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NORTH WARWICKSHIRE
BOROUGH COUNCIL

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06/02/2023

**PLANNING & DEVELOPMENT
DIVISION**

APPENDIX F PUBLIC TRANSPORT STRATEGY

Land Northeast of M42 Junction 10, North Warwickshire

Public Transport Strategy

Project Number: 784-B033920

Hodgetts Estates

October 2022

Document Control

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Project: Land Northeast of M42 Junction 10

Client: Hodgetts Estates

Job Number: 784-B033920

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Checked By	Nick Bunn	Initialled:	NB
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Review By	Nick Bunn	Initialled:	NB
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Issue	Date	Status	Checked for Issue
1	18.08.22	Draft to client	DG
2	25.09.22	Revised draft to client	DG
3	12.10.22	Final for Planning	DG
4			
5			

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1 INTRODUCTION

- 1.1 Tetra Tech (TT) have been appointed by Hodgetts Estates to produce this public transport strategy in support of their outline planning application for a proposed development of upto 100,000sqm of mixed employment uses and 150 space overnight lorry park (including an associated 400sqm amenity block) on land to the northeast of M42 Junction 10.
- 1.2 This report will appraise the current public transport provision, identify where improvements to the existing provision is required or where new public transport services are required, and then outline a public transport proposal for land to the northeast of M42 Junction 10.
- 1.3 The public transport strategy follows discussions with officers at WCC and with Stagecoach.
- 1.4 This report has been prepared solely in connection with the land to the northeast of M42 Junction 10 site. Whilst every reasonable effort has been made to ensure its accuracy, use of the information contained in the report by a third party for any other purpose is entirely at their own risk.

2 PROPOSED DEVELOPMENT

- 2.1 The application site is located to the north of the A5 Watling Street and northeast of M42 Junction 10 shown at Figure 1 at Appendix A.
- 2.2 The development proposal includes up to 100,000sqm of mixed employment uses and a 150 spaces overnight lorry park (including an associated 400sqm amenity block) as illustrated at the indicative masterplan at Chetwoods Drawing Number 00078 Rev P10 at Appendix B. Planning is sought in outline with all matters other than 'Access' reserved for consideration in due course. As such, this layout is only indicative at this stage.
- 2.3 The application site is to be accessed via a new signalised junction arrangement off the A5 Watling Street which is approximately 300m east of the M42 Junction 10.
- 2.4 The indicative layout shows the access road serving two large units on Plot A1 and 5 smaller units at its north end on Plot A2. The southern unit, as shown, is approximately 30,650sqm and is served by a priority access junction which is located approximately 200m north of the site access junction from the A5. The large northern unit, as shown, is approximately 59,000sqm and is served by two vehicular accesses at the southern and northern extents of the building. The ultimate layout of the development would be confirmed through reserved matters planning applications. It is intended that the site access road would be built to adoptable standards.
- 2.5 The proposals include a large lorry park which comprises 150 lorry spaces and has a separate access in and out of the car park. A small ancillary office is proposed to the south of the lorry park.

3 LOCAL POLICY

- 3.1 Warwickshire County Council and North Warwickshire Borough Council have a range of policy and guidance criteria for public transport at new development sites, which is outlined below.

Warwickshire Local Transport Plan 2011 – 2026 (Adopted April 2011)

- 3.2 The Warwickshire Local Transport Plan includes Policy PTB4: New Developments which is set out below:

“The County Council will encourage measures to enable good accessibility by bus services to and from new developments and, where appropriate, secure funding from developers towards the costs, consistent with the Land Use & Transportation Strategy.”

- 3.3 The document sets out the following challenge for transport and the Warwickshire economy which relates to public transport: *“Improve the connectivity by public transport to enable business journeys to take place and to maximise accessibility of labour markets to jobs.”*

- 3.4 The Warwickshire Local Transport Plan also specifies that all occupiers within a new development should be no further than 400 metres away from the nearest bus stop, in line with policy stated in respect to connectivity between ne development and local bus services.

- 3.5 The Local Transport Plan sets out the County Council’s policies in respect of delivering the LTP which includes Policy LUT3 Sustainable Developments which is set out below:

“The County Council will promote sustainable development and seek developer contributions, where appropriate, to provide for public transport, community transport, pedestrian and cycling facilities, traffic management measures and travel packs to serve new developments.”

North Warwickshire Borough Council Local Plan (Adopted September 2022)

- 3.6 The North Warwickshire Borough Council Local Plan includes Policy LP23 Transport Assessments and Travel Plans which states the following:

“Widening opportunities to access new developments for all sections of the community will need also to be addressed through the provision and enhancement of public transport services and facilities together with walking and cycling facilities.”

4 ACCESSIBILITY

Bus

- 4.1 Institute of Highways & Transport's (IHT) Planning for Public Transport in Developments (March 1999) states, "the maximum walking distance to a bus stop should not exceed 400m", however it also makes it clear that these walking distances are not fixed, stating "these distances are quoted for guidance, and should not be followed slavishly.....it is important to provide services that are easy for passengers to understand and attractive to use rather than to achieve slavish adherence to some arbitrary criteria for walking distance", and "bus stops should, ideally, be located to minimise walking distances, yet maximise the potential catchment areas".
- 4.2 The WCC Local Transport Plan is discussed in Chapter 3.0 above and specifies that new development should be within 400 metres walking distance of a bus stop.
- 4.3 TT have analysed distances for those trips where walking was the 1st stage mode of travel and bus was the 2nd stage mode of travel. The NTS data from 2010 to 2012 was used to calculate the average and 85th percentile walking distances to a bus stop. The analysis, published in Logistics and Transport Focus March 2018, showed, outside of London, the average distance people walk to a bus stop is 580m and it can be concluded at 580m there is a good prospect people would walk to a bus stop.
- 4.4 Notwithstanding the above, the bus proposals for the application site would be able to provide a walk to a bus stop of 400m or less, across the entire site.
- 4.5 The report on walking distances to bus produced by Tetra Tech can be viewed in Appendix C.

5 EXISTING PUBLIC TRANSPORT PROVISION

Bus Services

- 5.1 The nearest bus stop to the M42 junction 10 site is located on the A5 Watling Street and is an approximate 650m walk from centre of the application site. The bus stop has a lay-by but no flag/ pole arrangement, seating, timetable information or segregated pavement for pedestrians using the pavement on the A5. The stop provides eastbound services but there is not a corresponding stop for westbound services on the south side of the A5 Watling Street. Table 5.1 below lists the services which call at the A5 Watling Street eastbound bus stop.

Table 5.1: Bus Routes – A5 Watling Street

Route No.	Route Description	Monday to Friday		Saturday Daytime	Sunday
		Daytime	Evening		
Stagecoach 766/ 767	Tamworth to Nuneaton Via Birch Coppice, Dordon, Baddesley Ensor, Grendon, Atherstone, Mancetter, Hartshill	Every 1-2 hours	No Service	Every 1-2 hours	Every 1-2 hours

- 5.2 The 766/ 767 provide direct journey opportunities to a range of large residential areas, where employees may live including Tamworth, Atherstone and Nuneaton.
- 5.3 There are a pair of bus stops served by the 766 and 767 services at Birch Coppice Business Park, which are approximately 1,300m from the centre of the application site. These stops can be reached by footway along the northside of Watling Street, the controlled pedestrian crossing facility on the A5 and footway through the business park.
- 5.4 There are two bus stops on Birchmoor Road to the north of the application site which can be reached within an approximate 800m walk from the centre of the proposed development. The stops can be reached via a proposed footway connection to Cockspur Street / Public Bridleway AE45 and then continuous footway on Cockspur Street and Birchmoor Road. The eastbound stop provides a flag/ pole arrangement and the westbound stop provides a flag/ pole arrangement and timetable information. Table 5.2 below lists the services which call at the Birchmoor Road stops.

Table 5.2: Bus Routes – Birchmoor Road

Route No.	Route Description	Monday to Friday		Saturday Daytime	Sunday
		Daytime	Evening		
Arriva 785/ 786	Tamworth to Austrey Via Arrington, Shuttington, Newton Regis, Wartyon, Polesworth	5 morning services then every 2 hours approx	No Service	5 morning services then every 2 hours approx	7 services

5.5 The 785/ 786 services provide direct journey opportunities to Tamworth and other residential areas where employees may live, including Polesworth and Shuttington.

5.6 The location of surrounding bus stops is shown at Figure 2 at Appendix A.

Rail Services

5.7 The nearest rail station to the application site is Polesworth rail station which is approximately 3km to the north. The rail station provides interchange opportunities with the Arriva 785/ 786 bus services. Wilnecote rail station is approximately 3.5km to the west of the application site.

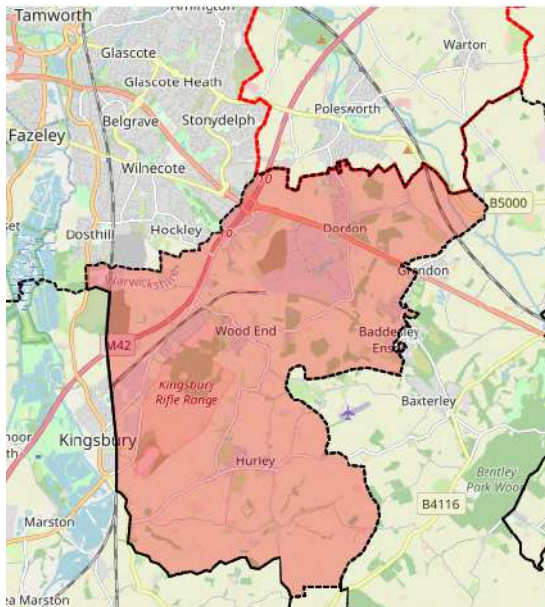
Summary

5.8 The 766 and 767 bus services provide connections to large surrounding residential areas where employees may live including Tamworth and Nuneaton and there are Arriva bus services available to other surrounding residential areas. The bus stops surrounding the application site are not within an easy accessible walk of the whole of the site and improvements to existing bus service provision are therefore proposed.

6 PUBLIC TRANSPORT DESTINATION ESTIMATES

6.1 The levels of mode share that can be expected to be achieved at the M42 Junction 10 employment site can be estimated using Census data from the Middle Super Output areas (MSOAs) in which it lies; namely MSOA E02006469. The location of MSOA North Warwickshire E02006469 is presented below.

Location of MSOAs E02006469



6.2 The mode share for journey to work trips the MSOA is presented in Table 6.1 below:

Table 6.1 Mode Share for Journey to Work Trips – MSOA E02006469

Mode	MSOA E02006469 Trips	Mode Share Percentages
Train	10	0.2%
Bus	101	1.1%
Taxi	41	0.7%
Motorcycle	73	1.3%
Car/Van driver	4324	77.7%
Passenger	585	10.5%
Bicycle	147	2.6%
Pedestrian	260	4.7%

6.3 The MSOA does not include a passenger railway station and therefore generates a small number of rail trips. The MSOA does not include large destinations with high frequency bus routes and the generation of bus trips is low.

Assignment

6.4 The assignment for public transport users has been initially estimated from journey to work by car information for North Warwickshire E02006469 Middle Super Output Area (MSOA).

6.5 It is acknowledged that the distribution is based on car trips and that the characteristics of bus travel are different to car travel as car offers greater convenience and flexibility to reach a wider range of destinations. It does, however, ensure that possible public transport trips are not constrained by the existing bus routes. The majority of people working within the MSOA travel to work by car and therefore the assignment shows where the majority of people in the MSOA live which is helpful in building a picture of where people want to travel from. The Census data shows the 5 most popular residential areas where employees are drawn from who travel by car, which are as follows:

- i. Dordon/ Wood End - 9%
- ii. Polesworth – 6%
- iii. Belgrave/ Wilnecote/ Hockley (East Tamworth) - 4%
- iv. Stoneydelph (East Tamworth) – 4%
- v. Atherstone – 3%

6.6 The car travel data for the MSOA in which the application site lies, shows that the majority of employees in the MSOA are drawn from Dordon and Wood End, which is the MSOA in which the site lies, with Dordon being the larger of the two settlements. The Stagecoach 766/ 767 service calls at Dordon and also serves Belgrave, Wilnecote, Stoneydelph and Atherstone, which draw employees to employment areas within MSOA E02006469. The Arriva 785/ 786 service also provides a connection to Polesworth.

6.7 The Census data also shows the 5 most popular residential areas where employees are drawn from who travel by bus, which are as follows:

- i. Dordon/ Wood End - 8%
- ii. Atherstone – 6%

- iii. Bolehall – 5%
- iv. Glascote Heath (East Tamworth) – 4%
- v. Birmingham (Central) – 4%

6.8 The bus travel data for North Warwickshire E02006469 shows that the majority of employees in the MSOA are again drawn from Dordon and Wood End. The Stagecoach 766/ 767 service calls at Dordon and also serves Atherstone and Glascote Heath which draw employees to employment areas within MSOA E02006469.

Summary

6.9 The data available for the ward in which the application site is located, shows that the majority of people working within the ward travel from Dordon and Wood End (both within the ward itself) for travel by both car and by bus. The data shows that the Stagecoach 766/ 767 service calls at a number of destinations on its route which draw employees who work within in the MSOA.

7 M42 JUNCTION 10 EMPLOYMENT SITE BUS PROPOSALS

- 7.1 Chapter 5 demonstrates that the current public transport provision is restricted for the M42 Junction 10 site in terms of the walking distances to existing bus stops. Improvements are therefore proposed to make the site more sustainable.
- 7.2 The public transport strategy for the site is to be predicated on the extension of the Stagecoach 766/ 767 services into the proposed development. Figure 3 at Appendix A shows the proposed route of the service extension.
- 7.3 The 766/ 767 bus service will continue to run on its existing frequency and provides a connection between large surrounding residential areas and the proposed employment site. The journey time to Tamworth town centre would be approximately 18 minutes, the journey time to Atherstone would be approximately 25 minutes and the journey time to Nuneaton town centre would be approximately 45 minutes.
- 7.4 As described above in Chapter 6.0, the 766/ 767 bus service provides connections to a number of residential areas which draw employees by both car and bus to the ward in which the application site lies. These areas include Tamworth, Dordon and Atherstone.
- 7.5 The 766/ 767 service provides a direct bus connection into Birch Coppice Business Park on its route along the A5 and would undertake a similar arrangement at the proposed development.
- 7.6 TT Drawing Number 00001 Rev P01 at Appendix B shows a possible arrangement for the bus turning area within the application site, indicatively located approximately 200m from the A5/ Site Access junction. The bus turning area is deliberately located close to the site access junction to reduce the length of the diversion and thereby reduce the impact on existing passengers. The length of the diversion from the site access junction and out onto the A5 is approximately 400m. The site access junction layout has been designed to include a designated left-turn and right-turn lane in and designated left-turn lane out with the predicted delay at the junction to be around 10 seconds in and 30 seconds out.
- 7.7 The drawing includes the requisite signage and road markings at the access and exit from the bus turning area. The possible arrangement includes an area of hard-standing at the south of the layout for a bus shelter where passengers will be able to board and alight. Footway is provided which connects to footway along the access road. The drawing also demonstrates that an 11.9m bus is able to turn around in the bus turning area and straighten up to the pick-up/ drop-off area before egressing. Stagecoach have confirmed that an 11.9m long bus is the correct

specification of vehicle used on the 766/ 767 service. Its access and egress can be performed without the bus using the opposing carriageway. The second track also shows that an articulated lorry could access and egress the warehouse service yard without conflicting with the bus. It should be noted that the location of the access points into the warehouses is indicative at this stage but nevertheless, it is demonstrated there would be not conflict assuming a worst case scenario (i.e., the access to the warehouse service yard is opposite the bus turning area).

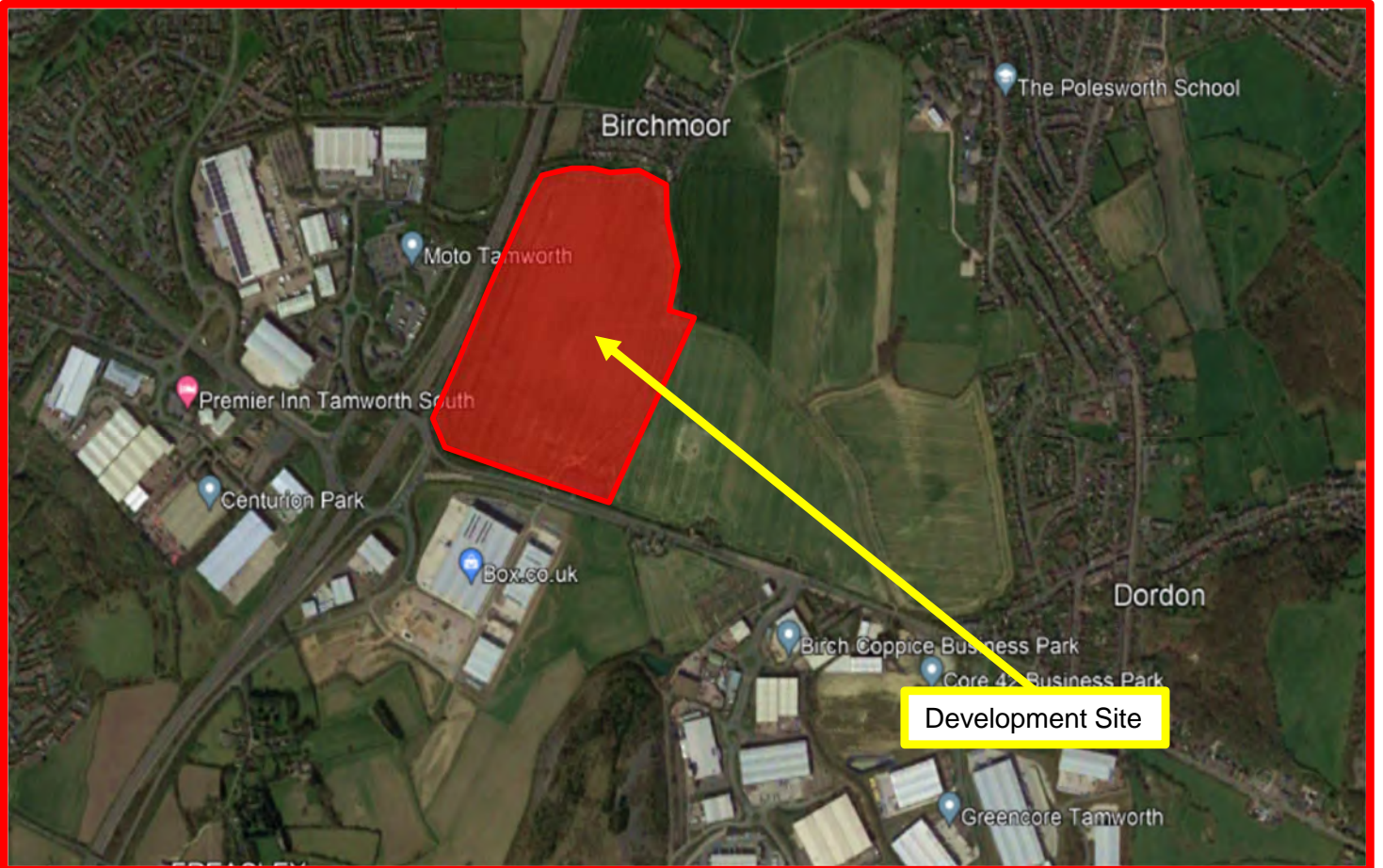
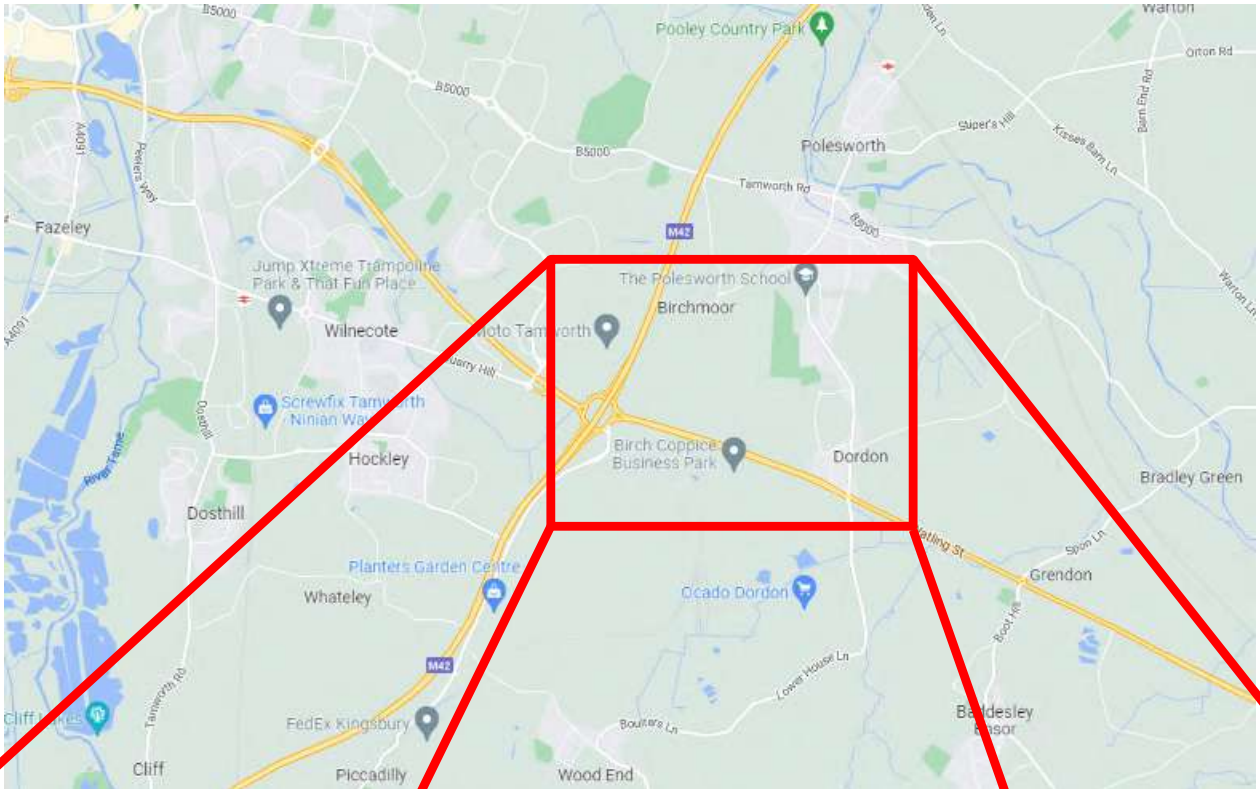
- 7.8 The whole of the application site is within a 400m walk of the proposed bus stop at the bus turning area, which accords with local policy requirements for new developments.
- 7.9 WCC's Transport Operations team have requested that pump priming is provided for a 5 year period to subsidise the Stagecoach 766/ 767 service. The developer and Stagecoach have agreed an annual contribution over a 5 year period.
- 7.10 WCC's Transport Operations team have also requested that a shelter and associated equipment be provided at the proposed bus turning area. The developer is committed to the provision of quality bus infrastructure at the application site.
- 7.11 Pedestrian connections are to be provided to the north of the application site to connect to Cockspur Street which facilitates pedestrian movement to the bus stops on Birchmoor Road. This allows employees who may live at Polesworth and Shuttington to access the proposed development by public transport.
- 7.12 WCC have confirmed their support of the public transport strategy for the proposed development. Correspondence from WCC can be viewed at Appendix D.
- 7.13 A letter of support from Stagecoach for the proposed service extension is attached at Appendix D. Stagecoach have stated in the letter that *"The funding is necessary for the route to be sustainable and continue to operate, in an environment where the covid-19 pandemic has reduced overall bus patronage, and would come from developer contributions."*

8 CONCLUSION

- 8.1 Tetra Tech have been engaged by Hodgetts Estates to produce this public transport strategy to support a planning application for a proposed development of upto 100,000sqm of mixed employment uses and 150 space overnight lorry park (including an associated 400sqm amenity block) on land to the northeast of M42 Junction 10.
- 8.2 The Stagecoach 766 and 767 bus services provide connections to large surrounding residential areas where employees may live including Tamworth, Dordon, Atherstone and Nuneaton and there are Arriva bus services available to other surrounding residential areas, including Polesworth. The bus stops surrounding the application site are not within easy accessible walking distance of the whole of the site and improvements to existing bus service provision are therefore proposed.
- 8.3 Tetra Tech have interrogated Nomis Census 2011 data for journeys to work by bus to predict where employees will be drawn from at the proposed development. The data available for the ward in which the application site is located, shows that the majority of people working within the ward travel from Dordon and Wood End (both within the ward itself) for travel by both car and by bus. The data shows that the Stagecoach 766/ 767 service calls at a number of destinations on its route which draw employees who work within in the MSOA.
- 8.4 The public transport strategy for the site is to be predicated on the extension of the Stagecoach 766/ 767 services into the proposed development. The 766/ 767 bus service provides connections to a number of residential areas which draw employees by both car and bus to the ward in which the application site lies. These areas include Tamworth, Dordon and Atherstone.
- 8.5 A bus turning area is proposed within the M42 employment site, which would be located approximately 200m from the A5/ Site Access junction. The proposed bus turning area would be deliberately located close to the site access junction to reduce the length of the diversion and thereby reduce the impact on existing passengers. The length of the diversion from the site access junction and out onto the A5 would be approximately 400m.
- 8.6 The whole of the application site would be within a 400m walk of the proposed bus stop at the bus turning area, which accords with local policy requirements for new developments.
- 8.7 The bus extension and proposed bus turning area has been agreed in principle with Warwickshire County Council's Transport Operations team and with Stagecoach.

- 8.8 The proposals for the site at M42 Junction 10 comply with local and national standards and, if approved, would provide attractive sustainable public transport travel options for employees travelling to and from the site.

APPENDIX A - FIGURES

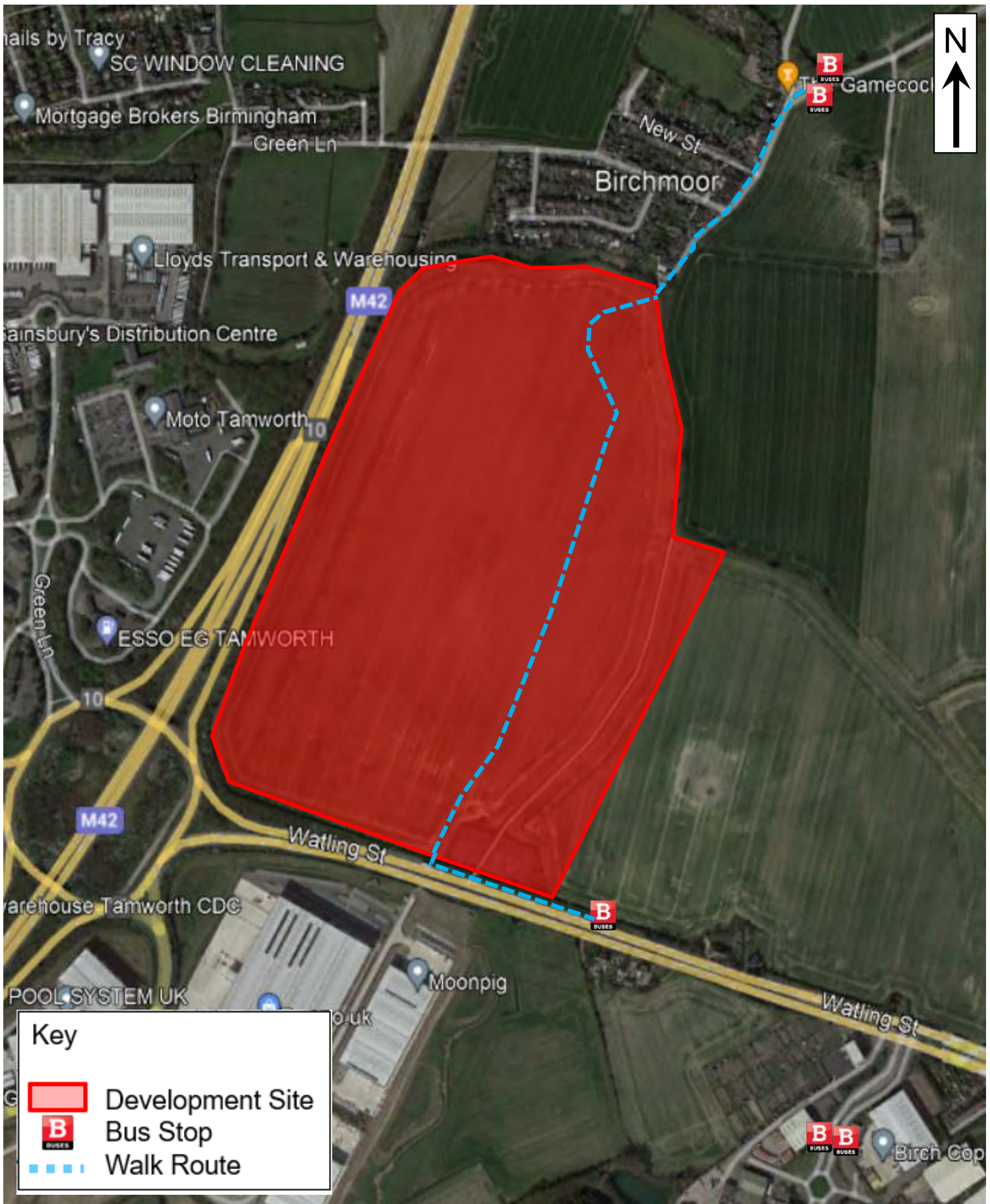


M42 Junction 10, Tamworth

Site Location Plan

Figure 1



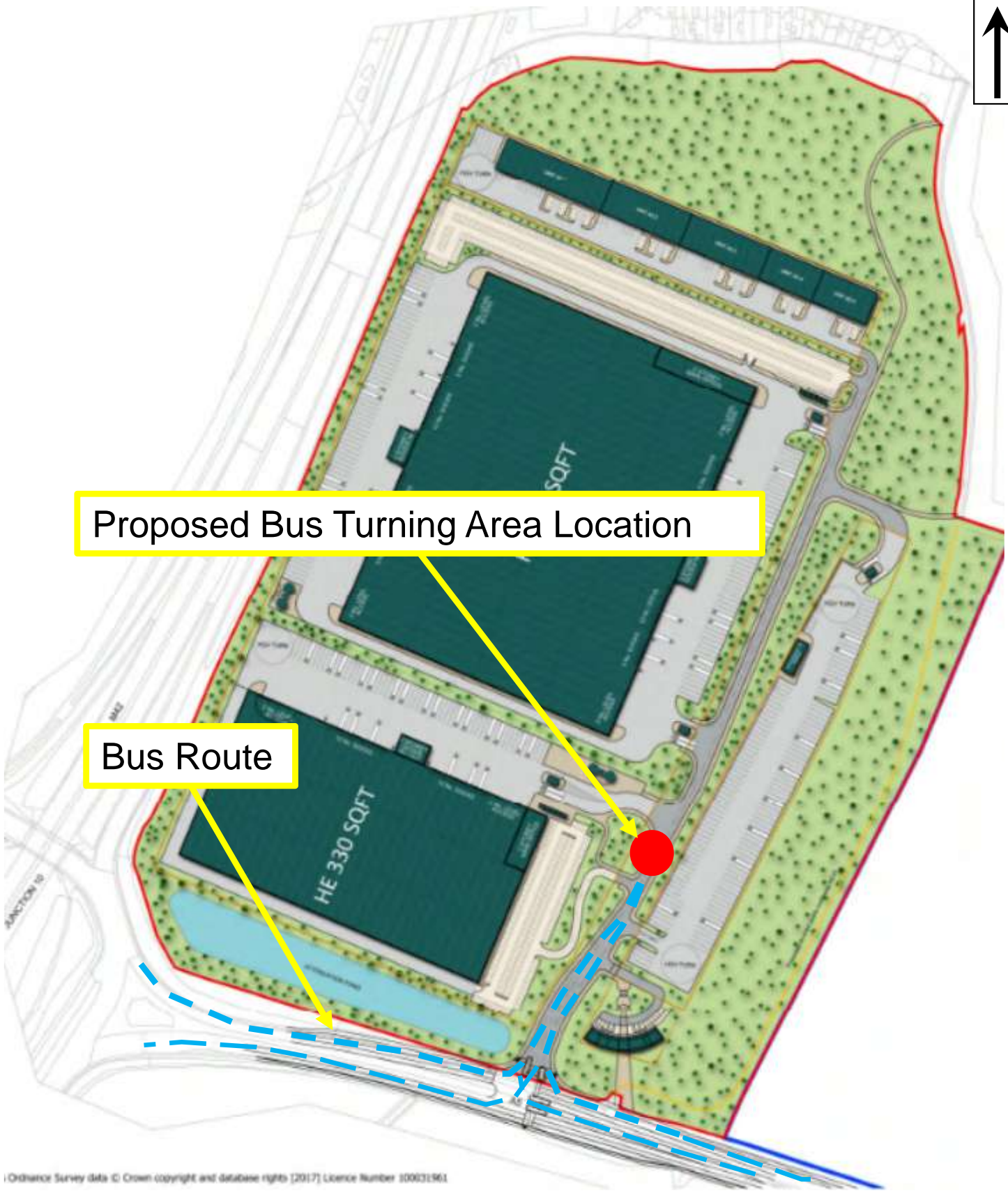


M42 Junction 10, Tamworth

Local Bus Stops

Figure 2





Proposed Bus Turning Area Location

Bus Route

Ordnance Survey data © Crown copyright and database rights [2017] Licence Number 100031961

M42 Junction 10, Tamworth

Stagecoach 766/ 767 Extension Route

Figure 3



APPENDIX B - DRAWINGS



SCHEDULE OF ACCOMMODATION PLOT A1

Unit HE 635 Warehouse	55,560	598,048	sq m	sq ft
Offices (2 Floors)	2,130	22,927		
2 Goods in (2 Floors)	1,308	14,079		
Gatehouse	20	215		
TOTAL (GIA)	59,018	635,269		
HGV Parking	142	(Excl. Loading)		
Car Parking	389	(Incl. 12 Accessible)		
Haunch Height	18 m			
Dock Wall Height	1.2m			
Dock Levellers	60			
Level Access	8			
DEMISE AREA	10.65 Ha /26.32acres			
SITE DENSITY	55.42%			
Unit HE 330 Warehouse	28,770	309,677	sq m	sq ft
Offices (2 Floors)	1,240	13,347		
Goods in (2 Floors)	600	6,458		
Gatehouse	20	215		
TOTAL (GIA)	30,630	329,697		
HGV Parking	56	(Excl. Loading)		
Car Parking	210	(Incl. 6 Accessible)		
Haunch Height	18 m			
Dock Wall Height	1.2m			
Dock Levellers	24			
Level Access	4			
DEMISE AREA	6.068 Ha /14.994 acres			
SITE DENSITY	50.48%			

PLOT B1 OVERNIGHT HGV PARKING

Administration Building	182	1,959	sqm	sqft
Gatehouse	20	215		
TOTAL (GIA)	202	2,174		
HGV Parking	83			
Rigid HGV Parking	57			
Car Parking	5			
DEMISE AREA	1.839 Ha / 4.544 acres			
SITE DENSITY	1.10%			

PLOT B2 OVERNIGHT HGV PARKING

Hu Office/ Community Centre	470	5,059	sqm	sqft
TOTAL (GIA)	470	5,059		
Car Parking	13	(Incl. 4 Accessible)		
DEMISE AREA	0.271 Ha/ 0.669 Acres			
SITE DENSITY	17%			

SCHEDULE OF ACCOMMODATION PLOT A2

UNIT A2.1 Warehouse	1,863	20,053	sq m	sq ft
TOTAL (GIA)	1,863	20,053		
Car Parking	24	(Incl. 2 Accessible)		
Van Parking	8			
Haunch Height	TBC m			
Level Access	2			
UNIT A2.2 Warehouse	1,397	15,039	sq m	sq ft
TOTAL (GIA)	1,397	15,039		
Car Parking	12	(Incl. 2 Accessible)		
Van Parking	4			
Haunch Height	TBC m			
Level Access	2			
UNIT A2.3 Warehouse	1,397	15,039	sq m	sq ft
TOTAL (GIA)	1,397	15,039		
Car Parking	12	(Incl. 2 Accessible)		
Van Parking	4			
Haunch Height	TBC m			
Level Access	2			
UNIT A2.4 Warehouse	931.5	10,026	sq m	sq ft
TOTAL (GIA)	931.5	10,026		
Car Parking	6	(Incl. 1 Accessible)		
Van Parking	1			
Haunch Height	TBC m			
Level Access	2			
UNIT A2.5 Warehouse	931.5	10,026	sq m	sq ft
TOTAL (GIA)	931.5	10,026		
Car Parking	6	(Incl. 1 Accessible)		
Van Parking	1			
Haunch Height	TBC m			
Level Access	2			

SITE AREA PLOT A1 AND A2 (ORANGE LINE)

SITE AREA	18.38 Ha /45.41acres
SITE DENSITY	52.32%

REVISIONS

Rev	Revision Description	Date	Author/Reviewer
P10	Updated boundary area, title block	15/10/21	SA/NH
P9	Updated comments	20/08/21	SA/NH
P8	Annotation added to surrounding roads; received 22.07.21	19/08/21	SA/NH
P7	Plot B updated	02/03/21	RC/NH
P6	Schedule updated, Hub office added	19/02/21	RC/NH
	Updated comments	21/12/20	MB/NH
	Updated comments	12/12/20	MB/NH
	Updated comments	11/12/20	MB/NH
	Updated comments	10/12/20	MB/NH
	First Issue	25/11/20	PJB/NH

NOTES:
 Please note Title Plans have been scaled using Ordnance Survey features which may have altered over time. Complete accuracy cannot be guaranteed without further on-site survey. Any dimensions given are to be confirmed with site measure.
 Subject to Surveys, constraints & planning.
 Red Line indicative only.
 Copyright Chetwoods (Birmingham) Limited. No implied licence exists.
 Contractors must verify all dimensions on site before commencing any work or stop drawings. This drawing is not to be scaled. Use figured dimensions only.
 Subject to statutory approvals and survey.
 Building areas are liable to adjustment over the course of the design process due to the ongoing construction detailing developments.
 Please note the information contained within this drawing is solely for the benefit of the employer and should not be relied upon by third parties.
 The CDM hazard management procedures for the Chetwoods aspects of the design of this project are to be found on the "Chetwoods - Hazard Analysis and Design Risk Assessment" and/or drawings. The full project design team comprehensive set of hazard management procedures are available from the Principle Designer appointed for the project.
 Please note Title Plans have been scaled using Ordnance Survey features which may have altered over time. Complete accuracy cannot be guaranteed without further on-site survey.



NB.
 •SUBJECT TO SURVEYS, CONSTRAINTS & PLANNING.
 •LAYOUT TO BE TRACKED.
 •RED LINE INDICATIVE ONLY.

- Development Site Boundary (79.97 acres / 32.36 Ha)
- Parameter Boundary
- Unit Demise Boundary
- Public bridleway (to be diverted where necessary)

PRELIMINARY

32 Frederick Street, Birmingham, B1 3HH +44 (0)121 234 7500
 www.chetwoods.com



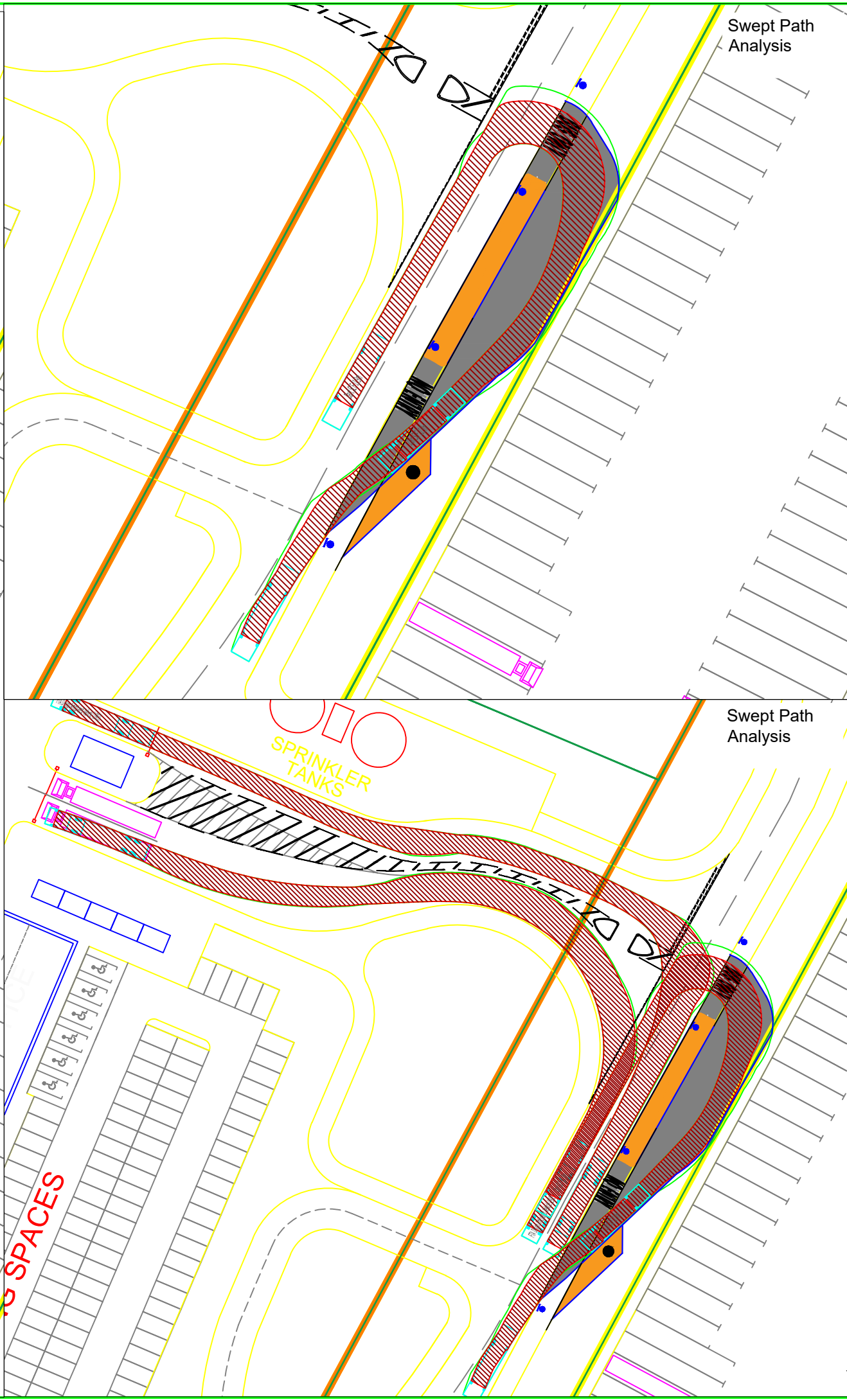
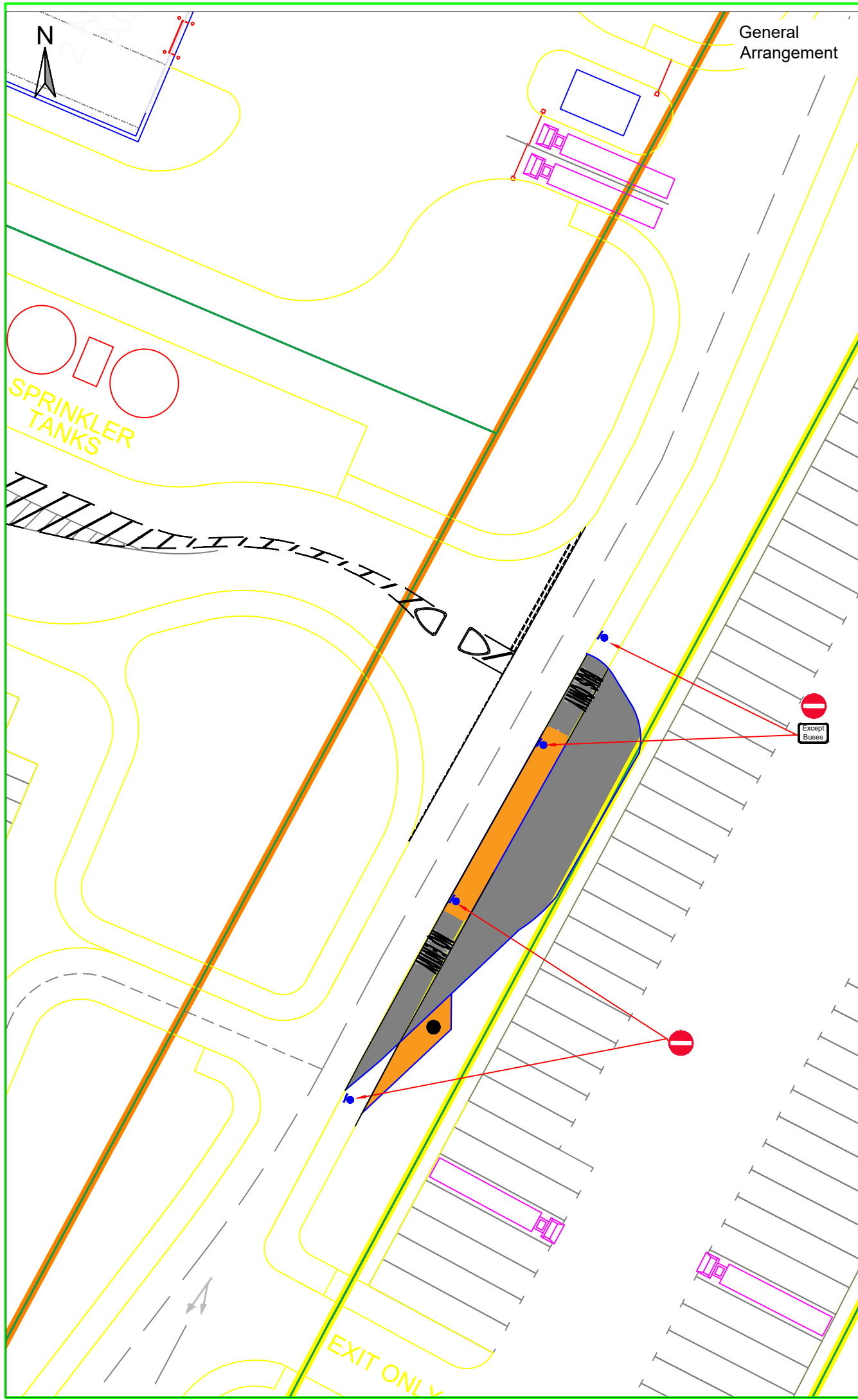
Project: LAND NORTH EAST OF J10 M42, DORDON

Client: HODGETTS ESTATES

Drawing Title: INDICATIVE MASTERPLAN MULTI UNIT OPTION

Scale	Size	Drawn	Checked	Date
1:1500	A1	PJB	NH	25/11/2020

Project	Originator	Zone	Level	Type	Role	Number	Rev.
4263	CA	00	00	DR	A	00078	P10



Dart SLF 11.9m

Overall Length	11.900m
Overall Width	2.501m
Overall Body Height	3.077m
Min Body Ground Clearance	0.312m
Track Width	2.360m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.518m

FTA Design Articulated Vehicle (1983)

Overall Length	15.500m
Overall Width	2.500m
Overall Body Height	3.695m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.750m

KEY

- PROPOSED KERBLINE
- PROPOSED BUS STOP
- PROPOSED CARRIAGEWAY
- PROPOSED FOOT/CYCLEWAY
- PROPOSED TRAFFIC SIGN

PRELIMINARY ISSUE

P01	PRELIMINARY FIRST ISSUE	29.04.22	AJA	DG	NB
Document Control					

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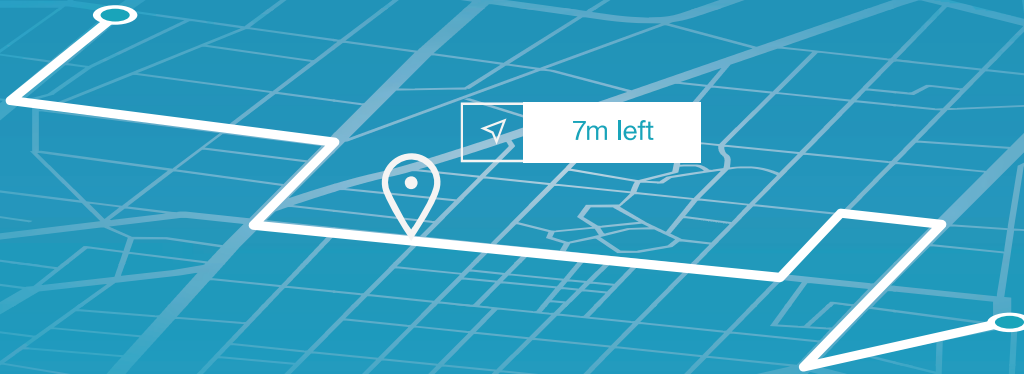
HODGETTS INDUSTRIAL DEVELOPMENTS (TAMWORTH) LTD

Project Name
 LAND NE OF M42 JUNCTION 10

Sheet Title
 PROPOSED BUS TURNING AREA AND SWEEP PATH ANALYSIS

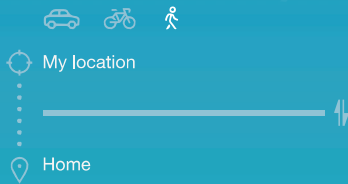
TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @	Subsidiary	
784-B033920	AJA	Apr '22	DG	Apr '22	NB	Apr '22	A3	S0	
Client Project Number	Originator	Volume/System Level/Location	Type/Code	Rule	Number	Revision			
784-B033920	TTE	- 00 - XX - DR - O - 0001	P01						

APPENDIX C – PUBLICATIONS



Road traffic

Tracking



13.4 m
Distance

30 mins
Take time



How far do people walk to bus stops?

Recent research from WYG transport planners reveals that people will walk further to catch a bus than current guidance suggests. →

→ **W**hy is this finding of interest? Distance from bus services is important in transport planning, particularly when assessing the sustainability credentials of development sites or neighbourhoods. It determines whether new homes and businesses need additional or diverted bus services to ensure that people can use public transport for their daily journeys.

The WYG team analysed the National Travel Survey (NTS) data to assess the distances that people actually walk to access bus services. We compared this with current policy guidance and have then provided a sound evidential basis on which new guidance can be based.

Current guidance lacks evidence

Planning for Public Transport in New Development¹ and Planning for Walking² provide current guidance on acceptable walking distances to public transport.

Planning for Public Transport states that, in new development, the walk distance to a bus stop should not exceed 400m, but it says this should not be treated as some arbitrary cut-off distance. Instead it is preferable to provide sensible bus routes, rather than follow a slavish adherence to a walking distance. The document references the 400m walk distance from a Department of Environment circular³ that advised: 'Estates should be designed so that the walking distance along the footpath system to the bus stops should not be more than 400m from the furthest houses and work places that they serve.' However, the circular provided no evidence to support this walking distance and no analysis was provided to justify the continued use of 400m.

Despite this, *Planning for Walking* sets the 400m maximum distance in stone, losing the flexibility of the earlier guidance: 'The



In London, the median distance from bus services for people is 400m

power of a destination determines how far people will walk to get to it. For bus stops in residential areas, 400m has traditionally been regarded as a cut-off point, in town centres, 200m.' The document provides no evidence to support this advice; the 400m distance is simply seen as traditional. However, it recognises that more work is needed and welcomes new research for inclusion in further guidance.

National Travel Survey

The *National Travel Survey* (NTS) is a UK-wide survey by the Department for Transport (DfT) of some 15,000 households. Normally around half fully co-operate. This is some 7,700 to 8,200 households and over 18,000 individuals.

We used the 2002 to 2012 NTS dataset⁴, which provides nearly 8,000 records for walking from home to a bus stop. The data has been used to report the median, average and 85th percentile walking distances for regional, journey purpose and sociodemographic reasons.



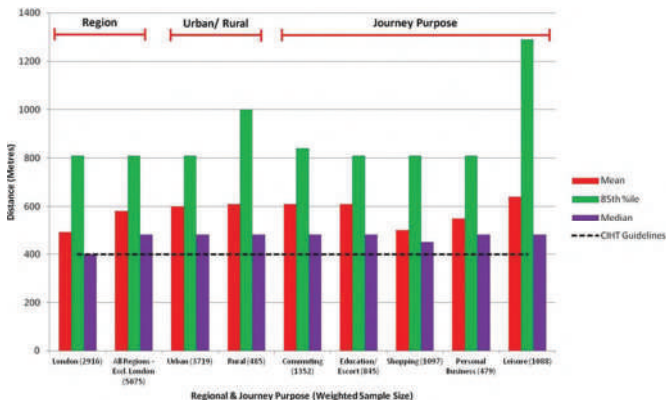
The mean walking distance for the rest of the UK is 580m

Results

Figure 1 summarises the reported distances for regional and journey purposes. It shows that people walk a range of distances to reach a bus stop, with shorter distances in London than the rest of the UK. In London, the median distance is 400m, with 480m in the rest of the UK. The mean walking distance is 490m in London and 580m in the rest of the UK; in all areas, the 85th percentile distance is 810m. There is no cut-off at 400m; instead this distance represents a point on a distribution.

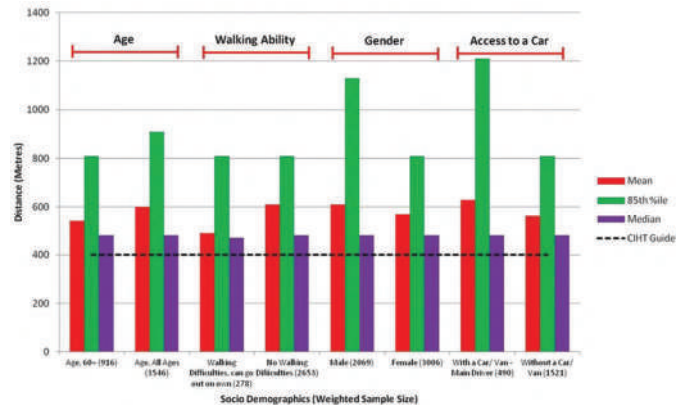
Figure 1 also shows the different walking distances for urban/rural areas and also for a range of journey purposes outside London. In each case, median and mean walking distances are greater than 400m, at 480m and 580m respectively.

Figure 2 shows the recorded distances for a range of sociodemographic factors, including gender, age, walking ability and access to a car. It also shows the walking distances outside London for several



Region and journey purpose

Figure 1



Socio-demographics

Figure 2



People walk shorter distances to reach bus stops in London than the rest of the UK

socioeconomic factors. In each case, the mean and median walking distances are greater than 400m. Interestingly, 480m median and 580m mean walk distances are not significantly affected by age, gender, disability or access to a car.

Increasing the catchment

The evidence indicates that the effective catchment of a bus stop should be increased to either the median distance or the mean distance: 400m or 490m in London and 480m or 580m outside of London. Direct and easy-to-understand bus services are surely more important than a slavish adherence to a walk distance. A rigid application of a maximum

walk distance could result in bus services being diverted to cater for a small number of people, increasing travel times for all, and decreasing the attractiveness of the bus service. Instead, there needs to be a balanced approach, considering the likely passenger benefits and disadvantages.

It is our view that the best guide to an acceptable walk distance is what bus-users already do. Figure 2 shows that people with access to a car have similar mean and median walk distances to other users, so it is reasonable to expect that the median or mean walk distance would not be unacceptable to drivers. The effect of other factors such as route frequency, waiting facilities, cost, quality of services on the uptake of bus travel are unknown and require further research.

'The power of a destination determines how far people will walk to get to it!'

Recommendations

From our study we recommend that there should be separate guideline walk distances for London from the rest of the UK. Current guidance on walk distance to a bus stop should be based on a sound evidential basis using either the median distance of 480m or mean distance of 580m outside London. The revised guideline walking distance should remain flexible to allow for the practicalities of operating bus services.

Nick Bunn

Director,
WYG.

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www.wyg.com

Gareth Wakenshaw

Principle Consultant,
WYG.

01912 557320

gareth.wakenshaw@wyg.com

References

1. Institute of Highways & Transportation (1999), *Guidelines for Planning for Public Transport in Developments*, Institution of Highways & Transportation
2. Chartered Institute of Highways & Transportation (2015), *Planning for Walking*, Chartered Institution of Highways & Transportation
3. Department of the Environment (1973), *Circular 82/73, Bus Operation in Residential and Industrial Areas*, Her Majesty's Stationery Office
4. Department for Transport, *National Travel Survey: England, 2010, 2011 and 2012*; and *Department for Transport (2013) National Travel Survey: England 2013, Notes and Definitions*, Department for Transport

A rigid application of a maximum walk distance could result in services being diverted



APPENDIX D – CORRESPONDENCE

Groves, David

From: Clive Jones [REDACTED]
Sent: 11 August 2022 10:58
To: Groves, David
Cc: Dan Jeanes; Nigel Whyte
Subject: RE: M42 Junction 10 employment site - public transport strategy

OFFICIAL

Hi David

Many apologies for the delay in replying.

Looking at your diagrams, the proposed turning point is in a good location for the development vis-à-vis the A5 trunk road (for the convenience of users and without undue inconvenience to through passengers), subject to the design being such that all types of buses are able to make the turn into the bus turning circle and align to the bus stop, it appears would be acceptable to Warwickshire County Council. It will be expected that a shelter and associated equipment will be provided by the developer for the convenience of intending passengers.

The 'pump priming' s106 bus service provision is normally requested for a 5 year period, to ensure that best possible use is made to sustain the bus service into the future.

Regards

Clive Jones
Network Planning Officer
Warwickshire County Council
Transport Operations
Communities
[REDACTED]

From: Groves, David [REDACTED]
Sent: 11 August 2022 10:31
To: Clive Jones [REDACTED]
Subject: FW: M42 Junction 10 employment site - public transport strategy

Hi Clive,

This is the email with all the information for the M42 employment site.

I look forward to hearing from you.

Kind regards,

David

David Groves

Principal Transport Planner

Tetra Tech

4th Floor, Rotterdam House, 116 Quayside, Newcastle Upon Tyne, NE1 3DY

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From: Groves, David

Sent: 12 July 2022 14:57

To: [Redacted]

Subject: FW: M42 Junction 10 employment site - public transport strategy

Hi Clive,

Good to discuss this scheme with you before.

Along with the original email below and attachments above, I have attached a site masterplan which shows the location of the proposed bus turning area. As stated below, the diversion distance to the turning area and back to the A5 for the 766 and 767 services is 400m and will have a minimal impact on existing patronage which has allowed us to reach agreement with Stagecoach on our strategy.

It would be great to get WCC's formal approval of the strategy as we discussed on the phone and I look forward to hearing from you.

Kind regards,

David

David Groves

Principal Transport Planner

Tetra Tech

4th Floor, Rotterdam House, 116 Quayside, Newcastle Upon Tyne, NE1 3DY

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From: Groves, David
Sent: 06 June 2022 17:24
To: [REDACTED]

Subject: M42 Junction 10 employment site - public transport strategy

Hi Stuart,

Good to speak to you before.

As discussed we are providing the transportation input into the planning application for a large employment site near the M42 Junction 10 and I have been investigating public transport provision for the site. The location of the site is shown in the first attachment and the location of the nearest bus stops and services are shown in the second attachment. The eastbound stop for the Stagecoach 766 and 767 services which run along the A5 is approximately 650m from the centre of the development site and the nearest westbound stop is in Birch Coppice Business Park. The bus stops on Birchmoor Road are slightly further away from the centre of the site and the Arriva services that call on them do not provide a services throughout the day.

We have therefore investigated the feasibility of diverting the 766 and 767 services into the site. Please see attached TT Drawing Number 0001 Rev P01 showing our proposed bus turning area for the M42 site. We have positioned the bus turning area between the access to the car park and lorry parking area for Unit 1 and it has been situated in a location to avoid conflict with those two accesses. We have tried to situate the bus turning area as close to the A5 as possible to reduce the length of the diversion and thereby limit the impact on existing customers to make the proposal more attractive to Stagecoach and its existing customer base. The length of the diversion from the A5 to the bus turning area and back out to the A5 is just over 400m. We have a signalised access junction arrangement as you can see on the second attachment. The junction has designated left and right turn lanes in and a left lane out with the delay predicted to be around 10 seconds turning in and around 30 seconds at the lights to turn out.

The drawing incorporates the requisite signage and road markings at the access and exit from the bus turning area. We have shown an area of hardstanding at the south of the scheme for a bus shelter where passengers will board and alight. Footway is provided which connects to the footway already shown on the site layout.

The drawing also demonstrates that an 11.9m bus can turn around in the bus turning area and can straighten up to the pick-up/ drop-off area before egressing. Its access and egress can be performed without the bus using the opposing carriageway and the second track also shows that an articulated lorry can access and egress the lorry park without conflict with the bus.

We are going to have improved pedestrian connections to the north to connect to Cockspur Street which will facilitate pedestrian movement from Birchmoor and Polesworth and allow them to access the bus services.

Stagecoach have agreed to divert the service into the bus turning area on its existing service frequency which has been deemed sufficient for Birch Coppice Business Park. The site is some 100,000sqft so we are hopeful that the connections to large catchment populations such as Tamworth which can be reached within an attractive journey time will yield future patronage. We know that the bus market is experiencing difficult times with regards to bus patronage and Stagecoach are pleased that there is an opportunity for further custom for a minimal diversion and therefore a minimal impact on current passengers. The developer will fund the pump priming of the service.

Would you be able to let us know if WCC support our proposal and if so, how many years the pump priming would be required for?

If you have any questions, then please do not hesitate to contact me on the number below.

Many thanks,

David

David Groves
Principal Transport Planner

Tetra Tech
4th Floor, Rotterdam House, 116 Quayside, Newcastle Upon Tyne, NE1 3DY



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David Groves
Principal Transport Planner
Tetra Tech
4th Floor, Rotterdam House
116 Quayside
Newcastle Upon Tyne
NE1 3DY

9th September 2022

Dear David

M42 Junction 10 - employment site

I write to confirm that Stagecoach supports the proposed M42 Junction 10 development site and that we in principle would be happy to extend service 766/767 into it based on the very latest design that has been discussed and reviewed accordingly.

The extended service would offer links to residential areas in Tamworth, Atherstone and Dordon and would run on its current daytime and evening frequency.

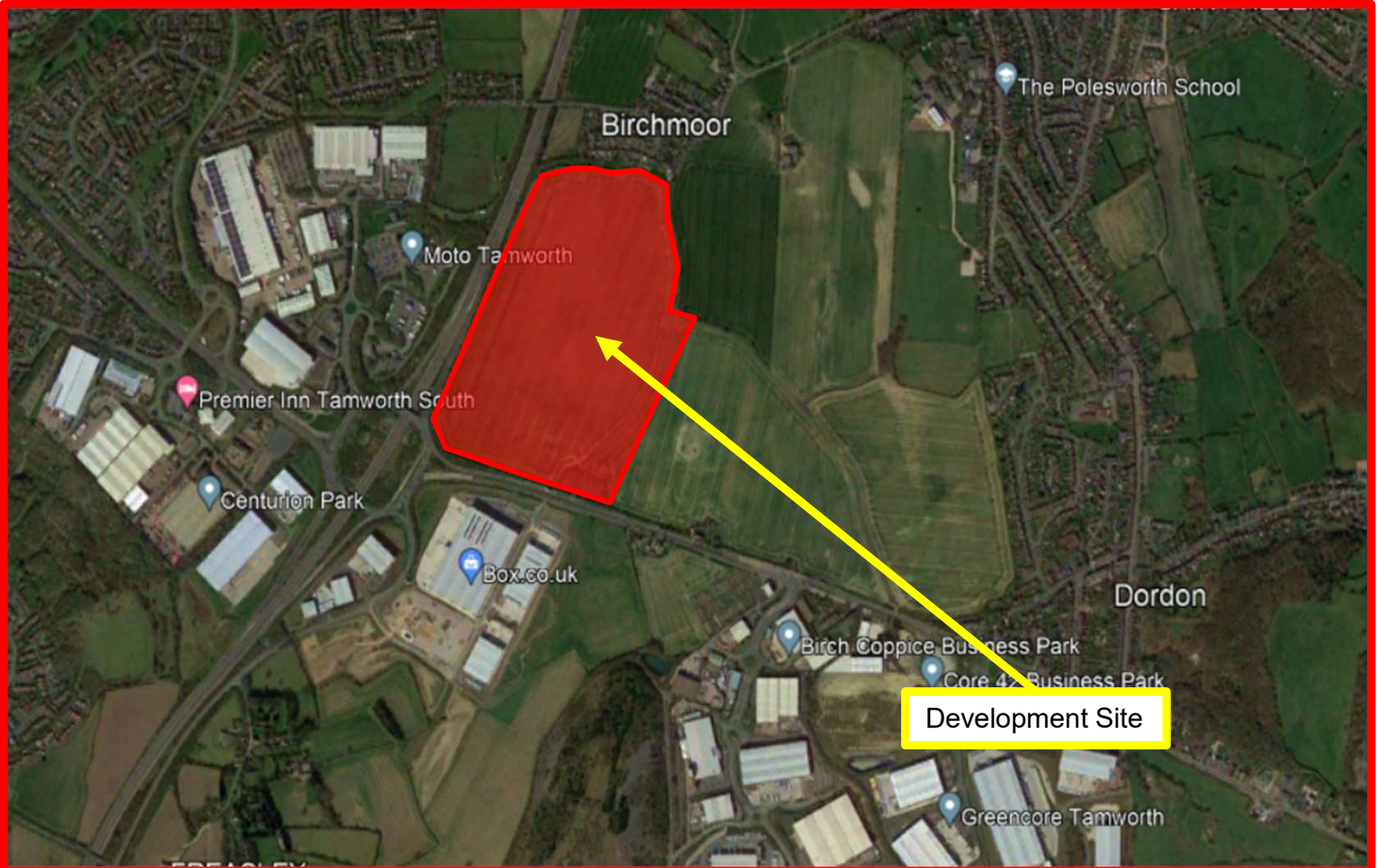
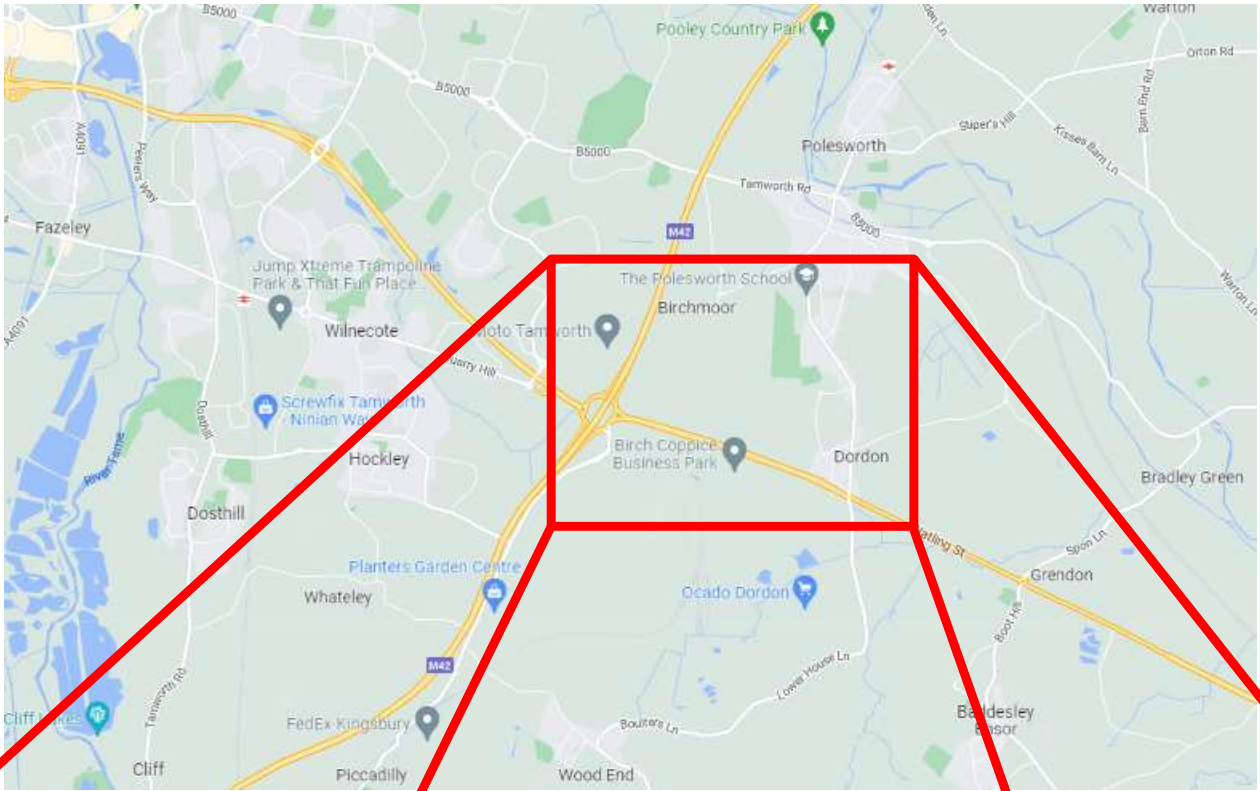
The proposed bus service extension would require “pump-prime” funding due to the additional resources required. This funding is necessary for the route to be sustainable and continue to operate, in an environment where the covid-19 pandemic has reduced overall bus patronage, and would come from developer contributions. The level of contribution will be discussed further in the coming months and will form part of the Section 106 Agreement. Given the acute need to reduce road traffic, it is vital that support is given to public transport options to serve new developments.

We trust this letter is sufficient to support the planning application, but please do not hesitate to contact me if you have any further queries.

Yours sincerely

Patrick Stringer
Commercial Director

APPENDIX G FIGURES

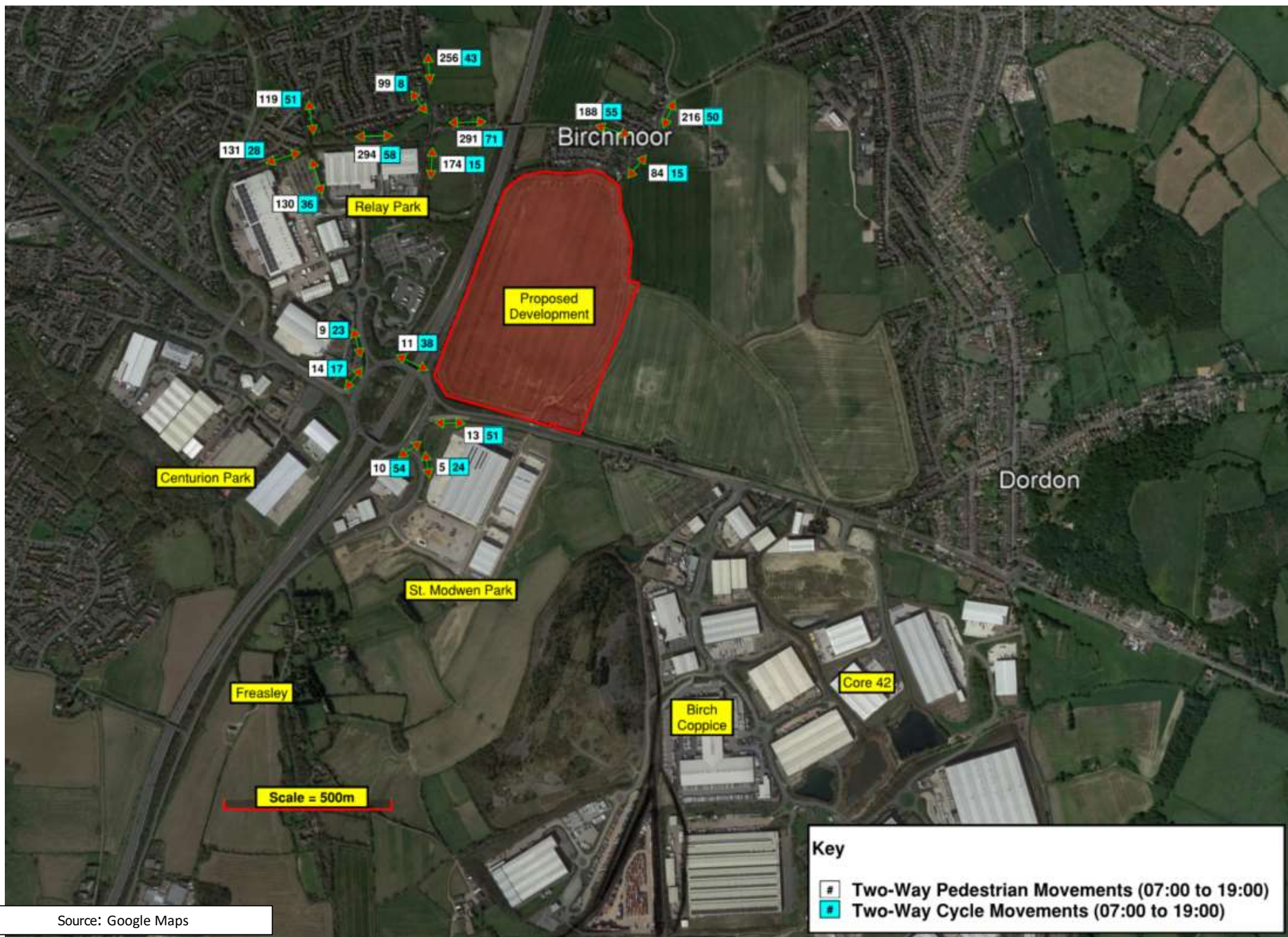


M42 Junction 10, Tamworth

Site Location Plan

Figure 1





Source: Google Maps

Key

- Two-Way Pedestrian Movements (07:00 to 19:00)
- Two-Way Cycle Movements (07:00 to 19:00)

M42 Junction 10, Tamworth

Pedestrian/ Cycle Movements (Wednesday 8th June 2022)

Figure 2



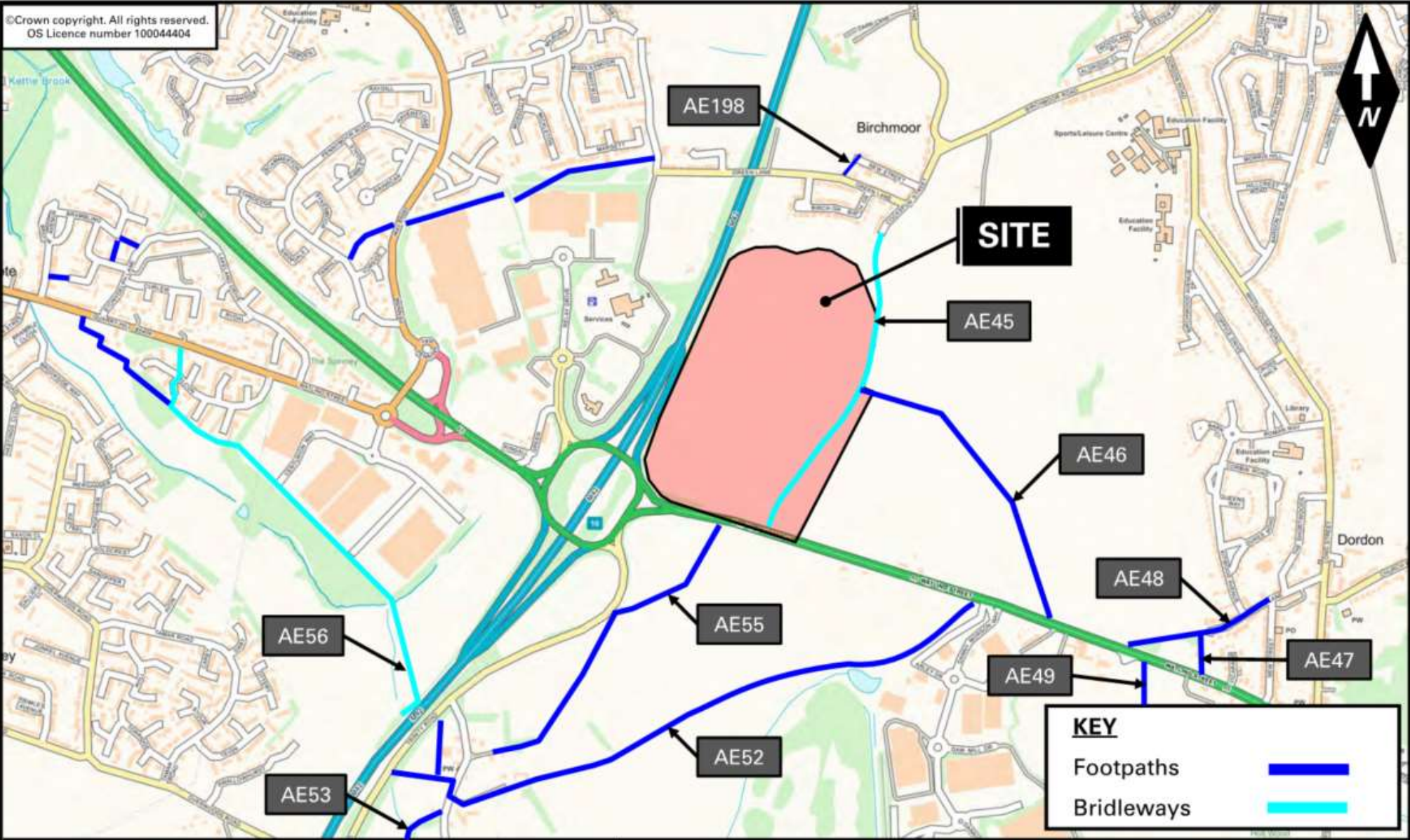


Proposed Employment Land NE of J10 M42

Walk Accessibility Plan

Figure 3



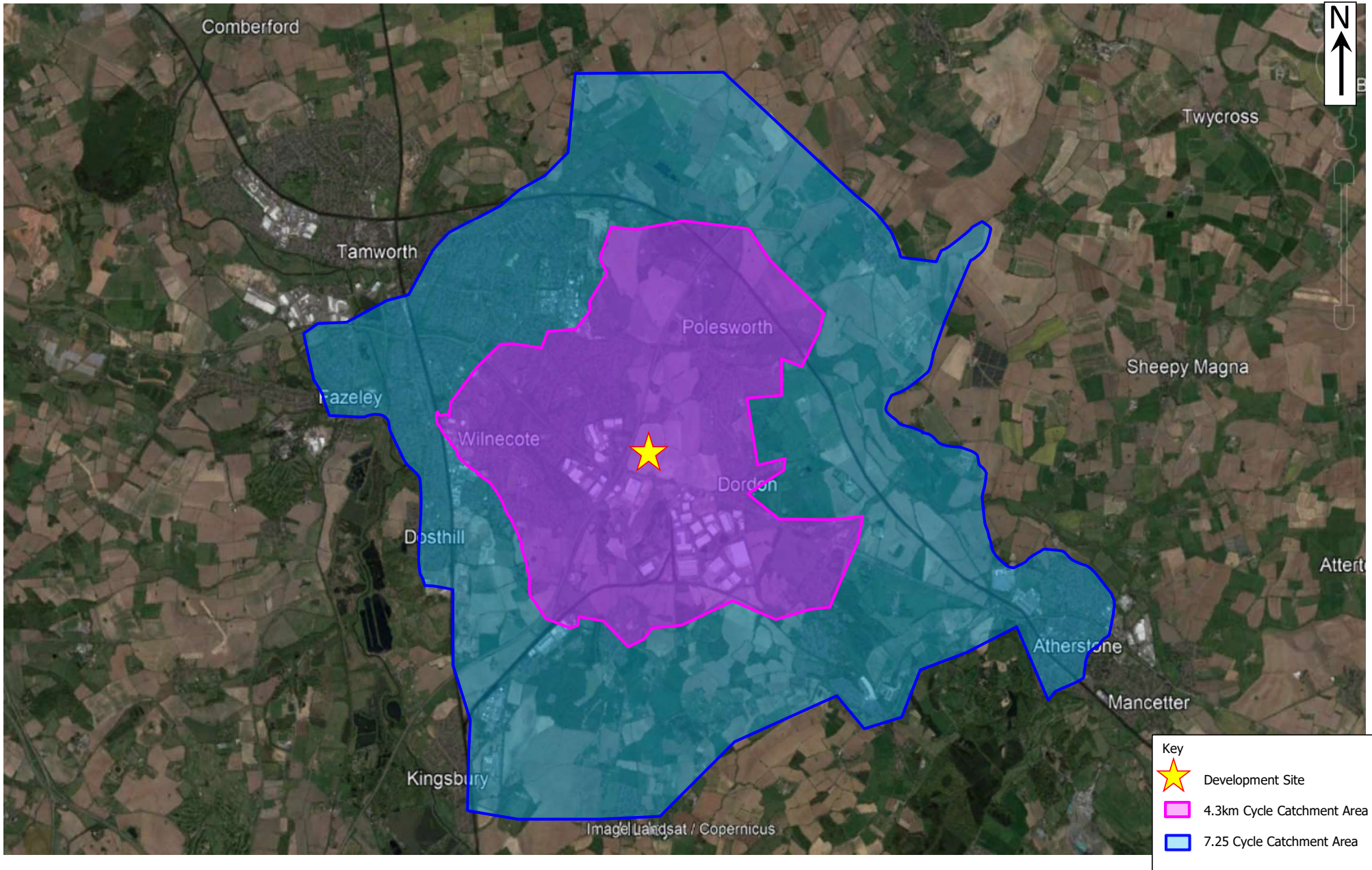


Source: Bancroft Figure 23

M42 Junction 10, Tamworth
Local Public Rights of Way

Figure 4

TETRA TECH



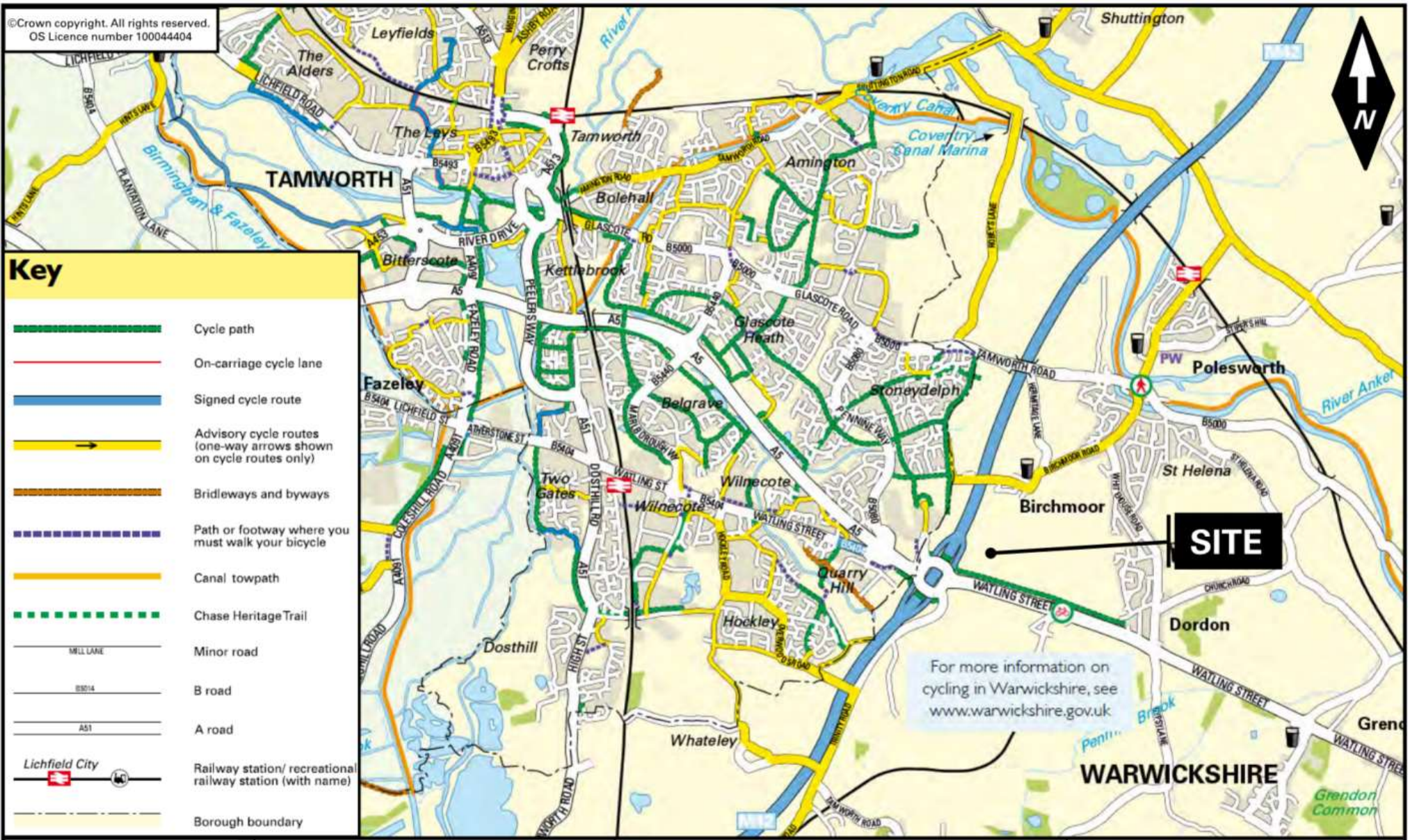
M42 Junction 10, Tamworth

Cycling Accessibility Plan

Figure 5



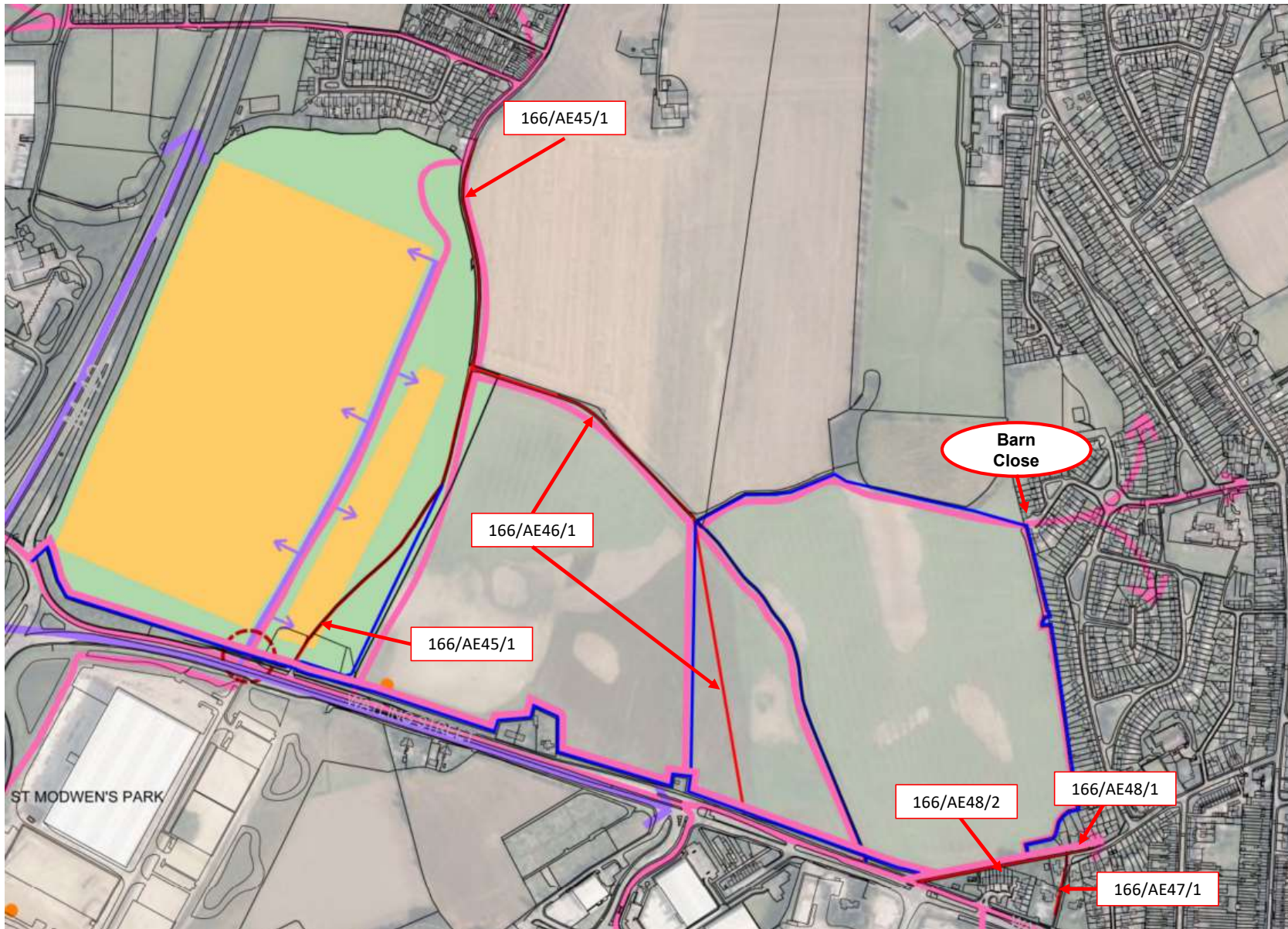
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Source: Bancroft Figure 25

M42 Junction 10, Tamworth
Cycling in Lichfield Map

Figure 6
TETRA TECH



Key

-  SITE BOUNDARY
79.97 acres / 32.36 Ha
-  PEDESTRIAN/BICYCLE ACCESS ROUTES
-  VEHICULAR ACCESS ROUTES
-  ROUTE OF PROPOSED NEW PUBLIC RIGHTS OF WAY
-  ROUTE OF EXISTING/DIVERTED PUBLIC RIGHTS OF WAY
-  NEW ACCESS JUNCTION
-  BUS STOPS
-  DEVELOPMENT PLOTS
-  GREEN INFRASTRUCTURE

Source: Chetwoods Connectivity Strategy
 Plan. Drawing No: 4263 CA 00 00 DR A
 00800 P5

M42 Junction 10, Tamworth
 Proposed Footway to Barn Close

APPENDIX H A5 DORDON TO ATHERSTONE PROJECT PUBLIC CONSULTATION

A5

Dordon to Atherstone project
Public consultation



The need for the scheme

Warwickshire County Council and North Warwickshire Borough Council have highlighted the need for housing development and growth of businesses and logistical operations in the region. There is a need to provide adequate capacity on the A5 to accommodate increased travel demand associated with the proposed growth.

The A5 is part of a key strategic route between London and Holyhead. It forms a significant east-west link across the South Midlands connecting the East and West Midlands and acts as a local distributor connecting a number of urban areas to the national motorway network (M1, M42, M69 and M6/M6(Toll)).



The scheme is located in North Warwickshire between the Dordon roundabout (A5 Watling Street / Long Street / Gypsy Lane), Spon Lane roundabout at Grendon and Holly Lane roundabout (A5 / Holly Lane / B1143 Merevale Lane).

Initial development of the scheme

This project was developed by Warwickshire County Council through the application for a Housing Infrastructure Grant in 2019 provided by the Department for Levelling Up, Housing and Communities. The application was supported by National Highways, which was then asked to take the scheme forward to develop viable options.

National Highways deliver schemes to meet customer needs

National Highways is responsible for the management, maintenance and appropriate improvement of the strategic road network and is ideally placed to understand the development of schemes to manage current and future traffic needs.



Your views matter

This brochure provides a summary of the A5 Dordon to Atherstone project proposals currently under consideration.

It also outlines the processes used to further develop the options that may be taken forward. Information can also be found online at: <https://highwaysengland.citizenspace.com/he/a5-dordon-to-atherstone>.

As potential schemes move forward, we are committed to ensuring all interested organisations and individuals will be able to comment on the proposals at public information events as well as online. We will ensure members of our project team are available to answer any questions and concerns.

See pages 18 - 19 for more information on our drop-in sessions and how to contact us for more information. We will be seeking your feedback over a six-week period, from **Monday 5 September to Sunday 16 October 2022**.

Scheme objectives



Improve connectivity and support economic growth

- Enable the delivery of housing development at strategic sites along the A5 that are linked to the scheme's funding.
- Consider wider economic growth.



Provide faster and more reliable journeys

- Reduce queuing on the A5 Dordon, Spon Lane and Holly Lane roundabouts.
- Improve journey time reliability along this section of the A5.



Improve safety for all

- Maintain and improve road safety on the A5 between Dordon and Atherstone.
- Improve road worker safety.



Environment

- Minimise adverse impacts on the environment.
- Seek opportunities to protect and enhance the environment.



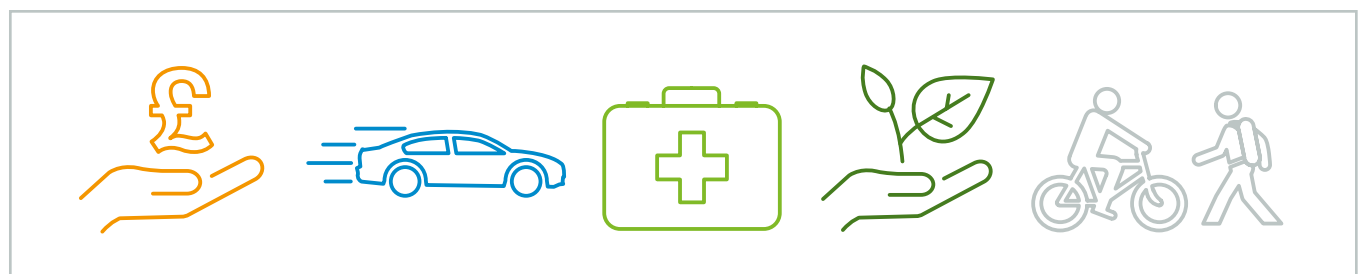
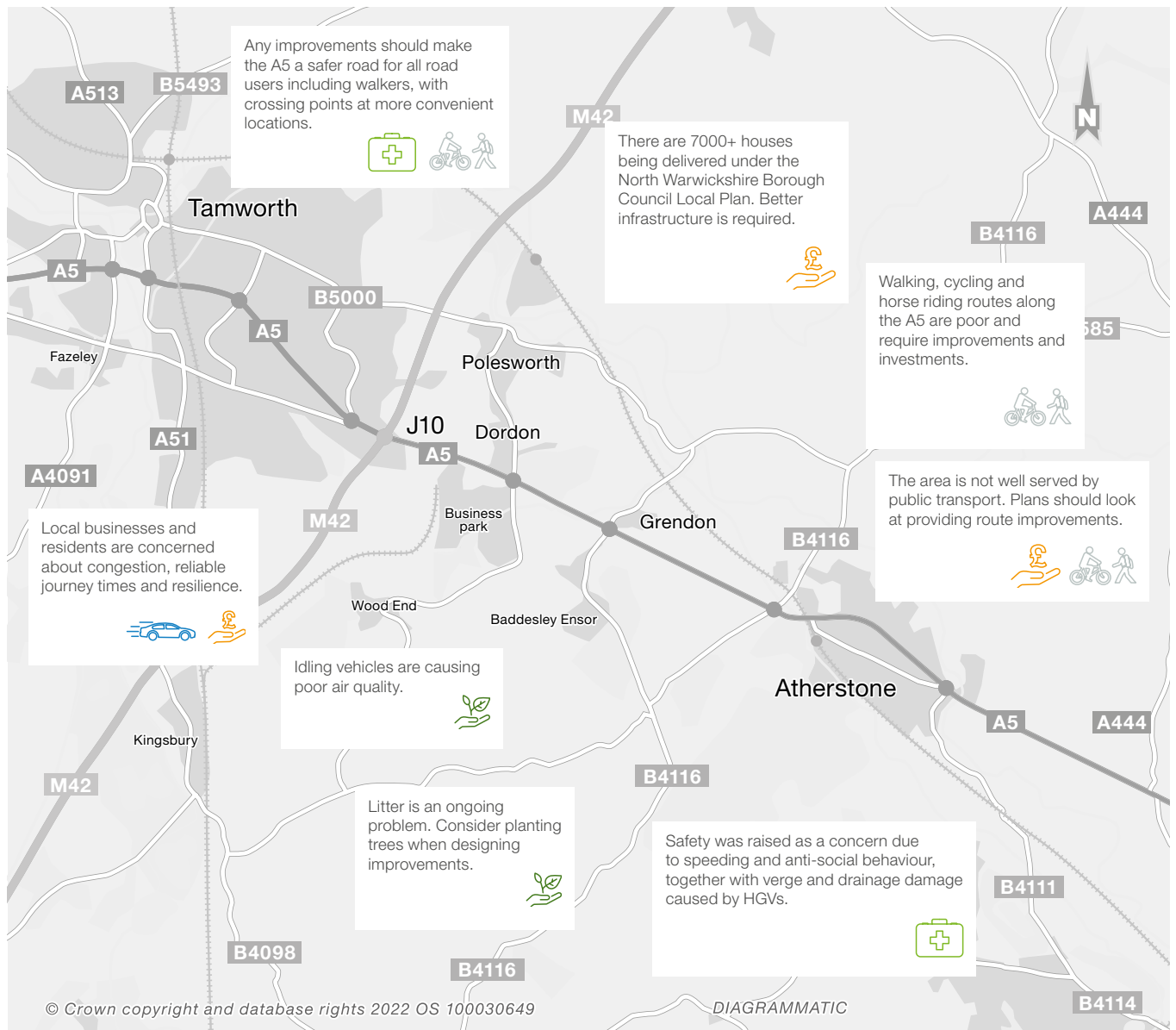
Meeting the needs of all users

- Improve accessibility and safety for local road users, cyclists, walkers, horse riders and other vulnerable users of the network.

What you have told us so far

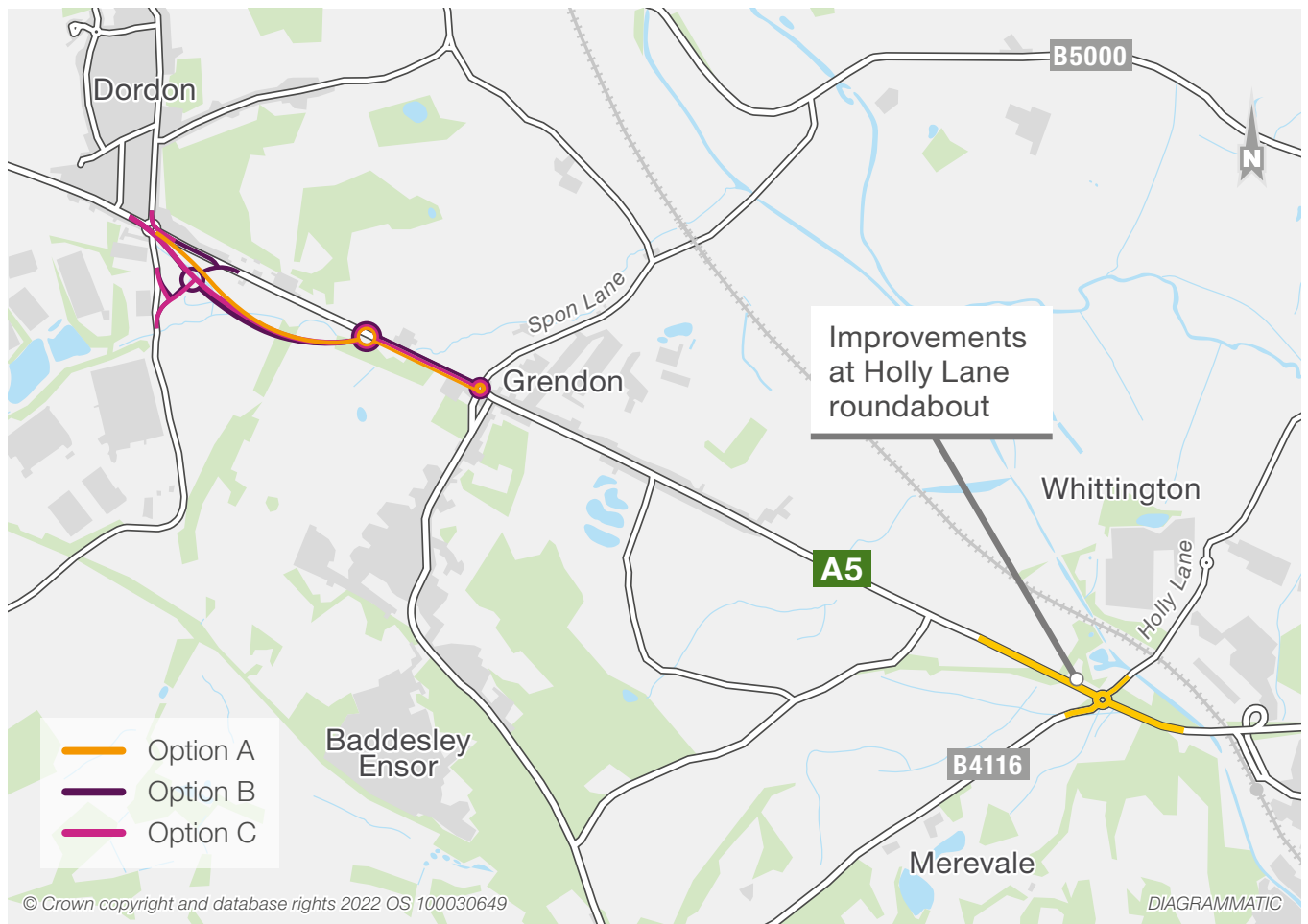
To support the development of options for this public consultation and encourage full and active participation in the planning process, engagement with North Warwickshire Borough Council, Warwickshire County Council and the A5 Partnership together with county, borough, town and local parish councillors has been taking place since July 2021.

These stakeholders have provided valuable insight that has enabled us to have a greater understanding of the concerns affecting road users, businesses and residents within the study area. We will continue to meet with these stakeholders throughout the life of the project. Such input is essential to help inform the development and design of the scheme.

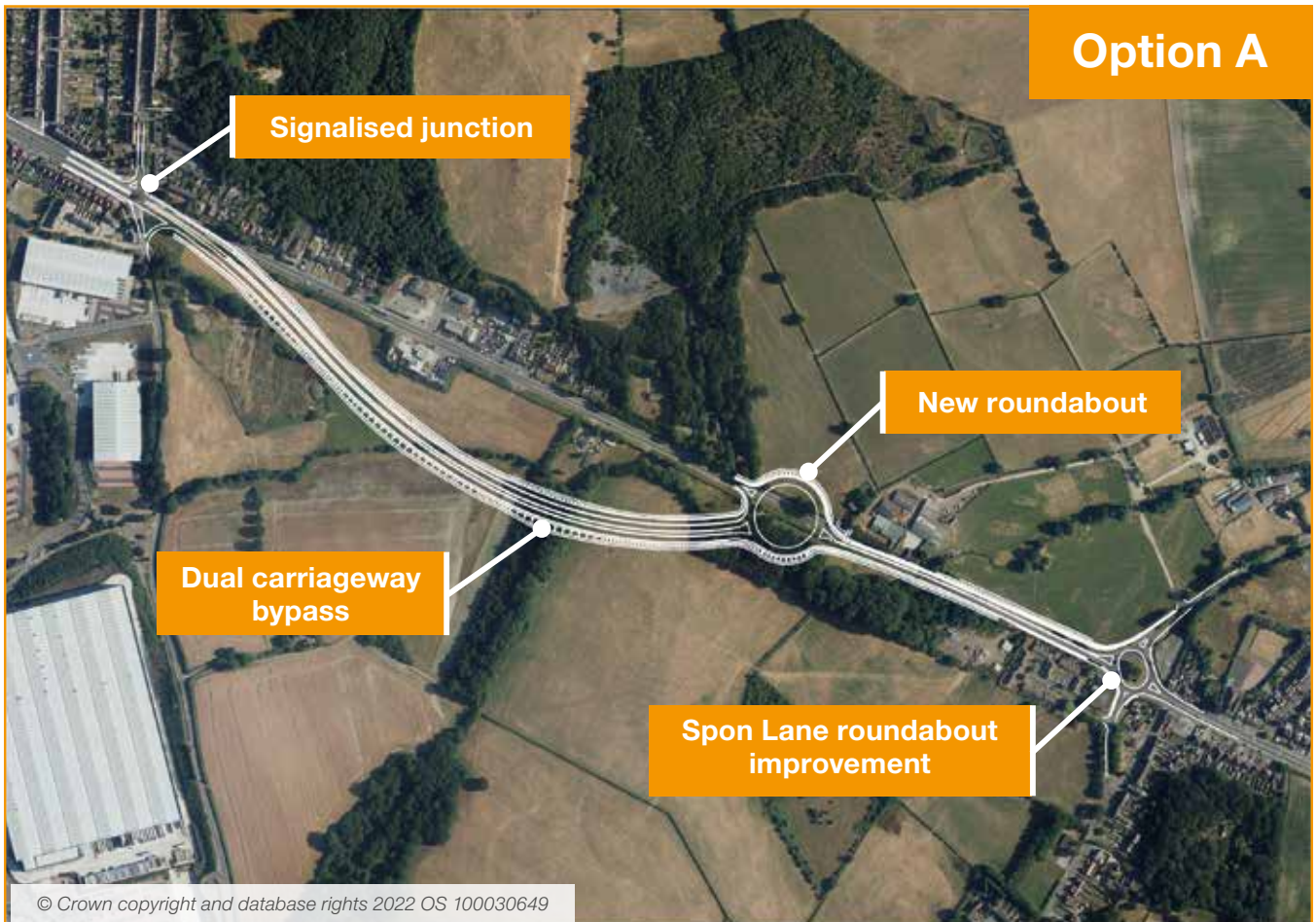


Summary of options

We are consulting on three options which have varying levels of improvements against the scheme objectives.

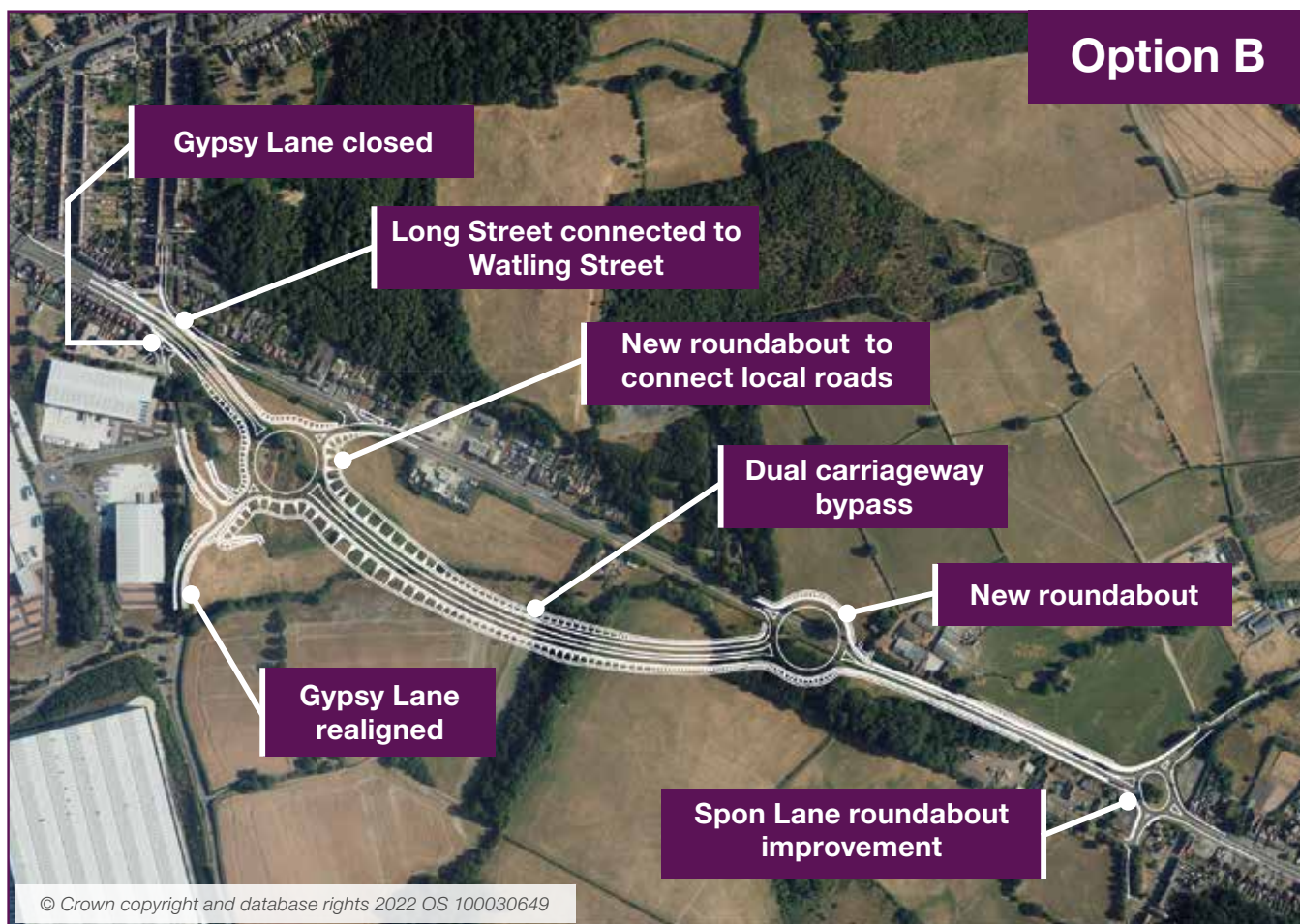


Option A (Dual carriageway, signalised junction and new roundabout)



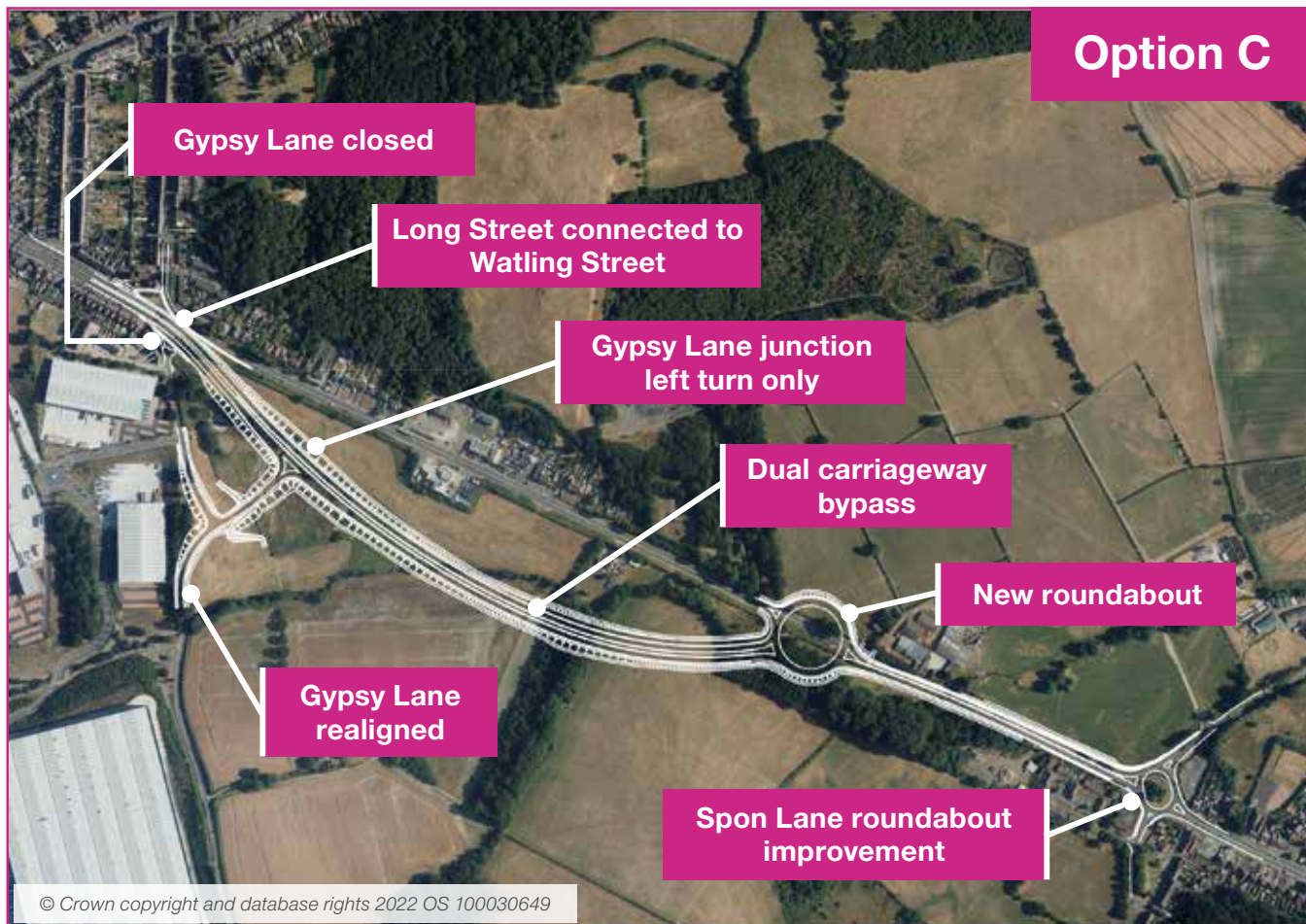
Option A introduces a dual carriageway bypass to the south of the existing A5 corridor and ties into the A5 at the Dordon roundabout. The Dordon roundabout will be upgraded to a four-way signalised junction, maintaining access to Long Street and Gypsy Lane direct from the A5 mainline. A new roundabout is proposed at the eastern end of the bypass to tie back into the existing A5. The existing bypassed section of the A5 is proposed to be de-trunked and will be accessed via the new roundabout.

Option B (Dual carriageway and two new roundabouts)



Option B introduces a dual carriageway bypass to the south of the existing A5 corridor and ties into the existing alignment of the A5 at the Dordon roundabout, with the dual carriageway replacing the existing roundabout. The existing Gypsy Lane junction with the A5 will be closed, a new roundabout will be provided to the east, along the new bypass, providing links back to Gypsy Lane, Long Street and the bypassed section of the A5. A second new roundabout is proposed at the eastern end of the bypass to tie back into the existing A5. The existing bypassed section of the A5 is proposed to be de-trunked and will also be accessible via the new eastern roundabout.

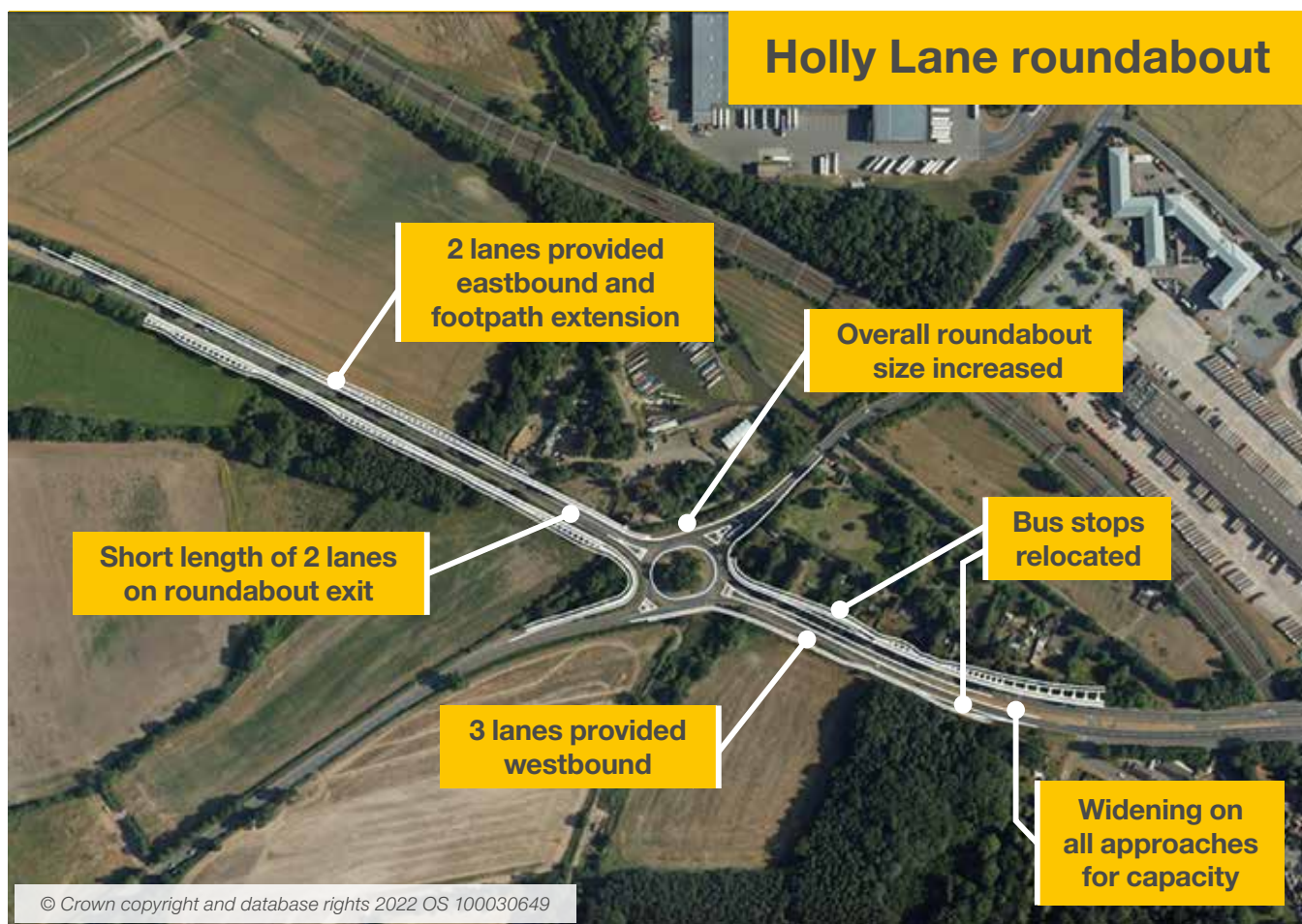
Option C (Dual carriageway, new roundabout and new junction)



Option C introduces a dual carriageway bypass to the south of the existing A5 corridor and ties into the existing A5 at the existing Dordon roundabout, with the dual carriageway replacing the existing roundabout. The existing Gypsy Lane junction with the A5 will be closed, a new left off/left on at grade junction will be provided to the east, along the new bypass, providing a link to/from Gypsy Lane. No right turns will be permitted into or out of Gypsy Lane, resulting in vehicles having to travel to the next roundabout to perform a U-turn.

A new roundabout is proposed at the eastern end of the bypass to tie back into the existing A5. The existing bypassed section of the A5 is proposed to be de-trunked and will be accessible via the new eastern roundabout. Access to Dordon/Long Street will be via the newly de-trunked section of A5 carriageway.

Holly Lane roundabout improvement



Improvements to Holly Lane will increase the size of the roundabout to provide additional capacity together with footpath and bus stop provision.

What benefits does the scheme deliver?

The section of the A5 between Dordon and Atherstone has been recognised as an area in need of improvement, in order to support housing growth being proposed by North Warwickshire Borough Council, and this forms a key element of the Housing Infrastructure Grant application. Junction and associated improvement works at A5 / Long Street, A5 / Holly Lane and A5 / Spon Lane have been identified as necessary in order to support this housing growth.

As well as supporting proposed housing growth, the scheme improvements will also aim to:

1. Improve journey time reliability
2. Contribute to enabling local and regional economic growth
3. Meet the needs of all users
4. Minimise impacts on noise and air quality
5. Maintain safety for all and improve it where possible
6. Support wider economic growth created by the capacity improvements at the housing developments
7. Minimise impacts on the natural environment and optimise environmental opportunities and mitigation
8. Provide opportunities for improved accessibility for all users



Benefits and impacts of the options

	Option A	Option B	Option C	Existing
Transport				
Journey times and congestion	★ ★ ★	★ ★ ★	★ ★	★
Vehicle movements Gypsy Lane	★ ★ ★ ★	★ ★ ★ ★	★	★ ★
Vehicle movements Long Street	★ ★ ★ ★	★ ★ ★	★	★ ★
Road safety	★ ★ ★ ★	★ ★ ★ ★	★ ★ ★ ★	★ ★
Walking, cycling and horse-riding provision	★ ★ ★ ★	★ ★ ★ ★	★ ★ ★ ★	★
Economy				
Economic growth	★ ★ ★	★ ★ ★	★ ★ ★	★
Construction duration (approximate)	13 months	24 months	24 months	N/A
Construction disruption	X X	X X X	X X X	N/A
Cost	£ £ £	£ £ £ £ £	£ £ £ £	N/A
Environment				
Air quality (overall emissions)	★ ★	★ ★ ★	★ ★ ★	★
Greenhouse gas	★ ★	★ ★ ★	★ ★ ★	★
Land take	X X X	X X X X	X X X	N/A
Noise	X X X	X X X	X X X	X X X X
Cultural heritage	X X	X X X	X X X	N/A
Landscape	★ ★ ★	★ ★	★ ★ ★	★ ★ ★ ★
Biodiversity	★ ★ ★	★ ★ ★	★ ★ ★	★ ★
Road drainage and the water environment	★ ★ ★	★ ★ ★	★ ★ ★	★ ★

Key

★ ★ ★ ★	Very significant positive impact	X X X X	Very significant negative impact
★ ★ ★	Significant positive impact	X X X	Significant negative impact
★ ★	Positive impact	X X	Negative impact
★	Slight positive impact	X	Slight negative impact

Benefits and impacts of the options

Each of the options to upgrade the A5 between Dordon and Atherstone can deliver benefits for road users, the local economy and local residents but have differing benefits and impacts. Below is a summary of the impacts and benefits of each one.

Transport

Journey times and congestion

The A5 between Dordon and Atherstone is often heavily congested, being largely single carriageway. The junctions / roundabouts at Dordon, Spon Lane and Holly Lane are particular sources of congestion. This affects journey times.

The options proposed will all reduce journey times and congestion along this section of the road with option C providing the most benefit.

Vehicle movements around Gypsy Lane and Long Street

Option A allows vehicles to access all roads in particular Gypsy Lane and Long Street. Option B allows vehicles to access all roads however traffic would have to use a short section of the new distributor road to gain access to Gypsy Lane and Long Street. The existing roundabout allows for access to all roads but is impacted by high volumes of traffic.

Option C has access to Gypsy Lane and Long Street, however there is a longer route to allow this to take place, and measures would have to be considered to prevent U-turns at entrances to Core42 and Birch Coppice Business Parks.

Road safety

Options A and B are most likely to improve road safety. Option B provides the most benefit as it includes the traffic calming measures of a junction or roundabout. Option C has a slight disbenefit compared to the existing arrangement.

Walking, cycling and horse-riding provision

Options A, B and C all identify the need for a grade separated crossing where an existing Public Right of Way (Warwickshire footpath section 24) will be severed by the southern bypass. A footbridge is proposed at this location.

Option A severs a Public Right of Way near Gypsy Lane (Warwickshire footpath section 50) with the proposed approach road to the new Dordon roundabout. Likewise, this Public Right of Way is also severed by the Option C proposals. A public footpath realignment to facilitate a safer crossing is proposed in this location.

Economy

Economic growth

Reducing congestion along this section of the A5 would have widespread economic benefits as businesses and productivity benefit from quicker, cheaper journeys. All three options will provide a road suitable for the increase in users from the proposed housing developments adjacent to the current A5.

Construction duration

Option A is likely to take over a year to build. Options B and C will require more movement of earthworks on site and are likely to take up to two years to build.

Construction disruption

For all three scheme options, a large amount of the proposed construction works will be undertaken offline from the A5. Where existing junctions are altered proposed road works will be programmed to minimise the disruption impact. National Highways will work closely with the local community to keep them informed of the scheme works including route diversions and closures.

Cost

In comparison to the other options, Option A has the lowest cost followed by Option C with Option B being the most expensive option. This scheme will be funded via the Housing Infrastructure Fund (formerly Grant), provided by the Department for Levelling Up, Housing and Communities.

Environment

A preliminary assessment of the environmental impacts of the proposed scheme and route options has been undertaken ahead of this public consultation. Below is a summary of the key findings relating to the main environmental topics. To learn about our ambitious plan to reach net zero carbon visit: [Nationalhighways.co.uk/netzerohighways](https://www.nationalhighways.co.uk/netzerohighways).

Air quality

During construction, impacts from construction dust will be mitigated through the implementation of best practice measures during the works. All three options will increase the distance between the traffic on the A5 and properties on Watling Street, thus improving air quality experienced at these locations. The addition of the eastern roundabout in all options, the western roundabout in Option B and the T-junction in Option C, all have the potential to decrease air quality at nearby properties. However, the overall impacts on air quality from all options are likely to be neutral to slightly significant.

Greenhouse gas

All three options have been designed to minimise greenhouse gas emissions and reduce the vulnerability of the scheme to climate change impacts. During the construction phase, the options would generate impacts to greenhouse gas emissions via site clearance and earthworks, with Option B requiring a larger area of land for the western roundabout. There would also be an increase in emissions from the production of materials required to build all of the options, fuel and water use and the treatment and transportation of waste. With this in mind, all three options will be designed to minimise greenhouse gas emissions and reduce the vulnerability of the scheme to climate change impacts.

Land take

To build any of these options, we'll need to purchase land. Some of this land would be needed permanently and other parts would only be needed temporarily. Some land would already be part of the existing strategic and local road network.

A large part of the land required to build the options is agricultural. All options would result in the loss of agricultural land. We will work with the affected landowners directly to look at how we could reduce the impact on them.

As the scheme progresses and the design is developed, we'll be able to provide more accurate information on the land we would need. Key locations to note land take impacts include:

Dordon: Options A, B & C have no requirement to take land that is outside the current highway boundary. A number of verge areas will be used to realign junctions and roundabouts for the improvements that will take place.

Bypass: Options A, B & C all have the requirement to take land that is outside the current highway boundary. The land has a current agricultural or industrial use.

New roundabout to tie in with existing A5: Options A, B & C all have the requirement to take land that is outside the current highway boundary. The land has a current agricultural or industrial use.

Noise

Construction: During construction, noise levels would increase where road construction works are required. We intend to minimise this where possible through good construction practice.

Operations: Options A, B and C will aim to reduce road traffic noise by the creation of a new section of dual carriageway which has the potential to reduce the noise levels for existing properties on the north side of the scheme. We will also look into opportunities to enhance the acoustic environment of the designated Noise Important Areas associated with the scheme.

Cultural heritage

Options A, B and C will create no major impacts on heritage resources such as Listed Buildings, the Watling Street Bridge Conservation Area and the Grade II* Registered Park and Garden at Merevale Hall. There are unlikely to be significant impacts on Watling Street (Roman Road) as the modern A5 is anticipated to have removed most traces of archaeological remains.

The most likely areas where undiscovered archaeology may be found would be in areas of new land take. This can be mitigated with advanced geophysical survey or field evaluation to inform the design stage and avoid areas of highest archaeological sensitivity. This would be followed by more detailed field evaluation and archaeological monitoring to inform a suitable and proportionate programme of construction phase mitigation.

Landscape

Views from properties including along Watling Street and Swan Farm would be affected by all three options due to the elevated nature of the proposed bypass and roundabout on embankments. Views would also be affected from local Public Rights of Way and also from users of the Coventry Canal.

All of the options would permanently alter the existing topography of the area. The new road would introduce an engineered form into the landscape including the crossing over the Penmire Brook. This would alter some of the key landscape characteristics of the Arden National Character Area 97 as denoted by Natural England within which the project is located.

At detailed design stage, we will refine the horizontal and vertical alignments of the route and position of junctions and overbridges to reduce the impacts on landform, vegetation, field pattern and landscape features to reduce the effects on both the landscape character and local views.

We will replace vegetation lost during the construction phase to restore visual screening where possible, promote integration with landscape pattern and reconnect boundaries with wildlife corridors.

Biodiversity

Options A, B and C have the potential for significant ecological effects due to the construction footprint associated with the dual carriageway, roundabout and junction. The requirement for watercourse diversions and the loss and severance of woodlands and other habitats including within Penmire Brook Swamp potential Local Wildlife Site means all options would result in significant biodiversity loss with likely impacts on the remaining ecology. Option A would incur marginally fewer impacts given its smaller construction footprint.

Further ecological surveying is required before the impacts of the scheme can be fully assessed. At the next stage of the project, we will devise detailed measures to reduce the impacts of habitat loss and review the need for additional land take to offset the impacts.

At National Highways, we're working hard to achieve our target on all current schemes of no net loss of biodiversity by the end of 2025. For schemes which start beyond 2025, as would be the case for this scheme, we will go further, aiming for a 10% biodiversity net gain as required by the new Environment Act 2021. We'll explore ways to increase biodiversity by 10% in and around this scheme at a later stage.

Water environment

Options A, B and C are all proposed to cross over a new section of the Penmire Brook. This will impact the current alignment of the Penmire Brook requiring culverting under the road. The design of the culvert can impact the amount of flow downstream, impacting on flow regime and peak levels. This could lead to increased flood risk and impact natural habitats. All options also have the potential to increase surface water runoff with potential impacts on the watercourse and surrounding ecology. Excavations below ground have the potential to alter groundwater flow paths.

The effects on the water environment have the potential to be significant. We will be undertaking a more detailed level of assessment and modelling of the Penmire Brook and associated tributaries at the next stage of development to enable a more accurate assessment to be undertaken. This will help us to refine the necessary mitigation and monitoring.

Long list options not taken forward

In previous stages of the study, Warwickshire County Council looked at a wide list of options and how they performed against the scheme objectives. The options not taken forward considered proposals to the north of the A5 and online widening, these were discounted due to their impacts on existing housing together with greater environmental impacts when compared to the southern options.

While there were many subtle variations of the three options that were finally selected, all long list options were compared against each other and assessed and appraised against the scheme objectives together with stakeholder opinions to create the short list to be consulted on.

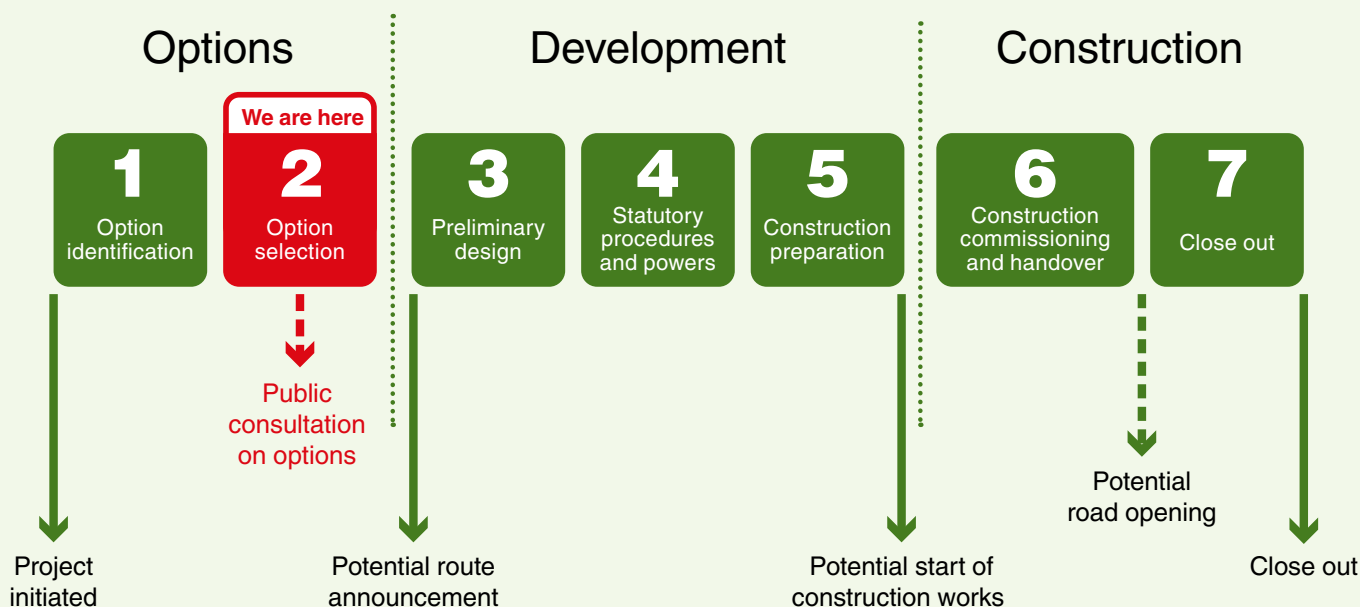
What if we did nothing?

Increased traffic flows will cause additional pressure on the road and its junctions' capacity in the future.

The current levels of traffic congestion on the A5 between Dordon and Atherstone will increase without intervention. The forecasted increase in traffic together with housing that is proposed within the North Warwickshire Borough Council Local Plan means the congestion will worsen over time.

What happens next?

Having received the full range of responses to the consultation, National Highways will undertake a programme of analysis and produce a consultation report. This report will summarise and consolidate the feedback received and will be made available to the public once the consultation has concluded. Comments, concerns and expressions of support will be passed on to the project team and included as part of the ongoing project development.



How to find out more

Dordon Village Hall,

Browns Lane, Dordon, Tamworth, B78 1TR.

Thursday 8 September 2022
2pm - 8pm

Thursday 6 October 2022
2pm-8pm

Grendon Community Centre,

Boot Hill, Grendon, Atherstone CV9 2EL.

Thursday 15 September 2022
3pm - 8pm

Owen Street Community Arts Centre,

Owen Street, Atherstone CV9 1DG.

Wednesday 28 September 2022
11:30am - 5pm

To speak to a member of the team, call 0300 470 0663 from 9am to 5pm, Monday to Friday

Webinars

We're holding two webinars, where attendees will receive a presentation about the route options from the project team and will be given opportunities to ask questions. These webinars will be held on:

Tuesday 20 September at 6pm
Thursday 13 October at 6pm

Engagement van

Our mobile engagement van will also be visiting a number of locations throughout the consultation period.

Or pick up a brochure at:

Dordon Library/Post Office, Whitehouse Road, Dordon, Tamworth, Staffordshire, B78 1QE.

Baddesley Village Hall, Community Hub and Library, 31, 32 Keys Hill, Baddesley Ensor, Atherstone CV9 2DF.

Atherstone Library and Information Centre, Long Street, Atherstone, CV9 1AX.

Baddesley Store & Post Office, 17-19 New Street, Baddesley Ensor, Atherstone CV9 2DW.

Grendon Newsagents, 79 Watling Street, Grendon, Atherstone, CV9 2PQ.

Coleshill Road Post Office and Convenience Store, 90 Coleshill Rd, Atherstone CV9 2AF.

Mancetter Post Office and Mobile Shop, 1A Manor Rd, Mancetter, Atherstone, CV9 1NS.

Esso Petrol Station, A5 Watling Street, Dordon, Tamworth, B78 1SS (eastbound and westbound).

Polesworth Library and Information Centre, Bridge St, Polesworth, Tamworth B78 1DT.

Polesworth Post Office/Spar, 2-4 Bridge St, Polesworth, Tamworth B78 1DT.

Costa Drive Thru, Watling St, Grendon, Atherstone CV9 2PY.

Moto Tamworth Services
M42, Junction 10.

For further details about our webinars or engagement van visit: <https://highwaysengland.citizenspace.com/he/a5-dordon-to-atherstone>.

How to respond

Please respond using one of the following channels, set up for the specific purpose of this consultation:

Online: <https://highwaysengland.citizenspace.com/he/a5-dordon-to-atherstone>.

Email: A5dordontoatherstone@nationalhighways.co.uk

Post: Please note the address is case sensitive: **Freepost A5 D2A CONSULTATION**

National Highways wants to hear your views.

You can find an online response form at: <https://highwaysengland.citizenspace.com/he/a5-dordon-to-atherstone> or post the response form at the centre of this document. National Highways is unable to guarantee that responses sent by channels other than those listed above will be included in the consultation process.

All responses should include your name and postcode and state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of an organisation, please make it clear what the organisation is and how the views of members were gathered if applicable.

All responses must be received by **11.59pm on 16 October 2022. Responses after this date may not be considered.**

If you are filling out our physical questionnaire please pull out of the full brochure and put it in an envelope with our Freepost address, there's no need for a stamp. If you need additional room to fill out your comments feel free to use extra paper.



Public Consultation response form

We'd like to understand your views on the options for highways improvements on the A5 between Dordon and Atherstone. Our consultation is running for six weeks from **5 September to 16 October 2022**.

Before completing this response form we recommend you read the consultation brochure which can be found on our webpage at: <https://highwaysengland.citizenspace.com/he/a5-dordon-to-atherstone>.

You can also find more information about this consultation and complete this response form online. All information provided is treated in confidence. To return this form by post, please put it in an envelope, write our Freepost address on the front and put it in a post box. There is no need for a stamp. The Freepost address is: **Freepost A5 D2A CONSULTATION** (Please note the Freepost address is case sensitive).

To ensure that your views can be taken into account, please return this form by **16 October 2022**. Please provide your name, address and either your email address or telephone number. If you'd prefer your comments to be anonymous, please just provide your postcode so we can understand where you live in relation to the scheme.

Name:
Address:
Postcode:
Email address:
Telephone number:

We may use your details to contact you in the future about your response or to provide you with updates about the scheme.

Are you happy for us to contact you about your response if required?

Yes
No

Do you want to receive future updates about the scheme?

Yes
No

Are you responding on behalf of an organisation?

Yes
No

If **Yes** please provide the name of your organisation and your role within it.

Organisation name:.....

Role within organisation:.....

Section 1:

Your views on the current road

The following questions relate to your current use of the A5 between Dordon and Atherstone.

1. Which of the following best describes you?

(please tick):

- I'm a local resident
- I'm a local business owner
- I work locally
- I'm an affected landowner
- I travel along the A5 between Dordon and Atherstone regularly using a private vehicle
- I travel along the A5 between Dordon and Atherstone regularly using a commercial vehicle i.e. HGV, van, coach
- Other (please specify):

2. Please tell us why you use the A5 between Dordon and Atherstone?

(please tick):

- Travelling to or from work
- Travelling for business
- Leisure/recreation
- School pick up/drop off
- Long distance journeys (greater than 10 miles)
- I don't use this section of road
- Other (please specify):

3. How do you normally travel along the A5 between Dordon and Atherstone?

(please tick):

- Car
- HGV or LGV
- Bus or coach
- Motorcycle
- Walking / cycling / horse riding
- Other (please specify):

4. How often do you travel along the A5 between Dordon and Atherstone?

(please tick):

- Daily
- Weekly
- Fortnightly
- Monthly
- Quarterly
- Twice-yearly
- Annually
- Never

5. When do you usually travel along the A5 between Dordon and Atherstone?

(tick all that apply):

- Weekday morning peak (typically between 7am to 10am)
- Weekday evening peak (typically between 4pm to 7pm)
- Weekday off-peak (all other times)
- Weekends anytime
- Never

6a. How satisfied or dissatisfied are you with the following elements of the A5 between Dordon and Atherstone as it is now?

(Please tick one answer in each row):

	Very dissatisfied	Dissatisfied	Neither dissatisfied nor satisfied	Satisfied	Very satisfied
Congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Journey time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Road layout between Dordon and Atherstone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Visual impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access for pedestrians, cyclists and horse riders	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

6b. Please provide any further comments you may have on the A5 between Dordon and Atherstone as it is now.

Consider commenting on issues like safety, journey times, how it impacts on your livelihood or lifestyle.

.....

.....

.....

.....

.....

.....

Section 2:

Your views on the options to dual the route

These questions relate to the three options for dualling the A5 between Dordon and Atherstone. These can be seen on pages 7-9 of the consultation brochure.

7. To what extent do you agree that improvements to the A5 between Dordon and Atherstone are needed?

Strongly agree	Agree	Neither disagree nor agree	Disagree	Strongly disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8a. Which option would you prefer when considering safety?

For more information about each of these factors, see page 12 - 13 of the brochure.

(Please tick):

	Option A	Option B	Option C	No preference
Safety during construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety of completed improvement scheme	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8b. Which option would you prefer when considering journey time?

For more information about each of these factors, see page 12 - 13 of the brochure.

(Please tick):

	Option A	Option B	Option C	No preference
Journey time in construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Journey time of completed improvement scheme	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8c. Which option would you prefer when considering the environment?

For more information about each of these factors, see pages 14 - 16 of the brochure.

(Please tick):

	Option A	Option B	Option C	No preference
Air quality	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Greenhouse gas	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Land take	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cultural heritage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Landscape	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Biodiversity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water environment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9a. Out of the three options proposed for dualling the A5 between Dordon and Atherstone, which option do you think would be best overall?

(Please tick):

Option A	Option B	Option C	No preference
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

9b. If you have selected a preferred option in question 9a, please tell us your reason(s).

(tick all that apply):

- Reduced congestion
- Improved journey time
- Improved road safety
- Least visual or noise impact
- Shortest construction time
- Least amount of land taken
- Smallest impact on biodiversity
- Don't know

Other (please specify)

9c. Please expand on your reasons for selecting the answer(s) in question 9a and 9b.

Section 3: Your views on proposed improvements to the A5

10a. How supportive are you of the proposed improvements to the A5?

Please tick the box that best represents your views (details on proposed improvements can be seen on pages 7-9 of the consultation brochure):

Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10b. Please provide any further comments you may have on the A5 improvements:

Section 4: Any additional comments

11. Do you have anything else you'd like to share in relation to the proposed dualling improvements, including how it may improve or impact your lifestyle or livelihood?

Section 5:

Working with you

To help us improve how we consult in future, we'd be grateful if you could answer the questions below.

12. How did you hear about the consultation?

(tick all that apply):

Leaflet received in the post	<input type="checkbox"/>
Local media	<input type="checkbox"/>
Scheme webpage alert	<input type="checkbox"/>
Social media	<input type="checkbox"/>
Word of mouth	<input type="checkbox"/>
Poster	<input type="checkbox"/>
National Highways' engagement van	<input type="checkbox"/>

Other (please specify):

13. How helpful did you find our consultation materials and events?

(Please tick):

	Very helpful	Helpful	Neutral	Unhelpful	Very unhelpful
Consultation brochure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Online virtual exhibition	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Consultation event(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Online webinar(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Highways' engagement van	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

14. What is your preferred method of communication for consultation?

(Please tick):

	Preferred communication method
Consultation brochure	<input type="checkbox"/>
Online virtual exhibition	<input type="checkbox"/>
In person consultation event(s)	<input type="checkbox"/>
Online webinar(s)	<input type="checkbox"/>
National Highways' engagement van	<input type="checkbox"/>

Section 6: Equality and diversity

We'd be grateful if you could answer the following equality and diversity questions.

We'll use this information to help understand whether our consultation has been useful to people of different backgrounds and with different requirements. We may publish a summary of the results, but no information about an individual would be revealed.

The answers you provide to this question are defined as 'special category data'. If you agree to provide this information, you can withdraw your permission for us to use it at any time. To do that, please email DataProtectionAdvice@nationalhighways.co.uk.

I consent to National Highways processing my special category data for the purposes of understanding the accessibility of the A5 Dordon to Atherstone consultation. I have read National Highways' privacy notice on page 30 and understood how it will be processing this data.

15. How would you define your gender?

- Male
- Female
- Transgender
- Other
- Prefer not to say

16. How would you define your ethnicity?

- Asian or British Asian
- White (British)
- White (other)
- Black African
- Black Carribean
- Black (British)
- Mixed or multiple ethnic
- Other ethnic group
- Prefer not to say

17. Age:

- Under 16
- 16 - 24
- 25 - 34
- 35 - 44
- 45 - 54
- 55 - 64
- 65+
- Prefer not to say

18. Is your ability to travel limited by a health or disability which has lasted, or is expected to last, at least 12 months?

- Yes, limited a lot
- Yes, limited a little
- No
- Prefer not to say

19. Are you responsible for caring for an adult relative/partner, disabled child or other?

- Yes
- No
- Prefer not to say

20. Are you a blue badge holder?

- Yes
- No
- Prefer not to say



Data protection and you

National Highways has fully committed to compliance with the UK General Data Protection Regulation (UK-GDPR).

We collect and handle a variety of personal data so that we can deliver services to our customers and anyone using England's motorways and major A-roads.

This privacy notice applies to any personal data collected by us or on our behalf, by any format - phone, letter, email, online or face to face.

We collect and handle data to:

- provide the service you've asked for - for example, if you have a query that you need a response to, or if you use our crossing on the Dartford Tunnel

- process payments for our crossings
- stay in contact with you - for example, if you sign up to one of our newsletters to get information about traffic updates or are involved in our consultation exercises
- fulfil legal obligations
- provide information to central government, when the law says we need to
- assess our performance, ensure value for money, and set targets for departments
- provide information to the Office of Rail and Road and to Transport Focus, which are our regulatory authorities

For full details of our data protection policy please visit: www.nationalhighways.co.uk/about-us/privacy-notice/ or contact: dataprotectionadvice@nationalhighways.co.uk.



If you need help accessing this or any other National Highways information, please call **0300 123 5000** and we will help you.

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This document is also available on our website at www.nationalhighways.co.uk.

For an accessible version of this publication please call **0300 123 5000** and we will help you.

If you have any enquiries about this publication email info@nationalhighways.co.uk or call **0300 123 5000***. Please quote the National Highways publications code **PR168/22**.

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**APPENDIX I BANCROFT CONSULTING RADAR SPEED METER SURVEY RESULTS
26 APRIL 2021**

observed speed mph	no. of readings		
	n	nxx	nxx ²
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	1	24	576
25	0	0	0
26	0	0	0
27	0	0	0
28	0	0	0
29	2	58	1682
30	1	30	900
31	0	0	0
32	3	96	3072
33	4	132	4356
34	5	170	5780
35	6	210	7350
36	14	504	18144
37	10	370	13690
38	6	228	8664
39	12	468	18252
40	12	480	19200
41	8	328	13448
42	9	378	15876
43	11	473	20339
44	18	792	34848
45	13	585	26325
46	11	506	23276
47	8	376	17672
48	5	240	11520
49	11	539	26411
50	6	300	15000
51	4	204	10404
52	5	260	13520
53	3	159	8427
54	2	108	5832
55	1	55	3025
56	3	168	9408
57	2	114	6498
58	0	0	0
59	0	0	0
60	0	0	0
61	0	0	0
62	1	62	3844
63	2	126	7938
64	0	0	0
65	1	65	4225
66	0	0	0
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
	n=	Σv=	Σv ² =
Total Σ	200	8608	379502

SPEED READINGS FOR DUAL CARRIAGEWAYS

location: **A5 Watling Street, Dordon**
direction: **Eastbound**
day: **Monday**
date: **26.04.21**
time: **0900 to 0946**

SUMMARY

mean 43.04 mph 69.3 kph
85%ile 49.68 mph 79.9 kph

**Step 1:
Mean speed**

$$m = \frac{\sum v}{n} \qquad m = 43.04 \text{ mph}$$

**Step 2:
Finding Value Σ**

$$\sum (v-m)^2 = \sum v^2 - \frac{(\sum v)^2}{n} \qquad \sum (v-m)^2 = 9013.68$$

**Step 3:
Standard deviation**

$$s = \sqrt{\frac{\sum (v-m)^2}{n-1}} \qquad s = 6.64 \text{ mph}$$

**Step 4:
85 percentile dry weather spot speed**

$$p85 = m + s \qquad p = 49.68$$

checks: 85%ile/mean = 1.15
should be 1.1 to 1.25

S.D./mean = 0.15
should be approx 1/6 (0.17)

**A5 WATLING ROAD, DORDON - EASTBOUND SPEED SURVEY RESULTS
(09:00 to 09:46)**

observed speed mph	no. of readings		
	n	n×x	n×x ²
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0
25	0	0	0
26	0	0	0
27	0	0	0
28	0	0	0
29	0	0	0
30	0	0	0
31	1	31	961
32	2	64	2048
33	0	0	0
34	0	0	0
35	2	70	2450
36	5	180	6480
37	5	185	6845
38	8	304	11552
39	7	273	10647
40	10	400	16000
41	5	205	8405
42	17	714	29988
43	9	387	16641
44	5	220	9680
45	7	315	14175
46	11	506	23276
47	8	376	17672
48	12	576	27648
49	8	392	19208
50	5	250	12500
51	11	561	28611
52	7	364	18928
53	9	477	25281
54	9	486	26244
55	6	330	18150
56	5	280	15680
57	1	57	3249
58	5	290	16820
59	2	118	6962
60	7	420	25200
61	3	183	11163
62	2	124	7688
63	3	189	11907
64	1	64	4096
65	1	65	4225
66	1	66	4356
67	0	0	0
68	0	0	0
69	0	0	0
70	0	0	0
71	0	0	0
72	0	0	0
73	0	0	0
74	0	0	0
75	0	0	0
76	0	0	0
77	0	0	0
78	0	0	0
79	0	0	0
80	0	0	0
	n=	Σv=	Σv ² =
Total Σ	200	9522	464736

SPEED READINGS FOR DUAL CARRIAGEWAYS

location: **A5 Watling Street, Dordon**
direction: **Westbound**
day: **Monday**
date: **26.04.21**
time: **1028 to 1113**

SUMMARY

mean 47.61 mph 76.6 kph
85%ile 55.09 mph 88.6 kph

**Step 1:
Mean speed**

$$m = \frac{\sum v}{n} \qquad m = 47.61 \text{ mph}$$

**Step 2:
Finding Value Σ**

$$\sum (v-m)^2 = \sum v^2 - \frac{(\sum v)^2}{n} \qquad \sum (v-m)^2 = 11393.58$$

**Step 3:
Standard deviation**

$$s = \sqrt{\frac{\sum (v-m)^2}{n-1}} \qquad s = 7.48 \text{ mph}$$

**Step 4:
85 percentile dry weather spot speed**

$$p85 = m + s \qquad p = 55.09$$

checks: 85%ile/mean = 1.16
should be 1.1 to 1.25

S.D./mean = 0.16
should be approx 1/6 (0.17)

**A5 WATLING ROAD, DORDON - WESTBOUND SPEED SURVEY RESULTS
(10:28 to 11:13)**

Vehicle speeds	49.68 mph 79.94 kph 22.20 v (m/s) 493.03 v ²	Formula: $SSD = vt + v^2/2(d+0.1a)$	Manual for Streets 2				DMRB	
Driver Perception-Reaction time	2 t (s)		Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable decel.)		
	44.41 v x t	Perception-Reaction Time (t)	1.5s	1.5s	2s	2s		
Deceleration Rate	0.25 g 2.45 d (m/s) 4.91 2d	Deceleration Rate (g = 9.81m/s ²)	0.45g	0.375g	0.375g	0.25g		
Gradient	0.00 a* 2.45 d+0.1a 4.905 2(d+0.1a)	Enter gradient as positive for uphill towards junction and negative for downhill towards junction						
Stopping Sight Distance (SSD) =	v t +	$v^2 / 2(d+0.1a)$	=	SSD				
	44.41 +	100.52	=	144.92				
SSD Bonnet Adjusted (SSD+2.4)**	147.32							

* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

VISIBILITY SPLAY CALCULATOR: A5 WATLING STREET, DORDON - EASTBOUND (09:00 TO 09:46)

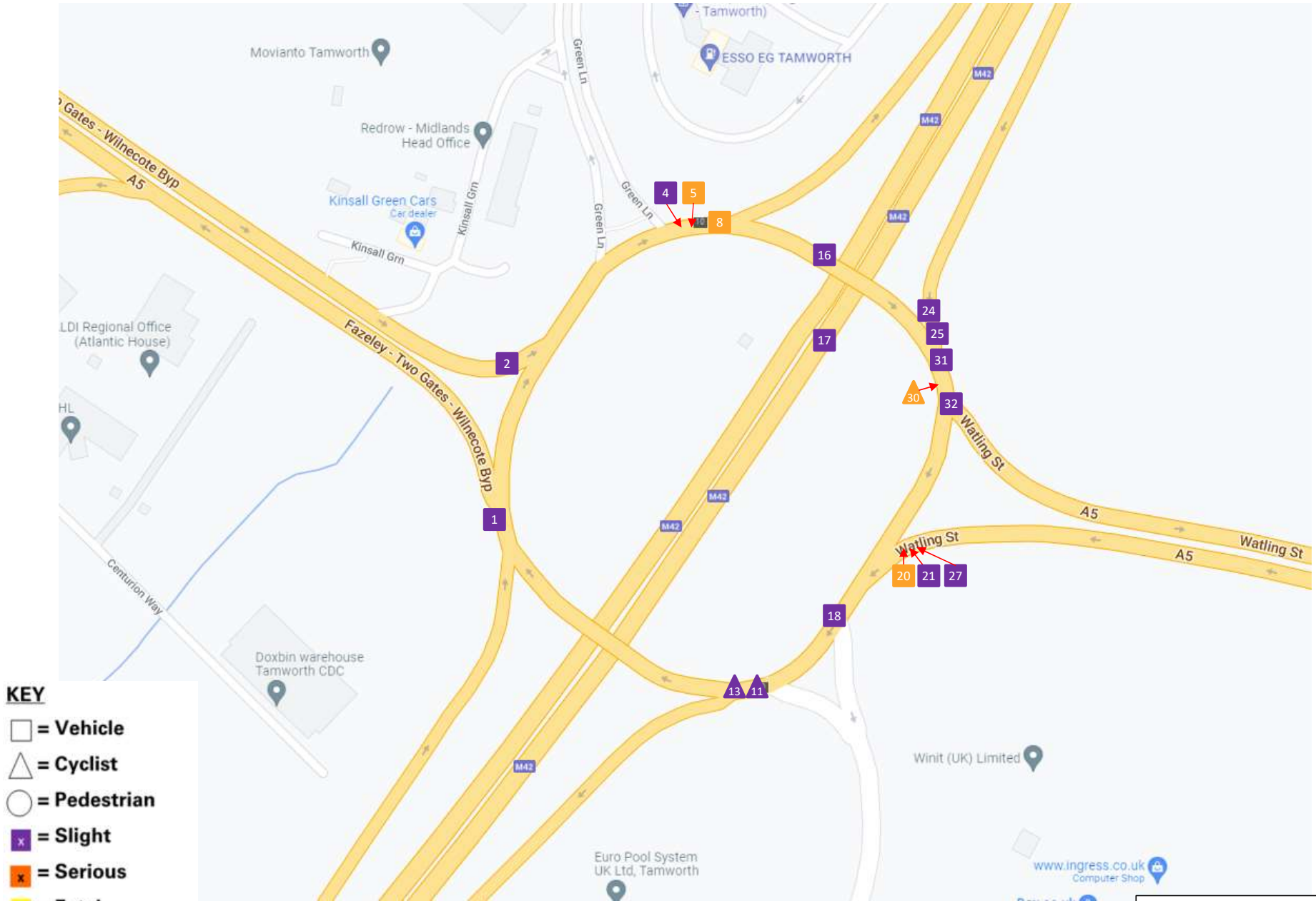
Vehicle speeds	55.09 mph 88.64 kph 24.62 v (m/s) 606.25 v ²	Formula: $SSD = vt + v^2/2(d+0.1a)$	Manual for Streets 2				DMRB	
Driver Perception-Reaction time	2 t (s)		Light Vehicles (less than 5% HGVs)	HGVs/Buses (over 5% of total vehicles)	All traffic (Maximum decel.)	All traffic (Desirable decel.)		
	49.24 v x t	Perception-Reaction Time (t)	1.5s	1.5s	2s	2s		
Deceleration Rate	0.25 g 2.45 d (m/s) 4.91 2d	Deceleration Rate (g = 9.81m/s ²)	0.45g	0.375g	0.375g	0.25g		
Gradient	0.00 a* 2.45 d+0.1a 4.905 2(d+0.1a)	Enter gradient as positive for uphill towards junction and negative for downhill towards junction						
Stopping Sight Distance (SSD) =	v t + $v^2 / 2(d+0.1a)$ 49.24 + 123.60	=	SSD	=	172.84			
SSD Bonnet Adjusted (SSD+2.4)**	175.24							

* for simplicity, gradient will be given as zero where details of levels are unavailable and observed gradients are deemed to be insignificant in terms of the effect on vehicle braking

** 2.4 metres added to splay to allow for bonnet length of approaching vehicles

VISIBILITY SPLAY CALCULATOR: A5 WATLING STREET, DORDON - WESTBOUND (10:28 TO 11:13)

APPENDIX J ROAD SAFETY DATA



M42 Junction 10, Tamworth

Accident Locations

Figure J1



AccsMap - Accident Analysis System

Accidents between dates **01/01/2017 and 31/12/2019** (36) months

Selection: Notes:

Selected using Manual Selection

Acc. Ref. No: 17143638 **Road:** A 5 **Grid Reference:** 423989 300905
District Council: Tamworth **Time:** 1458 **Wednesday** 04-January-2017
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 70
Severity: SERIOUS **Road surface** Wet/Damp
Location: A5 EB EXIT SLIP TO STONEYDELPH

The accident occurred 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 Car, travelling from NW to N was going ahead on a left bend on the main carriageway. The vehicle cleared junction or waiting/parked at junction exit. The female driver aged 18 lived in B77.
Vehicle 2 Car, travelling from N to S was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 84 lived in B77.
Casualty 1 (Vehicle 2) A female driver aged 84 suffered a serious injury.

Contributory Factors

Vehicle 1 Travelling too fast for conditions

Acc. Ref. No: 17149258 **Road:** B 5404 **Grid Reference:** 423866 300840
District Council: Tamworth **Time:** 0645 **Monday** 16-January-2017
Lighting: Darkness: street lights present and lit **Weather:** Raining without high winds **Speed limit:** 30
Severity: SLIGHT **Road surface** Wet/Damp
Location: A5 R'BT AT JN WITH CENTURION WAY

The accident occurred at a roundabout on the B5404, at its junction with the A5 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was entering roundabout. The male driver aged lived in CV6.
Vehicle 2 Pedal Cycle, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or on road. The male driver aged 33 lived in B77.
Casualty 1 (Vehicle 2) A male rider aged 33 suffered a slight injury.

Contributory Factors

Vehicle 1 Failed to look properly
 Vehicle 1 Passing too close to cyclist, horse rider or pedestrian
 Vehicle 2 Cyclist wearing dark clothing at night
 Vehicle 2 Not displaying lights at night or in poor visibility

Acc. Ref. No: 17157293 **Road:** A 5 **Grid Reference:** 423990 300869
District Council: Tamworth **Time:** 1230 **Thursday** 16-February-2017
Lighting: Daylight **Weather:** Fine without high winds **Speed limit:** 60
Severity: SLIGHT **Road surface** Dry
Location: A5 EASTBOUND JUNCTION A5 FROM PENNINE WAY B5080

The accident occurred at a T or staggered junction on the A5, a dual carriageway at its junction with the B5080 controlled by a give way or uncontrolled..

Special conditions and hazards: None

Vehicle 1 Car, 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 female driver aged 56 lived in LE9.
Vehicle 2 Car, travelling from NW to SE was stopping on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 34 lived in NG20.
Casualty 1 (Vehicle 2) A male driver aged 34 suffered a slight injury.

Contributory Factors

Vehicle 1 Failed to look properly
 Vehicle 1 Failed to judge other persons path or speed
 Vehicle 1 Following too close
 Vehicle 2 Sudden braking

Accidents between dates **01/01/2017** and **31/12/2019** (36) months

Selection: Notes:

Selected using Manual Selection

Acc. Ref. No:	17189916	Road:	B 5080	Grid Reference:	423940	301050
District Council:	East Staffordshire	Time:	1610	Weather:	Saturday	03-June-2017
Lighting:	Daylight	Weather:	Fine without high winds	Speed limit:	40	
Severity:	SLIGHT	Road surface	Dry			
Location:	PENNINE WAY R'BT J/W THOMAS GUY WAY					

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

Special conditions and hazards: None

Vehicle 1 Car, travelling from NW to SE was going ahead other on the main carriageway. The vehicle was entering roundabout. The female driver aged 18 lived in B77.

Vehicle 2 Car, travelling from NW to SE was stopping on the main carriageway. The vehicle was entering roundabout. The male driver of an unknown age lived in B9.

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

Acc. Ref. No:	18299447	Road:	A 5	Grid Reference:	423916	300819
District Council:	Tamworth	Time:	1530	Weather:	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 occurred 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 manoeuvre

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	Weather:	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 occurred 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 driver 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

AccsMap - Accident Analysis System

Accidents between dates **01/01/2017** and **31/12/2019** (36) months

Selection: Notes:

Selected using Manual Selection

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 occurred 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 ferr 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

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 occurred 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 occurred 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

AccsMap - Accident Analysis System

Accidents between dates **01/01/2017** and **31/12/2019** (36) months

Selection: Notes:

Selected using Manual Selection

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 occurred 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 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. The male driver aged 53 lived in B75.

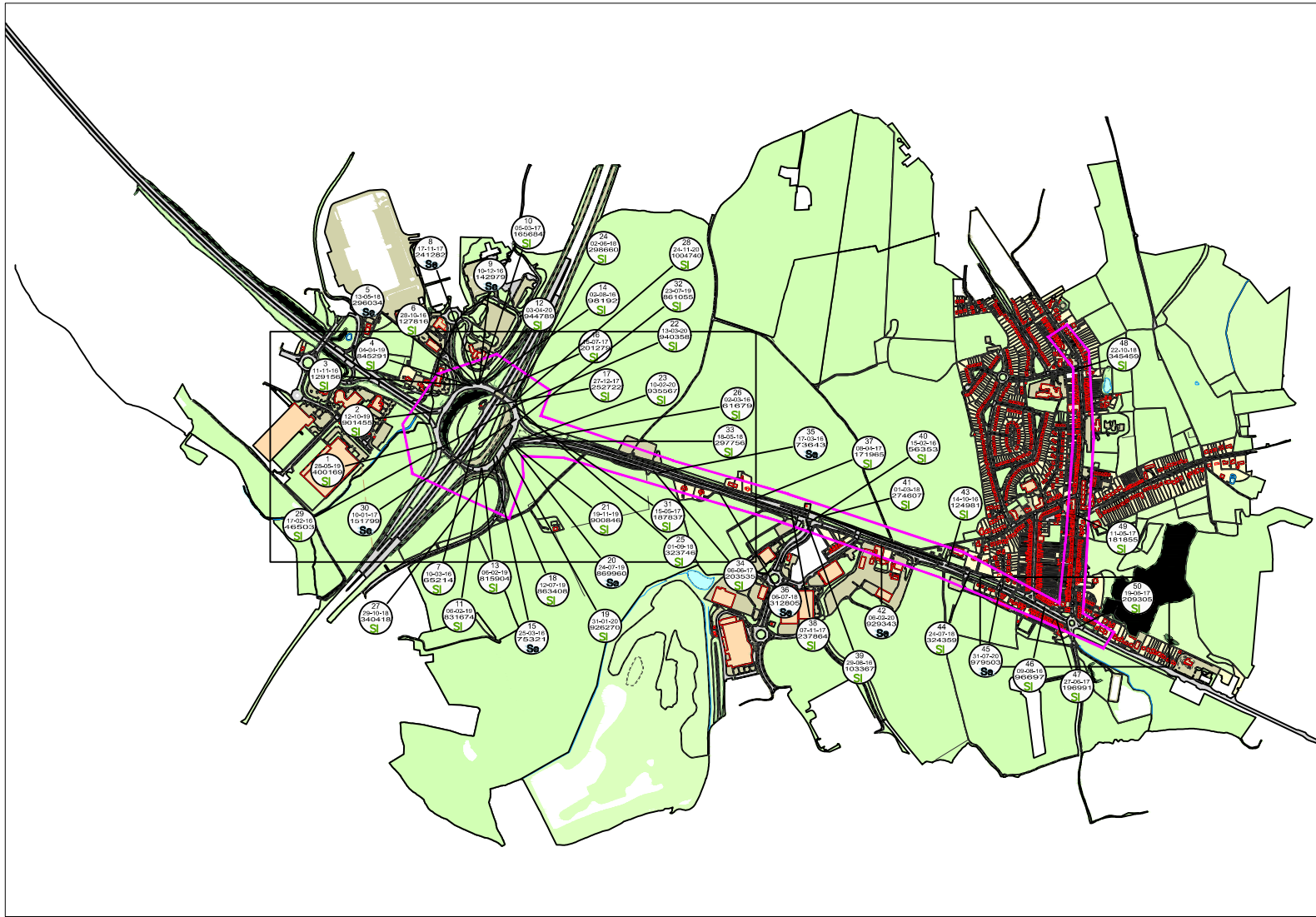
Casualty 1 (Vehicle 1) A female vehicle or pillion passenger aged 74 suffered a slight injury.

Contributory Factors

Vehicle 1 Following too close

Vehicle 1 Failed to look properly

Vehicle 1 Failed to judge other persons path or speed



ALL ROAD USERS - ACCIDENTS

Year	Fatal	Serious	Slight	Total	Time	Fatal	Serious	Slight	Total	District	Fatal	Serious	Slight	Total
2016	0	3	10	13	0000-0059	0	0	0	0	North Warwickshire	0	10	38	48
2017	0	2	10	12	0100-0159	0	0	0	0	Tamworth	0	0	2	2
2018	0	2	7	9	0200-0259	0	0	0	0					
2019	0	1	8	9	0300-0359	0	0	1	1	Road Class	Fatal	Serious	Slight	Total
2020	0	2	5	7	0400-0459	0	0	1	1	M	0	0	7	7
					0500-0559	0	0	1	1	A(M)	0	0	0	0
Month	Fatal	Serious	Slight	Total	0600-0659	0	1	0	1	A	0	10	31	41
January	0	1	1	2	0700-0759	0	0	1	1	B	0	0	0	0
February	0	1	5	6	0800-0859	0	0	2	2	Other	0	0	2	2
March	0	2	5	7	0900-0959	0	0	1	1					
April	0	0	3	3	1000-1059	0	0	3	3	Speed Limit	Fatal	Serious	Slight	Total
May	0	1	4	5	1100-1159	0	0	1	1	20	0	0	0	0
June	0	0	4	4	1200-1259	0	1	2	3	30	0	0	11	11
July	0	3	4	7	1300-1359	0	0	1	1	40	0	1	1	2
August	0	0	3	3	1400-1459	0	1	4	5	50	0	2	14	16
September	0	0	1	1	1500-1559	0	3	2	5	60	0	3	3	6
October	0	0	5	5	1600-1659	0	2	3	5	70	0	4	11	15
November	0	1	4	5	1700-1759	0	1	7	8	Obstruction (Veh Totals)	Fatal	Serious	Slight	Total
December	0	1	1	2	1800-1859	0	1	3	4	Sign/Signal	0	0	0	0
					1900-1959	0	0	0	0	Lamp Post	0	0	0	0
Day	Fatal	Serious	Slight	Total	2000-2059	0	0	1	1	Pole	0	1	0	1
Sunday	0	1	1	2	2100-2159	0	0	3	3	Tree	0	0	0	0
Monday	0	0	7	7	2200-2259	0	0	3	3	Bus Stop	0	0	0	0
Tuesday	0	1	10	11	2300-2359	0	0	0	0	Barrier	0	1	0	1
Wednesday	0	1	5	6						Other	0	0	0	0
Thursday	0	2	4	6	Lighting	Fatal	Serious	Slight	Total					
Friday	0	4	8	12	Daylight	0	7	28	35	Junction Type	Fatal	Serious	Slight	Total
Saturday	0	1	5	6	Darkness	0	3	12	15	Not at Junction	0	3	11	14
										Roundabout	0	6	23	29
Ped Crossing	Fatal	Serious	Slight	Total	Weather	Fatal	Serious	Slight	Total	Mini R'about	0	0	1	1
Not at crossing	0	10	39	49	Fine without high winds	0	10	33	43	T or Staggered	0	1	3	4
Zebra	0	0	0	0	Raining without high winds	0	0	4	4	Slip Road	0	0	0	0
Pelican	0	0	0	0	Snowing without high winds	0	0	0	0	Crossroads	0	0	0	0
Ped Phase	0	0	1	1	Fine with high winds	0	0	0	0	Multiple Junct	0	0	1	1
Footbridge	0	0	0	0	Raining with high winds	0	0	1	1	Private Drive	0	0	0	0
Refuge	0	0	0	0	Snowing with high winds	0	0	0	0	Other Junction	0	0	1	1
Unknown	0	0	0	0	Fog or mist - if hazard	0	0	1	1	Unknown	0	0	0	0
					Other	0	0	1	1					
Bends (Veh Totals)	Fatal	Serious	Slight	Total	Unknown	0	0	0	0					
Left Hand Bend	0	0	3	3	Road Surface	Fatal	Serious	Slight	Total					
Right Hand Bend	0	0	0	0	Dry	0	8	25	33					
					Wet/Damp	0	2	14	16					
					Snow	0	0	0	0					
					Frost/Ice	0	0	1	1					
					Flood	0	0	0	0					
					Unknown	0	0	0	0					

ALL ROAD USERS - CASUALTIES

Year	Fatal	Serious	Slight	Total	Casualty Age	Fatal	Serious	Slight	Total	Weather	Fatal	Serious	Slight	Total
2016	0	3	12	15	0 - 5	0	0	3	3	Fine without high winds	0	10	51	61
2017	0	2	15	17	6 - 10	0	0	1	1	Raining without high winds	0	0	5	5
2018	0	2	12	14	11 - 16	0	1	0	1	Snowing without high winds	0	0	0	0
2019	0	1	13	14	17 - 25	0	1	18	19	Fine with high winds	0	0	0	0
2020	0	2	7	9	26 - 35	0	1	9	10	Raining with high winds	0	0	1	1
					36 - 45	0	2	10	12	Snowing with high winds	0	0	0	0
Month	Fatal	Serious	Slight	Total	46 - 55	Fatal	Serious	Slight	Total	Fog or mist - if hazard	Fatal	Serious	Slight	Total
January	0	1	1	2	56 - 64	0	1	9	10	Other	0	0	1	1
February	0	1	7	8	65+	0	1	3	4	Unknown	0	0	0	0
March	0	2	6	8	Unknown	0	0	0	0					
April	0	0	4	4						Road Surface	Fatal	Serious	Slight	Total
May	0	1	6	7	Time	Fatal	Serious	Slight	Total	Dry	0	8	36	44
June	0	0	5	5	0000-0059	0	0	0	0	Wet/Damp	0	2	22	24
July	0	3	9	12	0100-0159	0	0	0	0	Snow	0	0	0	0
August	0	0	3	3	0200-0259	0	0	0	0	Frost/Ice	0	0	1	1
September	0	0	2	2	0300-0359	0	0	2	2	Flood	0	0	0	0
October	0	0	8	8	0400-0459	0	0	1	1	Unknown	0	0	0	0
November	0	1	5	6	0500-0559	0	0	1	1					
December	0	1	3	4	0600-0659	0	1	0	1	District	Fatal	Serious	Slight	Total
					0700-0759	0	0	1	1	North Warwickshire	0	10	57	67
Day	Fatal	Serious	Slight	Total	0800-0859	0	0	2	2	Tamworth	0	0	2	2
Sunday	0	1	2	3	0900-0959	0	0	2	2					
Monday	0	0	9	9	1000-1059	0	0	3	3	Road Class	Fatal	Serious	Slight	Total
Tuesday	0	1	11	12	1100-1159	0	0	1	1	M	0	0	10	10
Wednesday	0	1	7	8	1200-1259	0	1	2	3	A(M)	0	0	0	0
Thursday	0	2	5	7	1300-1359	0	0	3	3	A	0	10	47	57
Friday	0	4	13	17	1400-1459	0	1	5	6	B	0	0	0	0
Saturday	0	1	12	13	1500-1559	0	3	4	7	Other	0	0	2	2
					1600-1659	0	2	5	7					
Ped Crossing	Fatal	Serious	Slight	Total	1700-1759	0	1	9	10	Speed Limit	Fatal	Serious	Slight	Total
Not at crossing	0	10	58	68	1800-1859	0	1	7	8	20	0	0	0	0
Zebra	0	0	0	0	1900-1959	0	0	0	0	30	0	0	16	16
Pelican	0	0	0	0	2000-2059	0	0	2	2	40	0	1	2	3
Ped Phase	0	0	1	1	2100-2159	0	0	4	4	50	0	2	18	20
Footbridge	0	0	0	0	2200-2259	0	0	5	5	60	0	3	6	9
Refuge	0	0	0	0	2300-2359	0	0	0	0	70	0	4	17	21
Unknown	0	0	0	0										
					Lighting	Fatal	Serious	Slight	Total	Obstruction	Fatal	Serious	Slight	Total
Bends	Fatal	Serious	Slight	Total	Daylight	0	7	43	50	Sign/Signal	0	0	0	0
Left Hand Bend	0	0	3	3	Darkness	0	3	16	19	Lamp Post	0	0	0	0
Right Hand Bend	0	0	0	0						Pole	0	1	1	2
										Tree	0	0	0	0
										Bus Stop	0	0	0	0
										Barrier	0	1	0	1
										Other	0	0	0	0

ALL ROAD USERS - CASUALTIES

Junction Type	Fatal	Serious	Slight	Total
Not at Junction	0	3	20	23
Roundabout	0	6	31	37
Mini R'about	0	0	1	1
T or Staggered	0	1	5	6
Slip Road	0	0	0	0
Crossroads	0	0	0	0
Multiple Junct	0	0	1	1
Private Drive	0	0	0	0
Other Junction	0	0	1	1
Unknown	0	0	0	0

D-PRINT CRASH REPORT

1-Mar-2021
13:31:32

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved	
1	Road No A5 Section	Grid 424245E Ref 300619N	SLIGHT	28/05/2019	3	21:20	L	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		
2	Road No A5 Section	Grid 424247E Ref 300714N	SLIGHT	12/10/2019	7	18:40	L	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		
3	Road No A5 Section	Grid 424346E Ref 300752N	SLIGHT	11/11/2016	6	14:55	L	Wet/Damp	Fine			
M42 JCT 10 ROUNDABOUT A5 AT JN WITH NB SLIP ON RD M42										North Warwickshire		
VEH 2 IN INSIDE LANE. VEH 1 IN OUTSIDE LANE. VEH 1 CUT ACROSS REAR OF VEH 2 HITTING SAME, THEN WENT BACK INTO OUTSIDE LANE AND DROVE OFF.							Veh1, car, W -> E Veh2, car, W -> E			Casualties 1 Vehicles 2		
4	Road No A5 Section	Grid 424349E Ref 300791N	SLIGHT	04/04/2019	5	18:40	L	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 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		

Key Involved

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

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

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 Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

1-Mar-2021
13:31:32

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
5	Road No A5 Section Grid 424353E Ref 300791N	SERIOUS	13/05/2018	1	18:27	L	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	
6	Road No A5 Section Grid 424368E Ref 300790N	SLIGHT	28/10/2016	6	15:24	L	Dry	Fine			
JUNCTION 10 ISLAND A5 AT JN WITH M42										North Warwickshire	
VEH02 WAS TRAVELLING IN THE INSIDE LANE HEADING TOWARDS ATHERSTONE AND AS SHE WAS DRIVING PAST THE JUNCTION/SLIP ROAD OF THE M42 VEH01 HAS DROVE INTO THE SIDE OF VEH02							Veh1, car, SW -> NE Veh2, car, SW -> E			Casualties 1 Vehicles 2	
7	Road No M42 Section Grid 424370E Ref 300657N	SLIGHT	10/03/2016	5	08:17	L	Dry	Fine			
AT JCT 10 SB M42										North Warwickshire	
THREE VEHICLE ROAD TRAFFIC COLLISION VEHICLE 001 HAS COLLIDED INTO THE REAR OF VEHICLE 002 WHICH HAD BEEN SLOWING DUE TO TRAFFIC. VEHICLE 001 HAS PUSHED VEHICLE 002 INTO VEHICLE 003.							Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW			Casualties 1 Vehicles 3	

Key Involved

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

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

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

Special Conditions

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ATS DEF Traffic Lights Defective
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D-PRINT CRASH REPORT

1-Mar-2021
13:31:32

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
8	Road No A5 Section Grid 424370E Ref 300796N	SERIOUS	17/11/2017	6	15:54	L	Dry	Fine			
A5 AT JN WITH JUNCTION 10 M42										North Warwickshire	
FROM INFORMATION AT THE SCENE IT APPEARS VEHICLE 1 HAS BEEN IN LANE 3 AND VEHICLE 2 IN LANE 1 ON TOP OF JUNCTION 10 M42. VEHICLE 1 HAS THEN TRIED TO GO DOWN THE SLIP ROAD ONTO THE M42 AT WHICH POINT IT HAS CAUGHT THE BACK OF VEHICLE 2 CAUSING VEHICLE 2 TO SPINT AND END UP FACING THE WRONG WAY ON THE CARRIAGEWAY. VEHICLE 1 HAS LEFT THE CARRIAGEWAY AND HAS ENDED UP HITTING A LAMP POST CAUSING DAMAGE, THE LAMP POST WAS LATER REMOVED BY HIGHWAYS AGENCY DUE TO BEING UNSAFE DUE TO IT'S LOCATION.							Veh1, car, SW -> NE Veh2, car, N -> S			Casualties 2 Vehicles 2	
9	Road No A5 Section Grid 424373E Ref 300796N	SERIOUS	10/12/2016	7	15:00	DRK STL	Wet/Damp	Fine			M/C
WATLING STREET A5 AT JN WITH NB SLIP ON RD M42										North Warwickshire	
VEH001 AND VEH002 TRAVELLING FROM TAMWORTH HS. VEH001'S ROUTE WAS TOWARDS NOTTINGHAM GOING DOWN SLIP ROAD ONTO M42 NORTH. HE WAS POSITIONED IN 2ND LANE FROM INSIDE. VEH002'S ROUTE WAS TO CONTINUE ON A5 TOWARDS ATHERSTONE, HOWEVER, WAS ON THE INSIDE LANE FROM TAMWORTH. VEH001 CAME ACROSS ONTO 2ND LANE ONTO M42, VEH002 INTENTIONS TO CONTINUE MAKING CONTACT WITH VEH001 HAVING CUT ACROSS HIM.							Veh1, car, W -> E Veh2, m/cycle > 500cc, W -> E			Casualties 1 Vehicles 2	

Key Involved

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

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

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 Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

1-Mar-2021
13:31:32

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
10	Road No A5 Section Grid 424373E Ref 300796N	SLIGHT	05/03/2017	1	12:40	L	Dry	Fine		R.TURN	
TAMWORTH A5 AT JN WITH MOTORWAY SLIP JUNCTION 10 M42										North Warwickshire	
VEH001 LANE 2 (OF 4 LANES) AROUND AS ISLAND. (M42 J10) VEH001 IS TRAVELLING LANE1. VEH001 CHANGES TO LANE 1 FROM 2 ACROSS THE PATH OF VEH002.VEH001'S F/N/S WING COLLIDES WITH VEH002 CAUSING VEH002 TO CRASH INTO N/S BARRIER.							Veh1, car, W -> NE Veh2, car, W -> SE			Casualties 1 Vehicles 2	
11	Road No A5 Section Grid 424380E Ref 300539N	SLIGHT	06/02/2019	4	17:50	DRK STU	Dry	Other			GV P/C
WATLING STREET (A5) NEAR JUNCTION WITH TRINITY ROAD										North Warwickshire	
IP ON PUSH BIKE TRAVELLING ON A5 WATLING STREET TOWARDS JUNCTION 10 M42 SOUTH. IP HAS GONE ACROSS JUNCTION 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	
12	Road No M42 Section Grid 424381E Ref 300800N	SLIGHT	03/04/2020	6	07:35	L	Dry	Fine			HGV GV
M42 NB JCT 10 SLIP ROAD JUNCTION WITH A5 ISLAND										North Warwickshire	
V001 HAS BEEN DRIVING ON THE INSIDE LANE OF THE M42 JUNCTION 10 ROUNDABOUT. V001 HAS COLLIDED WITH V002 ON ATTEMPTING TO EXIT THE SLIP ROAD JUNCTION 10 N/B.							Veh1, goods < 3.5t, SW -> NE Veh2, goods > 7.5t, SW -> NE			Casualties 1 Vehicles 2	

Key Involved

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

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

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 Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

1-Mar-2021

13:31:32

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
13	Road No A5 Section Grid 424382E Ref 300539N	SLIGHT	06/02/2019	4	18:00	DRK STL	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	
14	Road No M42 Section Grid 424392E Ref 300602N	SLIGHT	02/08/2016	3	22:00	DRK STL	Dry	Fine			
SLIP ROAD JCT 10 TAMWORTH M42 A5										North Warwickshire	
THE CALLER WAS DRIVING HER VEHICLE A FOCUS WP 12LCY ON TO THE M42 AT JUNCTION 10. THERE ARE TWO LEFT LANES. THE 1P IN THE RIGHT LANE AND THE OFFENDING VEHICLE A TNT ARTICULATED LORRY WAS IN THE LEFT AS THE VEHICLES HAVE ENTERED THE SLIP ROAD THE LORRY HAS DRIFTED ACROSS INTO THE 1P'S LANE HITTING THE REAR LEFT SIDE OF THE VEHICLE KNOCKING IT SIDEWAYS INTO A BARRIER.							Veh1, car, SW -> NE Veh2, goods unknown weight, Sw -> NE			Casualties 1 Vehicles 2	
15	Road No A5 Section Grid 424417E Ref 300571N	SERIOUS	25/03/2016	6	12:20	L	Dry	Fine		S.VEH	HGV
TRAFFIC ISLAND M42 JUNC 10 A5 AT JN WITH TRINITY RD KINGSBURY										North Warwickshire	
VEH01 TRAVELLING ONTO ROUNDABOUT FROM TRINITY ROAD ACCESSES ROUNDABOUT FROM LANE 3 INTO LANE 3. VEH01 CARRYING 23 TONNES STEEL LEAVES CARRIAGEWAY OFFSIDE AND JACKKNIVES ONTO CENTRAL BARRIER. POSSIBLE SHIFT IN LOAD WITH MOMENTUM HAS TOPPLED VEHICLE OVER							Veh1, goods > 7.5t, N -> SW			Casualties 1 Vehicles 1	

Key Involved

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

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

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 Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

1-Mar-2021
13:31:32

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
16	Road No A5 Grid 424421E Section Ref 300773N	SLIGHT	15/07/2017	7	17:14	L	Dry	Fine			
	WATLING STREET A5 AT JN WITH M42									North Warwickshire	
VEHICLE 1 AND VEHICLE 2 TRAVELLING ON A5 TOWARDS DORDON. WHILST NEGOTIATING ROUNDABOUT AT JUNCTION 10 M42, VEHICLE 1 HAS DRIVEN FROM 3RD LANE INTO OFFSIDE OF VEHICLE 2 TRAVELLING IN 2ND LANE CAUSING VEHICLE 2 TO MOVE INTO LANE 3. VEHICLES HAVE STOPPED IN LAYBY JUST OFF ROUNDABOUT.							Veh1, car, NW -> SE Veh2, car, NW -> SE			Casualties 2 Vehicles 2	
17	Road No M42 Grid 424425E Section Ref 300733N	SLIGHT	27/12/2017	4	13:33	L	Wet/Damp	Fine			
	SB JCTS 10-9 M42 NEAR JN WITH JNCT 10 EXIT A5									North Warwickshire	
V1 FAILS TO SEE STATIONARY TRAFFIC AHEAD AND COLLIDES WITH V2.THIS SPINS V1 INTO V3 AND THEN V4. DRIVER THEN GETS OUT OF V1 TO CHECK DAMAGE THEN MAKES OFF FROM SCENE.V1 EVENTUALLY BREAKS DOWN AT JCT 9 AND MAKES OFF ON FOOT.V1 WAS REPORTED STOLEN LATER THAT DAY							Veh1, car, NE -> SW Veh2, car, NE -> SW Veh3, car, NE -> SW Veh4, car, NE -> SW			Casualties 3 Vehicles 4	
18	Road No A5 Grid 424426E Section Ref 300577N	SLIGHT	12/07/2019	6	03:29	DRK STL	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	

Key Involved

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

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

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
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D-PRINT CRASH REPORT

1-Mar-2021

13:31:32

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
19	Road No A5 Section Grid 424447E Ref 300611N	SLIGHT	31/01/2020	6	17:00	DRK STL	Dry	Fine			HGV
A5 DORDON ISLAND J/W M42 JCT 10										North Warwickshire	
V001 WAS TRAVELLING AROUND THE ISLAND IN LANE TO GO TOWARDS THE A5. V002 WAS IN THE MIDDLE LANE TRAVELLING TOWARDS KINGSBURY. V001 HAS COME ACROSS INTO THE LANE OF V002, CLIPPING THE LEFT HAND SIDE OF V002.							Veh1, goods > 7.5t, NE -> SW Veh2, car, NE -> SW			Casualties 1 Vehicles 2	
20	Road No A5 Section Grid 424473E Ref 300616N	SERIOUS	24/07/2019	4	16:45	L	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	
21	Road No A5 Section Grid 424475E Ref 300615N	SLIGHT	19/11/2019	3	11:47	L	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	

Key Involved

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

Street Lighting

L Daylight
 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights
 STU Street Lights Unknown

FACTORS

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

Special Conditions

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D-PRINT CRASH REPORT

1-Mar-2021
13:31:32

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
22	Road No A5 Section Grid 424476E Ref 300726N	SLIGHT	13/03/2020	6	10:45	L	Dry	Fine			
A5 NEAR JUNCTION WITH M42										North Warwickshire	
VEH 002 WAS DRIVING AROUND THE ROUNDABOUT BUT TRAFFIC HAD BUILT UP SO HAD TO MAKE A FEW STOPS JUST BEFORE GETTING OFF THE ROUNDABOUT, VEH 002 WAS STOPPED BY TRAFFIC AND VEH 001 BEHIND DID NOT NOTICE THAT VEH 002 HAD STOPPED AND WENT INTO THE BACK OF VEH 002.							Veh1, car, NW -> S Veh2, car, NW -> S		Casualties 1 Vehicles 2		
23	Road No A5 Section Grid 424477E Ref 300619N	SLIGHT	10/02/2020	2	21:25	DRK STL	Wet/Damp	Fine			HGV
WATLING STREET (A5) J/W M42 JCT 10 DORDON										North Warwickshire	
VEH 001 APPROACHED THE LIGHTS FROM THE A5 TOWARDS KINGSBURY ISLE. THIS VEHICLE HAS THEN PULLED OFF AND HAS COLLIDED WITH VEH 002 ON THE LEFT HAND SIDE CAUSING IT TO SPIN. THIS HAS DAMAGED BOTH VEHICLES 1 AND 2.							Veh1, goods - 7.5t, E -> W Veh2, car, E -> W		Casualties 2 Vehicles 2		
24	Road No M42 Section Grid 424477E Ref 300754N	SLIGHT	02/06/2018	7	16:55	L	Dry	Fine			
JUNCTION 10 OFFSLIP M42 AT JN WITH A5										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		

Key Involved

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

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

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

Special Conditions

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D-PRINT CRASH REPORT

1-Mar-2021
13:31:32

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
25	Road No A5 Section Grid 424478E Ref 300735N	SLIGHT	01/09/2018	7	09:30	L	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	
26	Road No A5 Section Grid 424480E Ref 300618N	SLIGHT	02/03/2016	4	08:55	L	Wet/Damp	Rain			
WATLING STREET A5 AT JN WITH M42										North Warwickshire	
PERSON REPORTING WAS STATIONARY AT TRAFFIC LIGHTS OF J10. M42 WHILST STATIONARY HAS FELT IMPACT FROM VEHICLE BEHIND. PERSON REPORTING HAS ALIGHTED FROM VEHICLE AS HAS VEHICLE NO 2 DRIVER.							Veh1, car, SE -> W Veh2, car, SE -> NW			Casualties 1 Vehicles 2	
27	Road No A5 Section Grid 424482E Ref 300620N	SLIGHT	29/10/2018	2	15:30	L	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	

Key Involved

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

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

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 Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

1-Mar-2021

13:31:32

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
28	Road No M42 Section Grid 424482E Ref 300744N	SLIGHT	24/11/2020	3	04:32	DRK STL	Dry	Fine			HGV
M42 J10 EXIT SLIP AT JUNCTION WITH A5, DORDON TAMWORTH										North Warwickshire	
IN THE MORNING 24/11/2020 I WAS DRIVING TO WORK. ON MENTIONED LOCATION I WAS IN LEFT FILE LEAVING M42 ROUNDABOUT TO A5 SOUTH WHEN OTHER DRIVER (MERCEDES) DRIVING IN RIGHT FILE SUDDENLY CHANGED HIS FILE FROM RIGHT TO LEFT WITH VERY SHORT NOTICE OF SIGNALS AS I WAS AT THE SAME LEVEL. I'VE TRIED TO STOP AS SOON AS POSSIBLE BUT I COULDN'T AVOID COLLISION AND OTHER DRIVER HIT ME TO RIGHT DRIVER'S SIDE AND KEPT DRIVING FOR NEXT CCA50 METERS.							Veh1, goods > 7.5t, NE -> SE Veh2, car, NE -> SE			Casualties 1 Vehicles 2	
29	Road No M42 Section Grid 424485E Ref 300720N	SLIGHT	17/02/2016	4	10:12	L	Wet/Damp	Rain Wind			
ISLAND AT JUNCTION 10 M42 AT JN WITH SLIP ROAD LEADING TO A5 A5										North Warwickshire	
V1 and V2 travelling around the island on the M42. V1 & V2 collided as V1 began to turn towards the slip road A5 leading to Atherstone. Both parties stopped & exchanged details. Passenger of V1 complained of pains in his neck.							Veh1, car, NE -> S Veh2, goods unknown weight, NE -> S			Casualties 1 Vehicles 2	
30	Road No A5 Section Grid 424486E Ref 300690N	SERIOUS	10/01/2017	3	06:25	DRK STL	Wet/Damp	Fine			P/C
JUNCTION 10 M42, ISLAND A5 AT JN WITH A5										North Warwickshire	
AS CALLER HAS ENTERED THE ISLAND ON J10, M42S ON PEDAL CYCLE A LORRY HAS MOVED INTO THE INSIDE LANE OF THE ISLAND AND THEN CUT BACK INTO THE MIDDLE LANE COLLIDING WITH CALLER CAUSING HIM TO COME OFF HIS PEDAL CYCLE WHERE HAS SUSTAINED AN OPEN WOUND TO HIS LEFT ELBOW AND DEEP GRAZES TO BOTH KNEES AND LEFT HIP. CYCLE IS DAMAGED AND CLOTHING TORN.							Veh1, goods unknown weight, N -> S Veh2, pedal cycle, N -> S			Casualties 1 Vehicles 2	

Key

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

Street Lighting
 L Daylight
 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights
 STU Street Lights Unknown

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

Special Conditions
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 ATS DEF Traffic Lights Defective
 SIGNS Road Signs Defective or Obscured
 RD WRKS Road Works
 Surface Road Surface Defective

D-PRINT CRASH REPORT

1-Mar-2021
13:31:32

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
31	Road No A5 Section	Grid 424493E Ref 300707N	SLIGHT	15/05/2017	2	17:41	L	Dry	Fine		
	A5 AT JN WITH M42									North Warwickshire	
VEHICLE 1 AND VEHICLE 2 WERE TRAVELLING AROUND THE M42 ISLAND. VEHICLE 1 HAS COLLIDED WITH THE FRONT DRIVERS SIDE OF VEHICLE 2. VEHICLE 2 WAS IN THE FAR LEFT LANE.							Veh1, car, NW -> SE Veh2, car, NW -> SE			Casualties 1 Vehicles 2	
32	Road No A5 Section	Grid 424495E Ref 300685N	SLIGHT	23/07/2019	3	20:15	L	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	
33	Road No A5 Section	Grid 424561E Ref 300622N	SLIGHT	18/05/2018	6	22:40	DRK STL	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

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

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R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

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D-PRINT CRASH REPORT

1-Mar-2021
13:31:32

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
34	Road No A5 Section Grid 424905E Ref 300532N	SLIGHT	06/06/2017	3	17:44	L	Wet/Damp	Fine			
WATLING STREET A5 NEAR JN WITH M42 ISLAND										North Warwickshire	
V01 HAS HIT THE REAR OF V02. V02 WAS STATIONARY IN TRAFFIC JUST BEFORE THE ISLAND FOR THE M42 JUNCTION.							Veh1, car, E -> W Veh2, car, E -> W			Casualties 1 Vehicles 2	
35	Road No A5 Section Grid 424921E Ref 300520N	SERIOUS	17/03/2016	5	14:40	L	Dry	Fine			
DORDON A5 NEAR JN WITH NR BIRCH COPPICE INDUSTRIAL ESTATE										North Warwickshire	
VEH01 HAD BEEN TRAVELLING ALONG THE A5 FROM BIRCH COPPICE INDUSTRIAL ESTATE TOWARDS JUNCTION OF THE M42. VEH02 HAS BRAKED HEAVILY IN FRONT OF VEH01 CAUSING VEH01 TO COLLIDE WITH THE REAR OF VEH02. VEH03 HAS THEN COLLIDED WITH THE REAR OF VEH01 CAUSING VEH01 TO MOUNT THE CENTRAL CRASH BARRIER. VEH04 HAS THEN COLLIDED WITH THE REAR OF VEH03 EXTENSIVE DAMAGE CAUSED TO VEH01 & VEH03							Veh1, car, E -> W Veh2, car, E -> W Veh3, car, E -> W Veh4, car, E -> W			Casualties 2 Vehicles 4	
36	Road No A5 Section Grid 425105E Ref 300467N	SERIOUS	06/07/2018	6	15:37	L	Dry	Fine			
DORDON A5 NEAR JN WITH JUNCTION 10 M42										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	

Key Involved

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

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

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

Special Conditions

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ATS DEF Traffic Lights Defective
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D-PRINT CRASH REPORT

1-Mar-2021
13:31:32

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
37	Road No A5 Section Grid 425216E Ref 300447N	SLIGHT	08/04/2017	7	17:40	L	Dry	Fine			
O/S HALL END HOUSE DORDON A5									North Warwickshire		
VEHICLE 1 FAILED TO OBSERVE VEHICLE 2 BRAKING AND HIT VEHICLE FROM BEHIND. MINOR INJURIES CAUSED TO CASUALTIES. EXTENSIVE DAMAGE TO VEHICLE.							Veh1, car, W -> E Veh2, car, W -> E			Casualties 2 Vehicles 2	
38	Road No A5 Section Grid 425325E Ref 300410N	SLIGHT	07/11/2017	3	17:15	DRK STL	Wet/Damp	Rain		O/TAKE	M/C
A5 AT JN WITH BIRCH COPPICE INDUSTRIAL ESTATE									North Warwickshire		
VEHICLE 2 WAS TRAVELLING FROM TAMWORTH TO DORDON INDUSTRIAL ESTATE TO WORK. AT THE PREVIOUS ISLAND A CAR THAT HE RECOGNISED AS HIS FRIEND'S MUM'S (WITH FRIEND IN PASSENGER SEAT) BEGAN TO HONK THE HORN. WHILST THEY BOTH ENTERED THE RIGHT HAND SLIP ROAD INTO BIRCH COPPICES THE CAR (VEHICLE 1) TRIED TO OVERTAKE CLIPPING THE IP CAUSING DAMAGE TO THE MOTORBIKE AND HIS RIGHT KNEE. VEHICLE 1 DIDN'T STOP.							Veh1, car, W -> E Veh2, m/cycle 50 - 125cc, W -> E			Casualties 1 Vehicles 2	
39	Road No A5 Section Grid 425370E Ref 300383N	SLIGHT	29/08/2016	2	21:35	DRK STL	Dry	Fine		R.TURN	
WATLING STREET DORDON A5 AT JN WITH BIRCH COPPICE BUSINESS PARK									North Warwickshire		
VEH01 HAS ALLEDGEDLY DRIVEN THROUGH A RED LIGHT AND COLLIDED WITH VEH02 WHO WAS TURNING RIGHT ACROSS VEHICLE 1'S PATH							Veh1, car, SE -> NW Veh2, car, SW -> SE			Casualties 1 Vehicles 2	

Key Involved

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

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

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

Special Conditions

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D-PRINT CRASH REPORT

1-Mar-2021
13:31:32

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
40	Road No A5 Section Grid 425388E Ref 300373N	SLIGHT	15/02/2016	2	22:11	DRK STL	Wet/Damp	Fine		R.TURN	
DORDON A5 AT JN WITH DANNY MORSON WAY										North Warwickshire	
DRIVER OF V001 WAS TURNING RIGHT ONTO DANNY MORSON WAY INTO THE INDUSTRIAL ESTATE WHEN HE HAS MISTAKEN THE GREEN LIGHT FOR GO AHEAD ONLY, FOR HIS SIGNAL TO GO. ALTHOUGH THE LIGHTS TO TURN RIGHT WERE STILL ON RED. WHILST TURNING HE HAS THEN PULLED INTO THE PATH OF V002 WHO WAS COMING THE OPPOSITE WAY CAUSING V002 TO CRASH INTO V001'S LEFT SIDE.							Veh1, car, NW -> S Veh2, goods unknown weight, SE -> NW			Casualties 2 Vehicles 2	
41	Road No A5 Section Grid 425412E Ref 300392N	SLIGHT	01/03/2018	5	05:49	DRK STL	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	
42	Road No A5 Section Grid 425601E Ref 300304N	SERIOUS	06/02/2020	5	17:30	DRK STL	Dry	Fine	NE	S.VEH	
WATLING STREET (A5) DORDON										North Warwickshire	
CASUALTY 001 HAS RAN OUT INTO THE CARRIAGEWAY AND HAS BEEN HIT BY V001 AT LOW SPEED AS VEHICLE WAS IN SLOW MOVING TRAFFIC.							Veh1, car, SE -> NW			Casualties 1 Vehicles 1	

Key Involved

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

Street Lighting

L Daylight

 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights
 STU Street Lights Unknown

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
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D-PRINT CRASH REPORT

1-Mar-2021
13:31:32

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
43	Road No A5 Section	Grid 425803E Ref 300243N	SLIGHT	14/10/2016	6	14:26	L	Dry	Fine	O/TAKE S.VEH	M/C
AMBO STATION DORDON A5										North Warwickshire	
VEH 01 HEADING SOUTH EAST OF THE A5 TOWARDS DORDON ISLAND. VEH 01 HAS HIT THE OFFSIDE OF THE CURB ON THE MIDDLE CARRIAGEWAY DURING AN OVERTAKING MANOUVRE. THIS HAS CAUSED VEH 01 TO SWERVE ACROSS THE CARRIAGEWAY. VEH 01 HAS COME TO A HALT AND THE RIDER HAS BEEN EJECTED OVER THE HANDLEBARS CAUSING INJURY.							Veh1, m/cycle > 500cc, NW -> SE			Casualties 1 Vehicles 1	
44	Road No A5 Section	Grid 425871E Ref 300225N	SLIGHT	24/07/2018	3	16:34	L	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	

Key Involved

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

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

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 Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

1-Mar-2021
13:31:32

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
45	Road No A5 Section Grid 425964E Ref 300166N	SERIOUS	31/07/2020	6	16:44	L	Dry	Fine	SW	S.VEH	M/C
WATLING STREET (A5) NEAR JUNCTION WITH VICARAGE CLOSE, DORDON									North Warwickshire		PED
VEH 001 HAS BEEN TRAVELLING A5 FROM TAMWORTH TOWARDS DORDON, PEDESTRAIN HAS WALKED ACROSS THE A5 FROM VICARAGE CLOSE DORDON. AS THE PEDESTRAIN WHO WAS LOOKING DOWN AT MOBILE PHONE WAS APPROXIMATELY HALFWAY ACROSS LANE 2 WHEN HIT BY A MOTORCYCLE.							Veh1, m/cycle 50 - 125cc, NW -> SE			Casualties 2 Vehicles 1	
46	Road No A5 Section Grid 426098E Ref 300117N	SLIGHT	09/08/2016	3	14:50	L	Dry	Fine			
AT LAYBY WATLING ST DORDON A5 NEAR JN WITH GYPSY LANE									North Warwickshire		
VEH01 WAS STATIONARY IB LAY BY AND THE DRIVER OPENED THE REAR DOOR, THE DOOR STEP FAILED AND STRUCK THE SIDE OF VEH02 CAUSING THE NEARSIDE WING MIRROR TO HIT THE NEARSIDE PASSENGER DOOR WINDOW SMASHING THE GLASS AS VEH02 WAS PASSING IN THE RUNNING LANE 1.							Veh1, goods unknown weight, P -> P Veh2, goods unknown weight, NW -> SE			Casualties 1 Vehicles 2	
47	Road No A5 Section Grid 426134E Ref 300079N	SLIGHT	27/06/2017	3	12:15	L	Dry	Fine			
O/S NO. 11 WATLING STREET A5									North Warwickshire		
VEHICLE 1 [REDACTED] PARKED IN LANE 1 ON THE A5 OUTSIDE #11, VEHICLE 1 WAS HIT BY VEHICLE 2 - [REDACTED] REAR OFFSIDE DAMAGE TO VEHICLE 1, FRONT NEARSIDE DAMAGE TO VEHICLE 2. AS VEHICLE 2 HAS HIT VEHICLE 1, VEHICLE 1 HAS MOVED FORWARD INTO A PARKED CAR VEHICLE 3 - [REDACTED] THIS CAUSING DAMAGE OT OFFSIDE DRIVERS DOOR. VEHICLE 1 AND VEHICLE 2 UNDRIVEABLE. CORRECT ORDER OF VEHICLES T7 - VEHICLE 1 [REDACTED] VEHICLE 2 [REDACTED] VEHICLE 3							Veh1, car, SE -> NW Veh2, car, P -> P Veh3, car, P -> P			Casualties 1 Vehicles 3	

Key Involved

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

Street Lighting

L Daylight

STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

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

Special Conditions

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D-PRINT CRASH REPORT

1-Mar-2021
13:31:32

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved	
48	Road No U Section	Grid 426191E Ref 300840N	SLIGHT	22/10/2018	2	14:48	L	Dry	Fine		R.TURN	P/C
ROMAN WAY AT JN WITH LONG STREET										North Warwickshire		
VEHICLE 1 TURNED RIGHT AT ISLAND INTO ROMAN WAY, CYCLIST, WHO AT OWN ADMITANCE WAS ON HIS PHONE CYCLED INTO PATH OF VEHICLE 1 AND WAS HIT TO THE RIGHT SIDE, ON THE BACK WHEEL.							Veh1, car, N -> W Veh2, pedal cycle, S -> N				Casualties 1 Vehicles 2	
49	Road No U Section	Grid 426197E Ref 300396N	SLIGHT	11/05/2017	5	10:27	L	Dry	Fine		R.TURN	P/C
LONG STREET DORDON AT JN WITH CHURCH ROAD										North Warwickshire		
BICYCLE HAS BEEN TRAVELLING DOWN LONG STREET, WHEN GOING PAST JUNCTION OF CHURCH ROAD, V1 - A VAN HAS BEEN TRAVELLING UP LONG STREET AND TURNED INTO JUNCTION OF CHURCH ROAD. WHEN VAN HAS TURNED RIGHT INTO CHURCH ROAD IT HAS COLLIDED WITH THE BICYCLE. CYCLIST HAS SUFFERED BRUISING AND HIS IKE HAS BEEN SCRATCHED AND SCUFFED. VAN DRIVER DID STOP.							Veh1, goods unknown weight, S -> NE Veh2, pedal cycle, N -> S				Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
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Street Lighting

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FACTORS

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R.TURN Right Turn Manoeuvre
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D-PRINT CRASH REPORT

1-Mar-2021

13:31:32

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
50	Road No A5 Section Grid 426202E Ref 300056N	SLIGHT	19/06/2017	2	16:27	L	Dry	Fine			
WATLING ST A5 AT JN WITH GYPSY LANE									North Warwickshire		
VEHICLE 1 APPROACHED ROUNDABOUT WHICH HAD BEEN CONED OFF NOT ALLOWING ACCESS TO VEHICLE IN NORMAL CLOCKWISE DIRECTION SO AT SPEED WENT RIGHT ACROSS ROUNDABOUT OVER THE OTHERSIDE AND CONTINUED ALONG THE A5 ON THE RIGHT SIDE OF THE CARRIAGEWAY TOWARDS NUNEATON NARROWLY MISSING VEHICLES COMING TOWARDS THE ROUNDABOUT IN BOTH DIRECTIONS. VEHICLE 2 APPROACHING ROUNDABOUT HAD TO SLAM ON BRAKES RESULTING IN DRIVER TO STRIKE HER HEAD ON THE STEERING WHEEL CAUSING INJURIES NAMELY REDDENING TO HER HEAD/FACE AND SEATBELT MARK.							Veh1, car, NW -> SE Veh2, car, SE -> NW			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
 HGV Heavy Goods Vehicle
 GV Goods Vehicle
 M/C Motor Cycle
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