet Title
PROPOSED LAYOUT

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B033920	LJB	Sep'22	LB	Sep '22	NB	Sep '22	1:1000	S3

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B033920	TTE	00	ZZ	SK	H	0001	P05

TTE_MT_v1

NOTES -

1. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE.
2. THE INFORMATION SHOWN ON THIS DRAWING IS INTENDED TO PROVIDE A GENERAL OUTLINE OF THE HIGHWAY IMPROVEMENT WORKS.

KEY:

- PLANNING APPLICATION BOUNDARY
- ADJOINING LAND UNDER THE CONTROL OF THE APPLICANT
- INTERVISIBILITY ZONE

PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chk	Apd
P03	MINOR AMENDMENTS DUE TO 3D DESIGN	01.02.2024	RN	DM	NB
P02	ADJUSTMENT TO SPEED LIMIT SIGNS & INTERVISIBILITY ZONE ADDED	04.12.2023	JG	GW	NB
P01	PRELIMINARY FIRST ISSUE	04.11.2022	LJB	LB	NB

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Client
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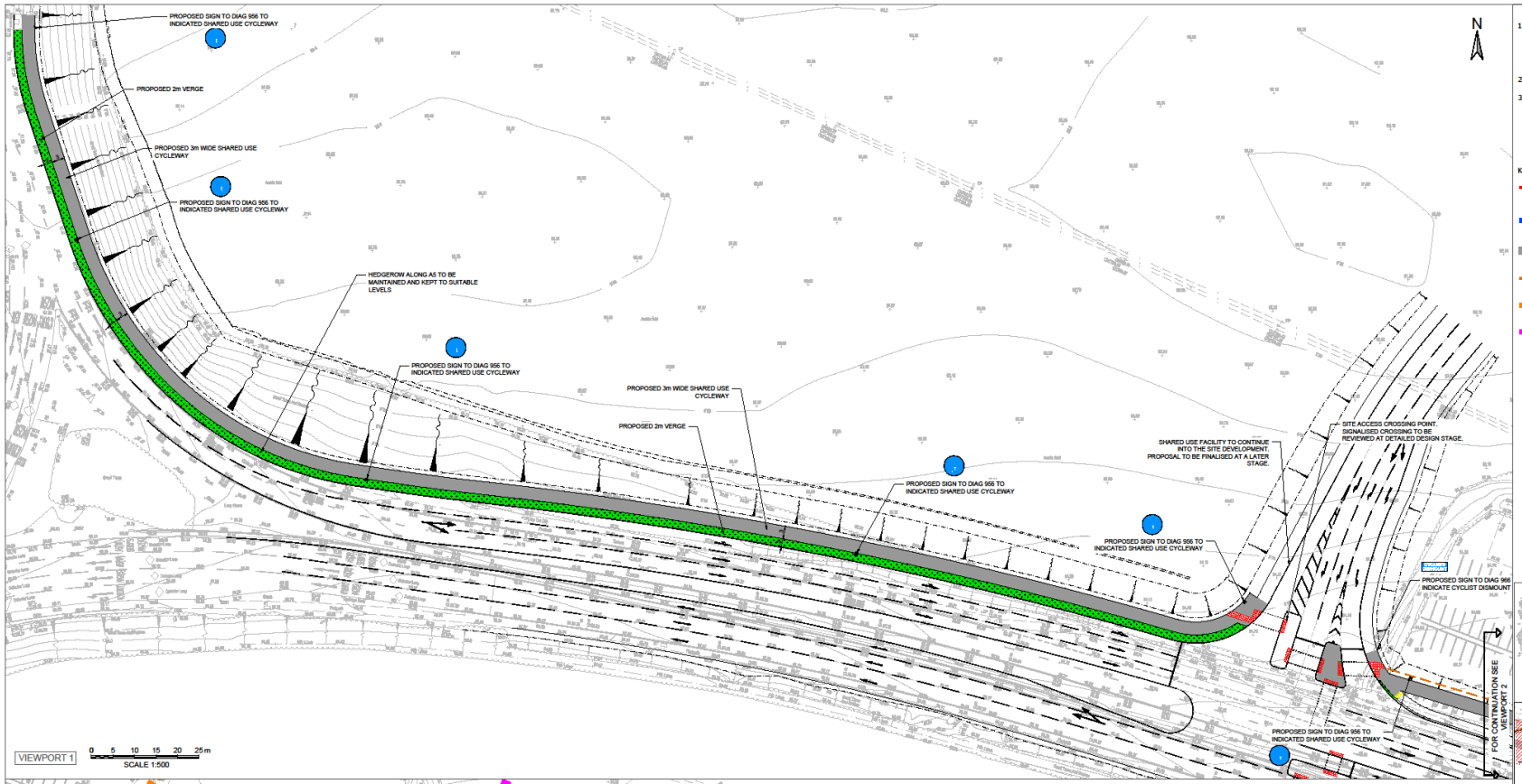
Project Name
M42 JUNCTION 10
A5 CYCLEWAY IMPROVEMENT

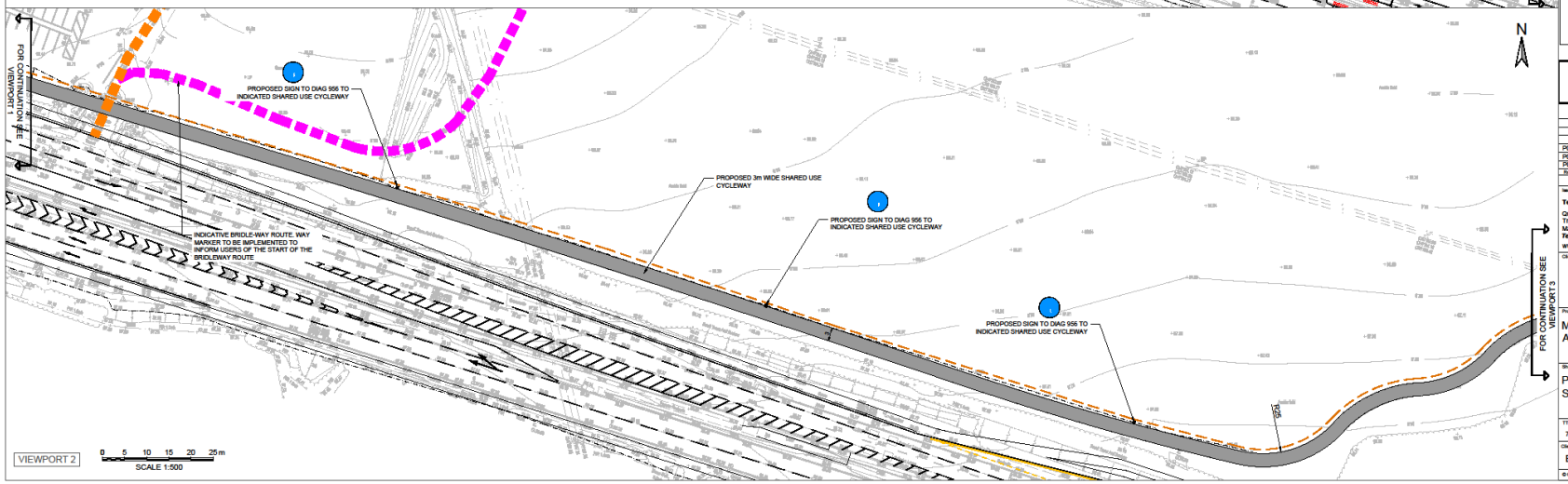
Sheet Title
PROPOSED LAYOUT FOR A5 AND NEW SITE ACCESS

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B033920	RN	Feb'24	DM	Feb'24	NB	Feb'24	1:1000	S3

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B033920	TTE	00	ZZ	PL	H	0002	P03

TTE_MT_v1





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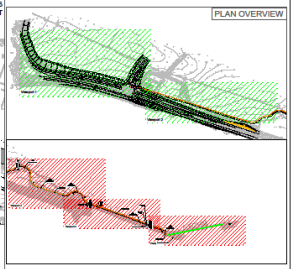
KEY:

- PLANNING APPLICATION BOUNDARY
- ADJOINING LAND UNDER THE CONTROL OF THE APPLICANT
- PROPOSED 3m SHARED USE CYCLEWAY
- PROTECTIVE TIMBER FENCE OR SIMILAR APPROVED
- EXISTING BRIDLEWAY ROUTE (166/AE45/1)
- PROPOSED DIVERSION OF BRIDLEWAY ROUTE

PLAN OVERVIEW



PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chk	App
P03	MINOR AMENDMENTS DUE TO 3D DESIGN	01.02.2024	RN	DM	LB
P02	INITIAL COMMENTS INCORPORATED	11.08.2022	LJB	JG	LB
P01	PRELIMINARY FIRST ISSUE	25.05.2022	LJB	JG	LB

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Project Name
M42 JUNCTION 10
A5 CYCLEWAY IMPROVEMENT

Sheet Title
PROPOSED LAYOUT
SHEET 1

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B033920	RN	Feb'24	DM	Feb'24	LB	Feb'24	1:500	S3

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
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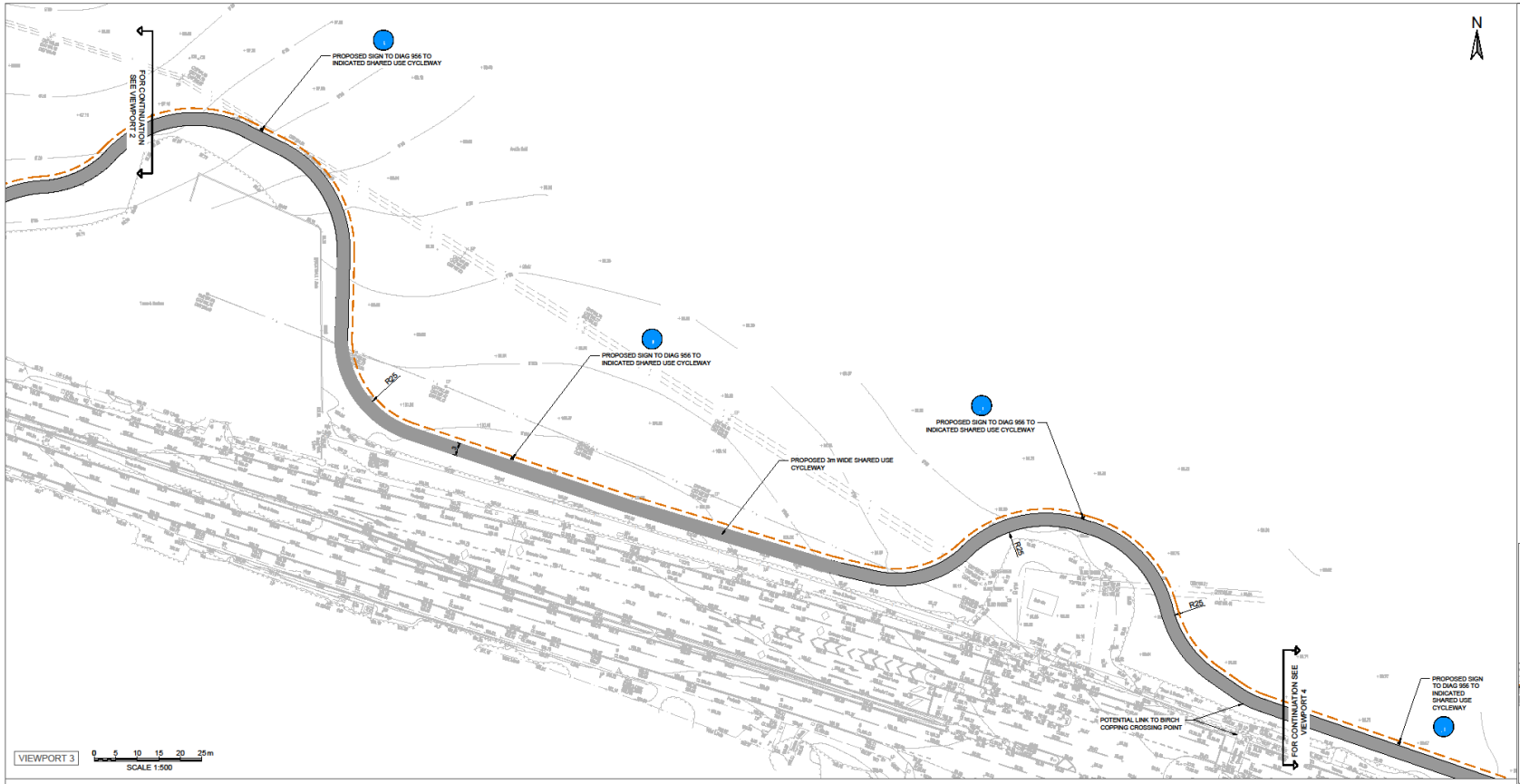
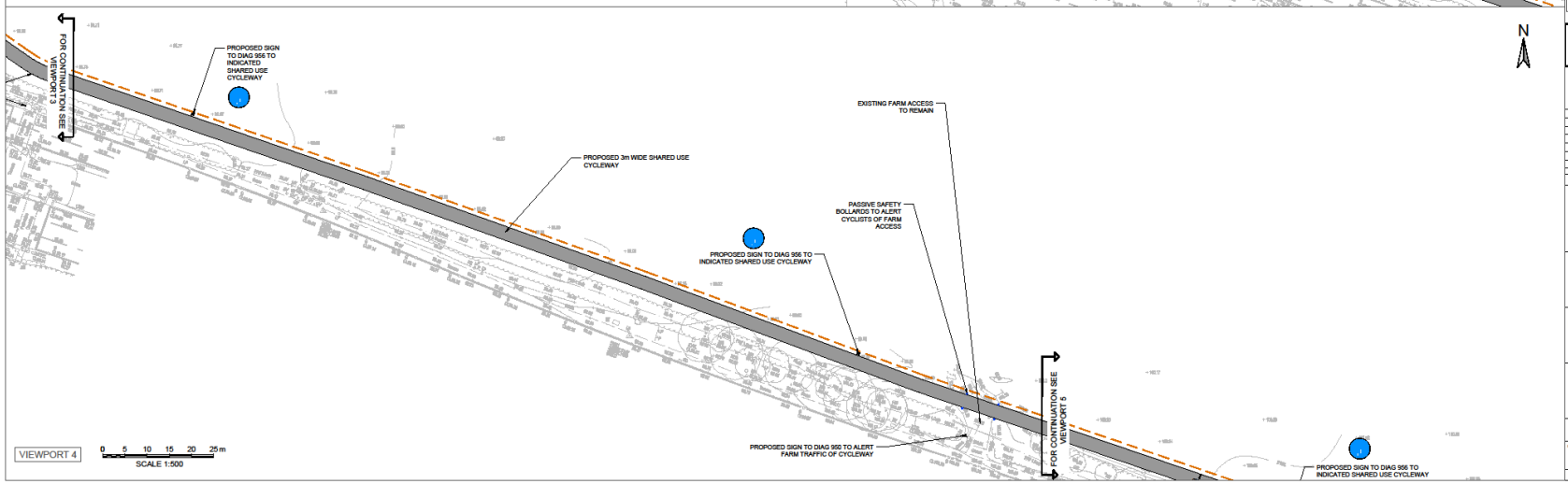
TTE_MT_v1





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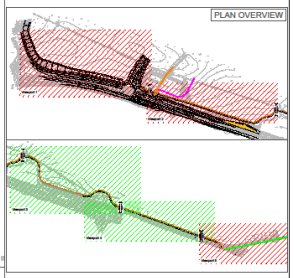
KEY:

- ADJOINING LAND UNDER THE CONTROL OF THE APPLICANT
- PROPOSED 3m SHARED USE CYCLEWAY
- PROTECTIVE TIMBER FENCE OR SIMILAR APPROVED
- PASSIVE SAFETY BOLLARDS



PRELIMINARY ISSUE

Rev	Description	Date	Drn / Chk / App
P03	LAYOUT AMENDED	01.02.2024	RN / DM / LB
P02	INITIAL COMMENTS INCORPORATED	11.06.2022	LJB / LB / NB
P01	PRELIMINARY FIRST ISSUE	25.05.2022	LJB / JG / LB

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Project Name

M42 JUNCTION 10
A5 CYCLEWAY IMPROVEMENT

Sheet Title

PROPOSED LAYOUT
SHEET 2

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B033920	RN	Feb'24	DM	Feb'24	LB	Feb'24	1:500	S3

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
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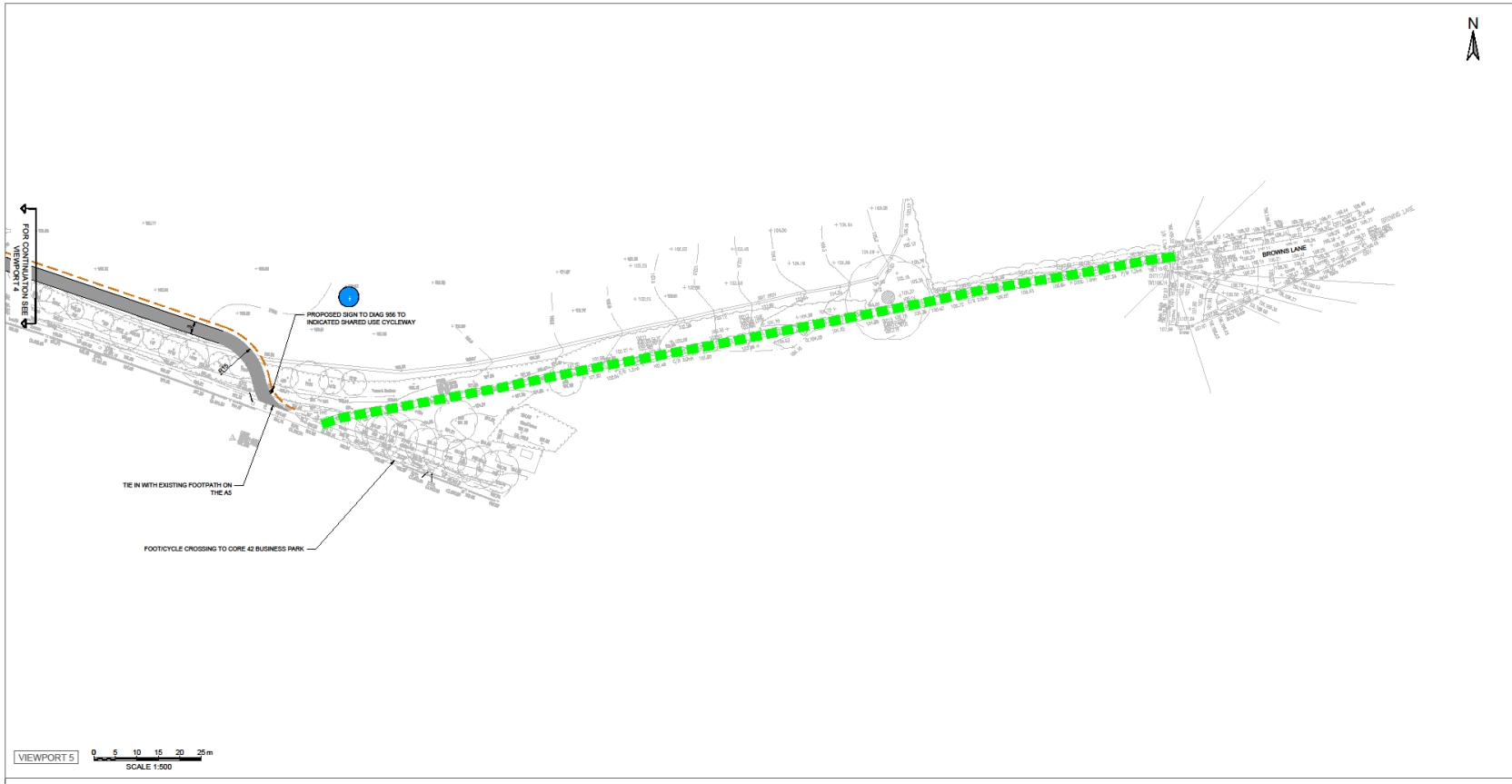
TTE_MT_v1



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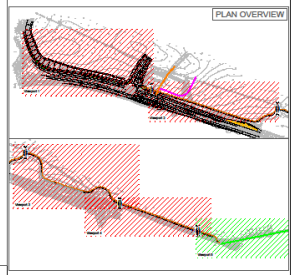
3. PROPOSALS FOR THE SHARED USE CYCLEWAY HAVE BEEN DESIGNED IN ACCORDANCE WITH LTN1/20. DUE TO THE LOW VOLUME OF PEDESTRIANS SHARED USE CYCLEWAY HAS BEEN UTILISED COINCIDING WITH POINTS 6.5.2 AND 6.5.6 OF THE LTN 1/20 DESIGN GUIDANCE.

KEY:

- ADJOINING LAND UNDER THE CONTROL OF THE APPLICANT
- PROPOSED 3m SHARED USE CYCLEWAY
- PROTECTIVE TIMBER FENCE OR SIMILAR APPROVED
- PUBLIC FOOTPATH

PLAN OVERVIEW



PRELIMINARY ISSUE

Rev	Description	Date	Drn	Chk	App
P03	LAYOUT AMENDED	01.02.2024	RN	DM	LB
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Project Name
M42 JUNCTION 10
A5 CYCLEWAY IMPROVEMENT

Sheet Title
PROPOSED LAYOUT
SHEET 3

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B033920	RN	Feb'24	DM	Feb'24	LB	Feb'24	1:500	S3

Client Project Number	Originator	Volume/System	Level/Location	Type/Code	Role	Number	Revision
B033920	- TTE	- 00	- ZZ	- SK	- H	- 0005	P03

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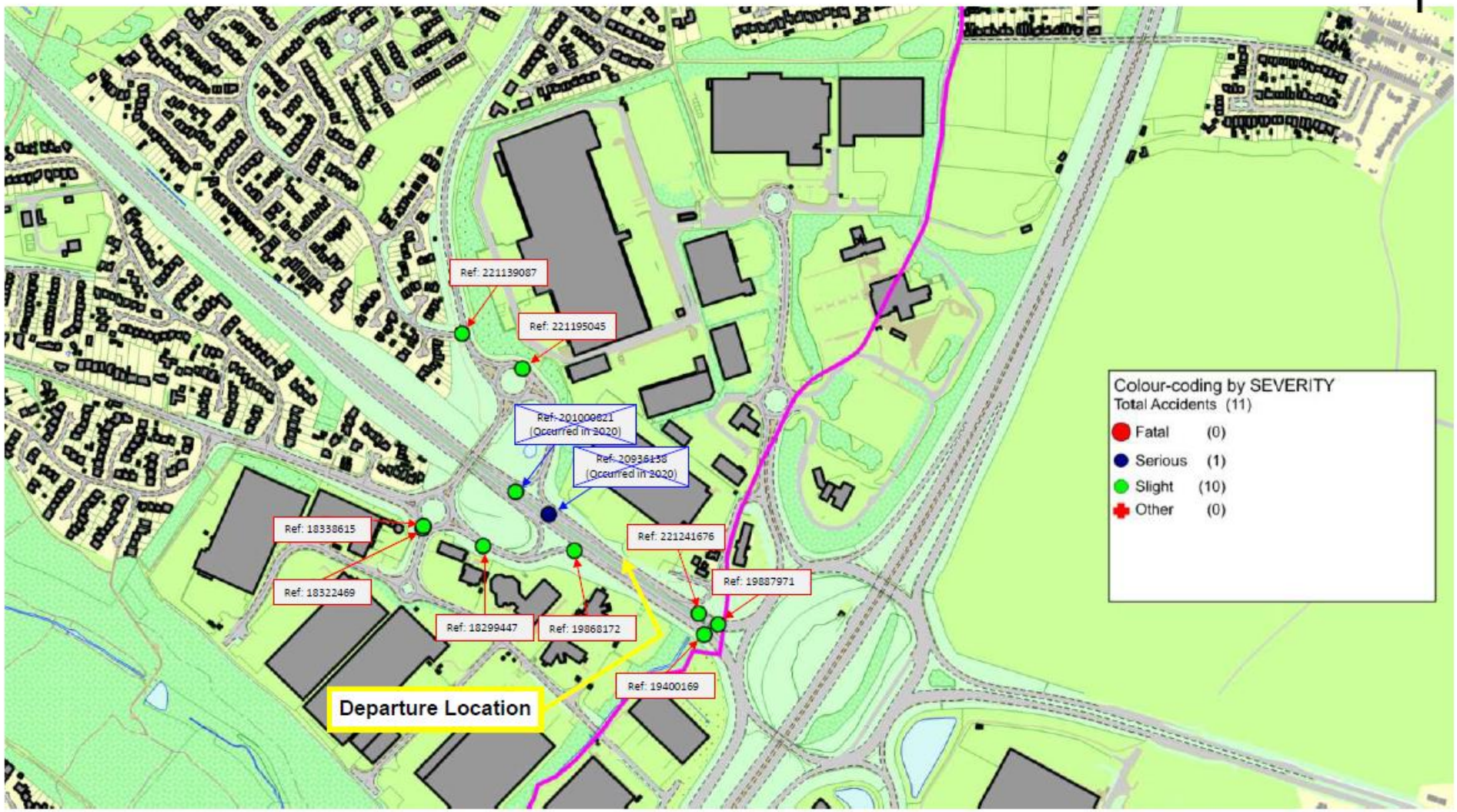
APPENDIX B

COLLISION PLOT AND DETAILS



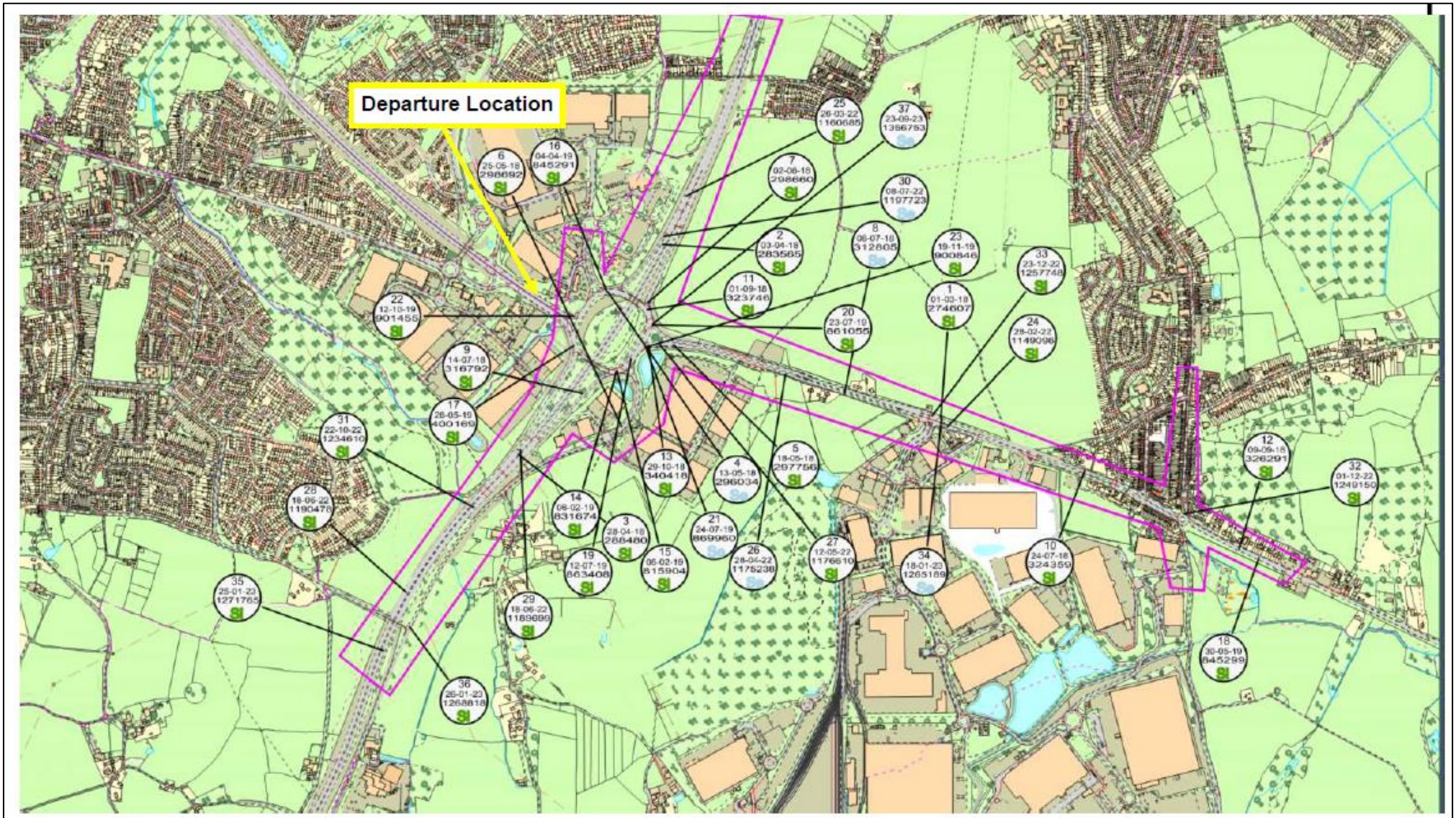
Source: Staffordshire County Council

Lane NE of M42 Junction 10

Staffordshire Accident Data

Figure E1

TETRA TECH



Source: Warwickshire County Council

Lane NE of M42 Junction 10

Figure E2

Warwickshire Accident Data

TETRA TECH

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FULL LISTING

Run on: 10/ 11/2023

AccsMap - Accident Analysis System

Accidents between dates 01/01/2018 and 29/10/2023 (70) months

Selection:

Selected using Manual Selection

Notes:

Acc. Ref. No: 18299447 **Road:** A 5 **Grid Reference:** 423916 300819
District Council: Tamworth **Time:** 1530 Saturday 21-April-2018
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 70
Severity: SLIGHT **Road surface** Wet/Damp
Location: THOMAS GUY WAY A5 NB EXIT SLIP BY PREMIER INN

The accident occured on the A5, a slip road.

Special conditions and hazards: None

Vehicle 1 Car, travelling from SE to NW was stopping on the main carriageway. The vehicle was not at, or within 20M of a junction and skidded. The male driver aged 18 lived in BH31.

Casualty 1 (Vehicle 1) A male driver aged 18 suffered a slight injury.

Contributory Factors

Vehicle 1 Poor turn or manoevre
Vehicle 1 Sudden braking
Vehicle 1 Loss of control

Acc. Ref. No: 18322469 **Road:** D 66 **Grid Reference:** 423838 300842
District Council: Tamworth **Time:** 1703 Monday 02-July-2018
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 30
Severity: SLIGHT **Road surface** Dry
Location: WATLING ST B5404 JN WITH QUARRY HILL

The accident occured at a roundabout on the D66, a single carriageway at its junction with the B5404 controlled by a give way or uncontrolled.

Special conditions and hazards: None

Vehicle 1 Car, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 24 lived in NG8.

Vehicle 2 Pedal Cycle, travelling from NW to SE was going ahead other on the main carriageway. The vehicle was entering main road. The female d aged 23.

Casualty 1 (Vehicle 2) A female rider aged 23 suffered a slight injury.
Casualty 2 (Vehicle 1) A female driver aged 24 suffered a slight injury.

Contributory Factors

Vehicle 2 Illegal turn or direction of travel
Vehicle 2 Cyclist entering road from pavement

Acc. Ref. No: 18338615 **Road:** B 5404 **Grid Reference:** 423839 300845
District Council: Tamworth **Time:** 1430 Tuesday 25-September-2018
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 30
Severity: SLIGHT **Road surface** Dry
Location: QUARRY HILL B5404 AT JN WITH PENINE WAY

The accident occured at a roundabout on the B5404, at its junction with the B5080 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from NE to NW was turning right on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver of an unknown age .

Vehicle 2 Car, travelling from NE to NW was stopping on the main carriageway. The vehicle was mid junction - on roundabout or main road. The fem driver aged 24 lived in B77.

Casualty 1 (Vehicle 2) A female driver aged 24 suffered a slight injury.

Contributory Factors

Vehicle 1 Failed to look properly

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FULL LISTING

Run on: 10/ 11/2023

AccsMap - Accident Analysis System

Accidents between dates **01/01/2018** and **29/10/2023** (70) months

Selection:

Selected using Manual Selection

Notes:

Acc. Ref. No: 19400169 **Road:** A 5 **Grid Reference:** 424202 300705
District Council: Tamworth **Time:** 2018 Tuesday 28-May-2019
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 70
Severity: SLIGHT **Road surface** Dry
Location: THOMAS GUY WAY (A5) APPROX 60MTS NW M42 ISLAND

The accident occured on the A5, a dual carriageway .

Special conditions and hazards: None

Vehicle 1 Motorcycle over 500cc, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was not at, or within 20M of junction. The male driver aged 68 lived in DA2.

Casualty 1 (Vehicle 1) A male rider aged 68 suffered a slight injury.

Contributory Factors

Vehicle 1 Dazzling sun

Acc. Ref. No: 19868172 **Road:** A 5 **Grid Reference:** 424034 300813
District Council: Tamworth **Time:** 2018 Thursday 18-July-2019
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 70
Severity: SLIGHT **Road surface** Dry
Location: A5 NB J/W STONEYDELPH EXIT

The accident occured at a T or staggered junction on the A5, a slip road at its junction with the A5 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Motorcycle over 500cc, travelling from SE to W was turning left on the main carriageway. The vehicle cleared junction or waiting/parked at junction exit. The male driver aged 44 lived in CV9.

Casualty 1 (Vehicle 1) A male rider aged 44 suffered a slight injury.

Contributory Factors

Vehicle 1 Dazzling sun
Vehicle 1 Swerved

Acc. Ref. No: 19887971 **Road:** A 5 **Grid Reference:** 424220 300718
District Council: Tamworth **Time:** 1202 Saturday 07-September-2019
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 70
Severity: SLIGHT **Road surface** Dry
Location: A5 - APPROX 38MTS SE J/W KINSALL GREEN

The accident occured on the A5, a dual carriageway .

Special conditions and hazards: None

Vehicle 1 Car, travelling from NW to SE was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The fer driver aged 70 lived in DE13.

Vehicle 2 Car, travelling from NW to SE was going ahead but held up on the main carriageway. The vehicle was not at, or within 20M of a junction. T male driver aged 53 lived in B75.

Casualty 1 (Vehicle 1) A female vehicle or pillion passenger aged 74 suffered a slight injury.

Contributory Factors

Vehicle 1 Following too close
Vehicle 1 Failed to look properly
Vehicle 1 Failed to judge other persons path or speed

Accidents between dates **01/01/2018** and **29/10/2023** (70) months

Selection:
Selected using Manual Selection

Notes:

Acc. Ref. No: 20936138 **Road:** A 5 **Grid Reference:** 424001 300860
District Council: Tamworth **Time:** 1659 Thursday 09-January-2020
Lighting: Darkness: street lights present and lit **Weather:** Fine without high winds **Speed limit:** 70
Severity: SERIOUS **Road surface** Dry
Location: THOMAS GUY WAY (A5 EB) J/W STONEYDELPH ENTRY SLIP

The accident occured at a slip road on the A5, a dual carriageway at its junction with the A5 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from N to SE was changing lane to right on the main carriageway. The vehicle was entering from slip road. The male driver an unknown age .
Vehicle 2 Motor Cycle over 50 cc and up to 125cc, travelling from NW to SE was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 19 lived in DE12.
Vehicle 3 Car, travelling from NW to SE was going ahead other on the main carriageway. The vehicle cleared junction or waiting/parked at junction e The male driver aged 62 lived in B77.

Casualty 1 (Vehicle 2) A male rider aged 19 suffered a serious injury.

Contributory Factors

Vehicle 1 Failed to look properly
Vehicle 1 Poor turn or manoevre
Vehicle 1 Careless/Reckless/In a hurry
Vehicle 1 Exceeding speed limit

Acc. Ref. No: 201000821 **Road:** A 5 **Grid Reference:** 423958 300889
District Council: Tamworth **Time:** 1252 Friday 28-August-2020
Lighting: Daylight **Weather:** Raining without high winds **Speed limit:** 70
Severity: SLIGHT **Road surface** Wet/Damp
Location: A5 EB J/W EXIT SLIP STONEYDELPH

The accident occured at a slip road on the A5, a dual carriageway at its junction with the A5 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Goods 7.5 tonnes mgw and over, travelling from NW to SE was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 49 lived in DE23.
Vehicle 2 Car, travelling from NW to SE was going ahead but held up on the main carriageway. The vehicle was mid junction - on roundabout or mai road. The male driver aged 20.
Vehicle 3 Car, travelling from NW to SE was going ahead but held up on the main carriageway. The vehicle cleared junction or waiting/parked at jun exit. The male driver aged 35 lived in CV11.

Casualty 2 (Vehicle 2) A male vehicle or pillion passenger aged 61 suffered a slight injury.

Contributory Factors

Vehicle 1 Dazzling sun
Vehicle 1 Slippery road (due to weather)
Vehicle 1 Travelling too fast for conditions

Acc. Ref. No: 221139087 **Road:** B 5080 **Grid Reference:** 423889 301093
District Council: Tamworth **Time:** 1620 Friday 21-January-2022
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 40
Severity: SLIGHT **Road surface** Dry
Location: PENNINE WAY (B5080) AT JUNCTION WITH PENNYMOOR ROAD

The accident occured at a T or staggered junction on the B5080, a single carriageway at its junction with the Unclassified52 controlled by a gi way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from W to SE was turning right on the main carriageway. The vehicle was entering main road. The female driver aged 38 liv B77.
Vehicle 2 Van or Goods 3.5 tonnes mgw and under, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 31 lived in B24.

Casualty 1 (Vehicle 1) A female driver aged 38 suffered a slight injury.

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FULL LISTING **Run on: 10/ 11/2023**

AccsMap - Accident Analysis System

Accidents between dates 01/01/2018 and 29/10/2023 (70) months

Selection:

Selected using Manual Selection

Notes:

Acc. Ref. No: 221195045 **Road:** B 5080 **Grid Reference:** 423967 301048
District Council: Tamworth **Time:** 1733 Monday 11-April-2022
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 30
Severity: SLIGHT **Road surface** Dry
Location: PENNINE WAY R'BT J/W THOMAS GUY WAY (A5)

The accident occured at a roundabout on the B5080, at its junction with the A5 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from N to S was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. Tr female driver aged 39 lived in B77.

Vehicle 2 Car, travelling from SW to S was stopping on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver of an unknown age .

Casualty 1 (Vehicle 1) A female driver aged 39 suffered a slight injury.

Contributory Factors

Vehicle 1 Following too close
Vehicle 2 Sudden braking

Acc. Ref. No: 221241676 **Road:** A 5 **Grid Reference:** 424195 300732
District Council: Tamworth **Time:** 1715 Wednesday 09-November-2022
Lighting: Darkness: street lights present and lit **Weather:** Unknown **Speed limit:** 70
Severity: SLIGHT **Road surface** Dry
Location: A5 EB APPROX 10MTS SE J/W KINSALL GREEN (A5)

The accident occured at a T or staggered junction on the A5, a dual carriageway at its junction with the Unclassified31 controlled by a give wa uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from NW to SE was stopping on the main carriageway. The vehicle cleared junction or waiting/parked at junction exit. The m driver aged 22 lived in CV9.

Vehicle 2 Car, travelling from NW to SE was stopping on the main carriageway. The vehicle cleared junction or waiting/parked at junction exit. The female driver aged 63 lived in CV10.

Casualty 1 (Vehicle 2) A female driver aged 63 suffered a slight injury.

D-PRINT CRASH REPORT

16 November 2023
10:46:46

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	**Road No A5 Grid 425412E** **Section Ref 300392N**	SLIGHT	01/03/2018	5	05:49	Dark: lit	Frost/Ice	Fog Mist			P/C
	A5 AT JN WITH BIRCH COPPICE BUSINESS PARK								North Warwickshire		
	VEHICLE 1 WAS TRAVELLING ALONG THE A5, DORDON AND AS HE WAS APPROACHING TRAFFIC LIGHTS WHICH WERE ON GREEN HE CONTINUED TO TRAVEL. IP HAS THEN CROSSED THE ROAD ON HIS PEDAL CYCLE IN FRONT OF VEHICLE 1 CAUSING THEM BOTH TO COLLIDE.						Veh1, car, W → E Veh2, pedal cycle, N → S			Casualties 1 Vehicles 2	
2	**Road No M42 Grid 424527E** **Section Ref 300941N**	SLIGHT	03/04/2018	3	17:20	Daylight	Dry	Fine			
	NB JCT 10 M42								North Warwickshire		
	2 LANES RUNNING. V002 BRAKES AND V001 HITS THE REAR.						Veh1, car, SW → NE Veh2, goods unknown weight, SW → NE			Casualties 1 Vehicles 2	
3	**Road No M42 Grid 424068E** **Section Ref 300275N**	SLIGHT	28/04/2018	7	09:20	Daylight	Wet/Damp	Rain		S.VEH	
	52/1 J10 M42 AT JN WITH JCT 10 NB SLIP OFF M42								North Warwickshire		
	Single vehicle RTC whereby V1 appears to have aqua-planed on water causing it to collide with central reserve barrier before rebounding across carriageway and collided with nearside Armco barrier coming to rest on the hard shoulder.						Veh1, car, SW → NE			Casualties 1 Vehicles 1	

D-PRINT CRASH REPORT

16 November 2023
10:46:46

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	**Road No A5** **Grid 424353E** **Section** **Ref 300791N**	SERIOUS	13/05/2018	1	18:27	Daylight	Dry	Fine			
	WILNECOTE BYPASS ISLAND A5 AT JN WITH GREEN LANE								North Warwickshire		
	VEHICLE 1 AND 2 HAVE TRAVELLED ALONG THE A5 FROM TAMWORTH AND APPROACHED THE M42 ROUNDABOUT. VEHICLE 2 WAS STATIONARY AT THE TRAFFIC LIGHTS WITH SEVERAL CARS BEHIND THEM HOWEVER STALLED WHEN THE LIGHTS TURNED GREEN. VEHICLE 1 HAS CHANGED LANES MOVING TO THE RIGHT HAND SIDE ATTEMPTNG TO GO AROUND THE QUE OF CARS, HOWEVER CUT IN FRONT OF VEHICLE 2 TO TRAVEL DOWN M42 SLIP ROAD CAUSING A COLLISION. VEHICLE 2 WAS TRAVELLING STRAIGHT AHEAD INTENDING TO TAKE THE A5 EXIT.						Veh1, car, NW → NE Veh2, car, NW → SE			Casualties 2 Vehicles 2	
5	**Road No A5** **Grid 424561E** **Section** **Ref 300622N**	SLIGHT	18/05/2018	6	22:40	Dark: lit	Dry	Fine			
	A5 NEAR JN WITH JCT 10 ISLAND M42								North Warwickshire		
	VEHICLE 1 AND VEHICLE 2 WERE TRAVELLING ALONG A5 FROM ATHERSTONE TOWARDS TAMWORTH WHEN VEHICLE 1 HAS DRIVEN INTO THE REAR OF VEHICLE 2 CAUSING MINOR DAMAGE AND SLIGHT INJURY TO THE OCCUPANTS OF VEHICLE 2. VEHICLE 1 LEFT THE SCENE.COLLISION OCCURED ON THE WARWICKSHIRE FORCE AREA. PLEASE SEN TO THEM FOR RECORDING. THERE ARE NO WITNESSES AND NO CCTV. INFORMANT ADVISED THAT THIS MATTER WILL BE FILED.						Veh1, car, E → W Veh2, car, E → W			Casualties 2 Vehicles 2	

Key

Involved

PED	*Pedestrian*
HGV	*Heavy Goods Vehicle*
GV	*Goods Vehicle*
M/C	*Motor Cycle*
P/C	*Pedal Cycle*
PSV	*Bus/Coach*

FACTORS

+VE	*Positive Breath Test*
R.TURN	*Right Turn Manoeuvre*
O/TAKE	*Overtaking Manoeuvre*
S.VEH	*Single Vehicle*

Special Conditions

ATS OUT	*Traffic Lights Not Working*
ATS DEF	*Traffic Lights Defective*
SIGNS	*Road Signs Defective or Obscurred*
RD WRKS	*Road Works*
Surface	*Road Surface Defective*

D-PRINT CRASH REPORT

16 November 2023
10:46:46

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
6	**Road No** U **Grid** 424397E **Section** **Ref** 300363N TRINITY ROAD NEAR JN WITH JCT 10 M42	SLIGHT	25/05/2018	6	20:20	Daylight	Dry	Fine	North Warwickshire		
	VEHICLE 1 HAS EXITED THE M42 AT JUNCTION 10 AND DRIVEN ON TO TRINITY ROAD. WHILST DRIVING ALONG TRINITY ROAD AROUND A GRADUAL RIGHT HAND BEND VEHICLE 1 HAS CONCIOUSLY CHANGED IN TO THE OPPOSING LANE, DRIVING ALONG THE WRONG SIDE OF THE ROAD FOR AROUND 75 YARDS. VEHICLE 2 THAT WAS TRAVELLING IN THE OPPOSING ROAD, HAS BEEN MET HEAD ON BY VEHICLE 1 AND COULD NOT AVOID THE COLLISION.						Veh1, car, N → SW Veh2, car, SW → N				Casualties 3 Vehicles 2
7	**Road No** M42 **Grid** 424477E **Section** **Ref** 300754N JUNCTION 10 OFFSLIP M42 AT JN WITH A5	SLIGHT	02/06/2018	7	16:55	Daylight	Dry	Fine	North Warwickshire		
	V2 WAS STATIONARY AT RED ATS AT END OF OFF SLIP WAITING TO JOIN ROUNDABOUT. V1 HAS FAILED TO SEE V2 STATIONARY AND HAS REACTED TOO LATE COLLIDING WITH REAR OF V2.						Veh1, car, NE → SW Veh2, car, NE → SW				Casualties 2 Vehicles 2
8	**Road No** A5 **Grid** 425105E **Section** **Ref** 300467N DORDON A5 NEAR JN WITH JUNCTION 10 M42	SERIOUS	06/07/2018	6	15:37	Daylight	Dry	Fine	North Warwickshire		
	V1 has been in the outside lane of a two lane stretch of the A5. V2 has been in lane 1. V1 has then tried to merge into lane 1 and has not seen V2 and has hit V2 causing extensive damage.						Veh1, goods unknown weight, E → W Veh2, car, E → W				Casualties 2 Vehicles 2

D-PRINT CRASH REPORT

16 November 2023
10:46:46

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
9	**Road No M42 Grid 424273E** **Section Ref 300469N**	SLIGHT	14/07/2018	7	00:34	Dark: lit	Dry	Fine			
	SOUTHBOUND J10 SLIP ROAD M42 NEAR JN WITH A5								North Warwickshire		
	VEHICLE 1, AN UNKNOWN HGV, HAS TAKEN THE M42 SLIP ROAD, AT JUNCTION 10 SOUTHBOUND, HAS CUT IN FRONT OF VEHICLE 2 HITTING THE OFFSIDE CAUSING VEHICLE 2 TO SPIN AROUND, HITTING THE CENTRAL BARRIER. VEHICLE 1 HAS STOPPED AT TEH BOTTOM OF THE SLIP ROAD BEFORE MOVING OFF.						Veh1, goods unknown weight, NE → SW Veh2, car, NE → SW				Casualties 2 Vehicles 2
10	**Road No A5 Grid 425871E** **Section Ref 300225N**	SLIGHT	24/07/2018	3	16:34	Daylight	Dry	Fine			
	NEAR TO VICARAGE CLOSE A5								North Warwickshire		
	VEHICLE 2 WAS TRAVELLING ALONG THE A5 TOWARDS NUNEATON WHILST VEHICLE 1 WAS TRAVELLING ALONG THE A5 IN THE OPPOSITE DIRECTION ON THE OPPOSITE CARRIAGEWAY. VEHICLE 1 HAS THEN DONE A U TURN THROUGH A GAP IN THE CENTRAL RESERVATION CAUSING VEHICLE 2 TO TAKE EVASIVE ACTION. THE VEHICLES HAVEN'T COLLIDED BUT VEHICLE 2 HAS BUMPED INTO THE KERB ON THE LEFT SIDE CAUSING DAMAGE TO HER NEARSIDE FRONT TYRE AND HER EXHAUST. VEHICLE 1 HAS FAILED TO STOP AT THE SCENE						Veh1, car, SE → SE Veh2, car, NW → SE				Casualties 1 Vehicles 2
11	**Road No A5 Grid 424478E** **Section Ref 300735N**	SLIGHT	01/09/2018	7	09:30	Daylight	Dry	Fine			
	TAMWORTH ISLAND A5 AT JN WITH JCT 10 SLIP OFF M42								North Warwickshire		
	Ambo are travelling around the roundabout on blue with sirens activated. V1 & V2 travelling onto the roundabout from M42 south, V2 has slowed to allow ambo to pass and V1 has bumped into the rear						Veh1, car, NE → NW Veh2, car, NE → NW Veh3, , NW → SE				Casualties 2 Vehicles 3

D-PRINT CRASH REPORT

16 November 2023
10:46:46

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
12	**Road No A5 Grid 426361E** **Section Ref 299973N**	SLIGHT	09/09/2018	1	12:11	Daylight	Dry	Fine			
	O/S THE KINGDOM HALL OF JEHOVAS WITNESSES WATLING STREET A5								North Warwickshire		
	VEHICLE 1 HAS BEEN TRAVELLING IN SLOWER MOVING TRAFFIC BEHIND VEHICLE 2. VEHICLE 2 HAS SLOWED AND BRAKED ON THE APPROACH TO A TRAFFIC ISLAND AS THE TRAFFIC IN FRONT HAS DONE THE SAME. VEHICLE 1 HAS FAILED TO SEE THIS AND CRASHED INTO THE REAR OF VEHICLE 2.						Veh1, car, SE → NW Veh2, car, SE → NW			Casualties 2 Vehicles 2	
13	**Road No A5 Grid 424482E** **Section Ref 300620N**	SLIGHT	29/10/2018	2	15:30	Daylight	Wet/Damp	Fine			
									North Warwickshire		
	VEHICLE 2 STATIONARY IN TRAFFIC QUEUE. VEHICLE 1 APPROACHED FROM BEHIND AND HIT VEHICLE 2. DRIVER OF VEHICLE 1 REFUSED TO EXCHANGE DETAILS.						Veh1, goods unknown weight, E → W Veh2, car, E → W			Casualties 1 Vehicles 2	
14	**Road No A5 Grid 424380E** **Section Ref 300539N**	SLIGHT	06/02/2019	4	17:50	Drk: SL u/k	Dry	Other			GV P/C
	WATLING STREET (A5) NEAR JUNCTION WITH TRINITY ROAD								North Warwickshire		
	IP ON PUSH BIKE TRAVELLING ON A5 WATLING STREET TOWARES JUNCTION 10 M42 SOUTH. IP HAS GONE ACROSS JUCNTION AND HAS BEEN STRUCK BEFORE SLIP ROAD TO M42 BY A WHITE RECOVERY VEHICLE. INJURY TO RIGHT ARM AND LEG, DRIVER STOPPED BY IP DID NOT TAKE ANY DETAIL AS WAS IN SHOCK. NO VRM OR MAKE OR MODEL OR DRIVER DETAILS AVAILABLE.						Veh1, goods < 3.5t, NE → W Veh2, pedal cycle, NE → W			Casualties 1 Vehicles 2	

D-PRINT CRASH REPORT

16 November 2023
10:46:46

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
15	**Road No A5 Grid 424382E** **Section Ref 300539N**	SLIGHT	06/02/2019	4	18:00	Dark: lit	Wet/Damp	Fine			P/C
	WATLING STREET (A5) AT JUNCTION WITH TRINITY ROAD								North Warwickshire		
	VEHICLE 2 WAS CYCLING AROUND THE ROUNDABOUT WHEN VEHICLE 1 HAS CUT HIM UP AND BUMPED HIS ARM.						Veh1, goods unknown weight, SE → SW Veh2, pedal cycle, E → W				Casualties 1 Vehicles 2
16	**Road No A5 Grid 424349E** **Section Ref 300791N**	SLIGHT	04/04/2019	5	18:40	Daylight	Wet/Damp	Rain			M/C
	WATLING STREET (A5) NEAR JUNCTION WITH RELAY DRIVE								Tamworth		
	A car changed lanes quickly to avoid traffic which in turned caused the Ford Mondeo [redacted] to brake sharply. This subsequently caused a Honda moped [redacted] to brake sharply and collide with the rear of the mondeo. Direction of travel was towards the M42 Southbound junction. 3rd vehicle is unknown.						Veh1, car, S → NE Veh2, m/cycle 50 - 125cc, S → NE				Casualties 1 Vehicles 2
17	**Road No A5 Grid 424245E** **Section Ref 300619N**	SLIGHT	28/05/2019	3	21:20	Daylight	Dry	Fine		S.VEH	M/C
	A5 NEAR JUNCTION WITH M42								Tamworth		
	Rider of V1 has exited the island from the M42 onto the A5 West bound and the low sun has taken his visibility and has caused him to lose control of the bike, hitting a junction maker sign and this has dislodged him from the bike causing him to slide down the carriageway.						Veh1, m/cycle > 500cc, S → NW				Casualties 1 Vehicles 1

D-PRINT CRASH REPORT

16 November 2023
10:46:46

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
18	**Road No A5 Grid 426425E** **Section Ref 299947N**	SLIGHT	30/05/2019	5	18:58	Daylight	Dry	Fine			
	WATLING STREET (A5) DORDON O/S 'SILVER BIRCHES'								North Warwickshire		
	VEHICLE 01 WAS STATIONARY ON THE SLIP ROAD ON THE A5 FACING TOWARDS GRENDON WANTING TO CHANGE DIRECTION AND TRAVEL TOWARDS DORDON. DRIVER OF VEHICLE 01 HAS THEN VISUALLY CHECKED BY LOOKING IN HIS MIRRORS AT ONCOMING TRAFFIC HAS WAITED FOR TRAFFIC TO PASS THEN PULLED OUT OF THE SLIP ROAD AND CLIPPED VEHICLE 02 CAUSING IT TO FLIP ONTO ITS SIDE AND ONTO A DRIVEWAY OFF THE MAIN CARRIAGEWAY.						Veh1, car, NW → NW Veh2, car, NW → SE			Casualties 1 Vehicles 2	
19	**Road No A5 Grid 424426E** **Section Ref 300577N**	SLIGHT	12/07/2019	6	03:29	Dark: lit	Wet/Damp	Rain			HGV
	A5 WATLING ST ISLAND DORDON J/W M42 JCT 10								North Warwickshire		
	It appears that vehicle02 has been driving in lane 1 of the M42 Junction 10 Island towards M42 (SW) slip when Vehicle01 has merged into lane 1 from lane 2 without noticing Vehicle02 and has collided into the o/s of Vehicle02 with its n/s. Vehicle01 has then only noticed it has been in a collision when stopped, suggesting the drive drove without due care and attention.						Veh1, goods 3.5 - 7.5t, NE → SW Veh2, car, NE → SW			Casualties 2 Vehicles 2	
20	**Road No A5 Grid 424495E** **Section Ref 300685N**	SLIGHT	23/07/2019	3	20:15	Daylight	Dry	Fine			M/C
	A5 NEAR JUNCTION WITH UNCLASSIFIED ROAD								North Warwickshire		
	THIS IS A 2 VEHICLE SLIGHT INJURY RTC WHERE BOTH VEHICLES ARE MOTORCYCLES. TRAVELLING IN THE SAME LANE, TAKING THE SAME EXIT. AS THEY HAVE TAKEN THE EXIT OFF OF THE TRAFFIC ISLAND, THEY HAVE HAD CONTACT CAUSING BOTH RIDERS TO FALL FROM THEIR MACHINES.						Veh1, m/cycle > 500cc, NW → E Veh2, m/cycle > 500cc, NW → E			Casualties 2 Vehicles 2	

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
21	**Road No A5 Grid 424473E** **Section Ref 300616N**	SERIOUS	24/07/2019	4	16:45	Daylight	Dry	Fine			M/C
	WATLING STREET (A5) J/W M42 JCT 10 ISLAND								North Warwickshire		
	AT APPROXIMATELY 16:45 HRS ON 24.07.2019 RIDER OF VEH 002 HAS BEEN TRAVELLING ON THE A5, M42 ISLAND HEADING WEST, COMING FROM THE DIRECTION OF HINCKLEY, GOING TOWARDS TAMWORTH. RIDER OF VEH 002 HAS BEEN FILTERING BETWEEN LANES 3 AND 4 AT THE ISLAND ON THE APPROACH TO THE JUNCTION. THE RAFFIC LIGHTS WERE NOT WORKING WITH SIGNS DISPLAYING THIS - RIDER OF VEH 002 WAS AWARE OF THE BORKEN LIGHTS. WHILST WAITING TO PULL OUT OF THE JUNCTION, VEH 002 HAS BEEN HIT FROM BEHIND, CAUSING HIM TO FALL OFF HIS BIKE ON TO THIS LEFT SHOULDER CAUSING INJURY - HUMERAL FRACTURE.						Veh1, car, E → W Veh2, m/cycle > 500cc, E → W				Casualties 1 Vehicles 2
22	**Road No A5 Grid 424247E** **Section Ref 300714N**	SLIGHT	12/10/2019	7	18:40	Daylight	Wet/Damp	Fine			
	A5 - 27 METRES FROM JUNCTION WITH WATLING STREET (A5)								North Warwickshire		
	Vehicle 2 was stationary at traffic lights at the M42 island when Vehicle 1 has collided with the rear of Vehicle 2.						Veh1, car, E → W Veh2, car, E → W				Casualties 4 Vehicles 2
23	**Road No A5 Grid 424475E** **Section Ref 300615N**	SLIGHT	19/11/2019	3	11:47	Daylight	Wet/Damp	Fine			GV
	WATLING STREET (A5) JW A5 M42 JCT 10 TRAFFIC ISLAND								North Warwickshire		
	Veh 2 struck veh 1 from behind whilst stationary at traffic lights on A5 dordon tamworth.						Veh1, car, E → W Veh2, goods < 3.5t, E → W				Casualties 1 Vehicles 2

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
24	**Road No A5** **Grid 425433E** **Section** **Ref 300363N**	SLIGHT	28/02/2022	2	09:19	Daylight	Wet/Damp	Fine			M/C
	WATLING STREET (A5), NEAR J/W DANNY MORSON WAY, DORDON								North Warwickshire		
	BOTH VEHICLES TRAVELLING NORTHBOUND ON THE A5 TOWARDS M42 J10 FROM DORDON. VEH 002 IN LANE 2 SLOWING FOR THE RED TRAFFIC LIGHT WHEN VEH 001 COLLIDES WITH THE REAR OF VEH 002.						Veh1, m/cycle 50 - 125cc, SE → NW Veh2, car, SE → NW			Casualties 1 Vehicles 2	
25	**Road No M42** **Grid 424602E** **Section** **Ref 301094N**	SLIGHT	26/03/2022	7	10:27	Daylight	Dry	Fine			
	M42 J10 NORTHBOUND, BIRCHMOOR, WARWICKSHIRE								North Warwickshire		
	BOTH VEHICLES 1 & 2 TRAVELLING ALONG THE M42 NORTHBOUND JUST AFTER JUNCTION 10 IN LANE 2 OF THE LANE 2 SECTION OF THE MOTORWAY. LOOSE DOG IN THE ROAD WITH TRAFFIC MOVING SLOW. VEH 002 HAS STARTED TO PICK UP A LITTLE SPEED AND THEN APPLIED THE BRAKES. VEH 001 HAS REAR ENDED INTO VEH 002 CAUSING DAMAGE TO BOTH VEHICLES.						Veh1, car, SW → NE Veh2, car, SW → NE			Casualties 1 Vehicles 2	
26	**Road No A5** **Grid 424918E** **Section** **Ref 300529N**	SERIOUS	28/04/2022	5	16:25	Daylight	Dry	Fine			
	WATLING STREET (A5), DORDON, WARWICKSHIRE								North Warwickshire		
	VEHICLES TRAVELLING ALONG A5 FROM DORDON TOWARDS M42 (J10) BOTH IN LANE 1 OF 2. VEH 002 HAS SLOWED AND LOOKED TO MOVE OUT INTO LANE 2, BEFORE IT HAS DONE SO, VEH 001 HAS CRASHED INTO THE BACK OF VEH 002.						Veh1, car, SE → NW Veh2, car, SE → NW			Casualties 1 Vehicles 2	

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
27	**Road No A5** **Grid 424518E** **Section** **Ref 300622N**	SLIGHT	12/05/2022	5	10:30	Daylight	Dry	Fine			
	WATLING STREET (A5), DORDON, WARWICKSHIRE								North Warwickshire		
	VEH 002 TRAVELLING TOWARDS TAMWORTH ON A5 IN MIDDLE LANE WHEN A LORRY VERED OVER THE LANE FROM THE LEFT COLLIDING WITH VEH 002, LORRY DID NOT STOP. PHOTO TAKEN OF LORRY - NO VRM VISIBLE.						Veh1, goods unknown weight, SE → NW Veh2, car, SE → NW			Casualties 2 Vehicles 2	
28	**Road No M42** **Grid 423711E** **Section** **Ref 299837N**	SLIGHT	18/06/2022	7	19:10	Daylight	Wet/Damp	Rain		S.VEH	
	M42 NB J9-10 M/P 83/1A, TAMWORTH, WARWICKSHIRE								North Warwickshire		
	IT WOULD APPEAR THAT VEH 001 WAS TRAVELLING IN LANE 2 OF 2 @ APPROXIMATELY 60 MPH DRIVER HAS HIT SURFACE WATER AND AQUA PLANED, LOST CONTROL AND COLLIDED INTO THE CENTRAL BARRIER BEFOR COMING TO REST IN LANE 2 OF 2.						Veh1, car, SW → NE			Casualties 1 Vehicles 1	
29	**Road No M42** **Grid 424074E** **Section** **Ref 300290N**	SLIGHT	18/06/2022	7	19:25	Daylight	Wet/Damp	Rain			
	M42 NB J10 M/P 83/01A TAMWORTH, WARWICKSHIRE								North Warwickshire		
	DUE TO AN UNRELATED RTC, VEH 002 HAS HAD TO STOP IN LANE 2 OF 2 AT J10 M42 NORTH ADJACENT TO THE OFF SLIP. VEH 001 HAS FAILED TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEH 002.						Veh1, car, SW → NE Veh2, car, SW → NE			Casualties 1 Vehicles 2	
30	**Road No M42** **Grid 424531E** **Section** **Ref 300966N**	SERIOUS	08/07/2022	6	13:50	Daylight	Dry	Fine			HGV
	M42 J10 NB SLIP ON, DORDON, WARWICKSHIRE								North Warwickshire		
	VEH 001 AND VEH 002 TRAVELLING ONTO THE M42 NORTH ENTRY SLIP. ON ENTRY SLIP RIOR TO ENTERING MAIN CARRIAGE WAY FRONT VEH 001 COLLIDES WITH THE REAR OF NEARSIDE VEH 002.						Veh1, goods > 7.5t, SW → NE Veh2, car, SW → NE			Casualties 2 Vehicles 2	

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
31	**Road No** M42 **Grid** 423925E **Section** **Ref** 300106N	SLIGHT	22/10/2022	7	06:11	Drk: no SL	Wet/Damp	Rain			
	M42 SB J10-9 M/P 52/3B, DORDON, WARWICKSHIRE								North Warwickshire		
	IT WOULD APPEAR THAT VEH 001 HAS LOST CONTROL POTENTIALLY DUE TO AQUA PLANNING CAUSING IT TO COLLIED WITH VEH 002, VEH 001 HAS CONTINUED DOWN THE MOTORWAY FLIPPING ONTO ITS ROOF COLLIDING WITH VEH 003. MINOR INJURIES SUSTAINED OCCUPANTS OF VEH 001 AND 3. MINOR DAMAGE TO CRASH BARRIER.						Veh1, car, NE → SW Veh2, car, NE → SW Veh3, car, NE → SW			Casualties 3 Vehicles 3	
32	**Road No** U **Grid** 426187E **Section** **Ref** 300085N	SLIGHT	01/12/2022	5	18:45	Dark: lit	Dry	Fine			
	LONG STREET NEAR JUNCTION WITH WATLING STREET (A5), DORDON, WARWICKSHIRE								North Warwickshire		
	I was in my car at end of Long Street Dordon at the island on the A 5 at Dordon. I was waiting to pull out onto the island and the car behind me went into the back of my car. I was pushed into the road so drove around the island and pulled over to inspect the car. The other car involved followed me and pulled over. The driver was a lady in her late 50's/60's. Her reg number is [redacted] The lady got out of her car and asked if there was any damage. I said I couldn't see any but it was dark so I said we should exchange details. She refused and said I would just be claiming for any other damage or whiplash. I asked again for her details but she refused again.						Veh1, car, N → S Veh2, car, N → S			Casualties 2 Vehicles 2	
33	**Road No** A5 **Grid** 425385E **Section** **Ref** 300398N	SLIGHT	23/12/2022	6	21:31	Dark: lit	Wet/Damp	Fine			
	WATLING STREET (A5) NEAR JUNCTION WITH DANNY MORSON WAY, NORTH WARWICKSHIRE, WARWICKSHIRE								North Warwickshire		
	BOTH VEHICLES HAVE BEEN TRAVELLING IN OPPOSITE DIRECTIONS ON THE A5. ONE OF THE VEHICLES SEEMS TO HAVE CROSSED THROUGH A RED LIGHT AT THE JUNCTION OF DANNY MORSON WAY CAUSING THE COLLISION.						Veh1, car, N → S Veh2, car, S → N			Casualties 1 Vehicles 2	

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
34	**Road No** A5 **Grid** 425415E **Section** **Ref** 300390N	SERIOUS	18/01/2023	4	05:44	Dark: lit	Wet/Damp	Snow			P/C
	WATLING STREET (A5) NEAR JUNCTION WITH DANNY MORSON WAY, NORTH WARWICKSHIRE, WARWICKSHIRE								North Warwickshire		
	AT MATERIAL TIME AND PLACE A SERIOUS INJURY ROAD TRAFFIC COLLISION HAS OCCURRED. V1 -- PEDAL CYCLIST -- TRAVELLING EASTBOUND FROM J10 M42 TOWARDS DORDON. V2 HAS BEEN TRAVELLING IN THE SAME DIRECTION SLIGHTLY BEHIND V1. ON APPROACH TO BIRCH COPPICE INDUSTRIAL ESTATE JUNCTION THE TRAFFIC LIGHTS ARE SHOWING GREEN FOR EASTBOUND TRAFFIC. V2 AND WITNESS HAVE CONTINUED THEIR JOURNEY THROUGH THE LIGHTS. AT THE SAME TIME V1 HAS DIVERTED ACROSS THE CARRIAGEWAY AT THE PEDESTRIAN CROSSING INTO THE PATH OF V2 IN LANE 2. WITNESS IN LANE 1 SLIGHTLY BEHIND V2 HAS MANAGED TO AVOID ANY COLLISION. V1 HAS BEEN SERIOUSLY INJURED AND TAKEN TO QE HOSPITAL IN BIRMINGHAM.						Veh1, pedal cycle, SW → NE Veh2, car, NW → SE			Casualties 1 Vehicles 2	
35	**Road No** M42 **Grid** 423638E **Section** **Ref** 299650N	SLIGHT	25/01/2023	4	14:40	Daylight	Dry	Fine			HGV GV
	M42 SB J10-9 M/P 46.6B, TAMWORTH, WARWICKSHIRE								North Warwickshire		
	V001 IS AN U/K VAN. THIS HAS COLLIDED INTO THE REAR OF V002 THAT WAS IN LANE 2 OF 2 SLOWING FOR TRAFFIC AHEAD. THIS HAS CAUSED V002 TO COLLIDE WITH THE REAR OF V003 THAT WAS TRAVELLING INFRONT OF V002. V001 HAS NOT STOPPED AND LEFT THE SCENE. AS A RESULT V004 HAS COLLIDED WITH V005 IN THE TAILBACK.						Veh1, goods < 3.5t, NE → SW Veh2, car, NE → SW Veh3, car, NE → SW Veh4, car, NE → SW Veh5, goods > 7.5t, NE → SW			Casualties 1 Vehicles 5	

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No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
36	**Road No U** **Grid 423722E** **Section** **Ref 299727N**	SLIGHT	26/01/2023	5	13:09	Daylight	Wet/Damp	Fine		R.TURN	
	OVERWOODS ROAD AT JUNCTION WITH TRINITY ROAD, KINGSBURY, WARWICKSHIRE								North Warwickshire		
	VEH002 IS STATIONARY ON PICADILY WAY WAITING TO TURN RIGHT INTO OVERSWOOD ROAD WITH ONCOMING TRAFFIC. VEH001 FAILS TO SEE VEH002 BEING STATIONARY UNTIL IT IS TOO LATE. SKIDS AND COLLIDES WITH THE REAR OF VEH001 REAR SEAT PASSENGER IN VEH001 IS NOT WEARING A SEATBELT AND FACE PLANTS THE REAR OF THE FRONT SEAT CAUSING A BLOODED NOSE.						Veh1, car, NE → SW Veh2, car, NE → NW			Casualties 1 Vehicles 2	
37	**Road No A5** **Grid 424496E** **Section** **Ref 300689N**	SERIOUS	23/09/2023	7	10:26	Daylight	Dry	Fine			M/C
	A5 NEAR JUNCTION WITH M42 J10, DORDON, WARWICKSHIRE								North Warwickshire		
	On the above time, date and location Rider has been riding V001 on Junction 10 Dordon Roundabout. Rider has seen V002 heading closely next to him. The vehicle has moved towards V001 and has hit him. Rider of V001 has felt severe pain in his arm and has continued on the road with his clutch in riding slowly as the vehicle did not stop and made off. We have since had a call from the driver of the V002 stating that he did clip the rider who has then asked him to pull over but become irate and started punching his window and broke his wing mirror. So he has then driven away and taken his dog to the vets to avoid the conflict.						Veh1, m/cycle > 500cc, NW → SE Veh2, car, NW → SE			Casualties 1 Vehicles 2	