

# Applicant's Response to REP-141

(ExQ2.4.2)

The West Midlands Rail Freight Interchange Order 201X

Four Ashes Limited

## APPENDIX 9

### APPLICANT'S RESPONSE TO REP-141 (EXQ2.4.2)

---

The key quotes from Alan Powell's representation as they relate to the themes identified above have been addressed in turn below.

- 1 The prospects, on an annual basis over the projected 15-year development programme, of recruiting sufficient employees to meet the needs of newly opening business**
  - 1.1 The labour market capacity within the travel to work area (TTWA) is considered in Section 6 "Testing the TTWA Outcome" of Appendix 2 of the ESTP. This appears on page 91 of the document [Rep1-002] when taken as a whole.
  - 1.2 It concludes that testing against the existing population, existing travel plans and evidence from other similar sites demonstrates that the outcomes of the Gravity Model (which projects where the labour market is projected to come from) are plausible and sustainable.
  - 1.3 As would be expected, the largest effects are within South Staffordshire. Nearly one in five WMI employees could be South Staffordshire residents. This amounts to 1.93% of the local working age population
  - 1.4 Given the scale of the opportunity and the current pattern of out commuting in the district due to lack of local opportunities, this shift does not seem unrealistic, nor would it be expected to have disruptive or unsustainable effects on the labour market.
  - 1.5 Some jobs will not be vacancies – some occupiers will bring a proportion of staff with them.
  - 1.6 This job profile is an excellent match for the existing local workforce within commuting distance to WMI, with roughly the same proportions of non-skilled and semi-skilled jobs and the skill levels in the local population (see APP-254, Document 7.1B Statement of Economic Benefits, para 4.1.11)
  - 1.7 The Applicant has not been able to verify the claim that 13.5% of the logistics sector employment turns over every year (as no source has been provided) although this seems broadly plausible (with the UK average employee turnover rate being approximately 15% per year). Given the capacity and skills of the available labour market as presented above, this does not call into question the conclusion that the TTWA has the labour market capacity to sustainably service the growth at WMI.
- 2 "If FAL need to generally employ more than twice Amazon seasonal peak there is a wide gap between FAL planning publicity and real time operation of one of the UK's largest similar business."**
  - 2.1 The Applicant understands that, based on publicly available data, the Amazon Warehouse at Rugeley is 65,000 sq m (Planning Statement for CH/14/0138 and <https://www.amazon.jobs/en-gb/locations/rugeley-england>). The WMI application is for up to 743,200 sqm GIA rail served warehousing and ancillary service buildings – more than ten times that size.
  - 2.2 Based on Mr Powell's employment numbers for Amazon not at seasonal peak (the Applicant has not been able to verify this data), the Rugeley site would have an estimated employment density of 50 sqm per job. This is a higher density than the estimated average density projected for WMI of 87sqm. Therefore, per

square meter, on average, the current Amazon site employs more staff per sqm than the projections for WMI. Therefore the Rugeley Amazon site does not support the argument from Mr Powell that the employment projections for WMI have been over estimated.

- 3 “There is a constant stream of similar agency managed vacancies at Stafford postcode businesses. A sign of a depleted labour pool as demonstrated by unemployment figures.” [...] “The national unemployment figure published for February 2019 is 3.9% of working age population. Staffordshire is at 1.3%. If firms are resorting to open ended recruitment it shows there is not a local labour pool to support the competitive recruitment gap.”**
- 3.1** The Applicant acknowledges that unemployment is relatively low in Staffordshire compared to surrounding districts. However, unemployment in South Staffordshire is not as low as 1.3%.
- 3.2** The Claimant Count for the district is 1% (**Document 6.2. ES - Vol 1 - Chapter 14: Socio-Economics and Human Health (APP-052)** Table 14.6 p. 10) but this does not reflect all people who are unemployed. The Claimant Count is an “experimental statistic” which means it does not meet the tests of accuracy and robustness required to be a designated national statistic, and it should only be used as a guide. Claimant Count only includes people who are willing and able to claim out of work benefits (Job Seeker’s Allowance or the out-of-work component of Universal Credit). This does not include people who may be looking for work but do not claim. **Chapter 14 of the ES, APP-052**, Table 14.5 p. 9 shows that at the time of the census unemployment was estimated to be 3% in South Staffordshire. More recent Annual Population Survey data (2017-2018) estimates it to be 4.8% which is above the national average (Great Britain).
- 3.3** There is further flexibility in the labour market as an estimated 1,600 additional people do not meet the definition of unemployed or claimants, but they want a job (Annual Population Survey, Document 9.1, p.86)
- 3.4** South Staffordshire’s Core Strategy DPD (2012) Policies set out the council’s objective for growth in jobs within the district. Strategic Objectives 11, 12 and 13 promote growth and increased access to local jobs.
- 3.5** Under the heading “Economic Vibrancy (page 22)”, the DPD states that, “The aspiration will be to provide jobs locally and reduce levels of out commuting.”
- 3.6** South Staffordshire has limited employment opportunities for residents: 80% commute out of South Staffordshire to work each day.
- 3.7** The potential travel to work area (TTWA) for WMI extends well beyond the boundaries of South Staffordshire District and workers could be expected to be drawn from within this wider area as well as within South Staffordshire. For more detail see **Appendix 2 of that ESTP [within Rep1-002]** Section 4, page 7. This appears on **page 83** of the document [Rep1-002] when taken as a whole.
- 4 Impact of AI and skill profile**
- 4.1** There is no certainty as to where the very long term future of logistics lies, in terms of uptake of AI and robotics. However, the latest evidence shows that logistics employment is getting broader and more skilled, and there is no decrease in demand in the UK economy for people needed in logistics and related jobs.
- 4.2** Contrary to perceptions, the mechanisation and modernisation of the logistics sector is supporting growth, not decline, in employment in the sector. Research published by the British Property Federation

demonstrates that modernisation is leading to higher employment densities on some premises<sup>1</sup>. Rapid growth in demand for the sector means that warehousing and Storage employment in Great Britain doubled from 156,000 to 308,000 employees between 2009 and 2017<sup>2</sup>.

- 4.3 The Homes and Communities Agency (now Homes England) 2015 report on Employment Density in the UK<sup>3</sup> reports the following, with respect to automation:

*“These factors [automation] have had a downward pressure on employment density within units; however there are other factors which are offsetting this trend. With greater automation comes a greater level of servicing and support of the machinery. This has seen an increase in skilled employment within these sectors, particularly for maintenance engineers and computer programmers.*

[...]

*Similarly, facilities are integrating greater levels of office floorspace to enable complete business operations to be accommodated under one roof, reducing property costs. These increase levels of employment within units and hence serve to increase overall employment density.”*

- 4.4 The British Property Federation also refers to the “low skills myth” in reference to the negative perceptions of warehouse jobs<sup>4</sup>. Technological advances mean that IT, robotics, engineering and data analysis are a key part of modern warehouse management. It seems likely that some operative positions are being displaced by higher skilled technical or customer facing positions. Research from McKinsey [JG1] has identified certain job types that have the potential to be significantly or entirely automated. In the transportation and material moving sectors, predictable physical work, data processing and data collection can be partly or wholly automated, but stakeholder interactions, unpredictable physical work and applying expertise cannot be automated. It is envisaged that these skills with limited automation potential will become increasingly important in the workplace. Data interpretation, problem solving, customer services and innovation will all require a larger workforce, as well as engineers to manage and maintain machines. These are also jobs associated with higher salaries.
- 4.5 It is possible, that substantial levels of automation over the very long term could significantly reduce the number of people required to operate logistics hubs. However, given the high levels of uncertainty about what this will look like and its impact on employment, we must make projections based on the current evidence, and this does not show the redundancy of humans in logistics operations for some time to come. Cushman and Wakefield (2019) report that:

---

<sup>1</sup> British Property Federation, 2015, Delivering the Goods p.15

<sup>2</sup> Business Register and Employment Survey, 2009-2017

<sup>3</sup> HCA, 2015, Employment Density Guide 3rd edition

<sup>4</sup> British Property Federation, 2015, Delivering the Goods p.11

*“Labour is a critical component of any logistics or manufacturing supply chain. Notwithstanding the efficiencies achieved through automation, sorting and picking activities especially in eFulfillment centres, remain very labour intensive<sup>5</sup>.”*

**5 “Although claimed figures appear to be in respect of logistics, the site will be subdivided into rental by a variety of tenants who will have their autonomous ideas and salary levels for their own industry.”**

5.1 The potential for variety and difference in both skill and total employment profile between different tenants is acknowledged. See Appendix 2 of the ESTP Section 3, page 5.

5.2 This appears on **page 81** of the document [Rep1-002] when taken as a whole. The relevant sub-headings are “Methodology” and “Acknowledging Uncertainty”:

*“In reality, it is likely that there will be a mixture of types of warehousing at WMI, with some higher density employment uses and some lower, averaging each other out across the site.”*

**6 “Potential job figures are often headlined for planning applications but outcome is never audited.”**

6.1 A process for monitoring and auditing employment has been committed to as set out in the ESTP (Section 8, page 23). This appears on **page 73** of the document [Rep1-002] when taken as a whole.

**7 “Four Ashes is isolated and poorly served”[...]” The wider the net is cast, the less attractive and competitive the lower paid jobs [JG2] in particular become.”**

7.1 The details of the Travel to Work Area and its justification are set out in Appendix 2 of the ESTP Section 4, page 7. This appears on **page 83** of the document [Rep1-002] when taken as a whole.

7.2 See also paragraph 4.4 of this note.

**8 A cohesive training programme can only be successful if there is a single onsite facility or sufficient numbers of a similar requirement to set up arrangements with local educational or training establishments. No such arrangements are evident.**

8.1 The Employment, Skills and Training Plan secures relevant arrangements and commitments.

**9 “The unknown proposed business mix means an unknown number”**

9.1 See Appendix 2 of that ESTP, Section 3, page 5.

9.2 This appears on **page 81** of the document [Rep1-002] when taken as a whole. The relevant sub-headings are “Methodology” and “Acknowledging Uncertainty”.

---

<sup>5</sup> European Commission, EU Reference Scenario Model, 2016 quoted in Cushman & Wakefield, 2019, The Changing Face of Distribution

# TN 41 – Development Trip Generation and Distribution with a deferred Rail Terminal (ExQ2.6.1)

The West Midlands Rail Freight Interchange Order 201X

Four Ashes Limited

# WEST MIDLANDS INTERCHANGE

## Transport Technical Note 41 – Development Trip Generation and Distribution with a Deferred Rail Terminal.

<b>Job Title</b>	West Midlands Interchange	<b>Project Number</b>	70001979
<b>Client</b>	Four Ashes Limited		
<b>TTN No.</b>	41	<b>Date of Issue</b>	03 July 2019
<b>Subject</b>	Development Trip Generation and Distribution with a Deferred Rail Terminal		
<b>Author</b>	Laura Bazley	<b>Authorised</b>	Ian Fielding
<b>Distribution</b>			

### 1 INTRODUCTION

- 1.1 West Midlands Interchange is proposed as a Strategic Rail Freight Interchange (SRFI) and as such will deliver a rail freight terminal which will have capacity to serve up to 10 trains a day. It is noted in the rail requirements that the rail terminal will be delivered prior to the earliest of either occupation of 186,000sqm of warehousing or the sixth anniversary of the first occupation of more than 47,000sqm of warehousing unless it is not possible to do so due to matters outside the control of the undertaker, as agreed with the local planning authority (proposed requirement in para 4 of Part 2 of Schedule 2). In those circumstances, the rail terminal would be delivered as soon as practical. Highways England (HE) have raised concern during Issue Specific Hearing 2 that a scenario beyond 186,000sqm of warehousing without a rail terminal, has not been assessed.
- 1.2 The applicant is committed to the delivery of the Rail Terminal. However, this Technical Note (TN) has been developed in order to respond to the concerns raised by HE and considers the trip generation impact of developing further floorspace up to the full quantum of proposed warehousing (743,200 sqm) without a rail terminal. This is to establish whether there are any highway impact implications arising from the flexibility potentially available through the operation of the proposed requirement in para 4 of part 2 of Schedule 2. This analysis includes taking the previously agreed trip generation, for the full development, with a 10 train terminal, and calculating how this would differ with no rail terminal.
- 1.3 This note is developed on the basis that the train terminal is a trip generator in its own right because of the goods coming into the terminal by rail and leaving for off-site destinations by HGV. As a result, a scenario without the rail terminal will generate less traffic on the local highway network. There will be an increase in the number of vehicular trips to the on-site warehousing if no goods are brought to site by rail but this will be outweighed by the removal of trips associated with the rail terminal alone.
- 1.4 For this assessment, all proposed highway mitigation is included, including the link road, as the triggers for the provision of the mitigation are based on the delivery of the warehousing and are not affected by the delivery of the rail terminal. Specific requirements securing the delivery of the highway works necessary to mitigate the impact of the Proposed Development are included within the dDCO and have been previously agreed with both HCC and SCC.

### 2 DEVELOPMENT TRIP GENERATION

- 2.1 The development trip generation and trip rates for the warehousing element on site have been developed using surveys carried out at DIRFT, a similar facility of a similar scale to WMI. The analysis of this data, its application and results are provided in APP-140 and agreed with both Highways England (HE) and Staffordshire County Council (SCC) as set out in the respective Statements of Common Ground, REP2-007 and REP2-008. On the day of the surveys DIRFT was

# WEST MIDLANDS INTERCHANGE

## Transport Technical Note 41 – Development Trip Generation and Distribution with a Deferred Rail Terminal.

served by 9 trains, which is comparable with the aspirations for WMI. From the data gathered it is possible to calculate the percentage of trips which were destined for the on-site warehouses or rail terminal at DIRFT rather than warehouses remote from the site.

- 2.2 If the delivery of the rail terminal is delayed the number of trips to the on-site warehousing is likely to increase as goods previously brought by rail will now need to be delivered to site by HGV. It is possible to calculate the number of additional HGV trips using the DIRFT data and the proportion of goods which travelled from the rail terminal to on-site warehousing rather than going off site.
- 2.3 The traffic survey data obtained at DIRFT identified that across the day 31% of goods that arrived at the rail terminal by train had a destination on the site with the remaining 69% leaving the site without visiting the on-site warehousing. These percentages have been applied as part of the trip generation calculations at WMI and mean that in the event that the proposed rail terminal is not available 31% of goods previously brought to the site by rail will now arrive at the warehousing by HGV. The actual percentages vary across the day. These are set out in Table 1 for the morning and evening peak hours as well as daily. These have then been used to calculate the additional HGV trips to the warehousing and are also set out in Table 1.

**Table 1: Additional Warehouse HGV Trips with No Rail Terminal**

	Inbound	Outbound	Two Way
Percentage Rail Terminal Trips remaining on site			
AM Peak	55%	17%	35%
PM Peak	20%	33%	26%
Daily	28%	34%	31%
Number of additional HGV Trips resulting from No Rail Terminal			
AM Peak	18	5	22
PM Peak	6	8	14
Daily	155	185	339

- 2.4 Adding the trips in Table 1 to the previously agreed external warehouse trips (calculated on the basis of the presence of a 10 train rail terminal), as set out in Tables 6 and 20 in Technical Note 5 (APP-140) but repeated in Table 2 below for reference, provides the total trip generation for the site without the rail terminal. This is set out in Table 3.

**Table 2: Agreed Warehouse Related External Trip Generation**

	Light Vehicles			Heavy Vehicles		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
Trip Generation						
AM Peak	531	91	622	124	117	241
PM Peak	300	438	738	123	161	284
Daily	6197	6108	12304	2841	2719	5560



# WEST MIDLANDS INTERCHANGE

## Transport Technical Note 41 – Development Trip Generation and Distribution with a Deferred Rail Terminal.

**Table 3: WMI Trip Generation with No Rail Terminal**

	Light Vehicles			Heavy Vehicles		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
AM Peak	531	91	622	141	122	262
PM Peak	300	438	738	129	170	298
Daily	6197	6108	12304	2996	2904	5899

- 2.5 When compared to the agreed development trip generation with the 10 train rail terminal, as set out in APP-140 and repeated below in Table 4 for ease of reference, there is a reduction in trip generation. This is set out in Table 5. The number of light vehicle trips is not expected to change. However, there will be a reduction in HGV trips due to the removal of the trips from the rail terminal which go off site.

**Table 4: Agreed WMI Trip Generation**

	Light Vehicles			Heavy Vehicles		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
AM Peak	531	91	622	138	142	282
PM Peak	300	438	738	147	178	325
Daily	6197	6108	12304	3236	3083	6319

**Table 5: Difference in Trip Generation between a WMI With and Without a Rail Terminal**

	Light Vehicles			Heavy Vehicles		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
AM Peak	0	0	0	3	-20	-19
PM Peak	0	0	0	-18	-8	-26
Daily	0	0	0	-240	-179	-420

- 2.6 The Rail Terminal is a trip generator in its own right, with surveys at DIRFT showing that 69% of good brought to the terminal across the day by rail are put on an HGV and taken off site to destinations elsewhere without any interaction with the on-site warehousing. These percentages have been applied at WMI as part of the agreed trip generation analysis and therefore, without a rail terminal there will be a reduction in HGVs equating to 69% of the good received by 10 trains. A 69% reduction in goods / HGVs is greater than a 31% increase in goods / HGVs by road and therefore this explains the resultant reduction in overall HGV trips.
- 2.7 The Transport Assessment (APP-114) assesses the impact from the full development with a 10 train terminal and therefore assesses a worst case in terms of local highway impact compared to the scenario where the delivery of the rail terminal is delayed or not delivered at all.

# WEST MIDLANDS INTERCHANGE

## Transport Technical Note 41 – Development Trip Generation and Distribution with a Deferred Rail Terminal.

### 3 DISTRIBUTION

- 3.1 The distribution for the warehousing trips is assumed to be unchanged with or without the rail terminal however, the goods that would have previously arrived on the train for transfer to the on site warehousing now arrive on an HGV and this could have come from a deep sea port like Felixstowe or another similar facility like DIRFT.
- 3.2 Similarly, the goods that would have previously come to WMI on the train and then gone off to local and national destinations on HGV, without interaction with the on-site warehousing, now will not necessarily make the first leg of the journey by train or come to the West Midlands region before making an onward journey.
- 3.3 This change in journey pattern reduces the number of HGV trips locally to WMI but not nationally. As a result, local impacts on the A449, A5 and M6 J12 will reduce.
- 3.4 The total number of HGV trips nationally will remain generally the same with or without the rail terminal at WMI. However, the length of HGV journey will increase as a portion of the journey will no longer be on rail. Therefore, without the rail terminal, the benefit of a reduction in HGV miles across the national highway network will not be felt.
- 3.5 It is not possible to predict where these HGV miles will be driven but, based on the agreed freight distribution for WMI it is forecast that the majority will be from the deep-sea ports to other areas in the West Midlands region (approximately 60%).

### 4 SENSITIVITY TEST

- 4.1 As part of an interim assessment to test the impact of a first phase of development prior to the construction of the rail terminal, separate B8 trip rates, using the TRICs database, were agreed with HE as set out in Technical Note 28, APP-141. These rates have been used as an alternative way of calculating the trip generation from the site, should the rail terminal be delayed or not go ahead. These trip rates are set out in Table 6 along with the anticipated warehouse trip generation for the whole site.

4.2 **Table 6: Warehouse Trip Generation Using Agreed B8 TRICs Trip Rates**

	Light Vehicles			Heavy Vehicles		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
Trip Rates						
AM Peak	0.032	0.014	0.046	0.019	0.018	0.037
PM Peak	0.004	0.019	0.023	0.017	0.021	0.038
Trip Generation						
AM Peak	238	104	342	141	134	275
PM Peak	30	141	171	126	156	282

- 4.3 Comparing the TRICs trip generation in Table 6 and the agreed site generation (Table 4) with a rail terminal still results in a reduction of trips locally as set out in Table 7.

# WEST MIDLANDS INTERCHANGE

## Transport Technical Note 41 – Development Trip Generation and Distribution with a Deferred Rail Terminal.

**Table 7: Difference in Trip Generation between WMI and an Equivalent B8 Development**

	Light Vehicles			Heavy Vehicles		
	Inbound	Outbound	Two Way	Inbound	Outbound	Two Way
AM Peak	-294	13	-280	3	-9	-7
PM Peak	-270	-297	-567	-20	-22	-42

### 5 SUMMARY

- 5.1 It can be concluded that with the deferral or even removal of the rail terminal there would be a reduction in HGV trips locally however, the benefit of a national reduction in HGV miles driven on the highway network will be lost as all goods that would have been brought to WMI by rail will now return to being transported by HGV.
- 5.2 From the perspective of the operation of the local road network, it is the link road which is the mitigating element provided by the application, not the RFI.
- 5.3 As it relates to the assessment of the highway network that serves the site, in particular the Strategic Road Network (SRN), it can be concluded that the level of peak hour trips without a terminal shown in Table 3 would be less than those shown in Table 4 with a terminal.
- 5.4 Even using standard B8 TRICs trip rates, the local trip generation would be lower for the site without the rail terminal.
- 5.5 It follows that worst-case assessments have already been undertaken by factoring in the early and then full operation of the RFI and that it is not therefore necessary to undertake any further assessment of the operation of the highway network to examine the position without a rail terminal.

# TN 40 – Note Accident Statistics

(ExQ2.6.6)

The West Midlands Rail Freight Interchange Order 201X

Four Ashes Limited

# WEST MIDLANDS INTERCHANGE

Transport Technical Note 40 – Accidents Occurring on the A5 between Gailey Roundabout and Vicarage Road from 01/07/2011 to 30/06/2016.

## REVISED

<b>Job Title</b>	West Midlands Interchange	<b>Project Number</b>	70001979
<b>Client</b>	Four Ashes Limited		
<b>TTN No.</b>	40 Revision B	<b>Date of Issue</b>	June 2019
<b>Subject</b>	Accidents between A5 Gailey Roundabout and Vicarage Road		
<b>Author</b>	Rachel O'Boyle	<b>Authorised</b>	Ian Fielding
<b>Distribution</b>			

## 1 INTRODUCTION

- 1.1 This Technical Note (TN) analyses the Personal Injury Accident (PIA) Report for the accidents occurring on the A5, between Gailey Roundabout and Vicarage Road from 01/07/2011 to 30/06/2016. The study area encapsulates Junction 12 of the M6, which connects the A5 to the M6. The accident information reviewed was provided within the Transport material that accompanied the DCO submission and also within the original TN40 having been received from Staffordshire County Council.
- 1.2 The purpose of this TN is to respond to specific comment made within the Stage 1 Road Safety Audit which has recommended that further study of the PIA in the area specified is needed: *“Collision investigation be carried out on this section of the A5 (including Gaily Roundabout) and remedial measures proposed to help reduce the possibility of an increase in collisions once the WMI development is completed”*. In addition, it has been requested that further consideration be given to the accident patterns at M6 Junction 12.
- 1.3 Following further consultation with Consultants acting for Highways England and receipt of comments set out within the e-mail dated 12 March 2019, further review of personal injury accidents across four areas of the A5 has been undertaken, supplemented by details of traffic flow changes. The locations considered are:
  - a) A5 Gailey Roundabout;
  - b) A5 Between Gailey Roundabout and M6 Junction 12, specifically Croft Lane;
  - c) M6 Junction 12; and
  - d) M6 Junction 12 to Vicarage Road signalised junction.
- 1.4 Kier have requested that details of the accident reports and “Balloon Plans” indicating the location and reported collision details are provided. Details of the accident reports received are provided at Annex 1. Description details on the symbol components and manoeuvre symbols used to create the collision “Balloon Plans” are provided at Annex 2.
- 1.5 In addition, WSP have been provided with further details of Personal Injury Accident details supplied by Kier and received by WSP in full on 21 May 2019, indicating a number of incidents within the north-east section of M6 Junction 12. These incidents were not specified within the information provided by SCC, however, as requested by Kier, on behalf of HE, further investigation has been undertaken in respect of these additional reported collisions.
- 1.6 Finally, it has been requested that a quantitative assessment of accident rates be carried out in respect of the collisions identified at locations a) and c), as set out in paragraph 1.3. This assessment is required to have specific consideration to forecast increases in traffic flows arising from the Proposed Development in order to provide a risk based assessment of whether there would be a worsening of highway conditions that would require mitigation.

# WEST MIDLANDS INTERCHANGE

## Transport Technical Note 40 – Accidents Occurring on the A5 between Gailey Roundabout and Vicarage Road from 01/07/2011 to 30/06/2016.

- 1.7 Notwithstanding the above, it is important to stress that the description of the incidents reported is not detailed and as a consequence, the ability to draw significant conclusions as to any specific accident patterns is limited.

## 2 ACCIDENT ANALYSIS – GAILEY ROUNDABOUT

- 2.1 The traffic flow data which sets out the changes in traffic flow, on the approaches to Gailey Roundabout is set out in Table 2.1 below. It has been requested that further consideration be given to accident patterns at the locations set out in paragraph 1.3, where traffic flows on any approach see a forecast increase in Annual Average Daily Traffic (AADT) greater than 5%. As can be seen below, both the A449 Wolverhampton Road and A5 Watling Street see increases in traffic flow greater than 5%.

**Table 2.1 AADT at Gailey Roundabout (2021) with and without development**

Link	AADT Total Vehicles 2021 No development	AADT Total Vehicles 2021 with development	% Change
A449 Wolverhampton Road	22664	23943	5.64%
A5 Watling Street (East of Gailey Rdbt)	22515	22960	1.97%
A449 (Between A5 & Gravelly Way)	22165	21772	-1.77%
A5 Watling Street (West of ley Rdbt)	19948	21453	7.55%

- 2.2 There were 13 PIAs recorded on the Gailey Roundabout during the five-year review period. These are shown in Figure 1. An additional 2 incidents were recorded west of the roundabout on the A5, not shown in the figure extent, and were a result of alcoholic consumption and failing to look properly. Of all 15 incidents, one accident was classified as serious and the 14 remaining accidents were classified as slight. Six of those incidents involved a cyclist.
- 2.3 Further comments from Highways England, regarding the Designer’s Response, outline concern at the number of accidents that have involved cyclists at Gailey Roundabout.
- 2.4 Failure to look properly was stated as a contributory factor in three of the accidents which involved a cyclist on or near Gailey Roundabout. The other three incidents involving a cyclist did not reference failure to look properly as a contributory factor in the cause of the accident. No specific description is given for these accidents.
- 2.5 This information has also been analysed within the submitted WMI Transport Assessment (**APP-116**), on page 46, provided as Annex 3 to this Note. The TA notes that there are no specific causation factors relating to the incidents but cyclists do appear to be struck whilst negotiating the roundabout (Paragraph 3.8.12).

## WEST MIDLANDS INTERCHANGE

### Transport Technical Note 40 – Accidents Occurring on the A5 between Gailey Roundabout and Vicarage Road from 01/07/2011 to 30/06/2016.

- 2.6 This indication that cyclists are involved in accidents whilst negotiating the roundabout and suggests that an improvement of the visibility at the junction and particularly the intervisibility would help to reduce accidents. This can be partially achieved by proper maintenance of the vegetation within the centre of the roundabout, as well as potentially reprofiling the roundabout.
- 2.7 The need for an improvement to cycle facilities at Gailey Roundabout to help to reduce the risk of collisions is therefore accepted. The improvements to the cycle facilities on the eastern side of the A449 will encourage more cyclists to use the off-carriageway cycleway. The majority of accidents involving cyclists at Gailey Roundabout occur when cyclists are travelling between the north and south arms of the junction. Cyclists would benefit from improved crossing facilities between the northern and southern arms to assist the off-carriageway cycle routes on the A449, north and south of the junction. It is understood that works to Gailey Roundabout have been undertaken by Highways England in order to provide improved crossing facilities for cyclists and also to alter the vertical profiling of the central island in order to improve visibility. This includes alterations to the type of vegetation that is provided within the roundabout central island and which is limited to grass coverage only. It is considered that this improvement scheme will, together with the proposed A449/A5 link road, satisfactorily mitigate existing accident patterns at this junction. It has been agreed with HE that these measures are sufficient to address concerns involving accidents involving cyclists at Gailey Roundabout.
- 2.8 Notwithstanding the above, HE requested that additional analysis of the accidents on Gailey roundabout involving vehicular traffic. Consequently further analysis of the frequency and type of accidents particularly during weekday peak hours has been carried out.
- 2.9 9 accidents were shown to occur on a weekday over the 5-year period, 3 of which were in the AM or PM Peak Hours (0700-0900 and 1600-1800). Out of a total 15 accidents, it is considered that this does not suggest a pattern of incidents occurring in weekday peak hours.
- 2.10 2 of the peak hour accidents occurred on the same arm (A5 west of Gailey Roundabout). However, these two accidents were not similar in nature. Both were cited as occurring due to driver error, with one resulting from a coach following too close and subsequently skidding, and the other occurring due to the driver not looking ahead when attempting to pull out. It is considered that there is no pattern suggesting a highway deficiency that would require mitigation in order to offset traffic increases arising from the Proposed Development.
- 2.11 Peak hour flows can be found within Appendix Q of Transport Assessment for the development submitted in August 2018 (**APP-146**). The proposed A449/A5 link road is forecast to change the vehicular demand at the Gailey roundabout both in the AM and PM peaks.
- 2.12 In the AM peak, there is a reduction of 160 vehicles approaching the roundabout westbound via the eastern arm. Traffic leaving the roundabout southbound is also reduced by 120 vehicles. Additionally, northbound traffic using the Gailey roundabout southern arm is reduced by 20 vehicles due to the link road. As shown in Table 29 of the Transport Assessment (**APP-146**) this reduction in vehicles reduces queue lengths on the approach to the roundabout thus demonstrating that the development poses no adverse effect to the functionality of the roundabout in safety terms.
- 2.13 In the PM peak there is a decrease of 113 vehicles using the southern arm of the roundabout.
- 2.14 The PM peak also shows a slight increase in traffic on some arms as a result of the development. Westbound traffic using the eastern arm of the roundabout is increased by 120 vehicles. This increase is an additional 2 vehicles a minute and it can therefore be concluded that any increase is marginal, particularly when queue lengths are not shown to increase on this arm of the junction.



## WEST MIDLANDS INTERCHANGE

### Transport Technical Note 40 – Accidents Occurring on the A5 between Gailey Roundabout and Vicarage Road from 01/07/2011 to 30/06/2016.

- 2.15 It is therefore concluded that the current works being introduced at Gailey Roundabout are considered sufficient to deal with the existing accident patterns shown at this junction and to deal with changes in traffic flows.
- 2.16 In order to provide a quantitative assessment of the change in accident rates arising from the Proposed Development, COBALT analysis has been undertaken in order to assess any changes in conditions. DfT's COBALT (Cost and Benefit to Accidents – Light Touch), calculates results relating to accidents and their frequency and impact on a given road or junction in a future year scenario.
- 2.17 For Gailey roundabout, COBALT was used to calculate the number of accidents that are expected to occur as a direct impact of the development and its associated highway alterations. Using a 2015 base and the accident patterns discussed throughout this TN, a forecast impact was calculated for the future year 2021.
- 2.18 A summary of the analysis is shown in Table 2.2 below, with the full output for both 2021 Do Something and Interim Scenarios in Annex 4 to this Note.

Table 2.2 COBALT outputs Gailey Roundabout Do Minimum and Do Something Scenarios	Number of Accidents in a year		
	Without Scheme 2021	With Scheme 2021	Difference
Gaily Roundabout Arm			
1 – A449 from Penkridge	0.3063	0.3246	+0.0183
2 – A5 from site entrance	0.4111	0.4136	+0.0025
3 – A449 from Gravelly Way	0.6117	0.5840	-0.0277
4 – A5 from Claygate Road	0.6111	0.6540	+0.0429
TOTAL	1.9402	1.9762	+0.036

- 2.19 Table 2.2 shows that the scheme produces no material impact on the safety of Gailey Roundabout following its completion. Across all 4 arms there is predicted to be an additional 0.04 accidents per annum. Whilst this is an increase, it is not considered a material increase that would require mitigation measures to offset traffic flow changes arising from the Proposed Development.
- 2.20 COBALT indicates a reduction in accidents on the southern arm of Gaily roundabout – A449 from Gravelly Way. This supports the analysis discussed in section 2.12 of this Technical Note where we observe a reduction in flow on this arm.
- 2.21 Table 2.3 below shows the COBALT output for the 2021 future year compared to the interim period prior to the completion of the A449 / A5 link road, but with 140,000 sqm of development served via the A5 and 47,000 sqm served via Vicarage Road, as requested by HE.



## WEST MIDLANDS INTERCHANGE

Transport Technical Note 40 – Accidents Occurring on the A5 between Gailey Roundabout and Vicarage Road from 01/07/2011 to 30/06/2016.

**Table 2.3 COBALT outputs Gailey Roundabout Do Minimum and Interim Scenarios**

	Number of Accidents in a year		
	Without Scheme 2021	With Interim Scheme 2021	Difference
1 – A449 from Penkrige	0.3063	0.3093	+0.003
2 – A5 from site entrance	0.4111	0.4340	+0.0229
3 – A449 from Gravelly Way	0.6117	0.6103	-0.0014
4 – A5 from Claygate Road	0.6111	0.7356	+0.1245
<b>TOTAL</b>	<b>1.9402</b>	<b>2.0892</b>	<b>+0.149</b>

- 2.22 During the interim period of the site development, the A5 from Claygate Road has the highest increase in accident potential at +0.1245 additional accidents a year with the scheme. This contributes to a total +0.149 accidents a year across the whole network.
- 2.23 There is a reduction in forecast accidents on Link 3 A449 Gravelly arm, similar to the results seen in Table 2.2. Whilst the overall accident rate for the is shown to be higher that the situation with the full quantum of development, it should be noted that it is a requirement of the DCO that the A449 / A5 link road will need to be open to traffic 5 years after occupation of 47,000 sqm or prior to occupation of more than 187,000 sqm, providing mitigation at Gailey Roundabout.

### 3 ACCIDENT ANALYSIS – A5 BETWEEN GAILEY ROUNDABOUT AND M6 JUNCTION 12

- 3.1 The traffic flow data which sets out the changes in traffic flow, on the A5 east and west of the Proposed Access is shown in Table 3.1 below.

**Table 3.1 A5 (Between Gailey Roundabout and M6 Junction 12) AADT (2021) with and without development**

Link	AADT Total Vehicles 2021 No development	AADT Total Vehicles 2021 with development	% Change
A5 Watling Street (Between M6 Junction 12 and Proposed Access)	21459	33104	54.26%
A5 Watling Street (Between A449 and Proposed Access)	22515	22960	1.97%

## WEST MIDLANDS INTERCHANGE

### Transport Technical Note 40 – Accidents Occurring on the A5 between Gailey Roundabout and Vicarage Road from 01/07/2011 to 30/06/2016.

- 3.2 Incidents occurring on the A5 between Gailey Roundabout and Junction 12 are shown in Figure 2. A summary of the characteristics of the accidents in this location are outlined in the submitted Transport Assessment within paragraphs 3.8.20 and 3.8.21 pages 48 and 49, provided at Annex 3.
- 3.3 Approximately 65% of the accidents were a result of following too close or failing to look properly, both for eastbound and westbound traffic. 6 out of the 9 accidents seen in Figure 2 resulted in a shunt due to following too closely. Two of the remaining accidents occurred as a result of illegally reversing or turning vehicles, and one resulted from a poorly performed manoeuvre out of Harrison Lane which is discussed in 3.5 below.
- 3.4 Whilst 3 accidents occurred within the immediate vicinity of Croft Lane, all 3 were a result of following too closely and a failure to judge distance along the main A5 carriageway. None of the accidents occurred due to a direct interaction with the A5 junction with Croft Lane. It is therefore considered that these incidents have occurred as a consequence of driver inattention, poor decision making and error rather deficiencies in the highway layout.
- 3.5 One accident involved a vehicle turning right out of Harrisons Lane, onto the A5. The right turn will be banned due to the introduction of a central reservation at that location as part of the development which will improve safety at that junction, meaning that any accidents will be a result of human error and not the highway infrastructure.
- 3.6 The new roundabout which will be located on the A5 has been the subject of Stage 1 Road Safety Audit and all recommendations provided are capable of being incorporated into the final junction configuration. This will ensure that the design will not contribute to further accidents on this section of the A5.
- 3.7 Peak hour flows for this road can be found within the Transport Assessment for the development submitted in August 2018. The new link road east of Croft Lane, changes the vehicular flow along the A5 and past its junction with Croft Lane.
- 3.8 In the AM peak, there is an additional 8 vehicles eastbound along the road, but a reduction of 160 vehicles westbound. This reduces the already low likelihood of driver accidents along the A5 and Croft Lane, lessening the potential for human error related accidents.
- 3.9 The PM peak shows a slight increase in traffic with 9 additional vehicles heading eastbound and 120 additional vehicles westbound. The amounts to just over an additional 2 vehicles per minute passing Croft Lane during the PM peak hour. This increase in traffic is therefore considered negligible and would not result in any deterioration of highway safety.
- 3.10 Whilst there is a significant increase in traffic flow to the east of the proposed site access roundabout and towards M6 Junction 12, no specific accident patterns have been identified that would require further analysis or mitigation. This position has been accepted by Highways England.

## 4 ACCIDENT ANALYSIS – M6 JUNCTION 12

- 4.1 Table 4.1 shows the traffic flow data which sets out the changes in traffic flow, around the M6 Junction 12, please note that the traffic flow for the M6 are mainline flows and not specific to the on/off ramps.

## WEST MIDLANDS INTERCHANGE

Transport Technical Note 40 – Accidents Occurring on the A5 between Gailey Roundabout and Vicarage Road from 01/07/2011 to 30/06/2016.

**Table 4.1 M6 Junction 12 AADT (2021) with and without development**

Link	AADT Total Vehicles 2021 No development	AADT Total Vehicles 2021 with development	% Change
M6 Junction between Junction 12 and 13	146703	150593	2.65%
M6 J12 southbound off-slip	9639	10045	4.21%
A5 Watling Street between Vicarage Road and M6 Junction 12	19032	24833	30.48%
M6 between Junction 11 and 12	140453	150593	7.22%
M6 J12 northbound off-slip	6300	9438	49.8%
A5 Watling Street between M6 Junction 12 and proposed sited access	21459	33104	54.27%

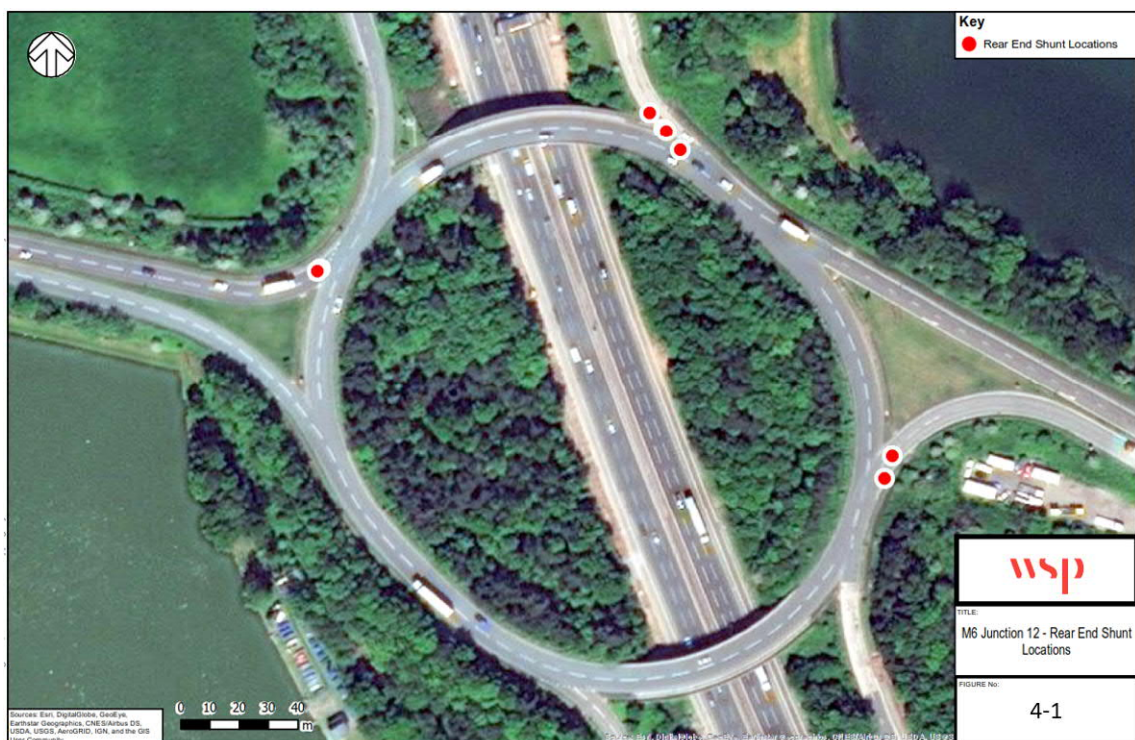
- 4.2 The traffic using the M6 Junction 12 is forecast to increase as a result of the development, as set out in Table 4.1. The accidents occurring on the circulatory carriageway or on the A5 east and west approaches to the junction have been analysed. The Personal Injury Accident Data shown in Figure 3.
- 4.3 No cluster of incidents or specific patterns have been identified for eastbound traffic approaching M6 Junction 12. The accidents on this north-western part of the junction are all a result of a failure to look properly and a failure to judge another person's path or speed.
- 4.4 On the approach to the roundabout from the A5 for westbound traffic, a collection of accidents occurred at the entrance to the roundabout. The causation factors for the majority of those accidents was due to a failure to look properly, and 66% of these accidents involve shunts as a result.
- 4.5 One accident occurred as a result of a dislodged vehicle load in the carriageway, and another 2 accidents were due to a vehicle and a motorbike travelling too fast during wet weather conditions, resulting in a loss of control in both instances.
- 4.6 Only 1 accident at this approach was not due to failure to judge or loss of control, resulting in a direct collision as opposed to a shunt. This incident is reported to have occurred due to the driver performing a poor manoeuvre whilst being careless, reckless and experiencing a moment of panic and uncertainty. Therefore the 6 incidents at this south-eastern region of the roundabout show no pattern and did not occur due to any highway issues.

## WEST MIDLANDS INTERCHANGE

### Transport Technical Note 40 – Accidents Occurring on the A5 between Gailey Roundabout and Vicarage Road from 01/07/2011 to 30/06/2016.

- 4.7 It is acknowledged that the final part of the approach to the roundabout from the east is on a tight bend and vehicles at the give way line may be obscured by vegetation. Improved maintenance of the surrounding vegetation by the relevant authority may reduce the likelihood of those accidents occurring.
- 4.8 The visibility of signs alongside the carriageway, as vehicles approach the roundabout, may be poor due to overgrown vegetation.
- 4.9 Whilst SCC did not provide information on any accidents occurring on the northern approach to the roundabout where the south bound off slip meets the circulatory carriageway of the junction, Kier have advised of incidents occurring at this part of the junction which is provided in Annex 1 and Figure 3. The 9 incidents recorded by Kier at this north-eastern region of the roundabout show no patterns in the causation of the accidents within the 5 year period.
- 4.10 As with our analysis of Gailey Roundabout, the majority accidents resulted in a shunt (7 out of 9), due to a failure to look properly or failing to judge another person's path or speed and are not considered to be as a result of poor highway conditions.
- 4.11 Figure 4-1 shows the location of where shunts occurred on the roundabout, plotted using coordinates obtained from the accident data. It can be seen that the majority of the shunts occur prior to the vehicle entering the carriageway of M6 Junction 12. Two accidents occurred south of where the southbound off slip meets the roundabout. These accidents resulted from people not looking at vehicles already on the highway.
- 4.12 It is worth noting that there were in fact a total of 15 rear end shunt accidents occurring on the M6 Junction 12 Roundabout, however 4 were not considered further as they resulted from obvious extenuating circumstances that would not contribute to the pattern of incidents. These circumstances include impairment by alcohol, a driver distracted by their mobile device, a foreign driver inexperienced driving on the left and an emergency vehicle being on call and obstructing the highway. Full details of all accident causations factors can be found at Annex 1.

**Figure 4-1: Rear End Shunt Accident Locations M6 Junction 12**



## WEST MIDLANDS INTERCHANGE

### Transport Technical Note 40 – Accidents Occurring on the A5 between Gailey Roundabout and Vicarage Road from 01/07/2011 to 30/06/2016.

- 4.13 6 of the 11 rear end shunt accidents occurred on the M6 southbound off-slip, 3 occurred on the A5 westbound arm and 2 on the A5 eastbound arm. Whilst 55% occurred on the M6 southbound off-slip to the roundabout had on average 1.2 rear shunt accident a year, this has warranted further assessment in terms of the overall increase in accident rates that would be forecast due to changes in traffic flows arising from the proposed development.
- 4.14 Of the 11 rear end shunt accidents shown in Figure 4-1, 82% of them had “failure to look properly” as their main contributory factor. The remaining 2 accidents (18%) occurred from following too closely, and is therefore deemed a result of the driver making an injudicious decision. None of the accident descriptions referred to highway deficiency or road layout as a contributory factor for the accident.
- 4.15 Two collisions identified by Kier resulted from a poorly performed manoeuvre on the junction, this comes to 1 non-shunt incident every two and a half years. Due to the infrequent number of accidents of this nature, there is no suggestion that these accidents were a result of any highway issues.
- 4.16 Additionally, the accident details provided by Kier for the north-east section of M6 Junction 12 are all slight in nature, with no serious or fatal accidents occurring on this approach within the 5-year study period.
- 4.17 As with Gailey Roundabout, COBALT analysis has been undertaken on the M6 J12 to determine any risk to the junction users in the future year 2021 as a result of the scheme.
- 4.18 AADT flows for each arm are required to run accident impact through COBALT. To attain the AADT flows for the M6 on-slip and off-slip, Peak hour flows have been used and factored up to produce AADT flows, using the same factors applied within traffic flows presented within the Transport chapter of the Environmental Statement. The outputs are shown in Table 4.2 below.

**Table 4.2 COBALT outputs M6 J12 Do Minimum Do Something**

Gaily Roundabout Arm	Number of Accidents in a year		
	Without Scheme 2021	With Scheme 2021	Difference
1 – M6 southbound offslip	1.11921	1.3018	+0.18259
2 – A5 Watling Vicarage Road to J12	1.2374	1.2719	+0.0345
3 – M6 northbound offslip	0.1653	0.2477	+0.0824
4 – A5 from site entrance	0.5305	0.8033	+0.2728
TOTAL	3.05241	3.6247	+0.57229

- 4.19 Table 4.2 shows the difference in accident rates between the 2021 with and without scheme. It is considered that there would not be a material increase in accident rates at M6 junction 12 that would require mitigation measures to be introduced.
- 4.20 Site visits have been undertaken in order to consider whether there are any inherent safety problems at M6 Junction 12 and none have been identified. As it relates to the south bound off slip, visibility from the slip road towards the giveway point with the junction circulatory carriageway is satisfactory, which suggests that vehicles approaching from the north are able to identify any vehicles waiting to join the junction. In addition, given the nature of the incidents, it is considered that these are likely to involve slow speeds, given that the outcome of the accidents has been slight. If the severity of the



## WEST MIDLANDS INTERCHANGE

### Transport Technical Note 40 – Accidents Occurring on the A5 between Gailey Roundabout and Vicarage Road from 01/07/2011 to 30/06/2016.

incidents had been severe, it is considered more likely that high vehicular speeds may have been involved.

- 4.21 Comment has been made in HE’s Deadline 4 submission that *“sighting distances on the northbound off-slip may require works to be conducted by the applicant to mitigate the issue raised in the RSA-1”*. It should be noted that no accident patterns are shown by the data the applicant has received from HE for the northbound off slip and therefore there cannot be a pre existing accident problem on this approach to M6 Junction 12.
- 4.22 It is also important to consider that from a peak hour junction operation perspective, M6 Junction 12 is shown to operate satisfactorily with the Development in place, as recognised by HE’s Deadline 4 submission. This is an important point given that when junctions operate beyond capacity, this can lead to increased driver frustration and risk taking by motorists passing through the junction, particularly in terms of gap acceptance. This can lead to a deterioration of road safety conditions, even when there are no pre existing design issues with the junction, for example sub-standard visibility. It has been agreed with HE that there will be no adverse impact on the operation of M6 junction 12 with the development in place. Given that the changes in traffic arising from the development can be accommodated, there is nothing to suggest that there will be a linear deterioration in road safety conditions, purely because traffic volumes will change.
- 4.23 Finally, changes will be made to the traffic signage regime at M6 junction 12 in order to direct traffic towards WMI. This will be dealt with at the detailed approval stage and will assist with positively directing those drivers wishing to travel to WMI.
- 4.24 Given the above, it is considered that whilst traffic will increase as a consequence of the proposed development, given that the majority of incidents recorded involve rear end shunts and which would appear to have involved low vehicle speeds, there is no pre-existing deficiencies within the highway layout of M6 Junction that would require specific mitigation. The implementation of roads signage directing those drivers wishing to travel towards WMI will be dealt with at the detailed approval stage.

## 5 ACCIDENT ANALYSIS – M6 JUNCTION 12 TO VICARAGE ROAD SIGNAL CONTROLLED JUNCTION

- 5.1 The traffic flow data which sets out the changes in traffic flow, the approaches to the Vicarage Road junction is shown in Table 5.1 below.

**Table 5.1 Vicarage Road AADT (2021) with and without development**

Link	AADT Total Vehicles 2021 No development	AADT Total Vehicles 2021 with development	% Change
Vicarage Road (Between Site Access and A5)	5701	9633	68.97%
A5 Watling Street (Between Vicarage Road and M6 Junction 12)	19038	24833	30.44%
A5 Watling Street (Between Vicarage Road & A4061)	20815	24035	15.47%

## WEST MIDLANDS INTERCHANGE

### Transport Technical Note 40 – Accidents Occurring on the A5 between Gailey Roundabout and Vicarage Road from 01/07/2011 to 30/06/2016.

- 5.2 There were a total of 4 personal injury accidents in this study area and these are shown in Figure 4. An additional accident occurred in this region on the western approach to the M6 Junction 12, and is included in Figure 3. There are no patterns relating to the accidents that occurred between the M6 Junction 12 and the A5 junction with Vicarage Road during the study period.
- 5.3 There was one serious accident in this area and one fatal accident. The former occurred due to an emergency vehicle being on call and the later a result of a driver impaired by alcohol. This demonstrates extenuating circumstances.
- 5.4 The 3 additional slight accidents within the vicinity show no patterns, resulting from a poor manoeuvre, loss of control in wet weather and a failure to judge another person's path or speed. This shows that there are no highway issues within the vicinity of the junction that would be accentuated by additional traffic generated by the development.
- 5.5 Whilst there is an increase in traffic flow along the section of the A5 approaching Vicarage Road, no specific accident patterns have been identified that would require mitigation. This position has been accepted by Highways England.

## 6 SUMMARY

- 6.1 In summary, we do not believe the increase in traffic due to the development, along the A5 to the east of Gailey Roundabout and Vicarage Road will have a significant impact on accidents in the area.
- 6.2 WSP have been advised that HE have implemented a scheme to provide improved cyclist crossing facilities at Gailey Roundabout. In addition, work is being undertaken to reprofile the central island at Gailey Roundabout in order to provide improved visibility. These measures will provide mitigation in respect of the cluster of accidents that have been identified involving cyclists at this junction.
- 6.3 It is apparent that regular maintenance of vegetation by HE at Gailey Roundabout and at the A5 westbound approach to the M6 Junction 12 could potentially reduce the likelihood of accidents occurring at those locations. This is regular maintenance work that should be undertaken by HE given their responsibilities as Highway Authority for the A5 and M6 Junction 12. Specific signage advising of routing towards WMI will be provided at M6 Junction 12 and will assist with lane discipline for drivers. This will be considered at the detailed approval stage.
- 6.4 Of all accidents assessed within this Technical note, 90% were slight, with only 3 serious accidents and 1 fatal seen over the 5 year period. Additionally, 88%, 65% and 70% of accidents occurred with fine weather, dry surfaces and daytime conditions respectively. This shows that drivers in adverse conditions are not at an increased risk as a result of any poor highway conditions.
- 6.5 Assessment of changes in accident rates have not shown a material increase that would require mitigation in order to offset any increases in traffic arising from the Proposed Development.
- 6.6 It can be therefore seen that it is not necessary to provide highway safety mitigation measures to the A5 or at M6 Junction 12 in order to offset the increases in traffic arising from WMI and a scheme is currently being implemented by HE at Gailey Roundabout in order to provide improved facilities for vulnerable road users, specifically cyclists.

## **WEST MIDLANDS INTERCHANGE**

Transport Technical Note 40 – Accidents Occurring on the A5  
between Gailey Roundabout and Vicarage Road from 01/07/2011  
to 30/06/2016.

### **Annex 1**



**AccsMap - Accident Analysis System**
**Accidents between dates**    **01/07/2011 and 30/06/2016**    (60) months

**Selection:**    **Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	11003716	<b>Road:</b>	A 5	<b>Grid Reference:</b>	391203	310638
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1935	Tuesday	05-July-2011	
<b>Lighting:</b>	Daylight:street lights present	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	70
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	GAILEY R/BOU J/W WOLVERHAMPTON RD. GAILEY.					

The accident occurred at a roundabout on the A5, at its junction with the A449 controlled by a give way or uncontrolled..

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from NW to NE was turning left on the main carriageway. The vehicle was leaving roundabout and collided with vehicle 2. The male driver aged 18 lived in ST19.

**Vehicle 2**    Pedal Cycle, travelling from S to NE was going ahead other on the main carriageway. The vehicle was leaving roundabout and collided with vehicle 1. The female driver aged 22 lived in ST18.

**Casualty 1**    (Vehicle 2)    A female rider aged 22 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Failed to look properly

Vehicle 1    Failed to judge other persons path or speed

<b>Acc. Ref. No:</b>	11003972	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391309	306099
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0848	Monday	11-July-2011	
<b>Lighting:</b>	Daylight:street lights present	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	70
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	A449 NB APPROX 97MTS S OF R/B WITH EXIT FOR CROSS GREEN					

The accident occurred on the A449, a dual carriageway .

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction and collided with vehicle 2. The male driver aged 30 lived in B70 .

**Vehicle 2**    Car, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction and overturned and collided with vehicle 1. The female driver aged 43 lived in TF11.

**Casualty 1**    (Vehicle 2)    A female driver aged 43 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Other

<b>Acc. Ref. No:</b>	11003931	<b>Road:</b>	C 260	<b>Grid Reference:</b>	390334	310552
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1721	Saturday	16-July-2011	
<b>Lighting:</b>	Daylight: no street lighting	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	CLAYGATES RD BREWOOD APPROX 159MTS SE J/W A5 WATLING ST					

The accident occurred on the C260, a single carriageway .

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction and skidded and overturned. The female driver aged 40 lived in ST16.

**Casualty 1**    (Vehicle 1)    A female vehicle or pillion passenger aged 40 suffered a slight injury.

**Casualty 2**    (Vehicle 1)    A female driver aged 40 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Exceeding speed limit

Vehicle 1    Sudden braking

Vehicle 1    Loss of control

Vehicle 1    Distraction in vehicle

Vehicle 1    Distraction outside vehicle

Vehicle 1    Aggressive driving



**AccsMap - Accident Analysis System**
**Accidents between dates**     **01/07/2011 and 30/06/2016**     (60) months

**Selection:**     **Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	11005167	<b>Road:</b>	A 5	<b>Grid Reference:</b>	394234	309901
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1355	Thursday	15-September-2011	
<b>Lighting:</b>	Daylight: no street lighting	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WATLING STREET J/W GAILEY LEA LANE GAILEY					

The accident occurred at a crossroads on the A5, a single carriageway at its junction with the Unclassified321 controlled by a give way or uncontrolled..

**Special conditions and hazards:**     None

- Vehicle 1**     Van or Goods 3.5 tonnes mgw and under, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach and collided with vehicle 2.  
 The male driver aged 25 lived in ST19.
- Vehicle 2**     Van or Goods 3.5 tonnes mgw and under, travelling from SE to NW was going ahead but held up on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach and collided with vehicle 1.  
 The male driver aged 39 lived in ST3 .
- Vehicle 3**     Car, travelling from SE to NE was turning right on the main carriageway. The vehicle was mid junction - on roundabout or main road. The untraced driver of an unknown age .
- Casualty 1**     (Vehicle 2)     A male vehicle or pillion passenger aged 41 suffered a slight injury.
- Casualty 2**     (Vehicle 2)     A male driver aged 39 suffered a slight injury.

**Contributory Factors**

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

<b>Acc. Ref. No:</b>	11005148	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391081	309485
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0920	Saturday	17-September-2011	
<b>Lighting:</b>	Daylight:street lights present	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	70
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WOLVERHAMPTON ROAD J/W CRATEFORD LANE BREWOOD					

The accident occurred at a T or staggered junction on the A449, a dual carriageway at its junction with the Unclassified339 controlled by a give way or uncontrolled..

**Special conditions and hazards:**     None

- Vehicle 1**     Car, travelling from N to N was performing a U-turn on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach and collided with vehicle 2. The male driver aged 22 lived in LE16.
- Vehicle 2**     Car, travelling from N to S was overtaking a moving vehicle on the offside on the main carriageway. The vehicle was mid junction - on roundabout or main road and collided with vehicle 1. The female driver aged 32 lived in WS12.
- Casualty 1**     (Vehicle 1)     A female vehicle or pillion passenger aged 49 suffered a slight injury.

**Contributory Factors**

- Vehicle 1     Poor turn or manoeuvre
- Vehicle 1     Failed to signal/Misleading signal
- Vehicle 1     Failed to look properly
- Vehicle 1     Failed to judge other persons path or speed
- Vehicle 2     Failed to judge other persons path or speed
- Vehicle 2     Exceeding speed limit



Accidents between dates 01/07/2011 and 30/06/2016 (60) months

Selection: Notes:

Selected using Manual Selection

---

**Acc. Ref. No:** 11006181 **Road:** A 5 **Grid Reference:** 395374 309534  
**District Council:** South Staffordshire **Time:** 0955 **Friday** 04-November-2011  
**Lighting:** Daylight: no street lighting **Weather:** Fine without high winds **Speed limit:** 50  
**Severity:** SLIGHT **Road surface:** Wet/Damp  
**Location:** WATLING ST FOUR CROSSES IN REGION OF DWATRY COTTAGE AND FARM

The accident occurred at a private drive on the A5, a single carriageway 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 mid junction - on roundabout or main road and collided with vehicle 2. The female driver aged 37 lived in WS11.**Vehicle 2** Motorcycle 50cc and under, travelling from SE to NE was turning right on the main carriageway. The vehicle was leaving main road and collided with vehicle 1. The female driver aged 51 lived in WS7 .**Casualty 1** (Vehicle 1) A female driver aged 37 suffered a slight injury.**Casualty 2** (Vehicle 2) A female rider aged 51 suffered a slight injury.**Casualty 3** (Vehicle 1) A male vehicle or pillion passenger aged 3 suffered a slight injury.**Contributory Factors**

Vehicle 1 Distraction in vehicle

---

**Acc. Ref. No:** 12000364 **Road:** A 5 **Grid Reference:** 395492 309483  
**District Council:** South Staffordshire **Time:** 1800 **Wednesday** 18-January-2012  
**Lighting:** Darkness: no street lighting **Weather:** Fine without high winds **Speed limit:** 50  
**Severity:** SLIGHT **Road surface:** Wet/Damp  
**Location:** WATLING STREET J/W CHURCH LANE FOUR CROSSES

The accident occurred at a crossroads on the A5, a single carriageway at its junction with the Unclassified397 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None**Vehicle 1** Car, travelling from N to S was going ahead other on the main carriageway. The vehicle was entering main road and collided with vehicle 2. The female driver aged 30 lived in SS13.**Vehicle 2** Car, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road and collided with vehicle 1. The male driver aged 38 lived in ST17.**Vehicle 3** Car, travelling from SE to NW was waiting to turn right on the main carriageway. The vehicle was mid junction - on roundabout or main road. The untraced driver of an unknown age .**Casualty 1** (Vehicle 1) A male vehicle or pillion passenger aged 45 suffered a slight injury.**Contributory Factors**

Vehicle 1 Failed to look properly

**AccsMap - Accident Analysis System**
**Accidents between dates**      **01/07/2011 and 30/06/2016**      (60) months

**Selection:**      **Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	12001250	<b>Road:</b>	A 5	<b>Grid Reference:</b>	391453	310549
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1725	Thursday	01-March-2012	
<b>Lighting:</b>	Daylight:street lights present	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	WATLING ST APPROX 227MTS SE J/W WOLVERHAMPTON RD R'BT GAILEY					

The accident occurred on the A5, a single carriageway .

**Special conditions and hazards:**      None

**Vehicle 1**      Car, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction and collided with vehicle 2. The male driver aged 23 lived in ST19.

**Vehicle 2**      Car, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction and collided with vehicle 1. The male driver aged 41 lived in WV3 .

**Vehicle 3**      Car, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction and collided with vehicle 2. The female driver aged 18 lived in WV9 .

**Vehicle 4**      Car, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction and collided with vehicle 3. The male driver aged 38 lived in ST5 .

**Casualty 1**      (Vehicle 3)      A female driver aged 18 suffered a slight injury.

**Contributory Factors**

Vehicle 1      Failed to look properly

Vehicle 1      Failed to judge other persons path or speed

Vehicle 1      Fatigue

Vehicle 1      Careless/Reckless/In a hurry

<b>Acc. Ref. No:</b>	12001432	<b>Road:</b>	A 5	<b>Grid Reference:</b>	395491	309488
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1505	Wednesday	14-March-2012	
<b>Lighting:</b>	Daylight:street lights present	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WATLING ST A5 J/W CHURCH LA FOUR CROSSES					

The accident occurred at a crossroads on the A5, a single carriageway at its junction with the Unclassified397 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 main road and collided with vehicle 2. The male driver aged 68 lived in WV6 .

**Vehicle 2**      Car, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road and collided with vehicle 1. The male driver aged 40 lived in TF7 .

**Casualty 1**      (Vehicle 2)      A male driver aged 40 suffered a slight injury.

**Contributory Factors**

Vehicle 1      Junction restart

Vehicle 1      Failed to look properly

Vehicle 1      Failed to judge other persons path or speed



**AccsMap - Accident Analysis System**
**Accidents between dates**    **01/07/2011 and 30/06/2016**    (60) months

**Selection:**    **Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	12001733	<b>Road:</b>	A 5	<b>Grid Reference:</b>	391226	310629
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1448	Thursday	29-March-2012	
<b>Lighting:</b>	Daylight: no street lighting	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	GAILEY ISLAND WOLVERHAMPTON RD J/W WATLING ST					

The accident occurred at a roundabout on the A5, at its junction with the A449 controlled by a give way or uncontrolled..

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from N to S was going ahead other on the main carriageway. The vehicle was entering roundabout and collided with vehicle 2. The male driver aged 70 lived in WV4 .

**Vehicle 2**    Pedal Cycle, travelling from S to E was turning right on the main carriageway. The vehicle was mid junction - on roundabout or main road and collided with vehicle 1. The male driver aged 52 lived in ST19.

**Casualty 1**    (Vehicle 2)    A male rider aged 52 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Failed to look properly

Vehicle 1    Dazzling sun

<b>Acc. Ref. No:</b>	12001969	<b>Road:</b>	A 5	<b>Grid Reference:</b>	390401	310701
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1440	Monday	09-April-2012	
<b>Lighting:</b>	Daylight: no street lighting	<b>Weather:</b>	Raining without high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	WATLING ST J/W CLAYGATES RD BREWOOD					

The accident occurred at a T or staggered junction on the A5, a single carriageway at its junction with the C260 controlled by a give way or uncontrolled..

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from W to S was turning right on the main carriageway. The vehicle was leaving main road and collided with vehicle 2. The female driver aged 81 lived in ST19.

**Vehicle 2**    Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road and collided with vehicle 1. The male driver aged 23 lived in TF7 .

**Casualty 1**    (Vehicle 1)    A female driver aged 81 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Poor turn or manoeuvre

Vehicle 1    Failed to judge other persons path or speed

<b>Acc. Ref. No:</b>	12003023	<b>Road:</b>	A 5	<b>Grid Reference:</b>	394641	309812
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1910	Monday	30-April-2012	
<b>Lighting:</b>	Daylight:street lights present	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WATLING ST FOUR CROSSES CANNOCK J/W HOLLIES CAFE					

The accident occurred at a private drive on the A5, a single carriageway controlled by a give way or uncontrolled..

**Special conditions and hazards:**    None

**Vehicle 1**    Goods 7.5 tonnes mgw and over, travelling from N to W was turning right on the main carriageway. The vehicle was entering main road and collided with vehicle 2. The male driver aged 59 lived in HP2 .

**Vehicle 2**    Motorcycle over 500cc, travelling from E to W was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road and collided with vehicle 1. The male driver aged 23 lived in US13.

**Casualty 1**    (Vehicle 2)    A male rider aged 23 suffered a slight injury.

**Contributory Factors**

Vehicle 2    Exceeding speed limit

**AccsMap - Accident Analysis System**
**Accidents between dates**    **01/07/2011 and 30/06/2016**    (60) months

**Selection:**    **Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	12002685	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391308	306334
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1530	Saturday	26-May-2012	
<b>Lighting:</b>	Daylight:street lights present	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	70
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	STAFFORD RD COVEN R'BT J/W BREWOOD RD					

The accident occurred at a roundabout on the A449, a dual carriageway at its junction with the C108 controlled by a give way or uncontrolled..

**Special conditions and hazards:**    None

**Vehicle 1**    Van or Goods 3.5 tonnes mgw and under, travelling from N to S was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road and collided with vehicle 2. The male driver of an unknown age .

**Vehicle 2**    Car, travelling from NW to S was going ahead on a right bend on the main carriageway. The vehicle was mid junction - on roundabout or main road and collided with vehicle 1. The female driver aged 21 lived in WS10.

**Casualty 1**    (Vehicle 2)    A female driver aged 21 suffered a slight injury.

**Contributory Factors**

Vehicle 1	Aggressive driving
Vehicle 1	Careless/Reckless/In a hurry
Vehicle 1	Exceeding speed limit
Vehicle 1	Poor turn or manoeuvre
Vehicle 1	Failed to look properly
Vehicle 1	Swerved

<b>Acc. Ref. No:</b>	12002683	<b>Road:</b>	A 5	<b>Grid Reference:</b>	393009	310155
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1227	Saturday	26-May-2012	
<b>Lighting:</b>	Daylight: no street lighting	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	CALF HEATH ROUNDABOUT M6 JUNCTION 12					

The accident occurred at a roundabout on the A5, at its junction with the M6 controlled by a give way or uncontrolled..

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from SE to NW was changing lane to right on the main carriageway. The vehicle was mid junction - on roundabout or main road and collided with vehicle 2. The female driver aged 28 lived in LE67.

**Vehicle 2**    Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road and collided with vehicle 1. The male driver aged 40 lived in ST19.

**Casualty 1**    (Vehicle 1)    A female driver aged 28 suffered a slight injury.

**Contributory Factors**

Vehicle 1	Poor turn or manoeuvre
Vehicle 1	Failed to look properly

<b>Acc. Ref. No:</b>	12002687	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391062	309490
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1800	Saturday	26-May-2012	
<b>Lighting:</b>	Daylight:street lights present	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	70
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WOLVERHAMPTON RD GAILEY APPROX 10MTS N'TH J/W CRATEFORD LANE					

The accident occurred at a crossroads on the A449, a dual carriageway at its junction with the Unclassified339 controlled by a give way or uncontrolled..

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from S to N was going ahead other on the main carriageway. The vehicle cleared junction or waiting/parked at junction exit. The male driver aged 51 lived in ST19.

**Casualty 1**    (Vehicle 1)    A male driver aged 51 suffered a slight injury.



## AccsMap - Accident Analysis System

Accidents between dates 01/07/2011 and 30/06/2016 (60) months

Selection: Notes:

Selected using Manual Selection

---

Acc. Ref. No:	12003062	Road:	C 170	Grid Reference:	392288	308772
District Council:	South Staffordshire	Time:	1340	Thursday	14-June-2012	
Lighting:	Daylight:street lights present	Weather:	Fine without high winds		Speed limit:	30
Severity:	SLIGHT	Road surface	Dry			
Location:	STATION RD FOUR ASHES ON BRIDGE 75 MTRS S/W OF J/W STRAIGHT MILE					

The accident occurred on the C170, a single carriageway .

Special conditions and hazards: None

**Vehicle 1** Goods 7.5 tonnes mgw and over, travelling from SW to NE was overtaking a moving vehicle on the offside on the main carriageway. The vehicle was not at, or within 20M of a junction and collided with vehicle 2. The male driver aged 30 lived in SY3 .

**Vehicle 2** Pedal Cycle, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction and collided with vehicle 1. The male driver aged 62 lived in ST19.

**Casualty 1** (Vehicle 2) A male rider aged 62 suffered a slight injury.

## Contributory Factors

Vehicle 1 Passing too close to cyclist, horse rider or pedestrian

---

Acc. Ref. No:	12003305	Road:	D 457	Grid Reference:	392146	313435
District Council:	South Staffordshire	Time:	0820	Tuesday	26-June-2012	
Lighting:	Daylight:street lights present	Weather:	Fine without high winds		Speed limit:	30
Severity:	SERIOUS	Road surface	Dry			
Location:	WOLVERHAMPTON RD O/S NO.41 PENKRIDGE					

The accident occurred on the D457, a single carriageway There was a central reservation within 50 metres..

Special conditions and hazards: None

**Vehicle 1** Car, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction and collided with vehicle 2. The female driver aged 57 lived in WS12.

**Vehicle 2** Pedal Cycle, travelling from W to E was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction and collided with vehicle 1. The male driver aged 14 lived in ST19.

**Casualty 1** (Vehicle 2) A male rider aged 14 suffered a serious injury.

## Contributory Factors

Vehicle 2 Failed to look properly

Vehicle 2 Vegetation

---

Acc. Ref. No:	12003528	Road:	A 449	Grid Reference:	391243	308272
District Council:	South Staffordshire	Time:	0630	Tuesday	26-June-2012	
Lighting:	Daylight: no street lighting	Weather:	Fine without high winds		Speed limit:	70
Severity:	SLIGHT	Road surface	Dry			
Location:	STAFFORD RD APPROX 28MTS SW J/W FOUR ASHES RD STANDEFORD					

The accident occurred at a private drive on the A449, a dual carriageway controlled by a give way or uncontrolled..

Special conditions and hazards: None

**Vehicle 1** Car, travelling from W to E was going ahead other on the main carriageway. The vehicle was entering main road and collided with vehicle 2. The male driver aged 45.

**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 main road and collided with vehicle 1. The male driver aged 26 lived in WV8 .

**Casualty 1** (Vehicle 2) A male rider aged 26 suffered a slight injury.

## Contributory Factors

Vehicle 1 Failed to look properly

**AccsMap - Accident Analysis System**
**Accidents between dates**    **01/07/2011 and 30/06/2016**    (60) months

**Selection:**    **Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	12003312	<b>Road:</b>	A 5	<b>Grid Reference:</b>	391126	310638
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1610		Saturday	30-June-2012
<b>Lighting:</b>	Daylight:street lights present	<b>Weather:</b>	Fine without high winds			<b>Speed limit:</b> 60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	WATLING ST APPROX 64MTS WEST J/W GAILEY R'BT GAILEY					

The accident occurred at a private drive on the A5, a single carriageway controlled by a give way or uncontrolled..

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from SE to NE was turning right on the main carriageway. The vehicle was leaving main road and collided with vehicle 2. The male driver aged 22 lived in WS6 .

**Vehicle 2**    Car, travelling from NW to SE was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road and collided with vehicle 1. The male driver aged 27 lived in TF1 .

**Casualty 1**    (Vehicle 1)    A male driver aged 22 suffered a slight injury.

**Casualty 2**    (Vehicle 2)    A male driver aged 27 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Poor turn or manoeuvre

Vehicle 1    Failed to look properly

Vehicle 1    Failed to judge other persons path or speed

<b>Acc. Ref. No:</b>	12004575	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391191	307688
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0640		Wednesday	29-August-2012
<b>Lighting:</b>	Daylight:street lights present	<b>Weather:</b>	Fine without high winds			<b>Speed limit:</b> 70
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	STAFFORD RD COVEN J/W SCHOOL LANE					

The accident occurred at a crossroads on the A449, a dual carriageway at its junction with the C259 controlled by automatic traffic signal(s)..

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from S to N was stopping on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach and skidded. The male driver aged 63 lived in WV3 .

**Casualty 1**    (Vehicle 1)    A male driver aged 63 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Defective traffic signals

<b>Acc. Ref. No:</b>	12004889	<b>Road:</b>	A 5	<b>Grid Reference:</b>	391229	310598
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1525		Saturday	15-September-2012
<b>Lighting:</b>	Daylight:street lights present	<b>Weather:</b>	Fine without high winds			<b>Speed limit:</b> 50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WATLING ST J/W WOLVERHAMPTON RD GAILEY R'BT					

The accident occurred at a roundabout on the A5, at its junction with the A449 controlled by a give way or uncontrolled..

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from E to W was starting on the main carriageway. The vehicle was entering roundabout and collided with vehicle 2. The male driver aged 59 lived in WS2 .

**Vehicle 2**    Pedal Cycle, travelling from N to S was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road and collided with vehicle 1. The male driver aged 31 lived in ST15.

**Casualty 1**    (Vehicle 2)    A male rider aged 31 suffered a slight injury.

**AccsMap - Accident Analysis System**
**Accidents between dates** 01/07/2011 and 30/06/2016 (60) months

**Selection:** Notes:

Selected using Manual Selection

<b>Acc. Ref. No:</b>	12005851	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391284	306301
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1720		Wednesday	31-October-2012
<b>Lighting:</b>	Darkness: street lights present and lit	<b>Weather:</b>	Raining without high winds			<b>Speed limit:</b> 70
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	STAFFORD RD APPROX 20MTS SOUTH J/W BREWOOD RD COVEN					

The accident occurred at a roundabout on the A449, a dual carriageway at its junction with the C108 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from S to N was stopping on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 46 lived in WS11.

**Vehicle 2** Car, travelling from S to N was going ahead but held up on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The untraced driver of an unknown age .

**Casualty 1** (Vehicle 1) A male pedestrian aged 72 suffered a slight injury crossing from driver's nearside3.

**Contributory Factors**

Casualty 1 Crossed road masked by stationary veh

Vehicle 1 Rain, sleet, snow, or fog

Vehicle 1 Vehicle blind spot

Casualty 1 Pedestrian wearing dark clothing at night

<b>Acc. Ref. No:</b>	12005978	<b>Road:</b>	A 5	<b>Grid Reference:</b>	395483	309494
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1952		Friday	09-November-2012
<b>Lighting:</b>	Daylight: street lighting unknown	<b>Weather:</b>	Fine without high winds			<b>Speed limit:</b> 50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	WATLING ST FOUR CROSSES NR CANNOCK J/W POPLAR LANE					

The accident occurred at a multiple junction on the A5, a single carriageway at its junction with the Unclassified397 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from SE to N was turning right on the main carriageway. The vehicle was leaving main road and collided with vehicle 2. The male driver aged 21 lived in WS12.

**Vehicle 2** Car, travelling from NW to SE was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road and collided with vehicle 1. The female driver aged 52 lived in TF12.

**Casualty 1** (Vehicle 1) A female vehicle or pillion passenger aged 24 suffered a slight injury.

**Casualty 2** (Vehicle 1) A female vehicle or pillion passenger aged 40 suffered a slight injury.

**Casualty 3** (Vehicle 1) A female vehicle or pillion passenger aged 1 suffered a slight injury.

**Casualty 4** (Vehicle 1) A female vehicle or pillion passenger aged 17 suffered a slight injury.

**Casualty 5** (Vehicle 1) A male driver aged 21 suffered a slight injury.

**Casualty 6** (Vehicle 2) A female driver aged 52 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Poor turn or manoeuvre

Vehicle 1 Careless/Reckless/In a hurry

<b>Acc. Ref. No:</b>	12006373	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391191	310606
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1355		Saturday	17-November-2012
<b>Lighting:</b>	Daylight:street lights present	<b>Weather:</b>	Fine without high winds			<b>Speed limit:</b> 70
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	GAILEY ISLAND					

The accident occurred at a roundabout on the A449, at its junction with the A5 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Pedal Cycle, travelling from S to N was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road and collided with vehicle 2. The male driver aged 39 lived in WV10.

**Vehicle 2** Car, travelling from S to N was overtaking a moving vehicle on the offside on the main carriageway. The vehicle was mid junction - on roundabout or main road and collided with vehicle 1. The untraced driver of an unknown age .

**Casualty 1** (Vehicle 1) A male rider aged 39 suffered a slight injury.

**AccsMap - Accident Analysis System**
**Accidents between dates**     **01/07/2011 and 30/06/2016**     (60) months

**Selection:**     **Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	12006717	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391453	311450
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1250	Thursday	13-December-2012	
<b>Lighting:</b>	Daylight:street lights present	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b> 60	
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	A449 RODBASTON PENKRIDGE J/W FARM DRIVE					

The accident occurred at a T or staggered junction on the A449, a single carriageway controlled by a give way or uncontrolled..

**Special conditions and hazards:**     None

- Vehicle 1**     Car, travelling from S to S was performing a U-turn on the main carriageway. The vehicle was mid junction - on roundabout or main road and collided with vehicle 2. The female driver aged 86.
- Vehicle 2**     Van or Goods 3.5 tonnes mgw and under, travelling from S to N was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road and skidded and collided with vehicle 1. The male driver aged 51 lived in ST.
- Vehicle 3**     Goods 7.5 tonnes mgw and over, on the main carriageway. The vehicle was mid junction - on roundabout or main road and collided with vehicle 2. The male driver aged 51 lived in CF64.
- Casualty 1**     (Vehicle 2)     A male driver aged 51 suffered a slight injury.

**Contributory Factors**

- Vehicle 1     Poor turn or manoeuvre
- Vehicle 1     Failed to look properly
- Vehicle 1     Failed to judge other persons path or speed
- Vehicle 1     Careless/Reckless/In a hurry

<b>Acc. Ref. No:</b>	12006737	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391792	312514
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1630	Friday	14-December-2012	
<b>Lighting:</b>	Darkness: street lights present and lit	<b>Weather:</b>	Raining without high winds		<b>Speed limit:</b> 60	
<b>Severity:</b>	SERIOUS	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	WOLVERHAMPTON RD RODBASTON J/W RODBASTON DR					

The accident occurred at a private drive on the A449, a single carriageway controlled by a give way or uncontrolled..

**Special conditions and hazards:**     None

- Vehicle 1**     Car, travelling from SE to NE was turning right on the main carriageway. The vehicle was entering main road and collided with vehicle 2. The male driver aged 65 lived in ST19.
- Vehicle 2**     Motorcycle 50cc and under, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road and collided with vehicle 1. The male driver aged 16 lived in ST19.
- Casualty 1**     (Vehicle 2)     A male rider aged 16 suffered a serious injury.

**Contributory Factors**

- Vehicle 1     Failed to look properly
- Vehicle 1     Rain, sleet, snow, or fog
- Vehicle 1     Slippery road (due to weather)

<b>Acc. Ref. No:</b>	13000601	<b>Road:</b>	A 5	<b>Grid Reference:</b>	393455	310085
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1505	Thursday	24-January-2013	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b> 50	
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	WATLING ST GAILEY APPROX 307MTS EAST R'BT J12 M6					

The accident occurred on the A5, a single 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 male driver aged 27 lived in WS11.
- Vehicle 2**     Car, on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 26 lived in PR26.
- Casualty 1**     (Vehicle 2)     A male driver aged 26 suffered a slight injury.

**Contributory Factors**

- Vehicle 1     Failed to look properly
- Vehicle 1     Distraction in vehicle

## AccsMap - Accident Analysis System

Accidents between dates **01/07/2011 and 30/06/2016** (60) months

Selection: Notes:

Selected using Manual Selection

---

<b>Acc. Ref. No:</b> 13000785	<b>Road:</b> A 5	<b>Grid Reference:</b> 390394 310701
<b>District Council:</b> South Staffordshire	<b>Time:</b> 1800	Wednesday 06-February-2013
<b>Lighting:</b> Darkness: no street lighting	<b>Weather:</b> Fine without high winds	<b>Speed limit:</b> 60
<b>Severity:</b> SLIGHT	<b>Road surface:</b> Dry	
<b>Location:</b> WATLING ST J/W CLAYGATES RD STRETTON		

The accident occurred at a T or staggered junction on the A5, a single carriageway at its junction with the C260 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None**Vehicle 1** Car, travelling from S to E was turning right on the main carriageway. The vehicle was entering main road. The male driver aged 19 lived in ST19.**Vehicle 2** Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 58 lived in TF10.**Casualty 1** (Vehicle 1) A female vehicle or pillion passenger aged 18 suffered a slight injury.**Contributory Factors**

Vehicle 1 Failed to look properly

---

<b>Acc. Ref. No:</b> 13001083	<b>Road:</b> A 5	<b>Grid Reference:</b> 393201 310132
<b>District Council:</b> South Staffordshire	<b>Time:</b> 0800	Wednesday 20-February-2013
<b>Lighting:</b> Daylight	<b>Weather:</b> Fine without high winds	<b>Speed limit:</b> 50
<b>Severity:</b> SLIGHT	<b>Road surface:</b> Dry	
<b>Location:</b> A5 W/B GAILEY J/W S/B ENTR SLIP JUNC 12 M6		

The accident occurred at a roundabout on the A5, a single carriageway at its junction with the M6 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 approaching junction or waiting/parked at junction approach. The male driver aged 28.**Vehicle 2** Car, travelling from SE to NW was going ahead but held up on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 23 lived in WS6 .**Casualty 1** (Vehicle 2) A female driver aged 23 suffered a slight injury.**Contributory Factors**

Vehicle 1 Following too close

Vehicle 1 Failed to look properly

---

<b>Acc. Ref. No:</b> 13001359	<b>Road:</b> A 449	<b>Grid Reference:</b> 391081 309484
<b>District Council:</b> South Staffordshire	<b>Time:</b> 0559	Thursday 28-February-2013
<b>Lighting:</b> Darkness: no street lighting	<b>Weather:</b> Fine without high winds	<b>Speed limit:</b> 70
<b>Severity:</b> SLIGHT	<b>Road surface:</b> Dry	
<b>Location:</b> WOLVERHAMPTON RD GAILEY J/W GRAVELLY WAY		

The accident occurred at a private drive on the A449, a dual carriageway controlled by a give way or uncontrolled..

**Special conditions and hazards:** None**Vehicle 1** Goods 7.5 tonnes mgw and over, travelling from E to N was turning right on the main carriageway. The vehicle was entering main road. The male driver aged 30 lived in L24 .**Vehicle 2** Car, travelling from N to S was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 39 lived in ST16.**Casualty 1** (Vehicle 2) A male driver aged 39 suffered a slight injury.

**AccsMap - Accident Analysis System**
**Accidents between dates**    **01/07/2011 and 30/06/2016**    (60) months

**Selection:**    **Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	13001352	<b>Road:</b>	A 5	<b>Grid Reference:</b>	393443	310083
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0830	Thursday	07-March-2013	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Raining without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	WATLING ST W/BOUND APPROX 280 MTRS EAST OF J/W M6 JUNC 12 S/B ENT SLIP					

The accident occurred on the A5, a single carriageway .

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 42 lived in WS3 .

**Casualty 1**    (Vehicle 1)    A male driver aged 42 suffered a slight injury.

<b>Acc. Ref. No:</b>	13001485	<b>Road:</b>	C 153	<b>Grid Reference:</b>	393524	308807
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0745	Wednesday	13-March-2013	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	40
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	STRAIGHT MILE CALF HEATH O/S OAKLANDS					

The accident occurred on the C153, a single carriageway .

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from E to W was overtaking a moving vehicle on the offside on the main carriageway. The vehicle was not at, or within 20M of a junction. The untraced driver of an unknown age .

**Vehicle 2**    Pedal Cycle, travelling from W to E was reversing on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 25 lived in WV8 .

**Casualty 1**    (Vehicle 2)    A male rider aged 25 suffered a slight injury.

**Contributory Factors**

Vehicle 1	Careless/Reckless/In a hurry
Vehicle 1	Aggressive driving
Vehicle 1	Failed to look properly
Vehicle 1	Exceeding speed limit
Vehicle 1	Swerved

<b>Acc. Ref. No:</b>	13001724	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391183	308031
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	2000	Thursday	28-March-2013	
<b>Lighting:</b>	Darkness: street lights present and lit	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	70
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	STAFFORD RD STANDEFORD J/W EXIT STANDEFORD CAFE CAR PARK					

The accident occurred on the A449, a dual carriageway .

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from S to S was performing a U-turn on the main carriageway. The vehicle was not at, or within 20M of a junction. The female driver aged 18 lived in WV9 .

**Vehicle 2**    Car, travelling from S to NE was going ahead on a right bend on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 22 lived in WV6 .

**Casualty 1**    (Vehicle 1)    A female vehicle or pillion passenger aged 44 suffered a slight injury.

**Casualty 2**    (Vehicle 1)    A female driver aged 18 suffered a slight injury.

**Contributory Factors**

Vehicle 1	Poor turn or manoeuvre
-----------	------------------------



**AccsMap - Accident Analysis System**
**Accidents between dates**    **01/07/2011 and 30/06/2016**    (60) months

**Selection:**    **Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	13001891	<b>Road:</b>	A 5	<b>Grid Reference:</b>	391230	310597
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1530	Saturday	06-April-2013	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	70
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	GAILEY ROUNDABOUT J/W A5					

The accident occurred at a roundabout on the A5, at its junction with the A449 controlled by a give way or uncontrolled..

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was entering roundabout. The female driver aged 38 lived in ST19.

**Vehicle 2**    Pedal Cycle, travelling from N to S was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 34 lived in ST17.

**Casualty 1**    (Vehicle 2)    A male rider aged 34 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Failed to judge other persons path or speed

Vehicle 1    Passing too close to cyclist, horse rider or pedestrian

<b>Acc. Ref. No:</b>	13001963	<b>Road:</b>	A 5	<b>Grid Reference:</b>	395496	309489
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0825	Wednesday	10-April-2013	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WATLING ST FOUR CROSSES J/W CHURCH LANE					

The accident occurred at a crossroads on the A5, a single carriageway at its junction with the Unclassified397 controlled by a give way or uncontrolled..

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from N to SW was going ahead on a right bend on the main carriageway. The vehicle was entering main road. The female driver aged 21 lived in WS11.

**Vehicle 2**    Car, travelling from NW to SE was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The female driver aged 39 lived in WS4 .

**Casualty 1**    (Vehicle 1)    A female driver aged 21 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Failed to look properly

<b>Acc. Ref. No:</b>	13001929	<b>Road:</b>	A 449	<b>Grid Reference:</b>	392079	313323
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1840	Wednesday	10-April-2013	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	40
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	A449 PENKRIDGE O/S PENKRIDGE SERVICE STATRION					

The accident occurred on the A449, a single carriageway .

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from NE to SW was overtaking a moving vehicle on the offside on the main carriageway. The vehicle was not at, or within 20M of a junction. The female driver aged 32 lived in ST19.

**Vehicle 2**    Pedal Cycle, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 24 lived in WS2 .

**Casualty 1**    (Vehicle 2)    A male rider aged 24 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Failed to look properly

Vehicle 1    Careless/Reckless/In a hurry

**AccsMap - Accident Analysis System**
**Accidents between dates** 01/07/2011 and 30/06/2016 (60) months

**Selection:** Notes:

Selected using Manual Selection

---

<b>Acc. Ref. No:</b>	13001998	<b>Road:</b>	C 153	<b>Grid Reference:</b>	393421	308806
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1700	<b>Weather:</b>	Tuesday	16-April-2013
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds	<b>Speed limit:</b>		40
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	STRAIGHT MILE CALF HEATH O/S 'NEW HAVEN'					

The accident occurred at a private drive on the C153, a single carriageway controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Van or Goods 3.5 tonnes mgw and under, travelling from S to E was reversing on the main carriageway. The vehicle was entering main road. The male driver aged 31 lived in WV10.

**Vehicle 2** Pedal Cycle, travelling from E to W was overtaking a static vehicle on the offside on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 43 lived in WV13.

**Casualty 1** (Vehicle 2) A male rider aged 43 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Failed to look properly

---

<b>Acc. Ref. No:</b>	13002913	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391415	311159
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0650	<b>Weather:</b>	Saturday	01-June-2013
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds	<b>Speed limit:</b>		60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	A449 S/B PENKRIDGE APPROX 290 MTRS STH OF ENTR TO RODBASTON COLLEGE					

The accident occurred on the A449, a single carriageway .

**Special conditions and hazards:** None

**Vehicle 1** Pedal Cycle, travelling from N to SW was going ahead on a right bend on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 40 lived in ST19.

**Vehicle 2** Bus or coach, on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 54 lived in ST16.

**Casualty 1** (Vehicle 1) A male rider aged 40 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Failed to look properly

Vehicle 1 Fatigue

Vehicle 1 Sudden braking

---

<b>Acc. Ref. No:</b>	13003447	<b>Road:</b>	A 5	<b>Grid Reference:</b>	393201	310139
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0722	<b>Weather:</b>	Wednesday	03-July-2013
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds	<b>Speed limit:</b>		50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WATLING ST JUNC 13 M6 GAILEY					

The accident occurred at a roundabout on the A5, at its junction with the M6 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from E to W was stopping on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 19 lived in WS11.

**Vehicle 2** Car, travelling from E to W was going ahead but held up on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 27 lived in WS11.

**Casualty 1** (Vehicle 2) A female driver aged 27 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Failed to look properly



**AccsMap - Accident Analysis System**
**Accidents between dates** 01/07/2011 and 30/06/2016 (60) months

**Selection:** Notes:

Selected using Manual Selection

<b>Acc. Ref. No:</b>	13003622	<b>Road:</b>	C 170	<b>Grid Reference:</b>	391826	308417
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0700	<b>Weather:</b>	Wednesday	10-July-2013
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds	<b>Speed limit:</b>	30	
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	STATION ROAD FOUR ASHES JW FOUR ASHES INDUSTRIAL ESTATE					

The accident occurred at a private drive on the C170, a single carriageway controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from NW to SW was turning right on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 52 lived in SY6 .

**Vehicle 2** 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 32 lived in TF9 .

**Casualty 1** (Vehicle 2) A female driver aged 32 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Overloaded or poorly loaded vehicle or trailer

Vehicle 1 Dazzling sun

Vehicle 1 Poor turn or manoeuvre

<b>Acc. Ref. No:</b>	13003628	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391276	306334
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1735	<b>Weather:</b>	Thursday	11-July-2013
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds	<b>Speed limit:</b>	70	
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	A449 STAFFORD ROAD RB JW BREWOOD ROAD COVEN					

The accident occurred at a roundabout on the A449, at its junction with the C108 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from S to N was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 52 lived in WV8 .

**Vehicle 2** Car, travelling from S to N was going ahead but held up on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 49 lived in WV3 .

**Casualty 1** (Vehicle 2) A male driver aged 49 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Careless/Reckless/In a hurry

Vehicle 1 Aggressive driving

Vehicle 1 Failed to judge other persons path or speed

<b>Acc. Ref. No:</b>	13004298	<b>Road:</b>	A 5	<b>Grid Reference:</b>	392220	310357
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1320	<b>Weather:</b>	Tuesday	13-August-2013
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds	<b>Speed limit:</b>	50	
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	WATLING ST GAILEY APPROX 800MTS WEST J12 M6					

The accident occurred on the A5, a dual carriageway .

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The female driver aged 26 lived in IP28.

**Vehicle 2** Car, travelling from SE to NW was stopping on the main carriageway. The vehicle was not at, or within 20M of a junction. The female driver aged 33 lived in S20 .

**Casualty 1** (Vehicle 1) A female driver aged 26 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Failed to judge other persons path or speed

**AccsMap - Accident Analysis System**
**Accidents between dates**     **01/07/2011 and 30/06/2016**     (60) months

**Selection:**     **Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	13004709	<b>Road:</b>	A 5	<b>Grid Reference:</b>	390396	310701
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1150		Saturday	07-September-2013
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WATLING ST STRETTON J/W CLAYGATES RD					

The accident occurred at a T or staggered junction on the A5, a single carriageway at its junction with the C260 controlled by a give way or uncontrolled..

**Special conditions and hazards:**     None

**Vehicle 1**     Car, travelling from SW to E was turning right on the main carriageway. The vehicle was entering main road. The male driver aged 32 lived in ST19.

**Vehicle 2**     Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The female driver aged 64 lived in ST19.

**Casualty 1**     (Vehicle 2)     A female vehicle or pillion passenger aged 64 suffered a slight injury.

**Casualty 2**     (Vehicle 2)     A female driver aged 64 suffered a slight injury.

**Casualty 3**     (Vehicle 1)     A male driver aged 32 suffered a slight injury.

**Contributory Factors**

Vehicle 1     Poor turn or manoeuvre

Vehicle 2     Failed to signal/Misleading signal

<b>Acc. Ref. No:</b>	13004966	<b>Road:</b>	C 153	<b>Grid Reference:</b>	395060	309072
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1940		Saturday	21-September-2013
<b>Lighting:</b>	Darkness: no street lighting	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	FOUR CROSSES LANE CALF HEATH					

The accident occurred on the C153, a single carriageway .

**Special conditions and hazards:**     None

**Vehicle 1**     Car, travelling from NE to S was going ahead on a left bend on the main carriageway. The vehicle was not at, or within 20M of a junction. The untraced driver of an unknown age .

**Vehicle 2**     Van or Goods 3.5 tonnes mgw and under, travelling from S to NE was going ahead on a right bend on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 36 lived in WS11.

**Casualty 1**     (Vehicle 2)     A male driver aged 36 suffered a slight injury.

**Contributory Factors**

Vehicle 1     Road layout (eg bend, hill etc.)

Vehicle 2     Road layout (eg bend, hill etc.)

Vehicle 1     Failed to judge other persons path or speed

Vehicle 2     Failed to judge other persons path or speed

Vehicle 1     Travelling too fast for conditions

Vehicle 2     Travelling too fast for conditions

**AccsMap - Accident Analysis System**
**Accidents between dates** 01/07/2011 and 30/06/2016 (60) months

**Selection:**
**Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	13004996	<b>Road:</b>	A 5	<b>Grid Reference:</b>	395483	309495
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1718		Thursday	26-September-2013
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds			<b>Speed limit:</b> 50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	A5 FOUR CROSSES J/W FOUR CROSSES LANE					

The accident occurred at a T or staggered junction on the A5, a single carriageway at its junction with the C153 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Van or Goods 3.5 tonnes mgw and under, travelling from SW to N was going ahead other on the main carriageway. The vehicle was entering main road. The untraced driver of an unknown age .

**Vehicle 2** Car, travelling from NW to SE was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The female driver aged 40 lived in WS8 .

**Casualty 1** (Vehicle 2) A female driver aged 40 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Disobeyed Give Way or Stop sign or markings

Vehicle 1 Failed to look properly

<b>Acc. Ref. No:</b>	13005553	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391198	310581
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1630		Tuesday	22-October-2013
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds			<b>Speed limit:</b> 30
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WOLVERHAMPTON RD GAILEY APPROX 10MTS S'TH GAILEY ISLAND					

The accident occurred at a roundabout on the A449, a dual carriageway at its junction with the A5 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from S to N was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 90 lived in ST19.

**Vehicle 2** Goods 7.5 tonnes mgw and over, travelling from S to N was going ahead but held up on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 41 lived in ST4 .

**Casualty 1** (Vehicle 1) A male driver aged 90 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Failed to look properly

Vehicle 1 Failed to judge other persons path or speed

Vehicle 1 Illness or disability, mental or physical

Vehicle 1 Careless/Reckless/In a hurry

<b>Acc. Ref. No:</b>	13005577	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391452	311439
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0900		Tuesday	22-October-2013
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds			<b>Speed limit:</b> 60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	WOLVERHAMPTON RD NR ENTRANCE TO ROdBASTON COLLEGE 850MTS N'TH GAILEY IS.					

The accident occurred on the A449, a single carriageway .

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from NE to S was stopping on the main carriageway. The vehicle was not at, or within 20M of a junction and skidded. The male driver aged 22 lived in ST17.

**Vehicle 2** Car, travelling from NE to S was stopping on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 53 lived in ST19.

**Casualty 1** (Vehicle 1) A female vehicle or pillion passenger aged 63 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Slippery road (due to weather)

Vehicle 1 Failed to judge other persons path or speed

Accidents between dates 01/07/2011 and 30/06/2016 (60) months

Selection: Notes:

Selected using Manual Selection

---

<b>Acc. Ref. No:</b>	13005847	<b>Road:</b>	C 153	<b>Grid Reference:</b>	395063	309073
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1910	<b>Monday</b>	04-November-2013	
<b>Lighting:</b>	Darkness: no street lighting	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SERIOUS	<b>Road surface</b>	Dry			
<b>Location:</b>	FOUR CROSSES LANE AT CANAL BRIDGE					

The accident occurred on the C153, a single carriageway .

**Special conditions and hazards:** None

**Vehicle 1** Motor Cycle over 50 cc and up to 125cc, travelling from SW to N was going ahead on a left bend on the main carriageway. The vehicle was not at, or within 20M of a junction and skidded. The male driver aged 26 lived in WV81.

**Casualty 1** (Vehicle 1) A male rider aged 26 suffered a serious injury.

**Contributory Factors**

Vehicle 1 Travelling too fast for conditions  
Vehicle 1 Poor turn or manoeuvre  
Vehicle 1 Sudden braking  
Vehicle 1 Loss of control  
Vehicle 1 Careless/Reckless/In a hurry  
Vehicle 1 Inexperienced or learner driver/rider

---

<b>Acc. Ref. No:</b>	13006175	<b>Road:</b>	A 5	<b>Grid Reference:</b>	391226	310627
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1210	<b>Friday</b>	22-November-2013	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	70
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	GAILEY R'BT J/W WOLVERHAMPTON RD					

The accident occurred at a roundabout on the A5, at its junction with the A449 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from N to S was going ahead other on the main carriageway. The vehicle was entering roundabout. The female driver aged 82 lived in WS15.

**Vehicle 2** Motorcycle over 500cc, travelling from S to E was turning right on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 23 lived in TF2 .

**Casualty 1** (Vehicle 2) A male rider aged 23 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Dazzling sun

---

**AccsMap - Accident Analysis System**
**Accidents between dates 01/07/2011 and 30/06/2016 (60) months**
**Selection: Notes:**

Selected using Manual Selection

---

<b>Acc. Ref. No:</b>	13006474	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391287	310881
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1220	Wednesday	04-December-2013	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	70
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	A449 GAILEY AT INTERSECTION 140 MTRAS NTH OF ENT TO DOBBIES GARDEN CENTRE					

The accident occurred at a T or staggered junction on the A449, a dual carriageway at its junction with the A449 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from SW to SW was performing a U-turn on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 63 lived in B65 .

**Vehicle 2** Car, travelling from SW to NE was overtaking a moving vehicle on the offside on the main carriageway. The vehicle was mid junction - on roundabout or main road. The female driver aged 21 lived in WV9 .

**Casualty 1** (Vehicle 1) A male driver aged 63 suffered a slight injury.

**Casualty 2** (Vehicle 2) A female driver aged 21 suffered a slight injury.

**Casualty 3** (Vehicle 1) A male vehicle or pillion passenger aged 63 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Careless/Reckless/In a hurry

Vehicle 1 Poor turn or manoeuvre

Vehicle 1 Failed to look properly

---

<b>Acc. Ref. No:</b>	13006455	<b>Road:</b>	A 5	<b>Grid Reference:</b>	390395	310704
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0918	Thursday	05-December-2013	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine with high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	A5 W/B J/W CLAYGATES RD					

The accident occurred at a T or staggered junction on the A5, a single carriageway at its junction with the C260 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Goods over 3.5 tonnes and under 7.5 tonnes mgw, travelling from E to S was turning left on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 30 lived in WV8 .

**Vehicle 2** Car, travelling from S to E was turning right on the main carriageway. The vehicle was entering main road. The female driver aged 54 lived in TF3 .

**Casualty 1** (Vehicle 2) A male vehicle or pillion passenger aged 50 suffered a slight injury.

**Casualty 2** (Vehicle 2) A female driver aged 54 suffered a slight injury.

**Casualty 3** (Vehicle 1) A male driver aged 30 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Illness or disability, mental or physical

**AccsMap - Accident Analysis System**
**Accidents between dates**    **01/07/2011 and 30/06/2016**    (60) months

**Selection:**    **Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	14000593	<b>Road:</b>	A 5	<b>Grid Reference:</b>	394637	309816
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1756	Wednesday	22-January-2014	
<b>Lighting:</b>	Darkness: street lights present and lit	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WATLING ST FOUR CROSSES J/W EXIT HOLLIES TRANSPORT CAFE					

The accident occurred at a private drive on the A5, a single carriageway 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 mid junction - on roundabout or main road. The female driver aged 25 lived in WS12.

**Vehicle 2**    Goods 7.5 tonnes mgw and over, travelling from NE to NW was turning right on the main carriageway. The vehicle was entering main road. The male driver aged 59 lived in WS3 .

**Vehicle 3**    Car, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 45 lived in ST19.

**Casualty 1**    (Vehicle 1)    A female driver aged 25 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Failed to look properly

Vehicle 2    Failed to look properly

<b>Acc. Ref. No:</b>	14000616	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391203	307725
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0855	Thursday	23-January-2014	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Raining without high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	A449 COVEN APPROX 5 TO 10 MTRS NTH OF J/W OLD STAFFORD RD					

The accident occurred at a crossroads on the A449, a dual carriageway at its junction with the C273 controlled by automatic traffic signal(s)..

**Special conditions and hazards:**    None

**Vehicle 1**    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 male driver aged 33 lived in ST17.

**Vehicle 2**    Car, travelling from N to S was stopping on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 51 lived in ST16.

**Casualty 1**    (Vehicle 2)    A female driver aged 51 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Poor turn or manoeuvre

Vehicle 1    Failed to judge other persons path or speed

<b>Acc. Ref. No:</b>	14000718	<b>Road:</b>	A 5	<b>Grid Reference:</b>	391224	310596
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	2155	Monday	27-January-2014	
<b>Lighting:</b>	Darkness: street lights present and lit	<b>Weather:</b>	Raining without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	A5 R'BOU GAILEY J/W A5 E/BOUND					

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

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was entering roundabout. The male driver aged 32 lived in LE8 .

**Vehicle 2**    Car, travelling from N to S was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The female driver aged 67 lived in DY6 .

**Casualty 1**    (Vehicle 1)    A male vehicle or pillion passenger aged 67 suffered a slight injury.



**AccsMap - Accident Analysis System**
**Accidents between dates 01/07/2011 and 30/06/2016 (60) months**
**Selection: Notes:**

Selected using Manual Selection

---

<b>Acc. Ref. No:</b> 14000767	<b>Road:</b> A 5	<b>Grid Reference:</b> 394224 309909
<b>District Council:</b> South Staffordshire	<b>Time:</b> 1654	Thursday 30-January-2014
<b>Lighting:</b> Darkness: no street lighting	<b>Weather:</b> Snowing with high winds	<b>Speed limit:</b> 50
<b>Severity:</b> SLIGHT	<b>Road surface:</b> Frost/Ice	
<b>Location:</b> WATLING ST GAILLEY J/W GAILEY LEA LANE		

The accident occurred at a crossroads on the A5, a single carriageway at its junction with the Unclassified321 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from N to S was going ahead other on the main carriageway. The vehicle was entering main road. The male driver aged 77 lived in ST19.

**Vehicle 2** Car, travelling from W to E was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 47 lived in WS12.

**Casualty 1** (Vehicle 1) A male driver aged 77 suffered a slight injury.

**Casualty 2** (Vehicle 2) A male driver aged 47 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Junction restart  
 Vehicle 1 Slippery road (due to weather)  
 Vehicle 1 Failed to look properly  
 Vehicle 1 Failed to judge other persons path or speed

---

<b>Acc. Ref. No:</b> 14000919	<b>Road:</b> A 449	<b>Grid Reference:</b> 391082 309472
<b>District Council:</b> South Staffordshire	<b>Time:</b> 1400	Wednesday 05-February-2014
<b>Lighting:</b> Daylight	<b>Weather:</b> Raining without high winds	<b>Speed limit:</b> 70
<b>Severity:</b> SLIGHT	<b>Road surface:</b> Wet/Damp	
<b>Location:</b> WOLVERHAMPTON RD GAILEY J/W GRAVELLY WAY		

The accident occurred at a T or staggered junction on the A449, a dual carriageway controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from N to N was performing a U-turn on the main carriageway. The vehicle was mid junction - on roundabout or main road. The female driver aged 51 lived in WV6 .

**Vehicle 2** Car, travelling from N to S was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The female driver aged 34 lived in WV8 .

**Casualty 1** (Vehicle 2) A female driver aged 34 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Poor turn or manoeuvre  
 Vehicle 1 Failed to look properly  
 Vehicle 1 Swerved

**AccsMap - Accident Analysis System**
**Accidents between dates**    **01/07/2011 and 30/06/2016**    (60) months

**Selection:**    **Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	14000886	<b>Road:</b>	A 449	<b>Grid Reference:</b>	392052	313276
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1220		Wednesday	05-February-2014
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Raining with high winds		<b>Speed limit:</b>	40
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	WOLVERHAMPTON RD PENKRIDGE J/W EXIT CO OP CAR PARK					

The accident occurred at a private drive on the A449, a single carriageway controlled by a give way or uncontrolled..

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from SE to NE was turning right on the main carriageway. The vehicle was entering main road. The male driver aged 86 lived in ST19.

**Vehicle 2**    Car, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 31 lived in WV8 .

**Casualty 1**    (Vehicle 2)    A female vehicle or pillion passenger aged 58 suffered a slight injury.

**Casualty 2**    (Vehicle 2)    A male vehicle or pillion passenger aged 45 suffered a slight injury.

**Casualty 3**    (Vehicle 2)    A female vehicle or pillion passenger aged 29 suffered a slight injury.

**Casualty 4**    (Vehicle 1)    A male driver aged 86 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Failed to look properly

Vehicle 1    Poor turn or manoeuvre

Vehicle 2    Travelling too fast for conditions

<b>Acc. Ref. No:</b>	14001414	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391280	308329
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0815		Monday	24-February-2014
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	STAFFORD RD FOUR ASHES APPROX 15MTS N'TH J/W STATION DR					

The accident occurred at a crossroads on the A449, a dual carriageway at its junction with the C170 controlled by automatic traffic signal(s). There was a pedestrian phase at the traffic signal junction.

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from N to SW was going ahead on a right bend on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach and skidded. The male driver aged 53 lived in M6 8.

**Vehicle 2**    Car, travelling from N to SW was going ahead but held up on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 42 lived in WS11.

**Casualty 1**    (Vehicle 2)    A male driver aged 42 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Defective brakes

Vehicle 1    Travelling too fast for conditions

Vehicle 1    Sudden braking

**AccsMap - Accident Analysis System**
**Accidents between dates** 01/07/2011 and 30/06/2016 (60) months

**Selection:** Notes:

Selected using Manual Selection

<b>Acc. Ref. No:</b>	14001424	<b>Road:</b>	C 170	<b>Grid Reference:</b>	391851	308428
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0417	Tuesday	04-March-2014	
<b>Lighting:</b>	Darkness: street lights present and lit	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	30
<b>Severity:</b>	SERIOUS	<b>Road surface</b>	Dry			
<b>Location:</b>	STATION RD FOUR ASHES J/E ENTERPRISE DR					

The accident occurred at a T or staggered junction on the C170, a single carriageway at its junction with the Unclassified664 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

- Vehicle 1** Motor Cycle over 125 cc and up to 500cc, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 19 lived in WV10.
- Vehicle 2** Goods 7.5 tonnes mgw and over, travelling from SE to NE was turning right on the main carriageway. The vehicle was entering main road. The male driver aged 44 lived in CM7 .
- Casualty 1** (Vehicle 1) A male rider aged 19 suffered a serious injury.

**Contributory Factors**

- Vehicle 1 Impaired by alcohol  
 Vehicle 2 Failed to look properly

<b>Acc. Ref. No:</b>	14001725	<b>Road:</b>	A 5	<b>Grid Reference:</b>	391205	310595
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0800	Friday	21-March-2014	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	A5/A449 GAILEY ISLAND					

The accident occurred at a roundabout on the A5, at its junction with the A449 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

- Vehicle 1** Bus or coach, travelling from E to W was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road and skidded. The male driver aged 51 lived in WV11.
- Vehicle 2** Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 49 lived in OX26.
- Vehicle 3** Goods 7.5 tonnes mgw and over, travelling from S to N was going ahead other on the main carriageway. The vehicle was entering roundabout. The untraced driver of an unknown age .
- Casualty 1** (Vehicle 1) A male driver aged 51 suffered a slight injury.
- Casualty 2** (Vehicle 2) A male driver aged 49 suffered a slight injury.

**Contributory Factors**

- Vehicle 2 Sudden braking  
 Vehicle 1 Following too close

**AccsMap - Accident Analysis System**
**Accidents between dates 01/07/2011 and 30/06/2016 (60) months**
**Selection:**
**Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	14002272	<b>Road:</b>	A 5	<b>Grid Reference:</b>	392998	310202
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1405	<b>Weather:</b>	Wednesday	23-April-2014
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds	<b>Speed limit:</b>	50	
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WATLING ST GAILEY WITHIN 20MTS R'BT J12 M6					

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

**Special conditions and hazards:** None

**Vehicle 1** Goods vehicle - unknown weight, travelling from W to E was changing lane to right on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The untraced driver of an unknown age .

**Vehicle 2** Car, travelling from W to E was stopping on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 30 lived in ST18.

**Vehicle 3** Car, travelling from W to E was stopping on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 25 lived in WS6 .

**Casualty 1** (Vehicle 2) A female vehicle or pillion passenger aged 22 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Poor turn or manoeuvre  
 Vehicle 1 Failed to signal/Misleading signal  
 Vehicle 1 Failed to look properly  
 Vehicle 1 Inexperience of driving on the left

<b>Acc. Ref. No:</b>	14002243	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391200	307738
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	2230	<b>Weather:</b>	Wednesday	23-April-2014
<b>Lighting:</b>	Darkness: street lights present and lit	<b>Weather:</b>	Fine without high winds	<b>Speed limit:</b>	60	
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	A449 S/B J/W OLD STAFFORD RD SLADE HEATH					

The accident occurred at a crossroads on the A449, a dual carriageway at its junction with the C273 controlled by automatic traffic signal(s)..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from N to S was stopping on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach and skidded. The female driver aged 32 lived in TF9 .

**Vehicle 2** Car, travelling from N to S was stopping on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 32 lived in WS1 .

**Casualty 1** (Vehicle 1) A female driver aged 32 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Failed to look properly  
 Vehicle 1 Sudden braking  
 Vehicle 1 Distraction in vehicle

**AccsMap - Accident Analysis System**
**Accidents between dates 01/07/2011 and 30/06/2016 (60) months**
**Selection: Notes:**

Selected using Manual Selection

**Acc. Ref. No:** 14002383      **Road:** A 5      **Grid Reference:** 390398      310704  
**District Council:** South Staffordshire      **Time:** 0840      **Wednesday**      30-April-2014  
**Lighting:** Daylight      **Weather:** Fine without high winds      **Speed limit:** 60  
**Severity:** SLIGHT      **Road surface:** Dry  
**Location:** A5 WATLING STREET JUNC CLAYGATES ROAD

The accident occurred at a T or staggered junction on the A5, a single carriageway at its junction with the C260 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from S to E was turning right on the main carriageway. The vehicle was entering main road. The male driver aged 27 lived in WV67.

**Vehicle 2** Car, travelling from E to W was overtaking a moving vehicle on the offside on the main carriageway. The vehicle was mid junction - on roundabout or main road. The female driver aged 61 lived in ST17.

**Vehicle 3** Goods 7.5 tonnes mgw and over, travelling from E to S was turning left on the main carriageway. The vehicle was leaving main road. The untraced driver of an unknown age .

**Casualty 1** (Vehicle 1) A male driver aged 27 suffered a slight injury.

**Casualty 2** (Vehicle 2) A female driver aged 61 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Failed to look properly

Vehicle 1 Failed to judge other persons path or speed

Vehicle 1 Poor turn or manoeuvre

Vehicle 1 Junction restart

**Acc. Ref. No:** 14003216      **Road:** A 5      **Grid Reference:** 394670      309802  
**District Council:** South Staffordshire      **Time:** 0714      **Thursday**      12-June-2014  
**Lighting:** Daylight      **Weather:** Fine without high winds      **Speed limit:** 50  
**Severity:** SLIGHT      **Road surface:** Dry  
**Location:** A5 OPPOSITE HOLLIES TRUCK STOP

The accident occurred on the A5, a single carriageway .

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 45 lived in WS11.

**Vehicle 2** Van or Goods 3.5 tonnes mgw and under, travelling from SE to NW 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 44 lived in WS12.

**Casualty 1** (Vehicle 1) A male driver aged 45 suffered a slight injury.

**Casualty 2** (Vehicle 2) A male driver aged 44 suffered a slight injury.

**Acc. Ref. No:** 14003352      **Road:** A 5      **Grid Reference:** 393003      310205  
**District Council:** South Staffordshire      **Time:** 1345      **Saturday**      21-June-2014  
**Lighting:** Daylight      **Weather:** Fine without high winds      **Speed limit:** 50  
**Severity:** SLIGHT      **Road surface:** Dry  
**Location:** A5 AT JUNC 12 M6

The accident occurred at a roundabout on the A5, at its junction with the A5 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 66 lived in SY13.

**Vehicle 2** Car, travelling from SW to NE was going ahead but held up on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 18 lived in WS12.

**Casualty 1** (Vehicle 1) A female driver aged 66 suffered a slight injury.

**Casualty 2** (Vehicle 2) A male driver aged 18 suffered a slight injury.

**Casualty 3** (Vehicle 2) A male vehicle or pillion passenger aged 51 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Failed to look properly

Vehicle 1 Failed to judge other persons path or speed

**AccsMap - Accident Analysis System**
**Accidents between dates** 01/07/2011 and 30/06/2016 (60) months

**Selection:** Notes:

Selected using Manual Selection

<b>Acc. Ref. No:</b>	14003959	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391204	310638
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1720	Tuesday	22-July-2014	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	40
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WOLVERHAMPTON RD J/W GAILEY ISLAND					

The accident occurred at a roundabout on the A449, at its junction with the B5012 controlled by a give way or uncontrolled..

**Special conditions and hazards:** Road works

**Vehicle 1** Car, travelling from S to N was going ahead other on the main carriageway. The vehicle was leaving roundabout. The male driver aged 45.

**Vehicle 2** Car, travelling from S to N was going ahead other on the main carriageway. The vehicle was leaving roundabout. The male driver aged 49 lived in ST16.

**Casualty 1** (Vehicle 2) A male driver aged 49 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Failed to look properly

Vehicle 1 Failed to judge other persons path or speed

<b>Acc. Ref. No:</b>	14004059	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391289	306173
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	2208	Friday	01-August-2014	
<b>Lighting:</b>	Darkness: street lights present and lit	<b>Weather:</b>	Raining without high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	WOLVERHAMPTON RD APPROX 21MTS S JW BREWOOD RD RB					

The accident occurred on the A449, a dual carriageway .

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from S to N was changing lane to right on the main carriageway. The vehicle was not at, or within 20M of a junction. The female driver aged 78 lived in WV10.

**Vehicle 2** Car, travelling from S to N was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 23 lived in WV10.

**Casualty 1** (Vehicle 1) A female driver aged 78 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Failed to look properly

Vehicle 1 Loss of control

Vehicle 1 Illness or disability, mental or physical

<b>Acc. Ref. No:</b>	14004189	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391380	311106
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1035	Saturday	09-August-2014	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	70
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WOLVERHAMPTON RD GAILEY APPROX 500MTS NE GAILEY ISLAND					

The accident occurred on the A449, a dual carriageway .

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The female driver aged 48 lived in WV10.

**Vehicle 2** Car, travelling from SW to SW was performing a U-turn on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 51 lived in DY1 .

**Casualty 1** (Vehicle 1) A female vehicle or pillion passenger aged 69 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



**AccsMap - Accident Analysis System**
**Accidents between dates**    **01/07/2011 and 30/06/2016**    (60) months

**Selection:**    **Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	14004459	<b>Road:</b>	A 5	<b>Grid Reference:</b>	391198	310633
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0630		Tuesday	26-August-2014
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Raining without high winds		<b>Speed limit:</b>	70
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	GAILEY RB APPROX 8MTS SW JW WOLVERHAMPTON RD TOWARDS STAFFORD					

The accident occurred at a roundabout on the A5, at its junction with the A449 controlled by a give way or uncontrolled..

**Special conditions and hazards:**    None

**Vehicle 1**    Motorcycle over 500cc, travelling from W to E was going ahead other on the main carriageway. The vehicle was entering roundabout. The female driver aged 50 lived in ST19.

**Vehicle 2**    Pedal Cycle, travelling from S to NE was going ahead on a right bend on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 37 lived in WV10.

**Casualty 1**    (Vehicle 2)    A male rider aged 37 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Travelling too fast for conditions  
 Vehicle 1    Poor turn or manoeuvre  
 Vehicle 1    Failed to look properly  
 Vehicle 1    Failed to judge other persons path or speed  
 Vehicle 1    Careless/Reckless/In a hurry  
 Vehicle 1    Spray from other vehicles

<b>Acc. Ref. No:</b>	14004526	<b>Road:</b>	D 351	<b>Grid Reference:</b>	392939	308770
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1200		Wednesday	27-August-2014
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	30
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	DEEPMORE LANE CALF HEATH APPROX 35 MTS JW STRAIGHT MILE					

The accident occurred on the D351, a single carriageway .

**Special conditions and hazards:**    None

**Vehicle 1**    Van or Goods 3.5 tonnes mgw and under, travelling from N to S was starting on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 75 lived in ST19.

**Vehicle 2**    Car, on the main carriageway. The vehicle was not at, or within 20M of a junction. The female driver aged 61 lived in WV10.

**Casualty 1**    (Vehicle 2)    A female driver aged 61 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Poor turn or manoeuvre  
 Vehicle 1    Passing too close to cyclist, horse rider or pedestrian  
 Vehicle 1    Nervous/Uncertain/Panic

**AccsMap - Accident Analysis System**
**Accidents between dates**    **01/07/2011 and 30/06/2016**    (60) months

**Selection:**    **Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	14004936	<b>Road:</b>	A 5	<b>Grid Reference:</b>	391502	310541
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0325		Saturday	20-September-2014
<b>Lighting:</b>	Darkness: street lights present and lit	<b>Weather:</b>	Fine without high winds			<b>Speed limit:</b> 50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	A5 WATLING ST OPP POLICE STATION					

The accident occurred on the A5, a single carriageway .

**Special conditions and hazards:**    None

**Vehicle 1**    Goods 7.5 tonnes mgw and over, travelling from NW to SE was reversing on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 59 lived in OX15.

**Vehicle 2**    Taxi/Private hire car, on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 24 lived in WS2 .

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

**Casualty 2**    (Vehicle 2)    A male vehicle or pillion passenger aged 40 suffered a slight injury.

**Contributory Factors**

Vehicle 1	Following too close
Vehicle 1	Failed to look properly
Vehicle 1	Stationary or parked vehicle
Vehicle 2	Sudden braking

<b>Acc. Ref. No:</b>	14005129	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391050	309770
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1345		Friday	03-October-2014
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds			<b>Speed limit:</b> 70
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WOLVERHAMPTON RD COVEN TO PENKRIDGE					

The accident occurred on the A449, a dual carriageway .

**Special conditions and hazards:**    None

**Vehicle 1**    Van or Goods 3.5 tonnes mgw and under, travelling from S to N was changing lane to right on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 42.

**Vehicle 2**    Car, travelling from S to N was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 25 lived in WV60.

**Casualty 1**    (Vehicle 2)    A male driver aged 25 suffered a slight injury.

**Casualty 2**    (Vehicle 1)    A male driver aged 42 suffered a slight injury.

**Contributory Factors**

Vehicle 1	Poor turn or manoeuvre
Vehicle 1	Failed to look properly
Vehicle 1	Failed to judge other persons path or speed

<b>Acc. Ref. No:</b>	14005399	<b>Road:</b>	A 5	<b>Grid Reference:</b>	391131	310636
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1630		Friday	17-October-2014
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds			<b>Speed limit:</b> 50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WATLING ST GAILEY APPROX 45MTS W J/W GAILEY ISLAND					

The accident occurred on the A5, a dual carriageway .

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The female driver aged 62 lived in ST19.

**Vehicle 2**    Car, travelling from E to W was stopping on the main carriageway. The vehicle was not at, or within 20M of a junction. The female driver aged 30 lived in ST19.

**Casualty 1**    (Vehicle 2)    A female driver aged 30 suffered a slight injury.

**Contributory Factors**

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

**AccsMap - Accident Analysis System**
**Accidents between dates** 01/07/2011 and 30/06/2016 (60) months

**Selection:** Notes:

Selected using Manual Selection

<b>Acc. Ref. No:</b>	14005587	<b>Road:</b>	A 5	<b>Grid Reference:</b>	393192	310122
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	2005		Sunday	26-October-2014
<b>Lighting:</b>	Darkness: no street lighting	<b>Weather:</b>	Fine without high winds			<b>Speed limit:</b> 50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	CALF HEATH R'BT J/W WATLING ST					

The accident occurred at a roundabout on the A5, a dual carriageway at its junction with the M6 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from E to N was turning right on the main carriageway. The vehicle was entering roundabout. The male driver aged 19 lived in TF2 .

**Vehicle 2** Car, travelling from W to SE was turning right on the main carriageway. The vehicle was mid junction - on roundabout or main road. The female driver aged 29 lived in ST19.

**Casualty 1** (Vehicle 1) A female vehicle or pillion passenger aged 19 suffered a slight injury.

**Casualty 2** (Vehicle 2) A female driver aged 29 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Poor turn or manoeuvre  
 Vehicle 1 Failed to look properly  
 Vehicle 1 Failed to judge other persons path or speed  
 Vehicle 1 Distraction in vehicle  
 Vehicle 1 Careless/Reckless/In a hurry  
 Vehicle 1 Nervous/Uncertain/Panic

<b>Acc. Ref. No:</b>	14005687	<b>Road:</b>	A 5	<b>Grid Reference:</b>	393194	310131
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	2250		Saturday	01-November-2014
<b>Lighting:</b>	Darkness: no street lighting	<b>Weather:</b>	Raining without high winds			<b>Speed limit:</b> 50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	CALF HEATH R'BT J12 M6					

The accident occurred at a roundabout on the A5, at its junction with the M6 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 and skidded. The male driver aged 44 lived in WS11.

**Vehicle 2** Car, travelling from NW to S was turning right on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 45 lived in WS8 .

**Casualty 1** (Vehicle 2) A female vehicle or pillion passenger aged 54 suffered a slight injury.

**Casualty 2** (Vehicle 1) A male driver aged 44 suffered a slight injury.

**Casualty 3** (Vehicle 1) A female vehicle or pillion passenger aged 33 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Failed to look properly  
 Vehicle 1 Distraction in vehicle  
 Vehicle 1 Emergency vehicle on call

**AccsMap - Accident Analysis System**
**Accidents between dates**     **01/07/2011 and 30/06/2016**     (60) months

**Selection:**     **Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	14006302	<b>Road:</b>	A 5	<b>Grid Reference:</b>	390395	310702
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0726		Tuesday	02-December-2014
<b>Lighting:</b>	Darkness: no street lighting	<b>Weather:</b>	Fine without high winds			<b>Speed limit:</b> 50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	WATLING ST J/W CLAYGATES RD					

The accident occurred at a T or staggered junction on the A5, a single carriageway at its junction with the C260 controlled by a give way or uncontrolled..

**Special conditions and hazards:**     None

- Vehicle 1**     Car, travelling from SW to E was turning right on the main carriageway. The vehicle was entering main road. The male driver aged 46 lived in WV6 .
- Vehicle 2**     Motor Cycle over 50 cc and up to 125cc, travelling from E to W was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 20 lived in ST20.
- Casualty 1**     (Vehicle 2)     A male rider aged 20 suffered a slight injury.

**Contributory Factors**

- Vehicle 1     Failed to look properly
- Vehicle 1     Failed to judge other persons path or speed
- Vehicle 2     Inexperienced or learner driver/rider

<b>Acc. Ref. No:</b>	14006486	<b>Road:</b>	A 5	<b>Grid Reference:</b>	391690	310491
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1205		Saturday	06-December-2014
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds			<b>Speed limit:</b> 50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	WATLING ST GAILEY APPROX 20MTS SE ENT PIPERS GDN CENTRE					

The accident occurred at a private drive on the A5, a single carriageway controlled by a give way or uncontrolled..

**Special conditions and hazards:**     None

- Vehicle 1**     Car, travelling from SE to NW was stopping on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach and skidded. The male driver aged 34 lived in B62 .
- Vehicle 2**     Car, travelling from SE to NW was going ahead but held up on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 37 lived in WS11 .
- Vehicle 3**     Car, travelling from SE to NE was turning right on the main carriageway. The vehicle was leaving main road. The untraced driver of an unknown age .
- Casualty 1**     (Vehicle 2)     A female vehicle or pillion passenger aged 5 suffered a slight injury.
- Casualty 2**     (Vehicle 1)     A male driver aged 34 suffered a slight injury.
- Casualty 3**     (Vehicle 2)     A female driver aged 37 suffered a slight injury.

**Contributory Factors**

- Vehicle 1     Following too close
- Vehicle 1     Failed to judge other persons path or speed
- Vehicle 1     Slippery road (due to weather)

**AccsMap - Accident Analysis System**
**Accidents between dates** 01/07/2011 and 30/06/2016 (60) months

**Selection:** Notes:

Selected using Manual Selection

<b>Acc. Ref. No:</b>	14006487	<b>Road:</b>	B 5012	<b>Grid Reference:</b>	392173	313376
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0900	<b>Weather:</b>	Saturday	06-December-2014
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds	<b>Speed limit:</b>	40	
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	BOSCOMOOR LANE PENKRIDGE APPROX 38MTS SE JW WOLVERHAMPTON RD					

The accident occurred on the B5012, a single 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 and skidded. The male driver aged 23 lived in ST19.

**Casualty 1** (Vehicle 1) A male pedestrian aged 35 suffered a slight injury crossing from driver's nearside.

**Contributory Factors**

Casualty 1	Failed to look properly
Vehicle 1	Failed to look properly
Vehicle 1	Dazzling sun

<b>Acc. Ref. No:</b>	15000378	<b>Road:</b>	A 5	<b>Grid Reference:</b>	391148	310632
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1440	<b>Weather:</b>	Friday	16-January-2015
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds	<b>Speed limit:</b>	60	
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	WATLING ST GAILEY APPROX 28MTS NW JW GAILEY RB					

The accident occurred on the A5, a single carriageway .

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from W to W was performing a U-turn leaving lay-by or hard shoulder. The vehicle was not at, or within 20M of a junction. The male driver aged 36 lived in TF10.

**Vehicle 2** Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 44 lived in TF9 .

**Casualty 1** (Vehicle 1) A male driver aged 36 suffered a slight injury.

**Contributory Factors**

Vehicle 1	Road layout (eg bend, hill crest)
Vehicle 1	Failed to look properly
Vehicle 1	Failed to judge other persons path or speed

<b>Acc. Ref. No:</b>	15000420	<b>Road:</b>	A 5	<b>Grid Reference:</b>	393206	310151
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	2248	<b>Weather:</b>	Sunday	18-January-2015
<b>Lighting:</b>	Darkness: no street lighting	<b>Weather:</b>	Fine without high winds	<b>Speed limit:</b>	60	
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	CALF HEATH RB GAILEY					

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

**Special conditions and hazards:** None

**Vehicle 1** Motor Cycle over 50 cc and up to 125cc, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach and skidded. The female driver aged 24 lived in TF1 .

**Casualty 1** (Vehicle 1) A female rider aged 24 suffered a slight injury.

**Contributory Factors**

Vehicle 1	Nervous/Uncertain/Panic
Vehicle 1	Inexperienced or learner driver/rider
Vehicle 1	Road layout (eg bend, hill crest)
Vehicle 1	Loss of control

**AccsMap - Accident Analysis System**
**Accidents between dates**    **01/07/2011 and 30/06/2016**    (60) months

**Selection:**    **Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	15000663	<b>Road:</b>	A 5	<b>Grid Reference:</b>	390370	310706
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1145	<b>Monday</b>	02-February-2015	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	A5 APPROX 20MTS W J/W CLAYGATES RD					

The accident occurred at a T or staggered junction on the A5, a single carriageway at its junction with the C260 controlled by a give way or uncontrolled..

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from W to E was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 35 lived in TF3 .

**Vehicle 2**    Goods 7.5 tonnes mgw and over, travelling from E to W was going ahead other on the main carriageway. The vehicle cleared junction or waiting/parked at junction exit. The male driver aged 53 lived in G67 .

**Casualty 1**    (Vehicle 1)    A male driver aged 35 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Swerved

Vehicle 1    Loss of control

<b>Acc. Ref. No:</b>	15000745	<b>Road:</b>	A 5	<b>Grid Reference:</b>	393227	310165
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	2100	<b>Friday</b>	06-February-2015	
<b>Lighting:</b>	Darkness: no street lighting	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SERIOUS	<b>Road surface</b>	Frost/Ice			
<b>Location:</b>	WATLING ST GAILEY APPROX 45 MTS NE CALF HEATH RB					

The accident occurred on the A5, a single carriageway .

**Special conditions and hazards:**    Road worksDislodged vehicle load in carriageway

**Vehicle 1**    Car, travelling from SE to SW was going ahead on a left bend on the main carriageway. The vehicle was not at, or within 20M of a junction and skidded. The female driver aged 35 lived in LE10.

**Casualty 1**    (Vehicle 1)    A male pedestrian aged 29 suffered a serious injury0.

**Contributory Factors**

Vehicle 1    Slippery road (due to weather)

Vehicle 1    Road layout (eg bend, hill etc.)

Vehicle 1    Travelling too fast for conditions

Vehicle 1    Loss of control

<b>Acc. Ref. No:</b>	15000892	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391889	312894
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1350	<b>Thursday</b>	12-February-2015	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WOLVERHAMPTON RD RODBASTON J/W LYNE HILL LANE					

The accident occurred at a T or staggered junction on the A449, a single carriageway at its junction with the Unclassified320 controlled by a give way or uncontrolled..

**Special conditions and hazards:**    Road works

**Vehicle 1**    Car, travelling from N to S was going ahead other on the main carriageway. The vehicle cleared junction or waiting/parked at junction exit. The male driver aged 28 lived in TF8 .

**Vehicle 2**    Car, travelling from N to S was going ahead other on the main carriageway. The vehicle cleared junction or waiting/parked at junction exit. The female driver aged 81 lived in ST19.

**Casualty 1**    (Vehicle 2)    A female driver aged 81 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Failed to look properly

Vehicle 1    Failed to judge other persons path or speed



**Accidents between dates**     **01/07/2011 and 30/06/2016**     (60) months

**Selection:**     **Notes:**

Selected using Manual Selection

---

<b>Acc. Ref. No:</b>	15000902	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391845	312737
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1407		Sunday	15-February-2015
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WOLVERHAMPTON RD RODBASTON APPROX 160MTS SW J/W LYNE HILL LN					

The accident occurred on the A449, a single carriageway .

**Special conditions and hazards:**     None

**Vehicle 1**     Car, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 23 lived in WS6 .

**Casualty 1**     (Vehicle 1)     A male driver aged 23 suffered a slight injury.

**Contributory Factors**

 Vehicle 1     Tyres illegal, defective or under inflated  
 Vehicle 1     Loss of control  
 Vehicle 1     Exceeding speed limit

---

<b>Acc. Ref. No:</b>	15001010	<b>Road:</b>	A 5	<b>Grid Reference:</b>	393292	310141
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0239		Saturday	21-February-2015
<b>Lighting:</b>	Darkness: no street lighting	<b>Weather:</b>	Raining without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	FATAL	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	WATLING ST GAILEY APPROX 100MTS SE J12 M6 R'BT					

The accident occurred on the A5, a single carriageway .

**Special conditions and hazards:**     None

**Vehicle 1**     Car, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction and overturned. The female driver aged 30 lived in ST7 .

**Casualty 1**     (Vehicle 1)     A female driver aged 30 suffered a fatal injury.

**Contributory Factors**

 Vehicle 1     Loss of control  
 Vehicle 1     Impaired by alcohol  
 Vehicle 1     Distraction in vehicle

**Accidents between dates** 01/07/2011 and 30/06/2016 (60) months

**Selection:** **Notes:**

Selected using Manual Selection

---

<b>Acc. Ref. No:</b>	15001082	<b>Road:</b>	A 5	<b>Grid Reference:</b>	395491 309479
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0820	Monday	23-February-2015
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b> 50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Frost/Ice		
<b>Location:</b>	WATLING ST FOUR CROSSES JW CHURCH LANE				

The accident occurred at a crossroads on the A5, a single carriageway at its junction with the Unclassified397 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The female driver aged 64 lived in WV10.

**Vehicle 2** Car, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The female driver aged 27 lived in WS7 .

**Vehicle 3** Car, travelling from SW to NE was going ahead but held up on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 38 lived in WS12.

**Vehicle 4** Car, travelling from SW to NE was going ahead but held up on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 53 lived in WV13.

**Casualty 1** (Vehicle 3) A female driver aged 38 suffered a slight injury.

**Casualty 2** (Vehicle 2) A female driver aged 27 suffered a slight injury.

**Casualty 3** (Vehicle 1) A female driver aged 64 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Failed to look properly  
 Vehicle 1 Careless/Reckless/In a hurry  
 Vehicle 2 Careless/Reckless/In a hurry

---

<b>Acc. Ref. No:</b>	15001224	<b>Road:</b>	A 5	<b>Grid Reference:</b>	390380 310709
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1540	Tuesday	03-March-2015
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b> 50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry		
<b>Location:</b>	WATLING ST STRETTON JW CLAYGATES ROAD				

The accident occurred at a T or staggered junction on the A5, a single carriageway at its junction with the C260 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Goods 7.5 tonnes mgw and over, travelling from NW to SE was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 50 lived in WV13.

**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 female driver aged 42 lived in WS5 .

**Vehicle 3** Car, travelling from W to S was reversing on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 34 lived in ST19.

**Casualty 1** (Vehicle 2) A female driver aged 42 suffered a slight injury.

**Casualty 2** (Vehicle 3) A female vehicle or pillion passenger aged 3 suffered a slight injury.

**Contributory Factors**

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

**AccsMap - Accident Analysis System**
**Accidents between dates**    **01/07/2011 and 30/06/2016**    (60) months

**Selection:**    **Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	15001394	<b>Road:</b>	A 5	<b>Grid Reference:</b>	391954	310430
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	2040		Thursday	12-March-2015
<b>Lighting:</b>	Darkness: no street lighting	<b>Weather:</b>	Fine without high winds			<b>Speed limit:</b> 50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WATLING ST APPROX 5MTS NW JW CROFT LANE GAILEY					

The accident occurred at a T or staggered junction on the A5, a single carriageway at its junction with the Unclassified346 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 41 lived in WS10.

**Vehicle 2**    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 male driver aged 58 lived in WS10.

**Casualty 1**    (Vehicle 2)    A male driver aged 58 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Failed to judge other persons path or speed

Vehicle 2    Failed to judge other persons path or speed

Vehicle 1    Failed to look properly

<b>Acc. Ref. No:</b>	15001518	<b>Road:</b>	A 5	<b>Grid Reference:</b>	394219	309902
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1025		Thursday	19-March-2015
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds			<b>Speed limit:</b> 50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WATLING ST GAILEY J/W OAK LN					

The accident occurred at a crossroads on the A5, a single carriageway at its junction with the Unclassified347 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 entering main road. The male driver aged 68 lived in WS3 .

**Vehicle 2**    Car, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 21 lived in WS3 .

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

**Casualty 2**    (Vehicle 2)    A male driver aged 21 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Failed to look properly

Vehicle 1    Failed to judge other persons path or speed

<b>Acc. Ref. No:</b>	15001640	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391193	307783
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1933		Friday	27-March-2015
<b>Lighting:</b>	Darkness: street lights present and lit	<b>Weather:</b>	Fine without high winds			<b>Speed limit:</b> 70
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	STAFFORD RD STANDEFORD APPROX 60MTS N'TH J/W OLD STAFFORD RD					

The accident occurred on the A449, a dual carriageway .

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from N to SE was changing lane to right on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 25 lived in WV9 .

**Vehicle 2**    Car, travelling from N to SE was going ahead on a left bend on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 39 lived in ST18.

**Casualty 1**    (Vehicle 2)    A male vehicle or pillion passenger aged 39 suffered a slight injury.

**Casualty 2**    (Vehicle 2)    A male driver aged 39 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Failed to look properly

**AccsMap - Accident Analysis System**
**Accidents between dates** 01/07/2011 and 30/06/2016 (60) months

**Selection:** Notes:

Selected using Manual Selection

<b>Acc. Ref. No:</b>	15001914	<b>Road:</b>	A 5	<b>Grid Reference:</b>	393021	310215
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0533	Wednesday	15-April-2015	
<b>Lighting:</b>	Darkness: street lighting unknown	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	CALF HEATH RB GAILEY					

The accident occurred at a roundabout on the A5, at its junction with the M6 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from NE to SW was starting on the main carriageway. The vehicle was entering roundabout. The male driver aged 20 lived in WS8 .

**Vehicle 2** Van or Goods 3.5 tonnes mgw and under, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 55 lived in WS11.

**Casualty 1** (Vehicle 1) A male driver aged 20 suffered a slight injury.

**Casualty 2** (Vehicle 1) A male vehicle or pillion passenger aged 20 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Failed to look properly

Vehicle 2 Failed to look properly

Vehicle 1 Failed to judge other persons path or speed

<b>Acc. Ref. No:</b>	15001956	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391276	308297
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1610	Saturday	18-April-2015	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SERIOUS	<b>Road surface</b>	Dry			
<b>Location:</b>	STAFFORD RD JW STATION DRIVE FOUR ASHES					

The accident occurred at a crossroads on the A449, a dual carriageway at its junction with the C170 controlled by automatic traffic signal(s)..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from NW to S was turning right on the main carriageway. The vehicle was mid junction - on roundabout or main road. The female driver aged 19 lived in WV10.

**Vehicle 2** Car, travelling from E to N was turning right on the main carriageway. The vehicle was mid junction - on roundabout or main road. The female driver aged 17 lived in ST19.

**Casualty 1** (Vehicle 1) A female driver aged 19 suffered a serious injury.

**Contributory Factors**

Vehicle 1 Failed to look properly

Vehicle 2 Failed to look properly

<b>Acc. Ref. No:</b>	15002051	<b>Road:</b>	A 5	<b>Grid Reference:</b>	393670	310027
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0705	Tuesday	21-April-2015	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WATLING ST GAILEY J/W VICARAGE RD					

The accident occurred at a T or staggered junction on the A5, a dual carriageway at its junction with the C170 controlled by automatic traffic signal(s)..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from SE to NW was changing lane to right on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 35 lived in WS11.

**Vehicle 2** Goods 7.5 tonnes mgw and over, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 55 lived in WS15.

**Casualty 1** (Vehicle 1) A female driver aged 35 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Failed to look properly

**AccsMap - Accident Analysis System**
**Accidents between dates 01/07/2011 and 30/06/2016 (60) months**
**Selection: Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	1524373	<b>Road:</b>	A 5	<b>Grid Reference:</b>	391969	310418
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1750	Thursday	14-May-2015	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	WATLING ST J/W CROFT LANE					

The accident occurred at a T or staggered junction on the A5, a single carriageway at its junction with the Unclassified346 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 mid junction - on roundabout or main road. The male driver aged 31 lived in SK3.

**Vehicle 2** Car, travelling from SE to NW was going ahead but held up on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 48 lived in ST19.

**Vehicle 3** Goods 7.5 tonnes mgw and over, travelling from SE to NW was going ahead but held up on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 48.

**Casualty 1** (Vehicle 1) A male driver aged 31 suffered a slight injury.

**Casualty 2** (Vehicle 2) A male driver aged 48 suffered a slight injury.

<b>Acc. Ref. No:</b>	1525232	<b>Road:</b>	A 5	<b>Grid Reference:</b>	390394	310701
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1729	Thursday	04-June-2015	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WATLING STREET J/W CLAYGATES ROAD					

The accident occurred at a T or staggered junction on the A5, a single carriageway at its junction with the C260 controlled by a give way or uncontrolled..

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from SW to E was turning right on the main carriageway. The vehicle was entering main road. The male driver aged 36.

**Vehicle 2** Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 67.

**Casualty 1** (Vehicle 1) A male driver aged 36 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Failed to look properly

<b>Acc. Ref. No:</b>	1525591	<b>Road:</b>	A 5	<b>Grid Reference:</b>	393795	310004
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1010	Tuesday	16-June-2015	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WATLING STREET A5 GAILEY					

The accident occurred on the A5, a single 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 male driver aged 47.

**Vehicle 2** Car, travelling from NW to SE was overtaking a moving vehicle on the offside on the main carriageway. The vehicle was not at, or within 20M of a junction. The untraced driver of an unknown age .

**Casualty 1** (Vehicle 1) A male driver aged 47 suffered a slight injury.

**Contributory Factors**

Vehicle 2 Failed to look properly

Vehicle 2 Failed to judge other persons path or speed

Vehicle 2 Careless/Reckless/In a hurry

Vehicle 2 Swerved

**AccsMap - Accident Analysis System**
**Accidents between dates**    **01/07/2011 and 30/06/2016**    (60) months

**Selection:**    **Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	1525785	<b>Road:</b>	A 5	<b>Grid Reference:</b>	393003	310204
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	2335		Saturday	20-June-2015
<b>Lighting:</b>	Darkness: street lighting unknown	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	A5 WB APPROX 5MTS W R'BT M6 JUNCTION 12 GAILEY					

The accident occurred at a roundabout on the A5, 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 W to E was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 65.

**Vehicle 2**    Car, travelling from W to E was stopping on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver of an unknown age .

**Casualty 1**    (Vehicle 1)    A female vehicle or pillion passenger aged 65 suffered a slight injury.

**Contributory Factors**

Vehicle 2    Failed to look properly

<b>Acc. Ref. No:</b>	1525789	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391062	309538
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	2156		Saturday	20-June-2015
<b>Lighting:</b>	Darkness: street lights present and lit	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	70
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WOLVERHAMPTON RD GAILEY NR 'HOMESTEAD'					

The accident occurred on the A449, a dual carriageway .

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from S to N was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 41 lived in TF11.

**Casualty 1**    (Vehicle 1)    A male driver aged 41 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Other

<b>Acc. Ref. No:</b>	1526064	<b>Road:</b>	A 5	<b>Grid Reference:</b>	395484	309493
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1710		Thursday	25-June-2015
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WATLING ST J/W FOUR CROSSES LANE					

The accident occurred at a crossroads on the A5, a single carriageway at its junction with the C153 controlled by a stop sign..

**Special conditions and hazards:**    None

**Vehicle 1**    Van or Goods 3.5 tonnes mgw and under, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was entering main road. The male driver aged 35 lived in WS12.

**Vehicle 2**    Motorcycle - unknown cc, travelling from NW to SE was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 42 lived in WS7.

**Casualty 2**    (Vehicle 2)    A male rider aged 42 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Failed to look properly

Vehicle 1    Vehicle blind spot



**AccsMap - Accident Analysis System**
**Accidents between dates** 01/07/2011 and 30/06/2016 (60) months

**Selection:** Notes:

Selected using Manual Selection

<b>Acc. Ref. No:</b>	1526063	<b>Road:</b>	A 5	<b>Grid Reference:</b>	393201	310144
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	2330		Thursday	25-June-2015
<b>Lighting:</b>	Darkness: no street lighting	<b>Weather:</b>	Fine without high winds			<b>Speed limit:</b> 50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WATLING STREET J/W JUNCTION 12 M6					

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

**Special conditions and hazards:** None

**Vehicle 1** Goods 7.5 tonnes mgw and over, travelling from SE to NW was stopping on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 66.

**Vehicle 2** Car, travelling from SE to NW was stopping on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 69.

**Casualty 1** (Vehicle 1) A male driver aged 66 suffered a slight injury.

**Casualty 2** (Vehicle 2) A female driver aged 69 suffered a slight injury.

**Casualty 3** (Vehicle 2) A male vehicle or pillion passenger aged 51 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Failed to look properly

<b>Acc. Ref. No:</b>	1527169	<b>Road:</b>	A 5	<b>Grid Reference:</b>	392286	310355
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0230		Friday	24-July-2015
<b>Lighting:</b>	Darkness: no street lighting	<b>Weather:</b>	Fine without high winds			<b>Speed limit:</b> 50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WATLING STREET GAILEY J/W HARRISONS LANE					

The accident occurred at a T or staggered junction on the A5, a single carriageway 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 entering main road. The female driver aged 25.

**Vehicle 2** Car, travelling from NW to SE was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 72.

**Casualty 1** (Vehicle 1) A male vehicle or pillion passenger aged 28 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Poor turn or manoeuvre

Vehicle 1 Failed to look properly

<b>Acc. Ref. No:</b>	1528146	<b>Road:</b>	A 5	<b>Grid Reference:</b>	391929	310431
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1700		Thursday	20-August-2015
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds			<b>Speed limit:</b> 50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WATLING STREET GAILEY APPROX 30MTS NW J/W CROFT LANE					

The accident occurred on the A5, a single carriageway .

**Special conditions and hazards:** None

**Vehicle 1** Car, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 53 lived in TF11.

**Vehicle 2** Car, travelling from SE to NW 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 36 lived in DE13.

**Vehicle 3** Car, travelling from SE to NW was going ahead but held up on the main carriageway. The vehicle was not at, or within 20M of a junction. The female driver aged 41 lived in WV6.

**Vehicle 4** Car, travelling from SE to W 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 19 lived in TF10.

**Casualty 1** (Vehicle 3) A female driver aged 41 suffered a slight injury.

**Casualty 2** (Vehicle 3) A female vehicle or pillion passenger aged 6 suffered a slight injury.

**Contributory Factors**

Vehicle 1 Failed to look properly

**AccsMap - Accident Analysis System**
**Accidents between dates**     **01/07/2011 and 30/06/2016**     (60) months

**Selection:**     **Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	1528983	<b>Road:</b>	A 5	<b>Grid Reference:</b>	391891	310442
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1330	Monday	07-September-2015	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	A5 WBGAILEY OPP GAILEY SERVICE STN					

The accident occurred at a private drive on the A5, a single carriageway controlled by a give way or uncontrolled..

**Special conditions and hazards:**     None

<b>Vehicle 1</b>	Van or Goods 3.5 tonnes mgw and under, travelling from SE to NW was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 45 lived in B69.
<b>Vehicle 2</b>	Goods 7.5 tonnes mgw and over, travelling from SE to NE was waiting to turn right on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 51 lived in ST19.
<b>Casualty 1</b>	(Vehicle 1)     A male driver aged 45 suffered a slight injury.
<b>Casualty 2</b>	(Vehicle 2)     A male driver aged 51 suffered a slight injury.

<b>Acc. Ref. No:</b>	1529418	<b>Road:</b>	A 5	<b>Grid Reference:</b>	391195	310597
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0625	Saturday	19-September-2015	
<b>Lighting:</b>	Darkness: street lights present and lit	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SERIOUS	<b>Road surface</b>	Dry			
<b>Location:</b>	GAILEY ISLAND J/W WOLVERHAMPTON ROAD					

The accident occurred at a roundabout on the A5, at its junction with the A449 controlled by a give way or uncontrolled..

**Special conditions and hazards:**     None

<b>Vehicle 1</b>	Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The female driver aged 43.
<b>Vehicle 2</b>	Car, travelling from S to N was going ahead other on the main carriageway. The vehicle was entering roundabout. The female driver aged 52.
<b>Casualty 1</b>	(Vehicle 2)     A female driver aged 52 suffered a serious injury.

<b>Acc. Ref. No:</b>	1531197	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391276	308302
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0650	Tuesday	27-October-2015	
<b>Lighting:</b>	Darkness: street lighting unknown	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	70
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	STAFFORD RD FOUR ASHES J/W STATION DRIVE					

The accident occurred at a crossroads on the A449, a dual carriageway at its junction with the C170 controlled by automatic traffic signal(s)..

**Special conditions and hazards:**     None

<b>Vehicle 1</b>	Car, travelling from SW to E was turning right on the main carriageway. The vehicle was leaving main road. The male driver aged 27 lived in WV11.
<b>Vehicle 2</b>	Car, travelling from NE to SW was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The female driver aged 47 lived in ST3.
<b>Casualty 1</b>	(Vehicle 2)     A female driver aged 47 suffered a slight injury.

**AccsMap - Accident Analysis System**
**Accidents between dates**    **01/07/2011 and 30/06/2016**    (60) months

**Selection:**    **Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	1533345	<b>Road:</b>	A 5	<b>Grid Reference:</b>	393624	310046
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0814	<b>Monday</b>	16-November-2015	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SERIOUS	<b>Road surface</b>	Dry			
<b>Location:</b>	A5 NEAR TO TRAFFIC LIGHTS WITH VICARAGE ROAD GAILEY					

The accident occurred on the A5, a single carriageway .

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from NW to SE was overtaking a static vehicle on the offside on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver of an unknown age lived in ST19.

**Vehicle 2**    Car, travelling from NW to NW was performing a U-turn on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 40 lived in WV6.

**Casualty 1**    (Vehicle 1)    A male driver age unknown suffered a serious injury.

**Contributory Factors**

Vehicle 1    Emergency vehicle on call

<b>Acc. Ref. No:</b>	1639500	<b>Road:</b>	A 5	<b>Grid Reference:</b>	392682	310254
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0859	<b>Friday</b>	15-January-2016	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	A5 WB J/W ENT LITTLE KINVASTON					

The accident occurred at a private drive on the A5, a single carriageway controlled by a give way or uncontrolled..

**Special conditions and hazards:**    None

**Vehicle 1**    Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The male driver aged 27 lived in WV8.

**Vehicle 2**    Car, travelling from E to N was waiting to turn right on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 47 lived in ST21.

**Casualty 1**    (Vehicle 2)    A female driver aged 47 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Poor turn or manoeuvre

Vehicle 1    Failed to look properly

Vehicle 1    Other

<b>Acc. Ref. No:</b>	1640575	<b>Road:</b>	D 406	<b>Grid Reference:</b>	393656	308363
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0820	<b>Thursday</b>	21-January-2016	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Frost/Ice			
<b>Location:</b>	LATHERFORD RD APPROX 30MTS N J/W MALTHOUSE LN					

The accident occurred on the D406, a single carriageway .

**Special conditions and hazards:**    None

**Vehicle 1**    Van or Goods 3.5 tonnes mgw and under, travelling from S to NW was going ahead on a left bend on the main carriageway. The vehicle was not at, or within 20M of a junction and skidded. The male driver aged 39 lived in BN2.

**Vehicle 2**    Car, travelling from NW to S was going ahead on a right bend on the main carriageway. The vehicle was not at, or within 20M of a junction and skidded. The female driver aged 44 lived in ST20.

**Casualty 1**    (Vehicle 2)    A female driver aged 44 suffered a slight injury.

**Contributory Factors**

Vehicle 1    Slippery road (due to weather)

Vehicle 2    Slippery road (due to weather)

**AccsMap - Accident Analysis System**
**Accidents between dates**     **01/07/2011 and 30/06/2016**     (60) months

**Selection:**     **Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	1645226	<b>Road:</b>	A 5	<b>Grid Reference:</b>	393330	310128
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1100	Tuesday	02-February-2016	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WATLING ST GAILEY APPROX 168MTS SE J/W CALF HEATH R'BT					

The accident occurred on the A5, a single carriageway .

**Special conditions and hazards:**     None

**Vehicle 1**     Car, travelling from NW to SE was changing lane to left on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 84 lived in WS13.

**Vehicle 2**     Van or Goods 3.5 tonnes mgw and under, 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 male driver aged 38 lived in NG16.

**Casualty 1**     (Vehicle 2)     A male driver aged 38 suffered a slight injury.

<b>Acc. Ref. No:</b>	1657779	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391279	310871
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1320	Saturday	09-April-2016	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SERIOUS	<b>Road surface</b>	Dry			
<b>Location:</b>	WOLVERHAMPTON RD APPROX 240MTS NW GAILEY ISLAND					

The accident occurred on the A449, a dual carriageway .

**Special conditions and hazards:**     None

**Vehicle 1**     Car, travelling from SW to SW was performing a U-turn on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 67 lived in TF2.

**Vehicle 2**     Motorcycle over 500cc, travelling from SW to NE was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 49 lived in LE03.

**Casualty 1**     (Vehicle 2)     A male rider aged 49 suffered a serious injury.

**Contributory Factors**

Vehicle 1     Poor turn or manoeuvre

Vehicle 1     Failed to look properly

Vehicle 1     Failed to judge other persons path or speed

<b>Acc. Ref. No:</b>	1660497	<b>Road:</b>	A 449	<b>Grid Reference:</b>	391883	312890
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1305	Wednesday	13-April-2016	
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WOLVERHAMPTON ROAD RODBASTON J/W LYNE HILL LANE					

The accident occurred at a T or staggered junction on the A449, a single carriageway at its junction with the Unclassified320 controlled by a give way or uncontrolled..

**Special conditions and hazards:**     None

**Vehicle 1**     Car, travelling from S to N was going ahead other on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 23 lived in WS12.

**Vehicle 2**     Car, travelling from S to N was stopping on the main carriageway. The vehicle was approaching junction or waiting/parked at junction approach. The female driver aged 45 lived in TF1.

**Vehicle 3**     Car, travelling from S to N was stopping on the main carriageway. The vehicle was mid junction - on roundabout or main road. The female driver aged 47 lived in ST15.

**Vehicle 4**     Car, travelling from S to N was stopping on the main carriageway. The vehicle was mid junction - on roundabout or main road. The female driver aged 63 lived in ST3.

**Vehicle 5**     Unknown vehicle type, travelling from S to S was performing a U-turn on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver of an unknown age .

**Casualty 1**     (Vehicle 2)     A female driver aged 45 suffered a slight injury.

**Contributory Factors**

Vehicle 1     Following too close

Vehicle 2     Following too close

**AccsMap - Accident Analysis System**
**Accidents between dates**     **01/07/2011 and 30/06/2016**     (60) months

**Selection:**     **Notes:**

Selected using Manual Selection

<b>Acc. Ref. No:</b>	1661887	<b>Road:</b>	A 5	<b>Grid Reference:</b>	390394	310703
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1345		Sunday	24-April-2016
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	WATLING STREET J/W CLAYGATES ROAD					

The accident occurred at a T or staggered junction on the A5, a single carriageway at its junction with the C260 controlled by a give way or uncontrolled..

**Special conditions and hazards:**     None

**Vehicle 1**     Car, travelling from SE to E was turning right on the main carriageway. The vehicle was entering main road. The male driver aged 49 lived in ST19.

**Vehicle 2**     Car, travelling from E to W was going ahead other on the main carriageway. The vehicle was mid junction - on roundabout or main road. The male driver aged 69 lived in ST19.

**Casualty 1**     (Vehicle 1)     A male driver aged 49 suffered a slight injury.

**Casualty 2**     (Vehicle 2)     A male driver aged 69 suffered a slight injury.

**Contributory Factors**

Vehicle 1     Poor turn or manoeuvre

Vehicle 1     Failed to look properly

Vehicle 1     Failed to judge other persons path or speed

<b>Acc. Ref. No:</b>	1667451	<b>Road:</b>	A 5	<b>Grid Reference:</b>	391147	310634
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	0659		Saturday	14-May-2016
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Fine without high winds		<b>Speed limit:</b>	60
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Dry			
<b>Location:</b>	A5 GAILEY					

The accident occurred on the A5, a single carriageway .

**Special conditions and hazards:**     None

**Vehicle 1**     Car, travelling from W to E was going ahead other on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 25 lived in WS3.

**Vehicle 2**     Car, travelling from E to W on lay-by or hard shoulder. The vehicle was not at, or within 20M of a junction. The male driver aged 37 lived in WS2.

**Casualty 1**     (Vehicle 1)     A male driver aged 25 suffered a slight injury.

**Casualty 2**     (Vehicle 2)     A male driver aged 37 suffered a slight injury.

**Contributory Factors**

Vehicle 1     Impaired by alcohol

<b>Acc. Ref. No:</b>	1678393	<b>Road:</b>	A 5	<b>Grid Reference:</b>	395415	309520
<b>District Council:</b>	South Staffordshire	<b>Time:</b>	1710		Friday	10-June-2016
<b>Lighting:</b>	Daylight	<b>Weather:</b>	Raining without high winds		<b>Speed limit:</b>	50
<b>Severity:</b>	SLIGHT	<b>Road surface</b>	Wet/Damp			
<b>Location:</b>	A5 EASTBOUND FOUR CROSSES					

The accident occurred on the A5, a single 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 male driver aged 20 lived in WS7.

**Vehicle 2**     Car, travelling from NW to SE was stopping on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 29 lived in WS11.

**Vehicle 3**     Car, travelling from NW to SE was stopping on the main carriageway. The vehicle was not at, or within 20M of a junction. The male driver aged 61 lived in WS12.

**Casualty 1**     (Vehicle 1)     A male driver aged 20 suffered a slight injury.

**Casualty 2**     (Vehicle 2)     A male driver aged 29 suffered a slight injury.

**Casualty 3**     (Vehicle 3)     A male driver aged 61 suffered a slight injury.

# Full Details Report Summary - MJCDR0927 M6 Junction 12

Accidents Found Date Range: 26/05/2012 - 29/08/2016

Grid Coordinate Range: 392950,310122 - 393291,310640

## Accident Severity

	2012	2013	2014	2015	2016	Total
Fatal	0	0	0	1	0	1
Serious	0	0	0	1	0	1
Slight	5	4	5	4	4	22
Total	5	4	5	6	4	24

## Casualty Severity

	2012	2013	2014	2015	2016	Total
Fatal	0	0	0	1	0	1
Serious	0	0	0	1	0	1
Slight	8	4	11	7	6	36
Total	8	4	11	9	6	38

## Casualty KSI

	2012	2013	2014	2015	2016	Total
Adult KSI	0	0	0	2	0	2
Slight	8	4	11	7	6	36
Total	8	4	11	9	6	38



1.3 Accident Reference:12002683 Slight Calf Heath Roundabout M6 Junction 12 Accident 1 of 24

1.7 Date & 1.9 Time.....Saturday 26/05/2012 12:27	1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....393000/310150	1.14 Road type.....Roundabout
1.10 Local Authority.....South Staffordshire	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A5	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..M6	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

**Contributory Factors**

Poor turn or manoeuvre (Driver/Rider - Error)  
 Failed to look properly (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 001	Very likely	Yes

**Accident Description**

Veh 1 (Car), Changing Lane to right from Southeast to Northwest; Veh 2 (Car), Going ahead Other from East to West.

**2 Vehicles**

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....2	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to...South east North west	2.22 Driver age.....28
2.7 Manoeuvres.....Changing lane to right	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not requested
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Nearside
2.17 Other vehicle.....1	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...East West	2.22 Driver age.....40
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not requested
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

**1 Casualty**

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Unknown
3.8 Age.....28	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

1.3 Accident Reference:12003377 Slight M6 S/B Exit Slip Approx 5Mts N R'bt J/W Watling St Accident 2 of 24

1.7 Date & 1.9 Time.....Thursday 28/06/2012 14:50	1.15 Speed limit.....50 Mph
1.11 Grid co-ordinates.....393130/310250	1.14 Road type.....Slip road
1.10 Local Authority.....South Staffordshire	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..M6	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A5	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

**Contributory Factors**

Following too close (Driver/Rider - Injudicious)  
 Failed to judge other person's path/speed (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Possible	
Vehicle 001	Possible	
		No - reported over the counter

**Accident Description**

Veh 1 (Goods Vehicle <= 3.5T), Going ahead Other from North to South; Veh 2 (Car), Waiting to Turn left from North to Southeast.

**2 Vehicles**

2.4 Veh ref no.....1	
2.17 Other vehicle.....2	
2.5 Vehicle class.....Van/Goods < 3.5t	2.16 First impact.....Front
2.10 Junction location...Approaching or parked on approach	2.12 Hit object in c'way..None
2.9 Restricted location.On main carriageway	2.14 Hit object off c'way.None
2.8 Movement from/to....North South	2.18 Parts damaged..... / /
2.7 Manoeuvres.....Going ahead other	2.21 Driver gender.....Male
2.11 Skidding.....No	2.22 Driver age.....45
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Not requested
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....

2.4 Veh ref no.....2	
2.17 Other vehicle.....1	
2.5 Vehicle class.....Car	2.16 First impact.....Back
2.10 Junction location...Approaching or parked on approach	2.12 Hit object in c'way..None
2.9 Restricted location.On main carriageway	2.14 Hit object off c'way.None
2.8 Movement from/to....North South east	2.18 Parts damaged..... / /
2.7 Manoeuvres.....Waiting to turn left	2.21 Driver gender.....Female
2.11 Skidding.....No	2.22 Driver age.....52
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Negative
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....

**1 Casualty**

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Unknown
3.8 Age.....52	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

1.3 Accident Reference:12003644 Slight M6 Jct12 S/B Exit Slip J/W Calf Heath R'bt Gailey Accident 3 of 24

1.7 Date & 1.9 Time.....Sunday 15/07/2012 12:25	1.15 Speed limit.....40 Mph
1.11 Grid co-ordinates.....393133/310245	1.14 Road type.....Roundabout
1.10 Local Authority.....South Staffordshire	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..M6	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A5	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.3
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Possible	Yes

**Accident Description**

Veh 1 (Car), Going ahead Other from Northwest to Southeast; Veh 2 (Car), Going ahead Other from Northwest to Southeast.

**2 Vehicles**

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....2	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.Nearside/offside crash
2.10 Junction location...Approaching or parked on approach	2.21 Driver gender.....Female
2.9 Restricted location.On main carriageway	2.22 Driver age.....55
2.8 Movement from/to...North west South east	2.24 Hit and Run.....No
2.7 Manoeuvres.....Going ahead other	2.23 Breath test.....Negative
2.11 Skidding.....No	2.29 Journey purpose.....
2.13 Left c'way.....Left c'way Offside	
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....1	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.Nearside/offside crash
2.10 Junction location...Entering roundabout	2.21 Driver gender.....Male
2.9 Restricted location.On main carriageway	2.22 Driver age.....49
2.8 Movement from/to...North west South east	2.24 Hit and Run.....No
2.7 Manoeuvres.....Going ahead other	2.23 Breath test.....Negative
2.11 Skidding.....No	2.29 Journey purpose.....
2.13 Left c'way.....Left c'way near-side	
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

**3 Casualties**

3.5 Cas ref no.....1	3.15 Car passenger.....Rear
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....11	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Unknown
3.8 Age.....55	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....3	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....49	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

1.3 Accident Reference:12004464 Slight M6 S/B Exit Slip Jct12 J/W Calf Heath A5 R'bt Accident 4 of 24

1.7 Date & 1.9 Time.....Sunday 26/08/2012 18:28	1.15 Speed limit.....70 Mph
1.11 Grid co-ordinates.....393130/310250	1.14 Road type.....Slip road
1.10 Local Authority.....South Staffordshire	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..M6	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A5	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

**Contributory Factors**

Failed to look properly (Driver/Rider - Error)  
 Failed to judge other person's path/speed (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 001	Very likely	
		No - reported over the counter

**Accident Description**

Veh 1 (Car), Slowing or Stopping from Northwest to Southeast; Veh 2 (Car), Waiting to Turn left from Northwest to Northeast.

**2 Vehicles**

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....2	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North west South east	2.22 Driver age.....19
2.7 Manoeuvres.....Stopping	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....1	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North west North east	2.22 Driver age.....36
2.7 Manoeuvres.....Waiting to turn left	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

**2 Casualties**

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....36	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Unknown
3.8 Age.....29	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

1.3 Accident Reference:12004477 Slight M6 S/B Exit Slip J12 J/W A5 Calf Heath R'bt Accident 5 of 24

1.7 Date & 1.9 Time.....Monday 27/08/2012 20:00	1.15 Speed limit.....50 Mph
1.11 Grid co-ordinates.....393130/310250	1.14 Road type.....Slip road
1.10 Local Authority.....South Staffordshire	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..M6	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A5	1.24 Special conditions..None
1.22 Weather.....Rain	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

**Accident Description**

Veh 1 (Car), Moving off from Northwest to Southeast; Veh 2 (Car), Slowing or Stopping from Northwest to Southeast.

**2 Vehicles**

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....2	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to...North west South east	2.22 Driver age.....40
2.7 Manoeuvres.....Starting	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....1	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to...North west South east	2.22 Driver age.....37
2.7 Manoeuvres.....Stopping	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

**1 Casualty**

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Unknown
3.8 Age.....37	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

1.3 Accident Reference:13001083 Slight A5 W/B Gailey J/W S/B Entr Slip Junc 12 M6 Accident 6 of 24

1.7 Date & 1.9 Time.....Wednesday 20/02/2013 08:00	1.15 Speed limit.....50 Mph
1.11 Grid co-ordinates.....393200/310130	1.14 Road type.....One Way St
1.10 Local Authority.....	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A5	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..M6	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/lights not lit	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

**Contributory Factors**

Following too close (Driver/Rider - Injudicious)  
 Failed to look properly (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 001	Possible	
		No - reported over the counter

**Accident Description**

Veh 1 (Car), Going ahead Other from Southeast to Northwest; Veh 2 (Car), Waiting to Go ahead but Held up from Southeast to Northwest.

**2 Vehicles**

2.4 Veh ref no.....1	
2.17 Other vehicle.....0	2.16 First impact.....Front
2.5 Vehicle class.....Car	2.12 Hit object in c'way..None
2.10 Junction location...Approaching or parked on approach	2.14 Hit object off c'way.None
2.9 Restricted location.On main carriageway	2.18 Parts damaged..... / /
2.8 Movement from/to....South east North west	2.21 Driver gender.....Male
2.7 Manoeuvres.....Going ahead other	2.22 Driver age.....28
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Not contacted
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....

2.4 Veh ref no.....2	
2.17 Other vehicle.....0	2.16 First impact.....Back
2.5 Vehicle class.....Car	2.12 Hit object in c'way..None
2.10 Junction location...Approaching or parked on approach	2.14 Hit object off c'way.None
2.9 Restricted location.On main carriageway	2.18 Parts damaged..... / /
2.8 Movement from/to....South east North west	2.21 Driver gender.....Female
2.7 Manoeuvres.....Waiting to go ahead but held up	2.22 Driver age.....23
2.11 Skidding.....No	
2.13 Left c'way.....Did not leave c'way	2.24 Hit and Run.....No
2.6 Towing.....No	2.23 Breath test.....Not contacted
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....

**1 Casualty**

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Unknown
3.8 Age.....23	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:13003447 Slight Watling St Junc 13 M6 Gailey Accident 7 of 24

1.7 Date & 1.9 Time.....Wednesday 03/07/2013 07:22	1.15 Speed limit.....50 Mph
1.11 Grid co-ordinates.....393200/310130	1.14 Road type.....Roundabout
1.10 Local Authority.....	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A5	1.17 Junction control....Give way sign or uncontrolled
1.18/1.19 2nd road identity..M6	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

**Accident Description**

Veh 1 (Car), Slowing or Stopping from East to West; Veh 2 (Car), Waiting to Go ahead but Held up from East to West.

**2 Vehicles**

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....East West	2.22 Driver age.....19
2.7 Manoeuvres.....Stopping	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....East West	2.22 Driver age.....27
2.7 Manoeuvres.....Waiting to go ahead but held up	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

**1 Casualty**

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Unknown
3.8 Age.....27	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

1.3 Accident Reference:13004662 Slight M6 N/B Entry Slip J12 Gailey Accident 8 of 24

1.7 Date & 1.9 Time.....Friday 06/09/2013 15:30 1.15 Speed limit.....70 Mph  
 1.11 Grid co-ordinates.....392950/310640 1.14 Road type.....Slip road  
 1.10 Local Authority..... 1.16 Junction detail.....Slip Road  
 1.12/1.13 1st road identity..M6 1.17 Junction control....Automatic traffic signal  
 1.18/1.19 2nd road identity..M6 1.24 Special conditions..None  
 1.22 Weather.....Fine 1.25 Carriageway hazards..None  
 1.21 Light conditions.....Daylight 1.5 Number of vehicles...2  
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1  
 1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 001	Possible	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

**Accident Description**

Veh 1 (Car), Going ahead right Hand Bend from Southeast to North; Veh 2 (Car), Waiting to Go ahead but Held up from Southeast to North.

**2 Vehicles**

2.4 Veh ref no.....1 2.16 First impact.....Front  
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None  
 2.5 Vehicle class.....Car 2.14 Hit object off c'way.None  
 2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /  
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male  
 2.8 Movement from/to....South east North 2.22 Driver age.....44  
 2.7 Manoeuvres.....Going ahead right hand bend  
 2.11 Skidding.....No  
 2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No  
 2.6 Towing.....No 2.23 Breath test.....Positive  
 2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....

2.4 Veh ref no.....2 2.16 First impact.....Back  
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None  
 2.5 Vehicle class.....Car 2.14 Hit object off c'way.None  
 2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /  
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male  
 2.8 Movement from/to....South east North 2.22 Driver age.....19  
 2.7 Manoeuvres.....Waiting to go ahead but held up  
 2.11 Skidding.....No  
 2.13 Left c'way.....Did not leave c'way 2.24 Hit and Run.....No  
 2.6 Towing.....No 2.23 Breath test.....Negative  
 2.28 Foreign vehicle.....Not foreign 2.29 Journey purpose.....

**1 Casualty**

3.5 Cas ref no.....1 3.15 Car passenger.....Front  
 3.6 Casualty class.....Passenger 3.16 PSV passenger.....No  
 3.7 Gender.....Male 3.14 Seat belt usage.....Unknown  
 3.8 Age.....16 3.13 School pupil.....Other  
 (3.19 School .....)  
 3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian  
 3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian  
 3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

1.3 Accident Reference:13005118 Slight M6 S/B Exit Slip J12 Approx 5Mts N'th R'bt J/W A5 Accident 9 of 24

1.7 Date & 1.9 Time.....Tuesday 01/10/2013 08:15	1.15 Speed limit.....70 Mph
1.11 Grid co-ordinates.....393130/310250	1.14 Road type.....Slip road
1.10 Local Authority.....	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..M6	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A5	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

**Accident Description**

Veh 1 (Goods Vehicle <= 3.5T), Moving off from North to South; Veh 2 (Car), Waiting to Go ahead but Held up from North to South.

**2 Vehicles**

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Van/Goods < 3.5t	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North South	2.22 Driver age.....72
2.7 Manoeuvres.....Starting	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North South	2.22 Driver age.....42
2.7 Manoeuvres.....Waiting to go ahead but held up	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

**1 Casualty**

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....42	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

1.3 Accident Reference:14002272 Slight Watling St Gailey Within 20Mts R'bt J12 M6 Accident 10 of 24

1.7 Date & 1.9 Time.....Wednesday 23/04/2014 14:05	1.15 Speed limit.....50 Mph
1.11 Grid co-ordinates.....392998/310202	1.14 Road type.....Dual c'way
1.10 Local Authority.....South Staffordshire	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A5	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A5	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...3
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

**Contributory Factors**

Poor turn or manoeuvre (Driver/Rider - Error)  
 Failed to signal/misleading signal (Driver/Rider - Error)  
 Failed to look properly (Driver/Rider - Error)  
 Inexperience of driving on the left (Driver/Rider - Behaviour)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	
Vehicle 001	Very likely	
Vehicle 001	Very likely	Yes
Vehicle 001	Possible	

**Accident Description**

**3 Vehicles**

2.4 Veh ref no.....1	2.16 First impact.....Did not impact
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods unknown weight	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Not known
2.8 Movement from/to...West East	2.22 Driver age.....-1
2.7 Manoeuvres.....Changing lane to right	2.24 Hit and Run.....Non-stop vehicle, not hit
2.11 Skidding.....No	2.23 Breath test.....Not contacted
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...West East	2.22 Driver age.....30
2.7 Manoeuvres.....Stopping	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....3	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...West East	2.22 Driver age.....25
2.7 Manoeuvres.....Stopping	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

**1 Casualty**

3.5 Cas ref no.....1	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Unknown
3.8 Age.....22	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

1.3 Accident Reference:14003352 Slight A5 at Junc 12 M6 Accident 11 of 24

1.7 Date & 1.9 Time.....Saturday 21/06/2014 13:45	1.15 Speed limit.....50 Mph
1.11 Grid co-ordinates.....393003/310205	1.14 Road type.....Roundabout
1.10 Local Authority.....South Staffordshire	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A5	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A5	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.3
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....South west North east	2.22 Driver age.....66
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Negative
2.6 Towing.....No	2.29 Journey purpose.....Unknown
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South west North east	2.22 Driver age.....18
2.7 Manoeuvres.....Waiting to go ahead but held up	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Not requested
2.6 Towing.....No	2.29 Journey purpose.....Unknown
2.28 Foreign vehicle.....Not foreign	

3 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Unknown
3.8 Age.....66	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....18	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....3	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....51	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

1.3 Accident Reference:14004882 Slight M6 Sliproad to Calfealth Rb A5 Sb Accident 12 of 24

1.7 Date & 1.9 Time.....Friday 19/09/2014 16:25	1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....393140/310239	1.14 Road type.....Roundabout
1.10 Local Authority.....South Staffordshire	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..M6	1.17 Junction control....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A5	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.2
1.20b Crossing(physical)....No crossing facility within 5	1.23 Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods 3.5 - 7.5t	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North west East	2.22 Driver age.....59
2.7 Manoeuvres.....Starting	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....Articulated veh.	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North west East	2.22 Driver age.....31
2.7 Manoeuvres.....Waiting to turn left	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Unknown
3.8 Age.....31	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....31	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:14005587 Slight Calf Heath R'bt J/W Watling St Accident 13 of 24

1.7 Date & 1.9 Time.....Sunday 26/10/2014 20:05 1.15 Speed limit.....50 Mph  
 1.11 Grid co-ordinates.....393192/310122 1.14 Road type.....Dual c'way  
 1.10 Local Authority.....South Staffordshire 1.16 Junction detail.....Roundabout  
 1.12/1.13 1st road identity..A5 1.17 Junction control.....Give way sign or uncontrolled  
 1.18/1.19 2nd road identity..M6 1.24 Special conditions...None  
 1.22 Weather.....Fine 1.25 Carriageway hazards..None  
 1.21 Light conditions.....Dark/no lights 1.5 Number of vehicles...2  
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.2  
 1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Distraction in vehicle (Driver/Rider - Impairment)	Vehicle 001	Possible	
Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 001	Possible	

Accident Description

2 Vehicles

2.4 Veh ref no.....1 2.16 First impact.....Offside  
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None  
 2.5 Vehicle class.....Car 2.14 Hit object off c'way.None  
 2.10 Junction location...Entering roundabout 2.18 Parts damaged..... / /  
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Male  
 2.8 Movement from/to...East North 2.22 Driver age.....19  
 2.7 Manoeuvres.....Turning right 2.24 Hit and Run.....No  
 2.11 Skidding.....No 2.23 Breath test.....Negative  
 2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Unknown  
 2.6 Towing.....No

2.4 Veh ref no.....2 2.16 First impact.....Nearside  
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None  
 2.5 Vehicle class.....Car 2.14 Hit object off c'way.Nearside/offside crash  
 2.10 Junction location...Mid junction 2.18 Parts damaged..... / /  
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female  
 2.8 Movement from/to...West South east 2.22 Driver age.....29  
 2.7 Manoeuvres.....Turning right 2.24 Hit and Run.....No  
 2.11 Skidding.....No 2.23 Breath test.....Negative  
 2.13 Left c'way.....Left c'way near-side 2.29 Journey purpose.....Journey as part of work  
 2.6 Towing.....No

2 Casualties

3.5 Cas ref no.....1 3.15 Car passenger.....Front  
 3.6 Casualty class.....Passenger 3.16 PSV passenger.....No  
 3.7 Gender.....Female 3.14 Seat belt usage.....Unknown  
 3.8 Age.....19 3.13 School pupil.....Other  
 (3.19 School .....)  
 3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian  
 3.4 Vehicle no.....1 3.11 Pedestrian movement..Not a pedestrian  
 3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

3.5 Cas ref no.....2 3.15 Car passenger.....No  
 3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No  
 3.7 Gender.....Female 3.14 Seat belt usage.....Unknown  
 3.8 Age.....29 3.13 School pupil.....Other  
 (3.19 School .....)  
 3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian  
 3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian  
 3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No

1.3 Accident Reference:14005687 Slight Calf Heath R'bt J12 M6 Accident 14 of 24

1.7 Date & 1.9 Time.....Saturday 01/11/2014 22:50	1.15 Speed limit.....50 Mph
1.11 Grid co-ordinates.....393194/310131	1.14 Road type.....Roundabout
1.10 Local Authority.....South Staffordshire	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A5	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..M6	1.24 Special conditions..None
1.22 Weather.....Rain	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/no lights	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.3
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Distraction in vehicle (Driver/Rider - Impairment)	Vehicle 001	Very likely	
Emergency vehicle on call (Special Codes)	Vehicle 001	Very likely	Yes

Accident Description

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Offside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...South east North west	2.22 Driver age.....44
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....Yes	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Nearside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North west South	2.22 Driver age.....45
2.7 Manoeuvres.....Turning right	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not requested
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

3 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Unknown
3.8 Age.....54	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....44	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....3	3.15 Car passenger.....Rear
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Unknown
3.8 Age.....33	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

1.3 Accident Reference:15000420 Slight Calf Heath Rb Gailey Accident 15 of 24

1.7 Date & 1.9 Time.....Sunday 18/01/2015 22:48	1.15 Speed limit.....60 Mph
1.11 Grid co-ordinates.....393206/310151	1.14 Road type.....Roundabout
1.10 Local Authority.....South Staffordshire	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A5	1.17 Junction control....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A5	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/no lights	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical)....No crossing facility within 5	1.23 Surface.....Wet

**Contributory Factors**

Nervous/Uncertain (Driver/Rider - Behaviour)  
 Inexperienced or learner driver/rider (Driver/Rider - Behaviour)  
 Road layout (Driver/Rider - Vision Affected)  
 Loss of control (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Possible	
Vehicle 001	Possible	
Vehicle 001	Very likely	Yes
Vehicle 001	Very likely	

**Accident Description**

**1 Vehicle**

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..Kerb
2.5 Vehicle class.....M/cycle 50 - 125cc	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....South east North west	2.22 Driver age.....24
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....Yes	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

**1 Casualty**

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Not applicable
3.8 Age.....24	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

1.3 Accident Reference:15000745 Serious Watling St Gailey Approx 45 Mts Ne Calf Heath Rb Accident 16 of 24

1.7 Date & 1.9 Time.....Friday 06/02/2015 21:00	1.15 Speed limit.....50 Mph
1.11 Grid co-ordinates.....393227/310165	1.14 Road type.....Single c'way
1.10 Local Authority.....South Staffordshire	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A5	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions...Roadworks
1.22 Weather.....Fine	1.25 Carriageway hazards..Dislodged load
1.21 Light conditions.....Dark/no lights	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Ice

**Contributory Factors**

Slippery road due to weather (Road Environment Contrib)  
 Road layout e.g. bend, hill or narrow (Road Environment Contrib)  
 Travelling too fast for conditions (Driver/Rider - Injudicious)  
 Loss of control (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Possible	
Vehicle 001	Very likely	
Vehicle 001	Possible	Yes
Vehicle 001	Very likely	

**Accident Description**

**1 Vehicle**

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.Road sign or signal
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....South east South west	2.22 Driver age.....35
2.7 Manoeuvres.....Going ahead left hand bend	2.24 Hit and Run.....No
2.11 Skidding.....Yes	2.23 Breath test.....Negative
2.13 Left c'way.....Left c'way Offside	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

**1 Casualty**

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Pedestrian	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....29	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Serious	3.10 Pedestrian location..On refuge, cent island or cent
3.4 Vehicle no.....1	<del>3.11</del> Pedestrian movement..Unknown or other
3.12 Ped Direction.....Standing still	3.19 Roadworker injured...Yes

1.3 Accident Reference:15001010 Fatal Watling St Gailey Approx 100Mts Se J12 M6 R'bt Accident 17 of 24

1.7 Date & 1.9 Time.....Saturday 21/02/2015 02:39	1.15 Speed limit.....50 Mph
1.11 Grid co-ordinates.....393291/310142	1.14 Road type.....Single c'way
1.10 Local Authority.....South Staffordshire	1.16 Junction detail.....Not at or within 20m of junction
1.12/1.13 1st road identity..A5	1.17 Junction control.....
1.18/1.19 2nd road identity..	1.24 Special conditions..None
1.22 Weather.....Rain	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/no lights	1.5 Number of vehicles...1
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Wet

Contributory Factors	Participant	Confidence	Did a police officer attend?
Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	
Impaired by alcohol (Driver/Rider - Impairment)	Vehicle 001	Possible	
Distraction in vehicle (Driver/Rider - Impairment)	Vehicle 001	Possible	Yes

**Accident Description**

**1 Vehicle**

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..Bollard/refuge
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Not at junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....South east North west	2.22 Driver age.....30
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....Overturned	2.23 Breath test.....Not provided
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Other
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

**1 Casualty**

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Unknown
3.8 Age.....30	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Fatal	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

1.3 Accident Reference:15001914 Slight Calf Heath Rb Gailey Accident 18 of 24

1.7 Date & 1.9 Time.....Wednesday 15/04/2015 05:33	1.15 Speed limit.....50 Mph
1.11 Grid co-ordinates.....393021/310215	1.14 Road type.....Roundabout
1.10 Local Authority.....South Staffordshire	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A5	1.17 Junction control....Give way sign or uncontrolled
1.18/1.19 2nd road identity..M6	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/unknown	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.2
1.20b Crossing(physical)....No crossing facility within 5	1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to look properly (Driver/Rider - Error)	Vehicle 002	Very likely	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description

2 Vehicles

2.4 Veh ref no.....1	2.16 First impact.....Nearside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....North east South west	2.22 Driver age.....20
2.7 Manoeuvres.....Starting	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Van/Goods < 3.5t	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South east North west	2.22 Driver age.....55
2.7 Manoeuvres.....Going ahead other	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Negative
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....20	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....20	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No



1.3 Accident Reference:1525785 Slight A5 Wb Approx 5Mts W R'bt M6 Junction 12 Gailey Accident 19 of 24

1.7 Date & 1.9 Time.....Saturday 20/06/2015 23:35	1.15 Speed limit.....50 Mph
1.11 Grid co-ordinates.....393003/310204	1.14 Road type.....Single c'way
1.10 Local Authority.....South Staffordshire	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A5	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A5	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/unknown	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

**Contributory Factors**

Failed to look properly (Driver/Rider - Error)

**Participant**

Vehicle 002

**Confidence**

Very likely

**Did a police officer attend?**

No - reported over the counter

**Accident Description**

V1 Has Been at the Junction with the Roundabout and Stopped Thinking There was a Car Coming from the Night. V2 Has Not Seen V Stop and Has Hit the Rear of V1 at Low Speed Causing Minor Damage to both Vehicles. both Vehicles Were Travelling Towards Cannock over the A5 Roundabout at Jnction 12 of M6

**2 Vehicles**

2.4 Veh ref no.....1	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....West East	2.22 Driver age.....65
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Not applicable
2.6 Towing.....No	2.29 Journey purpose.....Other
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....West East	2.22 Driver age.....-1
2.7 Manoeuvres.....Stopping	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Not applicable
2.6 Towing.....No	2.29 Journey purpose.....Other
2.28 Foreign vehicle.....Not foreign	

**1 Casualty**

3.5 Cas ref no.....1	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Unknown
3.8 Age.....65	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

1.3 Accident Reference:1526063 Slight Watling Street J/W Junction 12 M6 Accident 20 of 24

1.7 Date & 1.9 Time.....Thursday 25/06/2015 23:30	1.15 Speed limit.....50 Mph
1.11 Grid co-ordinates.....393201/310144	1.14 Road type.....Single c'way
1.10 Local Authority.....South Staffordshire	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A5	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A5	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Dark/no lights	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.3
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	No - reported over the counter

**Accident Description**

V1 Travelled Along A5 Behind V2. at Roundabout with M6 Junction, V2 Stopped & V1 Collided into Rear of V2.

**2 Vehicles**

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Goods > 7.5t	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to....South east North west	2.22 Driver age.....66
2.7 Manoeuvres.....Stopping	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Journey as part of work
2.6 Towing.....Articulated veh.	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....South east North west	2.22 Driver age.....69
2.7 Manoeuvres.....Stopping	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not applicable
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

**3 Casualties**

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....66	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Unknown
3.8 Age.....69	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....3	3.15 Car passenger.....Front
3.6 Casualty class.....Passenger	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....51	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

1.3 Accident Reference:16102150 Slight M6 Sb Exit Slip Road Junction 12 Accident 21 of 24

1.7 Date & 1.9 Time.....Wednesday 20/07/2016 17:50	1.15 Speed limit.....50 Mph
1.11 Grid co-ordinates.....393124/310258	1.14 Road type.....Slip road
1.10 Local Authority.....South Staffordshire	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..M6	1.17 Junction control....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A5	1.24 Special conditions...None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.2
1.20b Crossing(physical)....No crossing facility within 5	1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	
Junction restart (Driver/Rider - Error)	Vehicle 001	Possible	Yes

**Accident Description**

V2 Has Been Stationary at Entrance to Roundabout, V1 Behind. V1 Has Seen a Space to Pull onto Roundabout and Assumed V2 Has Already Entered. V1 Has Collided with the Rear of Vehicle 2.

**2 Vehicles**

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North west South east	2.22 Driver age.....23
2.7 Manoeuvres.....Starting	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not requested
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Entering roundabout	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North west South east	2.22 Driver age.....48
2.7 Manoeuvres.....Waiting to go ahead but held up	2.24 Hit and Run.....No
2.11 Skidding.....No	2.23 Breath test.....Not requested
2.13 Left c'way.....Did not leave c'way	2.29 Journey purpose.....Unknown
2.6 Towing.....No	
2.28 Foreign vehicle.....Not foreign	

**2 Casualties**

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....23	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....1	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

3.5 Cas ref no.....2	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....48	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

1.3 Accident Reference:16109730 Slight Calf Heath R'bt Accident 22 of 24

1.7 Date & 1.9 Time.....Monday 29/08/2016 06:51	1.15 Speed limit.....70 Mph
1.11 Grid co-ordinates.....393163/310220	1.14 Road type.....Roundabout
1.10 Local Authority.....South Staffordshire	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..A5	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..M6	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...5
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.2
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
			Yes

**Accident Description**

V1 was Located M6 J14-13 by Patrols and Because of Intelligence a Compliant Stop was Conducted However V1 Continued at Speed Before Exiting the Network at J12 Where it Failed to Give Way at Roundabout J/W A5 Colliding with a Member of Publics Veh Causing Damage to both & Injuries

**5 Vehicles**

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North west South east	2.22 Driver age.....23
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....Yes
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Negative
2.6 Towing.....No	2.29 Journey purpose.....Unknown
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Offside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to...North west South east	2.22 Driver age.....-1
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Negative
2.6 Towing.....No	2.29 Journey purpose.....Journey as part of work
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....3	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North west South east	2.22 Driver age.....-1
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Negative
2.6 Towing.....No	2.29 Journey purpose.....Journey as part of work
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....4	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North west South east	2.22 Driver age.....-1
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Negative
2.6 Towing.....No	2.29 Journey purpose.....Journey as part of work
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....5	2.16 First impact.....Nearside
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Mid junction	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Male
2.8 Movement from/to...North west South east	2.22 Driver age.....74
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Negative
2.6 Towing.....No	2.29 Journey purpose.....Unknown
2.28 Foreign vehicle.....Not foreign	

2 Casualties

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Unknown
3.8 Age.....-1	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....2	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

---

3.5 Cas ref no.....2	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Male	3.14 Seat belt usage.....Unknown
3.8 Age.....74	3.13 School pupil.....Other (3.19 School .....
3.9 Severity.....Slight	3.10 Pedestrian location..Not a pedestrian
3.4 Vehicle no.....5	3.11 Pedestrian movement..Not a pedestrian
3.12 Ped Direction.....Not a pedestrian	3.19 Roadworker injured...No

1.3 Accident Reference:1660440 Slight M6 Sb Exit Slip Approx 5Mts Nw R'bt J/W A5 Accident 23 of 24

1.7 Date & 1.9 Time.....Thursday 14/04/2016 09:05	1.15 Speed limit.....70 Mph
1.11 Grid co-ordinates.....393125/310257	1.14 Road type.....Slip road
1.10 Local Authority.....South Staffordshire	1.16 Junction detail.....Roundabout
1.12/1.13 1st road identity..M6	1.17 Junction control.....Give way sign or uncontrolled
1.18/1.19 2nd road identity..A5	1.24 Special conditions..None
1.22 Weather.....Fine	1.25 Carriageway hazards..None
1.21 Light conditions.....Daylight	1.5 Number of vehicles...2
1.20a Crossing(human).....No Human control within 50m	1.6 Number of casualties.1
1.20b Crossing(physical).....No crossing facility within 5	1.23 Surface.....Dry

Contributory Factors	Participant	Confidence	Did a police officer attend?
Junction overshoot (Driver/Rider - Error)	Vehicle 001	Possible	
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Possible	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	
Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Possible	No - reported over the counter
Sudden braking (Driver/Rider - Error)	Vehicle 001	Possible	
Following too close (Driver/Rider - Injudicious)	Vehicle 001	Possible	

**Accident Description**

V1 and V2 Were Travelling Along M6 Southbound, both Exiting at Junction 12. V2 Has Stopped to Give Way at Junction. V1 Has Not Seen V2 Stop and Has Gone into the Back of V2. Details Were Exchanged However Later Driver of V2 Has Had Neck/Back Pain.

**2 Vehicles**

2.4 Veh ref no.....1	2.16 First impact.....Front
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....North west South east	2.22 Driver age.....32
2.7 Manoeuvres.....Going ahead other	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Not contacted
2.6 Towing.....No	2.29 Journey purpose.....Unknown
2.28 Foreign vehicle.....Not foreign	

2.4 Veh ref no.....2	2.16 First impact.....Back
2.17 Other vehicle.....0	2.12 Hit object in c'way..None
2.5 Vehicle class.....Car	2.14 Hit object off c'way.None
2.10 Junction location...Approaching or parked on approach	2.18 Parts damaged..... / /
2.9 Restricted location.On main carriageway	2.21 Driver gender.....Female
2.8 Movement from/to....North west South east	2.22 Driver age.....42
2.7 Manoeuvres.....Waiting to go ahead but held up	
2.11 Skidding.....No	2.24 Hit and Run.....No
2.13 Left c'way.....Did not leave c'way	2.23 Breath test.....Not contacted
2.6 Towing.....No	2.29 Journey purpose.....Unknown
2.28 Foreign vehicle.....Not foreign	

**1 Casualty**

3.5 Cas ref no.....1	3.15 Car passenger.....No
3.6 Casualty class.....Driver or Rider	3.16 PSV passenger.....No
3.7 Gender.....Female	3.14 Seat belt usage.....Unknown
3.8 Age.....42	3.13 School pupil.....Other (3.19 School .....
	3.10 Pedestrian location..Not a pedestrian
3.9 Severity.....Slight	3.11 Pedestrian movement..Not a pedestrian
3.4 Vehicle no.....2	3.19 Roadworker injured...No
3.12 Ped Direction.....Not a pedestrian	

1.3 Accident Reference:1666096 Slight M6 J12 Sb Exit Slip J/W Calf Heath R'bt Accident 24 of 24

1.7 Date & 1.9 Time.....Wednesday 20/04/2016 09:15 1.15 Speed limit.....70 Mph  
 1.11 Grid co-ordinates.....393119/310263 1.14 Road type.....Slip road  
 1.10 Local Authority.....South Staffordshire 1.16 Junction detail.....Roundabout  
 1.12/1.13 1st road identity..M6 1.17 Junction control.....Give way sign or uncontrolled  
 1.18/1.19 2nd road identity..A5 1.24 Special conditions..None  
 1.22 Weather.....Fine 1.25 Carriageway hazards..None  
 1.21 Light conditions.....Daylight 1.5 Number of vehicles...2  
 1.20a Crossing(human).....No Human control within 50m 1.6 Number of casualties.1  
 1.20b Crossing(physical).....No crossing facility within 5 1.23 Surface.....Dry

**Contributory Factors**

Poor turn or manoeuvre (Driver/Rider - Error)  
 Failed to look properly (Driver/Rider - Error)  
 Driver using mobile phone (Driver/Rider - Impairment)  
 Distraction in vehicle (Driver/Rider - Impairment)  
 Inexperience of driving on the left (Driver/Rider - Behaviour)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Possible	
Vehicle 001	Possible	
Vehicle 001	Possible	No - reported over the counter
Vehicle 001	Possible	
Vehicle 001	Possible	

**Accident Description**

V1 Has Manoevred Vehicle Preparing for Roundabout and Has Hit V2.

**2 Vehicles**

2.4 Veh ref no.....1 2.16 First impact.....Back  
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None  
 2.5 Vehicle class.....Goods > 7.5t 2.14 Hit object off c'way.None  
 2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /  
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Not known  
 2.8 Movement from/to...North South 2.22 Driver age.....-1  
 2.7 Manoeuvres.....Stopping 2.24 Hit and Run.....Yes  
 2.11 Skidding.....No 2.23 Breath test.....Not contacted  
 2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Journey as part of work  
 2.6 Towing.....Articulated veh.  
 2.28 Foreign vehicle.....Not foreign

2.4 Veh ref no.....2 2.16 First impact.....Nearside  
 2.17 Other vehicle.....0 2.12 Hit object in c'way..None  
 2.5 Vehicle class.....Car 2.14 Hit object off c'way.None  
 2.10 Junction location...Approaching or parked on approach 2.18 Parts damaged..... / /  
 2.9 Restricted location.On main carriageway 2.21 Driver gender.....Female  
 2.8 Movement from/to...North South 2.22 Driver age.....31  
 2.7 Manoeuvres.....Stopping 2.24 Hit and Run.....No  
 2.11 Skidding.....No 2.23 Breath test.....Not contacted  
 2.13 Left c'way.....Did not leave c'way 2.29 Journey purpose.....Journey as part of work  
 2.6 Towing.....No  
 2.28 Foreign vehicle.....Not foreign

**1 Casualty**

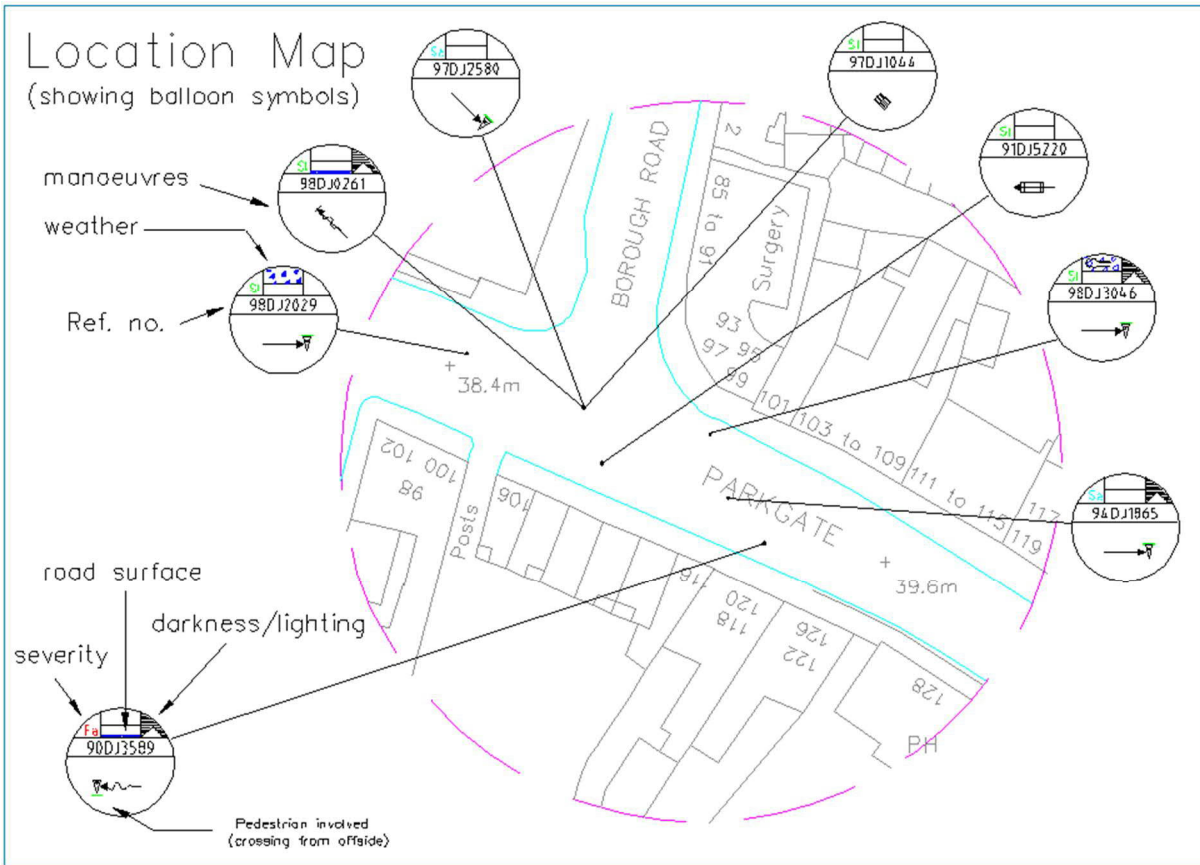
3.5 Cas ref no.....1 3.15 Car passenger.....No  
 3.6 Casualty class.....Driver or Rider 3.16 PSV passenger.....No  
 3.7 Gender.....Female 3.14 Seat belt usage.....Unknown  
 3.8 Age.....31 3.13 School pupil.....Other  
 (3.19 School .....)  
 3.9 Severity.....Slight 3.10 Pedestrian location..Not a pedestrian  
 3.4 Vehicle no.....2 3.11 Pedestrian movement..Not a pedestrian  
 3.12 Ped Direction.....Not a pedestrian 3.19 Roadworker injured...No



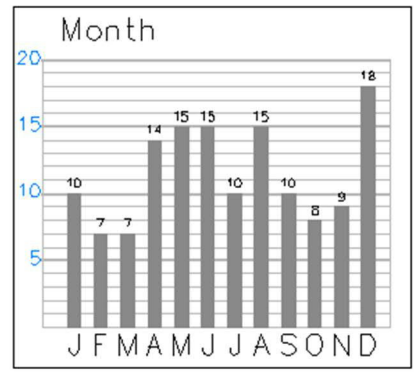
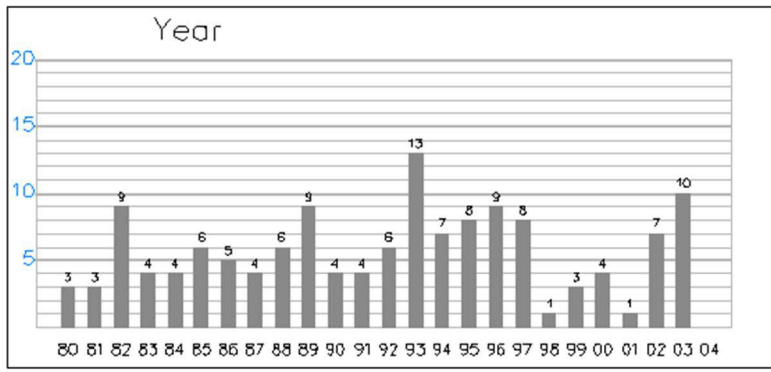
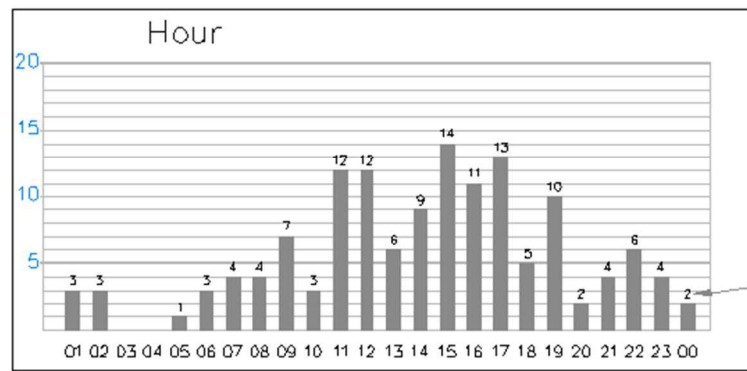
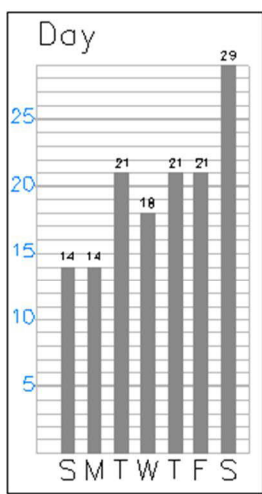
## **WEST MIDLANDS INTERCHANGE**

Transport Technical Note 40 – Accidents Occurring on the A5  
between Gailey Roundabout and Vicarage Road from 01/07/2011  
to 30/06/2016.














































### **Annex 2**



## Histograms



# Vehicle Manoeuvre Symbols

Parked 	Wait 	Start 	Change Lane 	 <small>lost control</small>	Left Turn 	 <small>lost control</small>
Stopping 	 <small>lost control</small>	Overtaking Off 	 <small>lost control</small>	Right Turn 	 <small>lost control</small>	
U-turn 	 <small>lost control</small>	Overtaking Near 	 <small>lost control</small>	Change Lane 	 <small>lost control</small>	
Left Turn 	 <small>lost control</small>	Left Bend 	 <small>lost control</small>	Change Lane 	 <small>lost control</small>	
Waiting 	 <small>lost control</small>	Right Bend 	 <small>lost control</small>	Left Bend 	 <small>lost control</small>	
Right Turn 	 <small>lost control</small>	Going Ahead 	 <small>lost control</small>	Right Bend 	 <small>lost control</small>	
Change Lane 	 <small>lost control</small>	Reversing 	2 Wheelers  Pedal cycle  Motorcycle	R'bout 	Shunt stop  Shunt 	

## **WEST MIDLANDS INTERCHANGE**

Transport Technical Note 40 – Accidents Occurring on the A5 between Gailey Roundabout and Vicarage Road from 01/07/2011 to 30/06/2016.

### **Annex 3**

### **M6 Junction 12**

- 3.8.6. There have been 14 PIAs recorded at the M6 Junction 12 roundabout and slip roads. Of these incidents, one accident was classified as fatal, the description of the accident is not provided in the accident data, but the principal contributory factor was loss of control. In addition there was a further serious and 12 slight PIAs at this location. The most common contributory factor in the 13 non-fatal accidents was failure to look properly, as this was included in six of the 13 accidents.

### **Gailey Roundabout**

- 3.8.7. There have been 17 PIAs recorded at the Gailey Roundabout. Of these incidents, one accident was classified as serious and the 16 remaining accidents were classified as slight. Eight of the slight collisions involved vulnerable road users. In six of these incidents, a cyclist was involved and in two a motor-cyclist. Failure to look properly was the contributory factor in six of the accidents.
- 3.8.8. A review has been carried out of incidents involving cyclists at the junction. Of the four accidents where contributory factors are noted, these are all attributed to the vehicle rather than the pedal cycle, with “failure to look” reported in all cases.
- 3.8.9. Of the six reported accidents involving cyclists, three were travelling north to south, two travelling south to north and one travelling south to east.
- 3.8.10. In terms of the nature of these incidents involving cyclists, all involved cyclists being hit by vehicles whilst being on the circulatory carriageway of the junction.
- 3.8.11. No accidents happened within AM or PM peak hours, although three incidents took place on a Saturday, presumably involving leisure cyclists. None of the recorded incidents involved minors.
- 3.8.12. Whilst it is considered that there are no specific causation factors relating to these incidents it does appear that collisions do involve cyclists being struck whilst negotiating the roundabout.

**Table 11: Personal Injury Accident Data on Links**

LINK	SEVERITY			VULNERABLE ROAD USER		
	SLIGHT	SERIOUS	FATAL	PED	CYCLE	MOTOR CYCLE
<b>A5 Watling Street/Four Crosses Lane to M6 J12</b>	13	1	0	0	0	2
<b>A5 between M6 J12 to Gailey Roundabout</b>	10	0	0	0	0	0
<b>A449 Gailey Roundabout to junction of B5012</b>	11	2	0	0	2	
<b>A449 Gailey Roundabout to Station Drive</b>	6	0	0	0	0	0
<b>Vicarage Road</b>	2	1	0	0	1	1
<b>Straight Mile</b>	2	0	0	0	2	0

**A5 Watling Street/Four Crosses Lane to M6 Junction 12**

- 3.8.17. There have been 14 PIAs recorded on the A5 between M6 Junction 12 and Four Crosses Lane. One accident was classified as serious and the remaining 13 as slight, of which two involved a motorcyclists.
- 3.8.18. The incident recorded as serious occurred when an emergency vehicle was travelling, with blue lights on, through the off side of stationary vehicles; vehicle two pulled out from line of traffic trying to give space to vehicle one. However, vehicle two collided with vehicle one.
- 3.8.19. Failure to look properly was the most common contributory factor during these five years, being the factor in 6 of the slight accidents.

**A5 between M6 Junction 12 and Gailey Roundabout**

- 3.8.20. There have been ten PIAs recorded on the A5 between M6 Junction 12 and Gailey roundabout. All the accidents were classified as slight in terms of severity, and none involved vulnerable road users.

- 3.8.21. Failure to look properly, following too close and failure to judge other persons path or speed were the most common contributory factors.

#### **A449 Gailey Roundabout to Junction of B5012**

- 3.8.22. There have been thirteen accidents recorded on this section of the A449 Stafford Road. Two accidents were classified as serious and eleven as slight. Four accidents involved vulnerable road users; two involved a cyclist and two a motorcyclist.
- 3.8.23. Both serious accidents involved a motor-cyclist, at separate arms on the roundabout and the contributory factor of both of them was 'Failed to look properly'. The remaining Slight accidents were as a result of following other vehicles too closely and failure to look properly.

#### **A449 Stafford Road to Station Drive**

- 3.8.24. There have been six accidents on the A449 Stafford Road between Gailey roundabout and the A449 junction with Station Drive. None of these accidents involved a vulnerable user.
- 3.8.25. Five of the accidents recorded in this link occurred on the crossroads between Crateford Lane/Gravelly Way and had a common contributory factor of 'Poor turn or manoeuvre'.

#### **Station Drive / Vicarage Road**

- 3.8.26. There have been three accidents on the Station Drive/Vicarage Road Link. One of the accidents was classified as Serious and the remainder as Slight in terms of severity, two of these three accidents involved a vulnerable user; one involved a cyclist and the other a motor-cyclist.
- 3.8.27. The incident recorded as Serious was due to the result of motor-cyclist driving impaired by alcohol.

#### **Straight Mile**

- 3.8.28. Two PIAs were recorded along Straight Mile, both of these involved pedal cyclists colliding with private cars accessing private drives. Failure to look properly was the recorded contributory factor in both of these accidents.

## **WEST MIDLANDS INTERCHANGE**

Transport Technical Note 40 – Accidents Occurring on the A5 between Gailey Roundabout and Vicarage Road from 01/07/2011 to 30/06/2016.

### **Annex 4**



```

*****
*
*      CCC      000      BBBB      AAA      L      TTTTT      *
*      C  C      0  0      B  B      A  A      L      T      *
*      C          0  0      B  B      A  A      L      T      *
*      C          0  0      BBBB      AAAAA  ----  L      T      *
*      C          0  0      B  B      A  A      L      T      *
*      C  C      0  0      B  B      A  A      L      T      *
*      CCC      000      BBBB      A  A      LLLLL  T      *
*
*****
*
*                                     Versi on 2013. 02      *
*
*      Transport Appraisal and Strategic Modelling (TASM) Division,      *
*                                     Department for Transport,      *
*                                     Great Minster House,      *
*                                     33 Horseferry Road,      *
*                                     London,      *
*                                     SW1P 4DR      *
*                                     Email tasm@dft. gsi . gov. uk      *
*
*****

```

©Department for Transport, 2013  
 Written by Roger Himlin

Contents

- [Section 1] Summary Statistics
  - [Section 1.1] Economic Summary
  - [Section 1.2] Accident Summary
  - [Section 1.3] Casualty Summary
- [Section 2] Accident Statistics
  - [Section 2.1] Link Accident Statistics
  - [Section 2.2] Junction Accident Statistics
  - [Section 2.3] Combined Link and Junction Accident Statistics
- [Section 3] Accident Rates
  - [Section 3.1] Link Accident Rates
  - [Section 3.2] Junction Accident Rates
  - [Section 3.3] Combined Link and Junction Accident Rates
- [Section 4] Input Data - Scheme File
- [Section 5] Input Data - Parameter File

Gai ley Roundabout DM DS

[Section 1] Summary Statistics

[Section 1.1] Economic Summary

Total Without-Scheme Accident Costs =	5,714.2
Total With-Scheme Accident Costs =	5,822.3
Total Accident Benefits Saved by Scheme =	-108.1

Year	W/o-scheme	With-Scheme
2021	186.3	190.1
2022	177.2	180.8
2023	169.0	172.3
2024	161.3	164.5
2025	154.2	157.2
2026	147.6	150.5
2027	141.5	144.2
2028	135.7	138.4
2029	130.3	132.8
2030	126.7	129.1
2031	123.3	125.6
2032	120.0	122.2
2033	116.7	118.9
2034	113.5	115.7
2035	110.5	112.6
2036	107.6	109.6
2037	104.8	106.8
2038	102.1	104.0
2039	99.4	101.3
2040	97.9	99.8
2041	96.5	98.3
2042	95.0	96.8
2043	93.6	95.3
2044	92.2	93.9
2045	90.7	92.4
2046	89.3	91.0
2047	87.9	89.6
2048	86.6	88.2
2049	85.6	87.2
2050	84.7	86.3
2051	83.9	85.4
2052	83.0	84.6
2053	82.2	83.7
2054	81.4	82.9
2055	80.6	82.1
2056	79.8	81.2
2057	79.0	80.4
2058	78.2	79.6
2059	77.4	78.8
2060	76.6	78.0
2061	75.8	77.2
2062	75.1	76.5

	Gai ley Roundabout	DM DS
2063	74.4	75.7
2064	73.6	75.0
2065	72.9	74.3
2066	72.2	73.6
2067	71.5	72.9
2068	70.8	72.2
2069	70.2	71.5
2070	69.5	70.8
2071	68.8	70.1
2072	68.1	69.4
2073	67.5	68.7
2074	66.8	68.0
2075	66.1	67.4
2076	65.5	66.7
2077	64.8	66.1
2078	64.2	65.4
2079	63.6	64.8
2080	63.0	64.1

Costs and benefits discounted to 2010 in multiples of a thousand pounds.

[Section 1.2] Accident Summary

Total Without-Scheme Accidents =	109.5
Total With-Scheme Accidents =	111.6
Total Accidents Saved by Scheme =	-2.1

Year	W/o-scheme	With-Scheme
2021	2.3	2.4
2022	2.3	2.3
2023	2.2	2.3
2024	2.2	2.2
2025	2.1	2.2
2026	2.1	2.1
2027	2.0	2.1
2028	2.0	2.0
2029	1.9	2.0
2030	1.9	2.0
2031	1.9	1.9
2032	1.9	1.9
2033	1.9	1.9
2034	1.8	1.9
2035	1.8	1.9
2036	1.8	1.8
2037	1.8	1.8
2038	1.8	1.8
2039	1.8	1.8
2040	1.8	1.8
2041	1.8	1.8
2042	1.8	1.8
2043	1.8	1.8

	Gai ley Roundabout	DM	DS
2044	1.8	1.8	
2045	1.8	1.8	
2046	1.8	1.8	
2047	1.8	1.8	
2048	1.8	1.8	
2049	1.8	1.8	
2050	1.8	1.8	
2051	1.8	1.8	
2052	1.8	1.8	
2053	1.8	1.8	
2054	1.8	1.8	
2055	1.8	1.8	
2056	1.8	1.8	
2057	1.8	1.8	
2058	1.8	1.8	
2059	1.8	1.8	
2060	1.8	1.8	
2061	1.8	1.8	
2062	1.8	1.8	
2063	1.8	1.8	
2064	1.8	1.8	
2065	1.8	1.8	
2066	1.8	1.8	
2067	1.8	1.8	
2068	1.8	1.8	
2069	1.8	1.8	
2070	1.8	1.8	
2071	1.8	1.8	
2072	1.8	1.8	
2073	1.8	1.8	
2074	1.8	1.8	
2075	1.8	1.8	
2076	1.8	1.8	
2077	1.8	1.8	
2078	1.8	1.8	
2079	1.8	1.8	
2080	1.8	1.8	

[Section 1.3] Casual ty Summary

Total Wi thout-Scheme Casual ties (Fatal)	=	2.3
(Serious)	=	16.4
(Sl ight)	=	137.5
Total Wi th-Scheme Casual ties (Fatal)	=	2.3
(Serious)	=	16.8
(Sl ight)	=	140.0
Total Casual ties Saved by Scheme (Fatal)	=	0.0
(Serious)	=	-0.4
(Sl ight)	=	-2.5

Year            -----Wi thout-Scheme-----  
-----Wi th-Scheme-----

Year	Gai ley Fatal	Roundabout Serious	DM DS Sl ight	Fatal
2021	0.1	0.4	2.9	0.1
2022	0.0	0.4	2.8	0.1
2023	0.0	0.3	2.8	0.0
2024	0.0	0.3	2.7	0.0
2025	0.0	0.3	2.7	0.0
2026	0.0	0.3	2.6	0.0
2027	0.0	0.3	2.5	0.0
2028	0.0	0.3	2.5	0.0
2029	0.0	0.3	2.4	0.0
2030	0.0	0.3	2.4	0.0
2031	0.0	0.3	2.4	0.0
2032	0.0	0.3	2.4	0.0
2033	0.0	0.3	2.3	0.0
2034	0.0	0.3	2.3	0.0
2035	0.0	0.3	2.3	0.0
2036	0.0	0.3	2.3	0.0
2037	0.0	0.3	2.2	0.0
2038	0.0	0.3	2.2	0.0
2039	0.0	0.3	2.2	0.0
2040	0.0	0.3	2.2	0.0
2041	0.0	0.3	2.2	0.0
2042	0.0	0.3	2.2	0.0
2043	0.0	0.3	2.2	0.0
2044	0.0	0.3	2.2	0.0
2045	0.0	0.3	2.2	0.0
2046	0.0	0.3	2.2	0.0

Gai ley Roundabout DM DS

0.3	2.2	2047	0.0	0.3	2.2	0.0
0.3	2.2	2048	0.0	0.3	2.2	0.0
0.3	2.2	2049	0.0	0.3	2.2	0.0
0.3	2.2	2050	0.0	0.3	2.2	0.0
0.3	2.2	2051	0.0	0.3	2.2	0.0
0.3	2.2	2052	0.0	0.3	2.2	0.0
0.3	2.2	2053	0.0	0.3	2.2	0.0
0.3	2.2	2054	0.0	0.3	2.2	0.0
0.3	2.2	2055	0.0	0.3	2.2	0.0
0.3	2.2	2056	0.0	0.3	2.2	0.0
0.3	2.2	2057	0.0	0.3	2.2	0.0
0.3	2.2	2058	0.0	0.3	2.2	0.0
0.3	2.2	2059	0.0	0.3	2.2	0.0
0.3	2.2	2060	0.0	0.3	2.2	0.0
0.3	2.2	2061	0.0	0.3	2.2	0.0
0.3	2.2	2062	0.0	0.3	2.2	0.0
0.3	2.2	2063	0.0	0.3	2.2	0.0
0.3	2.2	2064	0.0	0.3	2.2	0.0
0.3	2.2	2065	0.0	0.3	2.2	0.0
0.3	2.2	2066	0.0	0.3	2.2	0.0
0.3	2.2	2067	0.0	0.3	2.2	0.0
0.3	2.2	2068	0.0	0.3	2.2	0.0
0.3	2.2	2069	0.0	0.3	2.2	0.0
0.3	2.2	2070	0.0	0.3	2.2	0.0
0.3	2.2	2071	0.0	0.3	2.2	0.0
0.3	2.2	2072	0.0	0.3	2.2	0.0
0.3	2.2	2073	0.0	0.3	2.2	0.0

Gai ley Roundabout DM DS

0.3	2.2	2074	0.0	0.3	2.2	0.0
0.3	2.2	2075	0.0	0.3	2.2	0.0
0.3	2.2	2076	0.0	0.3	2.2	0.0
0.3	2.2	2077	0.0	0.3	2.2	0.0
0.3	2.2	2078	0.0	0.3	2.2	0.0
0.3	2.2	2079	0.0	0.3	2.2	0.0
0.3	2.2	2080	0.0	0.3	2.2	0.0

[Section 2] Accident Statistics

[Section 2.1] Link Accident Statistics

With-Scheme		*----- Without-Scheme -----*		*----- Benefits -----*			
		*-- Number of Accidents -*		Total * *-- Number of			
Link Name	Cost*	2021	2036	Total *	Cost*	2021	2036
Total *		2021	2036	Total *	Benefit*		
L1		0.3	0.2	14.7	817.8	0.3	0.3
15.6	866.7	0.0	0.0	-0.9	-48.9		
L2		0.4	0.3	17.1	1,024.3	0.4	0.3
17.2	1,030.4	0.0	0.0	-0.1	-6.1		
L3		0.6	0.5	29.3	1,633.2	0.6	0.5
28.0	1,559.1	0.0	0.0	1.3	74.1		
L4		0.6	0.4	25.5	1,522.5	0.7	0.4
27.2	1,629.4	0.0	0.0	-1.8	-106.9		
Total		1.9	1.4	86.6	4,997.9	2.0	1.5
88.0	5,085.6	0.0	0.0	-1.4	-87.7		

Costs and benefits discounted to 2010 in multiples of a thousand pounds.

accidents in year

WI THOUT-SCHEME

LinkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065

Gai ley Roundabout DM DS

2066	2067	2068	2069	2070	2071	2072
2073	2074	2075	2076	2077	2078	2079
L1	0.3063	0.3002	0.2942	0.2883	0.2825	
0.2769	0.2713	0.2659	0.2606	0.2580	0.2554	0.2529
0.2503	0.2478	0.2453	0.2429	0.2405	0.2381	
0.2357	0.2357	0.2357	0.2357	0.2357	0.2357	0.2357
0.2357	0.2357	0.2357	0.2357	0.2357	0.2357	0.2357
0.2357	0.2357	0.2357	0.2357	0.2357	0.2357	0.2357
0.2357	0.2357	0.2357	0.2357	0.2357	0.2357	0.2357
0.2357	0.2357	0.2357	0.2357	0.2357	0.2357	0.2357
0.2357	0.2357	0.2357	0.2357	0.2357	0.2357	0.2357
0.2357	0.2357	0.2357	0.2357	0.2357	0.2357	0.2357
L2	0.4111	0.3978	0.3849	0.3723	0.3602	
0.3485	0.3372	0.3262	0.3156	0.3105	0.3055	0.3005
0.2956	0.2908	0.2861	0.2814	0.2769	0.2724	
0.2679	0.2679	0.2679	0.2679	0.2679	0.2679	0.2679
0.2679	0.2679	0.2679	0.2679	0.2679	0.2679	0.2679
0.2679	0.2679	0.2679	0.2679	0.2679	0.2679	0.2679
0.2679	0.2679	0.2679	0.2679	0.2679	0.2679	0.2679
0.2679	0.2679	0.2679	0.2679	0.2679	0.2679	0.2679
0.2679	0.2679	0.2679	0.2679	0.2679	0.2679	0.2679
0.2679	0.2679	0.2679	0.2679	0.2679	0.2679	0.2679
L3	0.6117	0.5995	0.5875	0.5757	0.5642	
0.5529	0.5419	0.5310	0.5204	0.5152	0.5101	0.5050
0.4999	0.4949	0.4900	0.4851	0.4802	0.4754	
0.4707	0.4707	0.4707	0.4707	0.4707	0.4707	0.4707
0.4707	0.4707	0.4707	0.4707	0.4707	0.4707	0.4707
0.4707	0.4707	0.4707	0.4707	0.4707	0.4707	0.4707
0.4707	0.4707	0.4707	0.4707	0.4707	0.4707	0.4707
0.4707	0.4707	0.4707	0.4707	0.4707	0.4707	0.4707
0.4707	0.4707	0.4707	0.4707	0.4707	0.4707	0.4707
0.4707	0.4707	0.4707	0.4707	0.4707	0.4707	0.4707
0.4707	0.4707	0.4707	0.4707	0.4707	0.4707	0.4707
L4	0.6111	0.5912	0.5720	0.5534	0.5354	
0.5180	0.5012	0.4849	0.4692	0.4615	0.4540	0.4467
0.4394	0.4323	0.4252	0.4183	0.4115	0.4048	
0.3983	0.3983	0.3983	0.3983	0.3983	0.3983	0.3983
0.3983	0.3983	0.3983	0.3983	0.3983	0.3983	0.3983
0.3983	0.3983	0.3983	0.3983	0.3983	0.3983	0.3983
0.3983	0.3983	0.3983	0.3983	0.3983	0.3983	0.3983
0.3983	0.3983	0.3983	0.3983	0.3983	0.3983	0.3983
0.3983	0.3983	0.3983	0.3983	0.3983	0.3983	0.3983
0.3983	0.3983	0.3983	0.3983	0.3983	0.3983	0.3983

WI TH-SCHEME

Li nkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065
2066	2067	2068	2069	2070	2071
2073	2074	2075	2076	2077	2078
					2079



Gai ley Roundabout DM DS

2080

L1	0.3246	0.3181	0.3118	0.3055	0.2994	
0.2934	0.2875	0.2818	0.2762	0.2734	0.2707	0.2680
0.2653	0.2626	0.2600	0.2574	0.2548	0.2523	
0.2498	0.2498	0.2498	0.2498	0.2498	0.2498	0.2498
0.2498	0.2498	0.2498	0.2498	0.2498	0.2498	0.2498
0.2498	0.2498	0.2498	0.2498	0.2498	0.2498	0.2498
0.2498	0.2498	0.2498	0.2498	0.2498	0.2498	0.2498
0.2498	0.2498	0.2498	0.2498	0.2498	0.2498	0.2498
0.2498	0.2498	0.2498	0.2498	0.2498	0.2498	0.2498
0.2498	0.2498	0.2498	0.2498	0.2498	0.2498	0.2498
L2	0.4136	0.4001	0.3871	0.3746	0.3624	
0.3506	0.3392	0.3282	0.3175	0.3124	0.3073	0.3023
0.2974	0.2925	0.2878	0.2831	0.2785	0.2740	
0.2695	0.2695	0.2695	0.2695	0.2695	0.2695	0.2695
0.2695	0.2695	0.2695	0.2695	0.2695	0.2695	0.2695
0.2695	0.2695	0.2695	0.2695	0.2695	0.2695	0.2695
0.2695	0.2695	0.2695	0.2695	0.2695	0.2695	0.2695
0.2695	0.2695	0.2695	0.2695	0.2695	0.2695	0.2695
0.2695	0.2695	0.2695	0.2695	0.2695	0.2695	0.2695
0.2695	0.2695	0.2695	0.2695	0.2695	0.2695	0.2695
0.2695	0.2695	0.2695	0.2695	0.2695	0.2695	0.2695
L3	0.5840	0.5723	0.5608	0.5496	0.5386	
0.5279	0.5173	0.5070	0.4968	0.4918	0.4869	0.4821
0.4772	0.4725	0.4677	0.4631	0.4584	0.4538	
0.4493	0.4493	0.4493	0.4493	0.4493	0.4493	0.4493
0.4493	0.4493	0.4493	0.4493	0.4493	0.4493	0.4493
0.4493	0.4493	0.4493	0.4493	0.4493	0.4493	0.4493
0.4493	0.4493	0.4493	0.4493	0.4493	0.4493	0.4493
0.4493	0.4493	0.4493	0.4493	0.4493	0.4493	0.4493
0.4493	0.4493	0.4493	0.4493	0.4493	0.4493	0.4493
0.4493	0.4493	0.4493	0.4493	0.4493	0.4493	0.4493
0.4493	0.4493	0.4493	0.4493	0.4493	0.4493	0.4493
0.4493	0.4493	0.4493	0.4493	0.4493	0.4493	0.4493
L4	0.6540	0.6327	0.6122	0.5923	0.5730	
0.5544	0.5364	0.5190	0.5021	0.4939	0.4859	0.4780
0.4702	0.4626	0.4551	0.4477	0.4404	0.4333	
0.4262	0.4262	0.4262	0.4262	0.4262	0.4262	0.4262
0.4262	0.4262	0.4262	0.4262	0.4262	0.4262	0.4262
0.4262	0.4262	0.4262	0.4262	0.4262	0.4262	0.4262
0.4262	0.4262	0.4262	0.4262	0.4262	0.4262	0.4262
0.4262	0.4262	0.4262	0.4262	0.4262	0.4262	0.4262
0.4262	0.4262	0.4262	0.4262	0.4262	0.4262	0.4262
0.4262	0.4262	0.4262	0.4262	0.4262	0.4262	0.4262

proportion of fatal accidents in year

WI THOUT-SCHEME

Li nkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065
2066	2067	2068	2069	2070	2071
					2072

Gai ley Roundabout DM DS

	2073	2074	2075	2076	2077	2078	2079
	2080						
L1		0.01788	0.01752	0.01717	0.01683	0.01649	
0.01616	0.01584	0.01552	0.01521	0.01506	0.01491	0.01476	
0.01461	0.01446	0.01432	0.01418	0.01404	0.01389		
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
L2		0.01243	0.01202	0.01163	0.01125	0.01089	
0.01054	0.01019	0.00986	0.00954	0.00939	0.00923	0.00908	
0.00894	0.00879	0.00865	0.00851	0.00837	0.00823		
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
L3		0.01788	0.01752	0.01717	0.01683	0.01649	
0.01616	0.01584	0.01552	0.01521	0.01506	0.01491	0.01476	
0.01461	0.01446	0.01432	0.01418	0.01404	0.01389		
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
L4		0.01243	0.01202	0.01163	0.01125	0.01089	
0.01054	0.01019	0.00986	0.00954	0.00939	0.00923	0.00908	
0.00894	0.00879	0.00865	0.00851	0.00837	0.00823		
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810

WI TH-SCHEME

Li nkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065
2066	2067	2068	2069	2070	2071
2073	2074	2075	2076	2077	2078
2080					

Gai ley Roundabout DM DS

L1	0.01788	0.01752	0.01717	0.01683	0.01649	
0.01616	0.01584	0.01552	0.01521	0.01506	0.01491	0.01476
0.01461	0.01446	0.01432	0.01418	0.01404	0.01389	
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	
L2	0.01243	0.01202	0.01163	0.01125	0.01089	
0.01054	0.01019	0.00986	0.00954	0.00939	0.00923	0.00908
0.00894	0.00879	0.00865	0.00851	0.00837	0.00823	
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	
L3	0.01788	0.01752	0.01717	0.01683	0.01649	
0.01616	0.01584	0.01552	0.01521	0.01506	0.01491	0.01476
0.01461	0.01446	0.01432	0.01418	0.01404	0.01389	
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	
L4	0.01243	0.01202	0.01163	0.01125	0.01089	
0.01054	0.01019	0.00986	0.00954	0.00939	0.00923	0.00908
0.00894	0.00879	0.00865	0.00851	0.00837	0.00823	
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	

proportion of serious accidents in year

WI THOUT-SCHEME

Li nkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065
2066	2067	2068	2069	2070	2071
2073	2074	2075	2076	2077	2078

Gai ley Roundabout DM DS

2080

L1 0.08620 0.08447 0.08278 0.08113 0.07951  
 0.07792 0.07636 0.07483 0.07333 0.07260 0.07187 0.07116  
 0.07044 0.06974 0.06904 0.06835 0.06767 0.06699  
 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632  
 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632  
 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632  
 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632  
 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632  
 0.06632 0.06632 0.06632

L2 0.09225 0.08925 0.08635 0.08355 0.08083  
 0.07820 0.07566 0.07320 0.07082 0.06967 0.06854 0.06743  
 0.06633 0.06525 0.06419 0.06315 0.06212 0.06111  
 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012  
 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012  
 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012  
 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012  
 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012  
 0.06012 0.06012 0.06012

L3 0.08620 0.08447 0.08278 0.08113 0.07951  
 0.07792 0.07636 0.07483 0.07333 0.07260 0.07187 0.07116  
 0.07044 0.06974 0.06904 0.06835 0.06767 0.06699  
 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632  
 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632  
 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632  
 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632  
 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632  
 0.06632 0.06632 0.06632

L4 0.09225 0.08925 0.08635 0.08355 0.08083  
 0.07820 0.07566 0.07320 0.07082 0.06967 0.06854 0.06743  
 0.06633 0.06525 0.06419 0.06315 0.06212 0.06111  
 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012  
 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012  
 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012  
 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012  
 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012  
 0.06012 0.06012 0.06012

WI TH-SCHEME

Li nkName 2021 2022 2023 2024 2025  
 2026 2027 2028 2029 2030 2031 2032  
 2033 2034 2035 2036 2037 2038 2039  
 2040 2041 2042 2043 2044 2045  
 2046 2047 2048 2049 2050 2051 2052  
 2053 2054 2055 2056 2057 2058 2059  
 2060 2061 2062 2063 2064 2065  
 2066 2067 2068 2069 2070 2071 2072  
 2073 2074 2075 2076 2077 2078 2079  
 2080

L1 0.08620 0.08447 0.08278 0.08113 0.07951

Gai ley Roundabout DM DS

0.07792	0.07636	0.07483	0.07333	0.07260	0.07187	0.07116
0.07044	0.06974	0.06904	0.06835	0.06767	0.06699	
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	0.06632
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	0.06632
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	0.06632
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	0.06632
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	
L2	0.09225	0.08925	0.08635	0.08355	0.08083	
0.07820	0.07566	0.07320	0.07082	0.06967	0.06854	0.06743
0.06633	0.06525	0.06419	0.06315	0.06212	0.06111	
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	
L3	0.08620	0.08447	0.08278	0.08113	0.07951	
0.07792	0.07636	0.07483	0.07333	0.07260	0.07187	0.07116
0.07044	0.06974	0.06904	0.06835	0.06767	0.06699	
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	0.06632
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	0.06632
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	0.06632
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	0.06632
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	
L4	0.09225	0.08925	0.08635	0.08355	0.08083	
0.07820	0.07566	0.07320	0.07082	0.06967	0.06854	0.06743
0.06633	0.06525	0.06419	0.06315	0.06212	0.06111	
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	

proportion of slight accidents in year

WI THOUT-SCHEME

Li nkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065
2066	2067	2068	2069	2070	2071
2073	2074	2075	2076	2077	2078
2080					

Gai ley Roundabout DM DS

L1	0. 89592	0. 89801	0. 90005	0. 90204	0. 90400	
0. 90592	0. 90780	0. 90965	0. 91146	0. 91234	0. 91322	0. 91409
0. 91494	0. 91580	0. 91664	0. 91747	0. 91830	0. 91911	
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992

L2	0. 89532	0. 89872	0. 90201	0. 90520	0. 90828	
0. 91126	0. 91414	0. 91693	0. 91963	0. 92094	0. 92223	0. 92349
0. 92473	0. 92596	0. 92716	0. 92834	0. 92951	0. 93065	
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178

L3	0. 89592	0. 89801	0. 90005	0. 90204	0. 90400	
0. 90592	0. 90780	0. 90965	0. 91146	0. 91234	0. 91322	0. 91409
0. 91494	0. 91580	0. 91664	0. 91747	0. 91830	0. 91911	
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992

L4	0. 89532	0. 89872	0. 90201	0. 90520	0. 90828	
0. 91126	0. 91414	0. 91693	0. 91963	0. 92094	0. 92223	0. 92349
0. 92473	0. 92596	0. 92716	0. 92834	0. 92951	0. 93065	
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178

WI TH-SCHEME

Li nkName	2021	2022	2023	2024	2025	
2026	2027	2028	2029	2030	2031	2032
2033	2034	2035	2036	2037	2038	2039
2040	2041	2042	2043	2044	2045	
2046	2047	2048	2049	2050	2051	2052
2053	2054	2055	2056	2057	2058	2059
2060	2061	2062	2063	2064	2065	
2066	2067	2068	2069	2070	2071	2072
2073	2074	2075	2076	2077	2078	2079
2080						

L1	0. 89592	0. 89801	0. 90005	0. 90204	0. 90400	
0. 90592	0. 90780	0. 90965	0. 91146	0. 91234	0. 91322	0. 91409

Gai ley Roundabout DM DS

0. 91494	0. 91580	0. 91664	0. 91747	0. 91830	0. 91911	
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
L2	0. 89532	0. 89872	0. 90201	0. 90520	0. 90828	
0. 91126	0. 91414	0. 91693	0. 91963	0. 92094	0. 92223	0. 92349
0. 92473	0. 92596	0. 92716	0. 92834	0. 92951	0. 93065	
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
L3	0. 89592	0. 89801	0. 90005	0. 90204	0. 90400	
0. 90592	0. 90780	0. 90965	0. 91146	0. 91234	0. 91322	0. 91409
0. 91494	0. 91580	0. 91664	0. 91747	0. 91830	0. 91911	
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992	0. 91992
L4	0. 89532	0. 89872	0. 90201	0. 90520	0. 90828	
0. 91126	0. 91414	0. 91693	0. 91963	0. 92094	0. 92223	0. 92349
0. 92473	0. 92596	0. 92716	0. 92834	0. 92951	0. 93065	
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178
0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178	0. 93178

Total costs (including casual ty costs)

WI THOUT-SCHEME

Li nkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065
2066	2067	2068	2069	2070	2071
2073	2074	2075	2076	2077	2078
2080					
L1	25, 604. 1	24, 467. 9	23, 430. 8	22, 464. 4	21, 569. 8

```

*****
*
*      CCC      000      BBBB      AAA      L      TTTTT      *
*      C  C     0  0     B  B     A  A     L      T      *
*      C      0  0     B  B     A  A     L      T      *
*      C      0  0     BBBB     AAAAA  ----  L      T      *
*      C      0  0     B  B     A  A     L      T      *
*      C  C     0  0     B  B     A  A     L      T      *
*      CCC      000      BBBB     A  A     LLLLL  T      *
*
*****
*
*                                     Versi on 2013. 02      *
*
*      Transport Appraisal and Strategic Modelling (TASM) Division,      *
*                                     Department for Transport,      *
*                                     Great Minster House,      *
*                                     33 Horseferry Road,      *
*                                     London,      *
*                                     SW1P 4DR      *
*                                     Email tasm@dft.gov.uk      *
*
*****

```

©Department for Transport, 2013  
 Written by Roger Himlin

Contents

- [Section 1] Summary Statistics
  - [Section 1.1] Economic Summary
  - [Section 1.2] Accident Summary
  - [Section 1.3] Casualty Summary
- [Section 2] Accident Statistics
  - [Section 2.1] Link Accident Statistics
  - [Section 2.2] Junction Accident Statistics
  - [Section 2.3] Combined Link and Junction Accident Statistics
- [Section 3] Accident Rates
  - [Section 3.1] Link Accident Rates
  - [Section 3.2] Junction Accident Rates
  - [Section 3.3] Combined Link and Junction Accident Rates
- [Section 4] Input Data - Scheme File
- [Section 5] Input Data - Parameter File



Gai ley Roundabout DM INT

[Section 1] Summary Statistics

[Section 1.1] Economic Summary

Total Without-Scheme Accident Costs =	5,714.2
Total With-Scheme Accident Costs =	6,146.6
Total Accident Benefits Saved by Scheme =	-432.5

Year	W/o-scheme	With-Scheme
2021	186.3	201.2
2022	177.2	191.3
2023	169.0	182.3
2024	161.3	173.9
2025	154.2	166.2
2026	147.6	159.1
2027	141.5	152.4
2028	135.7	146.2
2029	130.3	140.3
2030	126.7	136.4
2031	123.3	132.7
2032	120.0	129.1
2033	116.7	125.5
2034	113.5	122.1
2035	110.5	118.8
2036	107.6	115.7
2037	104.8	112.7
2038	102.1	109.7
2039	99.4	106.8
2040	97.9	105.2
2041	96.5	103.7
2042	95.0	102.1
2043	93.6	100.6
2044	92.2	99.0
2045	90.7	97.5
2046	89.3	96.0
2047	87.9	94.5
2048	86.6	93.0
2049	85.6	92.0
2050	84.7	91.0
2051	83.9	90.1
2052	83.0	89.2
2053	82.2	88.4
2054	81.4	87.5
2055	80.6	86.6
2056	79.8	85.7
2057	79.0	84.8
2058	78.2	84.0
2059	77.4	83.1
2060	76.6	82.3
2061	75.8	81.5
2062	75.1	80.7

	Gai ley Roundabout	DM INT
2063	74.4	79.9
2064	73.6	79.1
2065	72.9	78.4
2066	72.2	77.6
2067	71.5	76.9
2068	70.8	76.1
2069	70.2	75.4
2070	69.5	74.7
2071	68.8	73.9
2072	68.1	73.2
2073	67.5	72.5
2074	66.8	71.8
2075	66.1	71.1
2076	65.5	70.4
2077	64.8	69.7
2078	64.2	69.0
2079	63.6	68.3
2080	63.0	67.7

Costs and benefits discounted to 2010 in multiples of a thousand pounds.

[Section 1.2] Accident Summary

Total Without-Scheme Accidents =	109.5
Total With-Scheme Accidents =	117.7
Total Accidents Saved by Scheme =	-8.2

Year	W/o-scheme	With-Scheme
2021	2.3	2.5
2022	2.3	2.5
2023	2.2	2.4
2024	2.2	2.3
2025	2.1	2.3
2026	2.1	2.2
2027	2.0	2.2
2028	2.0	2.1
2029	1.9	2.1
2030	1.9	2.1
2031	1.9	2.0
2032	1.9	2.0
2033	1.9	2.0
2034	1.8	2.0
2035	1.8	2.0
2036	1.8	1.9
2037	1.8	1.9
2038	1.8	1.9
2039	1.8	1.9
2040	1.8	1.9
2041	1.8	1.9
2042	1.8	1.9
2043	1.8	1.9

	Gai ley	Roundabout	DM	INT
2044	1.8		1.9	
2045	1.8		1.9	
2046	1.8		1.9	
2047	1.8		1.9	
2048	1.8		1.9	
2049	1.8		1.9	
2050	1.8		1.9	
2051	1.8		1.9	
2052	1.8		1.9	
2053	1.8		1.9	
2054	1.8		1.9	
2055	1.8		1.9	
2056	1.8		1.9	
2057	1.8		1.9	
2058	1.8		1.9	
2059	1.8		1.9	
2060	1.8		1.9	
2061	1.8		1.9	
2062	1.8		1.9	
2063	1.8		1.9	
2064	1.8		1.9	
2065	1.8		1.9	
2066	1.8		1.9	
2067	1.8		1.9	
2068	1.8		1.9	
2069	1.8		1.9	
2070	1.8		1.9	
2071	1.8		1.9	
2072	1.8		1.9	
2073	1.8		1.9	
2074	1.8		1.9	
2075	1.8		1.9	
2076	1.8		1.9	
2077	1.8		1.9	
2078	1.8		1.9	
2079	1.8		1.9	
2080	1.8		1.9	

[Section 1.3] Casual ty Summary

Total Wi thout-Scheme Casual ties (Fatal)	=	2.3
(Serious)	=	16.4
(Sl ight)	=	137.5
Total Wi th-Scheme Casual ties (Fatal)	=	2.5
(Serious)	=	17.8
(Sl ight)	=	147.3
Total Casual ties Saved by Scheme (Fatal)	=	-0.2
(Serious)	=	-1.4
(Sl ight)	=	-9.8

Year -----Wi thout-Scheme-----  
-----Wi th-Scheme-----

Year	Gai ley Fatal	Roundabout Serious	DM INT Slight	Fatal
2021	0.1	0.4	2.9	0.1
2022	0.0	0.4	2.8	0.1
2023	0.0	0.3	2.8	0.1
2024	0.0	0.3	2.7	0.1
2025	0.0	0.3	2.7	0.0
2026	0.0	0.3	2.6	0.0
2027	0.0	0.3	2.5	0.0
2028	0.0	0.3	2.5	0.0
2029	0.0	0.3	2.4	0.0
2030	0.0	0.3	2.4	0.0
2031	0.0	0.3	2.4	0.0
2032	0.0	0.3	2.4	0.0
2033	0.0	0.3	2.3	0.0
2034	0.0	0.3	2.3	0.0
2035	0.0	0.3	2.3	0.0
2036	0.0	0.3	2.3	0.0
2037	0.0	0.3	2.2	0.0
2038	0.0	0.3	2.2	0.0
2039	0.0	0.3	2.2	0.0
2040	0.0	0.3	2.2	0.0
2041	0.0	0.3	2.2	0.0
2042	0.0	0.3	2.2	0.0
2043	0.0	0.3	2.2	0.0
2044	0.0	0.3	2.2	0.0
2045	0.0	0.3	2.2	0.0
2046	0.0	0.3	2.2	0.0

Gai ley Roundabout DM INT

0.3	2.4	2047	0.0	0.3	2.2	0.0
0.3	2.4	2048	0.0	0.3	2.2	0.0
0.3	2.4	2049	0.0	0.3	2.2	0.0
0.3	2.4	2050	0.0	0.3	2.2	0.0
0.3	2.4	2051	0.0	0.3	2.2	0.0
0.3	2.4	2052	0.0	0.3	2.2	0.0
0.3	2.4	2053	0.0	0.3	2.2	0.0
0.3	2.4	2054	0.0	0.3	2.2	0.0
0.3	2.4	2055	0.0	0.3	2.2	0.0
0.3	2.4	2056	0.0	0.3	2.2	0.0
0.3	2.4	2057	0.0	0.3	2.2	0.0
0.3	2.4	2058	0.0	0.3	2.2	0.0
0.3	2.4	2059	0.0	0.3	2.2	0.0
0.3	2.4	2060	0.0	0.3	2.2	0.0
0.3	2.4	2061	0.0	0.3	2.2	0.0
0.3	2.4	2062	0.0	0.3	2.2	0.0
0.3	2.4	2063	0.0	0.3	2.2	0.0
0.3	2.4	2064	0.0	0.3	2.2	0.0
0.3	2.4	2065	0.0	0.3	2.2	0.0
0.3	2.4	2066	0.0	0.3	2.2	0.0
0.3	2.4	2067	0.0	0.3	2.2	0.0
0.3	2.4	2068	0.0	0.3	2.2	0.0
0.3	2.4	2069	0.0	0.3	2.2	0.0
0.3	2.4	2070	0.0	0.3	2.2	0.0
0.3	2.4	2071	0.0	0.3	2.2	0.0
0.3	2.4	2072	0.0	0.3	2.2	0.0
0.3	2.4	2073	0.0	0.3	2.2	0.0

Gai ley Roundabout DM INT

0.3	2.4	2074	0.0	0.3	2.2	0.0
0.3	2.4	2075	0.0	0.3	2.2	0.0
0.3	2.4	2076	0.0	0.3	2.2	0.0
0.3	2.4	2077	0.0	0.3	2.2	0.0
0.3	2.4	2078	0.0	0.3	2.2	0.0
0.3	2.4	2079	0.0	0.3	2.2	0.0
0.3	2.4	2080	0.0	0.3	2.2	0.0

[Section 2] Accident Statistics

[Section 2.1] Link Accident Statistics

With-Scheme		*----- Without-Scheme -----*		*----- Benefits -----*			
		*-- Number of Accidents -*		Total * *-- Number of			
Link Name	Cost*	2021	2036	Total *	Cost*	2021	2036
Total *		1.9	1.4	86.6	4,997.9	2.1	1.5
L1		0.3	0.2	14.7	817.8	0.3	0.2
14.8	825.7	0.0	0.0	-0.1	-7.9		
L2		0.4	0.3	17.1	1,024.3	0.4	0.3
18.1	1,081.4	0.0	0.0	-1.0	-57.1		
L3		0.6	0.5	29.3	1,633.2	0.6	0.5
29.2	1,629.4	0.0	0.0	0.1	3.9		
L4		0.6	0.4	25.5	1,522.5	0.7	0.5
30.6	1,832.6	-0.1	-0.1	-5.2	-310.1		
Total		1.9	1.4	86.6	4,997.9	2.1	1.5
92.8	5,369.1	-0.1	-0.1	-6.2	-371.2		

Costs and benefits discounted to 2010 in multiples of a thousand pounds.

accidents in year

WI THOUT-SCHEME

LinkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065

Gai ley Roundabout DM INT

2066	2067	2068	2069	2070	2071	2072
2073	2074	2075	2076	2077	2078	2079
L1	0.3063	0.3002	0.2942	0.2883	0.2825	
0.2769	0.2713	0.2659	0.2606	0.2580	0.2554	0.2529
0.2503	0.2478	0.2453	0.2429	0.2405	0.2381	
0.2357	0.2357	0.2357	0.2357	0.2357	0.2357	0.2357
0.2357	0.2357	0.2357	0.2357	0.2357	0.2357	0.2357
0.2357	0.2357	0.2357	0.2357	0.2357	0.2357	0.2357
0.2357	0.2357	0.2357	0.2357	0.2357	0.2357	0.2357
0.2357	0.2357	0.2357	0.2357	0.2357	0.2357	0.2357
0.2357	0.2357	0.2357	0.2357	0.2357	0.2357	0.2357
L2	0.4111	0.3978	0.3849	0.3723	0.3602	
0.3485	0.3372	0.3262	0.3156	0.3105	0.3055	0.3005
0.2956	0.2908	0.2861	0.2814	0.2769	0.2724	
0.2679	0.2679	0.2679	0.2679	0.2679	0.2679	0.2679
0.2679	0.2679	0.2679	0.2679	0.2679	0.2679	0.2679
0.2679	0.2679	0.2679	0.2679	0.2679	0.2679	0.2679
0.2679	0.2679	0.2679	0.2679	0.2679	0.2679	0.2679
0.2679	0.2679	0.2679	0.2679	0.2679	0.2679	0.2679
0.2679	0.2679	0.2679	0.2679	0.2679	0.2679	0.2679
L3	0.6117	0.5995	0.5875	0.5757	0.5642	
0.5529	0.5419	0.5310	0.5204	0.5152	0.5101	0.5050
0.4999	0.4949	0.4900	0.4851	0.4802	0.4754	
0.4707	0.4707	0.4707	0.4707	0.4707	0.4707	0.4707
0.4707	0.4707	0.4707	0.4707	0.4707	0.4707	0.4707
0.4707	0.4707	0.4707	0.4707	0.4707	0.4707	0.4707
0.4707	0.4707	0.4707	0.4707	0.4707	0.4707	0.4707
0.4707	0.4707	0.4707	0.4707	0.4707	0.4707	0.4707
0.4707	0.4707	0.4707	0.4707	0.4707	0.4707	0.4707
L4	0.6111	0.5912	0.5720	0.5534	0.5354	
0.5180	0.5012	0.4849	0.4692	0.4615	0.4540	0.4467
0.4394	0.4323	0.4252	0.4183	0.4115	0.4048	
0.3983	0.3983	0.3983	0.3983	0.3983	0.3983	0.3983
0.3983	0.3983	0.3983	0.3983	0.3983	0.3983	0.3983
0.3983	0.3983	0.3983	0.3983	0.3983	0.3983	0.3983
0.3983	0.3983	0.3983	0.3983	0.3983	0.3983	0.3983
0.3983	0.3983	0.3983	0.3983	0.3983	0.3983	0.3983
0.3983	0.3983	0.3983	0.3983	0.3983	0.3983	0.3983

WI TH-SCHEME

Li nkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065
2066	2067	2068	2069	2070	2071
2073	2074	2075	2076	2077	2078
					2079

Gai ley Roundabout DM INT

2080

L1	0. 3093	0. 3031	0. 2970	0. 2911	0. 2853	
0. 2796	0. 2740	0. 2685	0. 2631	0. 2605	0. 2579	0. 2553
0. 2528	0. 2502	0. 2477	0. 2452	0. 2428	0. 2404	
0. 2380	0. 2380	0. 2380	0. 2380	0. 2380	0. 2380	0. 2380
0. 2380	0. 2380	0. 2380	0. 2380	0. 2380	0. 2380	0. 2380
0. 2380	0. 2380	0. 2380	0. 2380	0. 2380	0. 2380	0. 2380
0. 2380	0. 2380	0. 2380	0. 2380	0. 2380	0. 2380	0. 2380
0. 2380	0. 2380	0. 2380	0. 2380	0. 2380	0. 2380	0. 2380
0. 2380	0. 2380	0. 2380	0. 2380	0. 2380	0. 2380	0. 2380
L2	0. 4340	0. 4199	0. 4063	0. 3931	0. 3803	
0. 3680	0. 3560	0. 3444	0. 3332	0. 3278	0. 3225	0. 3172
0. 3121	0. 3070	0. 3020	0. 2971	0. 2923	0. 2875	
0. 2829	0. 2829	0. 2829	0. 2829	0. 2829	0. 2829	0. 2829
0. 2829	0. 2829	0. 2829	0. 2829	0. 2829	0. 2829	0. 2829
0. 2829	0. 2829	0. 2829	0. 2829	0. 2829	0. 2829	0. 2829
0. 2829	0. 2829	0. 2829	0. 2829	0. 2829	0. 2829	0. 2829
0. 2829	0. 2829	0. 2829	0. 2829	0. 2829	0. 2829	0. 2829
0. 2829	0. 2829	0. 2829	0. 2829	0. 2829	0. 2829	0. 2829
L3	0. 6103	0. 5981	0. 5861	0. 5744	0. 5629	
0. 5516	0. 5406	0. 5298	0. 5192	0. 5140	0. 5089	0. 5038
0. 4987	0. 4937	0. 4888	0. 4839	0. 4791	0. 4743	
0. 4695	0. 4695	0. 4695	0. 4695	0. 4695	0. 4695	0. 4695
0. 4695	0. 4695	0. 4695	0. 4695	0. 4695	0. 4695	0. 4695
0. 4695	0. 4695	0. 4695	0. 4695	0. 4695	0. 4695	0. 4695
0. 4695	0. 4695	0. 4695	0. 4695	0. 4695	0. 4695	0. 4695
0. 4695	0. 4695	0. 4695	0. 4695	0. 4695	0. 4695	0. 4695
0. 4695	0. 4695	0. 4695	0. 4695	0. 4695	0. 4695	0. 4695
0. 4695	0. 4695	0. 4695	0. 4695	0. 4695	0. 4695	0. 4695
L4	0. 7356	0. 7117	0. 6885	0. 6662	0. 6445	
0. 6236	0. 6033	0. 5837	0. 5647	0. 5555	0. 5465	0. 5376
0. 5289	0. 5203	0. 5118	0. 5035	0. 4953	0. 4873	
0. 4794	0. 4794	0. 4794	0. 4794	0. 4794	0. 4794	0. 4794
0. 4794	0. 4794	0. 4794	0. 4794	0. 4794	0. 4794	0. 4794
0. 4794	0. 4794	0. 4794	0. 4794	0. 4794	0. 4794	0. 4794
0. 4794	0. 4794	0. 4794	0. 4794	0. 4794	0. 4794	0. 4794
0. 4794	0. 4794	0. 4794	0. 4794	0. 4794	0. 4794	0. 4794
0. 4794	0. 4794	0. 4794	0. 4794	0. 4794	0. 4794	0. 4794
0. 4794	0. 4794	0. 4794	0. 4794	0. 4794	0. 4794	0. 4794

proportion of fatal accidents in year

WI THOUT-SCHEME

Li nkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065
2066	2067	2068	2069	2070	2071
					2072



Gai ley Roundabout DM INT

	2073	2074	2075	2076	2077	2078	2079
	2080						
L1		0.01788	0.01752	0.01717	0.01683	0.01649	
0.01616	0.01584	0.01552	0.01521	0.01506	0.01491	0.01476	
0.01461	0.01446	0.01432	0.01418	0.01404	0.01389		
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
L2		0.01243	0.01202	0.01163	0.01125	0.01089	
0.01054	0.01019	0.00986	0.00954	0.00939	0.00923	0.00908	
0.00894	0.00879	0.00865	0.00851	0.00837	0.00823		
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
L3		0.01788	0.01752	0.01717	0.01683	0.01649	
0.01616	0.01584	0.01552	0.01521	0.01506	0.01491	0.01476	
0.01461	0.01446	0.01432	0.01418	0.01404	0.01389		
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
L4		0.01243	0.01202	0.01163	0.01125	0.01089	
0.01054	0.01019	0.00986	0.00954	0.00939	0.00923	0.00908	
0.00894	0.00879	0.00865	0.00851	0.00837	0.00823		
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810

WI TH-SCHEME

Li nkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065
2066	2067	2068	2069	2070	2071
2073	2074	2075	2076	2077	2078
2080					

Gai ley Roundabout DM INT

L1	0.01788	0.01752	0.01717	0.01683	0.01649	
0.01616	0.01584	0.01552	0.01521	0.01506	0.01491	0.01476
0.01461	0.01446	0.01432	0.01418	0.01404	0.01389	
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	
L2	0.01243	0.01202	0.01163	0.01125	0.01089	
0.01054	0.01019	0.00986	0.00954	0.00939	0.00923	0.00908
0.00894	0.00879	0.00865	0.00851	0.00837	0.00823	
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	
L3	0.01788	0.01752	0.01717	0.01683	0.01649	
0.01616	0.01584	0.01552	0.01521	0.01506	0.01491	0.01476
0.01461	0.01446	0.01432	0.01418	0.01404	0.01389	
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	0.01376
0.01376	0.01376	0.01376	0.01376	0.01376	0.01376	
L4	0.01243	0.01202	0.01163	0.01125	0.01089	
0.01054	0.01019	0.00986	0.00954	0.00939	0.00923	0.00908
0.00894	0.00879	0.00865	0.00851	0.00837	0.00823	
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	

proportion of serious accidents in year

WI THOUT-SCHEME

Li nkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065
2066	2067	2068	2069	2070	2071
2073	2074	2075	2076	2077	2078

Gai ley Roundabout DM INT

2080

L1 0.08620 0.08447 0.08278 0.08113 0.07951  
 0.07792 0.07636 0.07483 0.07333 0.07260 0.07187 0.07116  
 0.07044 0.06974 0.06904 0.06835 0.06767 0.06699  
 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632  
 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632  
 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632  
 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632  
 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632  
 0.06632 0.06632 0.06632

L2 0.09225 0.08925 0.08635 0.08355 0.08083  
 0.07820 0.07566 0.07320 0.07082 0.06967 0.06854 0.06743  
 0.06633 0.06525 0.06419 0.06315 0.06212 0.06111  
 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012  
 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012  
 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012  
 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012  
 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012  
 0.06012 0.06012 0.06012

L3 0.08620 0.08447 0.08278 0.08113 0.07951  
 0.07792 0.07636 0.07483 0.07333 0.07260 0.07187 0.07116  
 0.07044 0.06974 0.06904 0.06835 0.06767 0.06699  
 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632  
 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632  
 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632  
 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632  
 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632 0.06632  
 0.06632 0.06632 0.06632

L4 0.09225 0.08925 0.08635 0.08355 0.08083  
 0.07820 0.07566 0.07320 0.07082 0.06967 0.06854 0.06743  
 0.06633 0.06525 0.06419 0.06315 0.06212 0.06111  
 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012  
 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012  
 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012  
 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012  
 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012 0.06012  
 0.06012 0.06012 0.06012

WI TH-SCHEME

Li nkName 2021 2022 2023 2024 2025  
 2026 2027 2028 2029 2030 2031 2032  
 2033 2034 2035 2036 2037 2038 2039  
 2040 2041 2042 2043 2044 2045  
 2046 2047 2048 2049 2050 2051 2052  
 2053 2054 2055 2056 2057 2058 2059  
 2060 2061 2062 2063 2064 2065  
 2066 2067 2068 2069 2070 2071 2072  
 2073 2074 2075 2076 2077 2078 2079  
 2080

L1 0.08620 0.08447 0.08278 0.08113 0.07951

Gai ley Roundabout DM INT

0.07792	0.07636	0.07483	0.07333	0.07260	0.07187	0.07116
0.07044	0.06974	0.06904	0.06835	0.06767	0.06699	
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	0.06632
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	0.06632
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	0.06632
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	0.06632
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	
L2	0.09225	0.08925	0.08635	0.08355	0.08083	
0.07820	0.07566	0.07320	0.07082	0.06967	0.06854	0.06743
0.06633	0.06525	0.06419	0.06315	0.06212	0.06111	
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	
L3	0.08620	0.08447	0.08278	0.08113	0.07951	
0.07792	0.07636	0.07483	0.07333	0.07260	0.07187	0.07116
0.07044	0.06974	0.06904	0.06835	0.06767	0.06699	
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	0.06632
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	0.06632
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	0.06632
0.06632	0.06632	0.06632	0.06632	0.06632	0.06632	
L4	0.09225	0.08925	0.08635	0.08355	0.08083	
0.07820	0.07566	0.07320	0.07082	0.06967	0.06854	0.06743
0.06633	0.06525	0.06419	0.06315	0.06212	0.06111	
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012

proportion of slight accidents in year

WI THOUT-SCHEME

Li nkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065
2066	2067	2068	2069	2070	2071
2073	2074	2075	2076	2077	2078
2080					

Gai ley Roundabout DM INT

L1	0.89592	0.89801	0.90005	0.90204	0.90400	
0.90592	0.90780	0.90965	0.91146	0.91234	0.91322	0.91409
0.91494	0.91580	0.91664	0.91747	0.91830	0.91911	
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	0.91992
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	0.91992
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	0.91992
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	

L2	0.89532	0.89872	0.90201	0.90520	0.90828	
0.91126	0.91414	0.91693	0.91963	0.92094	0.92223	0.92349
0.92473	0.92596	0.92716	0.92834	0.92951	0.93065	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	

L3	0.89592	0.89801	0.90005	0.90204	0.90400	
0.90592	0.90780	0.90965	0.91146	0.91234	0.91322	0.91409
0.91494	0.91580	0.91664	0.91747	0.91830	0.91911	
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	0.91992
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	0.91992
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	0.91992
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	

L4	0.89532	0.89872	0.90201	0.90520	0.90828	
0.91126	0.91414	0.91693	0.91963	0.92094	0.92223	0.92349
0.92473	0.92596	0.92716	0.92834	0.92951	0.93065	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	

WI TH-SCHEME

Li nkName	2021	2022	2023	2024	2025	
2026	2027	2028	2029	2030	2031	2032
2033	2034	2035	2036	2037	2038	2039
2040	2041	2042	2043	2044	2045	
2046	2047	2048	2049	2050	2051	2052
2053	2054	2055	2056	2057	2058	2059
2060	2061	2062	2063	2064	2065	
2066	2067	2068	2069	2070	2071	2072
2073	2074	2075	2076	2077	2078	2079
2080						

L1	0.89592	0.89801	0.90005	0.90204	0.90400	
0.90592	0.90780	0.90965	0.91146	0.91234	0.91322	0.91409

Gai ley Roundabout DM INT

0.91494	0.91580	0.91664	0.91747	0.91830	0.91911	
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	0.91992
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	0.91992
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	0.91992
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	0.91992
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	0.91992
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	0.91992
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	0.91992
L2	0.89532	0.89872	0.90201	0.90520	0.90828	
0.91126	0.91414	0.91693	0.91963	0.92094	0.92223	0.92349
0.92473	0.92596	0.92716	0.92834	0.92951	0.93065	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
L3	0.89592	0.89801	0.90005	0.90204	0.90400	
0.90592	0.90780	0.90965	0.91146	0.91234	0.91322	0.91409
0.91494	0.91580	0.91664	0.91747	0.91830	0.91911	
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	0.91992
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	0.91992
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	0.91992
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	0.91992
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	0.91992
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	0.91992
0.91992	0.91992	0.91992	0.91992	0.91992	0.91992	0.91992
L4	0.89532	0.89872	0.90201	0.90520	0.90828	
0.91126	0.91414	0.91693	0.91963	0.92094	0.92223	0.92349
0.92473	0.92596	0.92716	0.92834	0.92951	0.93065	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178

Total costs (including casual ty costs)

WI THOUT-SCHEME

Li nkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065
2066	2067	2068	2069	2070	2071
2073	2074	2075	2076	2077	2078
2080					
L1	25,604.1	24,467.9	23,430.8	22,464.4	21,569.8

```

*****
*
*      CCC      000      BBBB      AAA      L      TTTTT      *
*      C  C      0  0      B  B      A  A      L      T      *
*      C      0  0      B  B      A  A      L      T      *
*      C      0  0      BBBB      AAAAA  ----  L      T      *
*      C      0  0      B  B      A  A      L      T      *
*      C  C      0  0      B  B      A  A      L      T      *
*      CCC      000      BBBB      A  A      LLLLL  T      *
*
*****
*
*                                     Versi on 2013. 02      *
*
*      Transport Appraisal and Strategic Modelling (TASM) Division,      *
*                                     Department for Transport,      *
*                                     Great Minster House,      *
*                                     33 Horseferry Road,      *
*                                     London,      *
*                                     SW1P 4DR      *
*      Email tasm@dft.gsi.gov.uk      *
*
*****

```

©Department for Transport, 2013  
 Written by Roger Himlin

Contents

- [Section 1] Summary Statistics
  - [Section 1.1] Economic Summary
  - [Section 1.2] Accident Summary
  - [Section 1.3] Casualty Summary
- [Section 2] Accident Statistics
  - [Section 2.1] Link Accident Statistics
  - [Section 2.2] Junction Accident Statistics
  - [Section 2.3] Combined Link and Junction Accident Statistics
- [Section 3] Accident Rates
  - [Section 3.1] Link Accident Rates
  - [Section 3.2] Junction Accident Rates
  - [Section 3.3] Combined Link and Junction Accident Rates
- [Section 4] Input Data - Scheme File
- [Section 5] Input Data - Parameter File

M6 J12 DM DS

[Section 1] Summary Statistics

[Section 1.1] Economic Summary

Total Without-Scheme Accident Costs =	8,644.4
Total With-Scheme Accident Costs =	10,219.5
Total Accident Benefits Saved by Scheme =	-1,575.1

Year	W/o-scheme	With-Scheme
2021	299.7	352.6
2022	283.4	333.5
2023	268.6	316.2
2024	254.9	300.2
2025	242.2	285.4
2026	230.5	271.7
2027	219.6	259.0
2028	209.5	247.2
2029	199.9	236.0
2030	193.9	229.0
2031	188.0	222.1
2032	182.4	215.5
2033	176.9	209.0
2034	171.5	202.8
2035	166.4	196.8
2036	161.5	191.1
2037	156.8	185.6
2038	152.3	180.3
2039	147.9	175.1
2040	145.6	172.4
2041	143.5	169.9
2042	141.3	167.3
2043	139.2	164.8
2044	137.1	162.3
2045	134.9	159.8
2046	132.9	157.3
2047	130.8	154.8
2048	128.7	152.4
2049	127.3	150.7
2050	125.9	149.1
2051	124.7	147.6
2052	123.5	146.2
2053	122.3	144.8
2054	121.0	143.3
2055	119.8	141.9
2056	118.6	140.4
2057	117.4	139.0
2058	116.2	137.6
2059	115.1	136.2
2060	113.9	134.9
2061	112.8	133.5
2062	111.7	132.2



	M6	J12	DM	DS
2063	110.6			130.9
2064	109.5			129.6
2065	108.4			128.4
2066	107.4			127.2
2067	106.4			125.9
2068	105.3			124.7
2069	104.3			123.5
2070	103.3			122.3
2071	102.3			121.1
2072	101.3			119.9
2073	100.3			118.8
2074	99.3			117.6
2075	98.4			116.5
2076	97.4			115.3
2077	96.4			114.2
2078	95.5			113.1
2079	94.6			111.9
2080	93.6			110.9

Costs and benefits discounted to 2010 in multiples of a thousand pounds.

[Section 1.2] Accident Summary

Total Without-Scheme Accidents =	156.5
Total With-Scheme Accidents =	187.4
Total Accidents Saved by Scheme =	-31.0

Year	W/o-scheme	With-Scheme
2021	3.6	4.2
2022	3.5	4.1
2023	3.4	4.0
2024	3.3	3.9
2025	3.2	3.8
2026	3.1	3.7
2027	3.0	3.6
2028	2.9	3.5
2029	2.8	3.4
2030	2.8	3.3
2031	2.8	3.3
2032	2.7	3.3
2033	2.7	3.2
2034	2.6	3.2
2035	2.6	3.1
2036	2.6	3.1
2037	2.5	3.0
2038	2.5	3.0
2039	2.5	3.0
2040	2.5	3.0
2041	2.5	3.0
2042	2.5	3.0
2043	2.5	3.0

	M6	J12	DM	DS
2044	2.5			3.0
2045	2.5			3.0
2046	2.5			3.0
2047	2.5			3.0
2048	2.5			3.0
2049	2.5			3.0
2050	2.5			3.0
2051	2.5			3.0
2052	2.5			3.0
2053	2.5			3.0
2054	2.5			3.0
2055	2.5			3.0
2056	2.5			3.0
2057	2.5			3.0
2058	2.5			3.0
2059	2.5			3.0
2060	2.5			3.0
2061	2.5			3.0
2062	2.5			3.0
2063	2.5			3.0
2064	2.5			3.0
2065	2.5			3.0
2066	2.5			3.0
2067	2.5			3.0
2068	2.5			3.0
2069	2.5			3.0
2070	2.5			3.0
2071	2.5			3.0
2072	2.5			3.0
2073	2.5			3.0
2074	2.5			3.0
2075	2.5			3.0
2076	2.5			3.0
2077	2.5			3.0
2078	2.5			3.0
2079	2.5			3.0
2080	2.5			3.0

[Section 1.3] Casual ty Summary

Total Wi thout-Scheme Casual ties (Fatal)	=	3.3
(Serious)	=	28.8
(Sl ight)	=	185.9
Total Wi th-Scheme Casual ties (Fatal)	=	3.9
(Serious)	=	33.9
(Sl ight)	=	223.7
Total Casual ties Saved by Scheme (Fatal)	=	-0.6
(Serious)	=	-5.1
(Sl ight)	=	-37.8

Year            -----Wi thout-Scheme-----  
-----Wi th-Scheme-----

Serious	Slight	Year	M6 J12 DM DS			Fatal
			Fatal	Serious	Slight	
0.8	5.0	2021	0.1	0.7	4.2	0.1
0.8	4.9	2022	0.1	0.7	4.1	0.1
0.7	4.7	2023	0.1	0.6	4.0	0.1
0.7	4.6	2024	0.1	0.6	3.9	0.1
0.7	4.5	2025	0.1	0.6	3.8	0.1
0.7	4.4	2026	0.1	0.6	3.7	0.1
0.7	4.3	2027	0.1	0.6	3.6	0.1
0.6	4.1	2028	0.1	0.5	3.5	0.1
0.6	4.0	2029	0.1	0.5	3.4	0.1
0.6	4.0	2030	0.1	0.5	3.3	0.1
0.6	3.9	2031	0.1	0.5	3.3	0.1
0.6	3.9	2032	0.1	0.5	3.2	0.1
0.6	3.8	2033	0.1	0.5	3.2	0.1
0.6	3.8	2034	0.1	0.5	3.1	0.1
0.6	3.7	2035	0.1	0.5	3.1	0.1
0.6	3.7	2036	0.1	0.5	3.1	0.1
0.5	3.6	2037	0.1	0.5	3.0	0.1
0.5	3.6	2038	0.1	0.5	3.0	0.1
0.5	3.5	2039	0.1	0.5	2.9	0.1
0.5	3.5	2040	0.1	0.5	2.9	0.1
0.5	3.5	2041	0.1	0.5	2.9	0.1
0.5	3.5	2042	0.1	0.5	2.9	0.1
0.5	3.5	2043	0.1	0.5	2.9	0.1
0.5	3.5	2044	0.1	0.5	2.9	0.1
0.5	3.5	2045	0.1	0.5	2.9	0.1
0.5	3.5	2046	0.1	0.5	2.9	0.1

			M6	J12	DM	DS	
		2047	0.1	0.5		2.9	0.1
0.5	3.5	2048	0.1	0.5		2.9	0.1
0.5	3.5	2049	0.1	0.5		2.9	0.1
0.5	3.5	2050	0.1	0.5		2.9	0.1
0.5	3.5	2051	0.1	0.5		2.9	0.1
0.5	3.5	2052	0.1	0.5		2.9	0.1
0.5	3.5	2053	0.1	0.5		2.9	0.1
0.5	3.5	2054	0.1	0.5		2.9	0.1
0.5	3.5	2055	0.1	0.5		2.9	0.1
0.5	3.5	2056	0.1	0.5		2.9	0.1
0.5	3.5	2057	0.1	0.5		2.9	0.1
0.5	3.5	2058	0.1	0.5		2.9	0.1
0.5	3.5	2059	0.1	0.5		2.9	0.1
0.5	3.5	2060	0.1	0.5		2.9	0.1
0.5	3.5	2061	0.1	0.5		2.9	0.1
0.5	3.5	2062	0.1	0.5		2.9	0.1
0.5	3.5	2063	0.1	0.5		2.9	0.1
0.5	3.5	2064	0.1	0.5		2.9	0.1
0.5	3.5	2065	0.1	0.5		2.9	0.1
0.5	3.5	2066	0.1	0.5		2.9	0.1
0.5	3.5	2067	0.1	0.5		2.9	0.1
0.5	3.5	2068	0.1	0.5		2.9	0.1
0.5	3.5	2069	0.1	0.5		2.9	0.1
0.5	3.5	2070	0.1	0.5		2.9	0.1
0.5	3.5	2071	0.1	0.5		2.9	0.1
0.5	3.5	2072	0.1	0.5		2.9	0.1
0.5	3.5	2073	0.1	0.5		2.9	0.1
0.5	3.5						

			M6	J12	DM	DS	
0.5	3.5	2074	0.1	0.5	2.9	0.1	
0.5	3.5	2075	0.1	0.5	2.9	0.1	
0.5	3.5	2076	0.1	0.5	2.9	0.1	
0.5	3.5	2077	0.1	0.5	2.9	0.1	
0.5	3.5	2078	0.1	0.5	2.9	0.1	
0.5	3.5	2079	0.1	0.5	2.9	0.1	
0.5	3.5	2080	0.1	0.5	2.9	0.1	

[Section 2] Accident Statistics

[Section 2.1] Link Accident Statistics

With-Scheme		*----- Without-Scheme -----*							
		*----- Benefits -----*							
		*-- Number of Accidents -*				Total* *-- Number of			
Accidents -*	Total*	*-- Number of Accidents -*		Total*		*-- Number of		Total*	
Link Name	Cost*	2021	2036	Total*	Cost*	2021	2036	Total*	Benefit*
Total*	Cost*	2021	2036	Total*	Benefit*	2021	2036	Total*	Benefit*
L1		1.2	0.8	49.7	2,969.9	1.3	0.9		
54.2	3,243.4	-0.1	-0.1	-4.6	-273.5				
L2		1.2	0.8	51.5	3,083.0	1.3	0.9		
53.0	3,168.8	0.0	0.0	-1.4	-85.8				
L3		0.2	0.1	6.9	411.9	0.2	0.2		
10.3	617.1	-0.1	-0.1	-3.4	-205.2				
L4		0.5	0.4	22.1	1,321.8	0.8	0.5		
33.5	2,001.3	-0.3	-0.2	-11.4	-679.5				
Total		3.1	2.1	130.2	7,786.7	3.6	2.5		
151.0	9,030.8	-0.5	-0.3	-20.8	-1,244.0				

Costs and benefits discounted to 2010 in multiples of a thousand pounds.

accidents in year

WITHOUT-SCHEME

LinkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065

M6 J12 DM DS

2066	2067	2068	2069	2070	2071	2072
2073	2074	2075	2076	2077	2078	2079
2080						
L1	1. 1921	1. 1533	1. 1158	1. 0796	1. 0445	
1. 0105	0. 9777	0. 9459	0. 9152	0. 9003	0. 8857	0. 8713
0. 8571	0. 8432	0. 8295	0. 8160	0. 8028	0. 7897	
0. 7769	0. 7769	0. 7769	0. 7769	0. 7769	0. 7769	0. 7769
0. 7769	0. 7769	0. 7769	0. 7769	0. 7769	0. 7769	0. 7769
0. 7769	0. 7769	0. 7769	0. 7769	0. 7769	0. 7769	0. 7769
0. 7769	0. 7769	0. 7769	0. 7769	0. 7769	0. 7769	0. 7769
0. 7769	0. 7769	0. 7769	0. 7769	0. 7769	0. 7769	0. 7769
0. 7769	0. 7769	0. 7769	0. 7769	0. 7769	0. 7769	0. 7769
L2	1. 2374	1. 1972	1. 1583	1. 1207	1. 0843	
1. 0490	1. 0149	0. 9819	0. 9500	0. 9346	0. 9194	0. 9045
0. 8898	0. 8753	0. 8611	0. 8471	0. 8333	0. 8198	
0. 8065	0. 8065	0. 8065	0. 8065	0. 8065	0. 8065	0. 8065
0. 8065	0. 8065	0. 8065	0. 8065	0. 8065	0. 8065	0. 8065
0. 8065	0. 8065	0. 8065	0. 8065	0. 8065	0. 8065	0. 8065
0. 8065	0. 8065	0. 8065	0. 8065	0. 8065	0. 8065	0. 8065
0. 8065	0. 8065	0. 8065	0. 8065	0. 8065	0. 8065	0. 8065
0. 8065	0. 8065	0. 8065	0. 8065	0. 8065	0. 8065	0. 8065
L3	0. 1653	0. 1600	0. 1548	0. 1497	0. 1449	
0. 1402	0. 1356	0. 1312	0. 1269	0. 1249	0. 1228	0. 1208
0. 1189	0. 1170	0. 1151	0. 1132	0. 1113	0. 1095	
0. 1078	0. 1078	0. 1078	0. 1078	0. 1078	0. 1078	0. 1078
0. 1078	0. 1078	0. 1078	0. 1078	0. 1078	0. 1078	0. 1078
0. 1078	0. 1078	0. 1078	0. 1078	0. 1078	0. 1078	0. 1078
0. 1078	0. 1078	0. 1078	0. 1078	0. 1078	0. 1078	0. 1078
0. 1078	0. 1078	0. 1078	0. 1078	0. 1078	0. 1078	0. 1078
0. 1078	0. 1078	0. 1078	0. 1078	0. 1078	0. 1078	0. 1078
L4	0. 5305	0. 5133	0. 4966	0. 4805	0. 4649	
0. 4498	0. 4351	0. 4210	0. 4073	0. 4007	0. 3942	0. 3878
0. 3815	0. 3753	0. 3692	0. 3632	0. 3573	0. 3515	
0. 3458	0. 3458	0. 3458	0. 3458	0. 3458	0. 3458	0. 3458
0. 3458	0. 3458	0. 3458	0. 3458	0. 3458	0. 3458	0. 3458
0. 3458	0. 3458	0. 3458	0. 3458	0. 3458	0. 3458	0. 3458
0. 3458	0. 3458	0. 3458	0. 3458	0. 3458	0. 3458	0. 3458
0. 3458	0. 3458	0. 3458	0. 3458	0. 3458	0. 3458	0. 3458
0. 3458	0. 3458	0. 3458	0. 3458	0. 3458	0. 3458	0. 3458

WITH-SCHEME

Li nkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065
2066	2067	2068	2069	2070	2071
2073	2074	2075	2076	2077	2078
					2079

M6 J12 DM DS

2080

L1	1.3018	1.2595	1.2186	1.1790	1.1407	
1.1036	1.0677	1.0330	0.9995	0.9832	0.9672	0.9515
0.9361	0.9208	0.9059	0.8912	0.8767	0.8624	
0.8484	0.8484	0.8484	0.8484	0.8484	0.8484	0.8484
0.8484	0.8484	0.8484	0.8484	0.8484	0.8484	
0.8484	0.8484	0.8484	0.8484	0.8484	0.8484	0.8484
0.8484	0.8484	0.8484	0.8484	0.8484	0.8484	
0.8484	0.8484	0.8484	0.8484	0.8484	0.8484	0.8484
0.8484	0.8484	0.8484	0.8484	0.8484	0.8484	
L2	1.2719	1.2306	1.1906	1.1519	1.1144	
1.0782	1.0432	1.0093	0.9765	0.9606	0.9450	0.9296
0.9145	0.8997	0.8851	0.8707	0.8565	0.8426	
0.8289	0.8289	0.8289	0.8289	0.8289	0.8289	0.8289
0.8289	0.8289	0.8289	0.8289	0.8289	0.8289	
0.8289	0.8289	0.8289	0.8289	0.8289	0.8289	0.8289
0.8289	0.8289	0.8289	0.8289	0.8289	0.8289	
0.8289	0.8289	0.8289	0.8289	0.8289	0.8289	0.8289
0.8289	0.8289	0.8289	0.8289	0.8289	0.8289	
L3	0.2477	0.2397	0.2319	0.2243	0.2170	
0.2100	0.2032	0.1966	0.1902	0.1871	0.1840	0.1811
0.1781	0.1752	0.1724	0.1696	0.1668	0.1641	
0.1614	0.1614	0.1614	0.1614	0.1614	0.1614	0.1614
0.1614	0.1614	0.1614	0.1614	0.1614	0.1614	
0.1614	0.1614	0.1614	0.1614	0.1614	0.1614	0.1614
0.1614	0.1614	0.1614	0.1614	0.1614	0.1614	
0.1614	0.1614	0.1614	0.1614	0.1614	0.1614	0.1614
0.1614	0.1614	0.1614	0.1614	0.1614	0.1614	
L4	0.8033	0.7772	0.7519	0.7275	0.7038	
0.6810	0.6588	0.6374	0.6167	0.6067	0.5968	0.5871
0.5776	0.5682	0.5590	0.5499	0.5409	0.5322	
0.5235	0.5235	0.5235	0.5235	0.5235	0.5235	0.5235
0.5235	0.5235	0.5235	0.5235	0.5235	0.5235	
0.5235	0.5235	0.5235	0.5235	0.5235	0.5235	0.5235
0.5235	0.5235	0.5235	0.5235	0.5235	0.5235	
0.5235	0.5235	0.5235	0.5235	0.5235	0.5235	0.5235
0.5235	0.5235	0.5235	0.5235	0.5235	0.5235	

proportion of fatal accidents in year

WITHOUT-SCHEME

LinkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065
2066	2067	2068	2069	2070	2071
					2072

M6 J12 DM DS

	2073	2074	2075	2076	2077	2078	2079
	2080						
L1		0.01243	0.01202	0.01163	0.01125	0.01089	
0.01054	0.01019	0.00986	0.00954	0.00939	0.00923	0.00908	
0.00894	0.00879	0.00865	0.00851	0.00837	0.00823		
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
L2		0.01243	0.01202	0.01163	0.01125	0.01089	
0.01054	0.01019	0.00986	0.00954	0.00939	0.00923	0.00908	
0.00894	0.00879	0.00865	0.00851	0.00837	0.00823		
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
L3		0.01243	0.01202	0.01163	0.01125	0.01089	
0.01054	0.01019	0.00986	0.00954	0.00939	0.00923	0.00908	
0.00894	0.00879	0.00865	0.00851	0.00837	0.00823		
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
L4		0.01243	0.01202	0.01163	0.01125	0.01089	
0.01054	0.01019	0.00986	0.00954	0.00939	0.00923	0.00908	
0.00894	0.00879	0.00865	0.00851	0.00837	0.00823		
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810

WITH-SCHEME

Li nkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065
2066	2067	2068	2069	2070	2071
2073	2074	2075	2076	2077	2078
2080					



M6 J12 DM DS

L1	0.01243	0.01202	0.01163	0.01125	0.01089	
0.01054	0.01019	0.00986	0.00954	0.00939	0.00923	0.00908
0.00894	0.00879	0.00865	0.00851	0.00837	0.00823	
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
L2	0.01243	0.01202	0.01163	0.01125	0.01089	
0.01054	0.01019	0.00986	0.00954	0.00939	0.00923	0.00908
0.00894	0.00879	0.00865	0.00851	0.00837	0.00823	
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
L3	0.01243	0.01202	0.01163	0.01125	0.01089	
0.01054	0.01019	0.00986	0.00954	0.00939	0.00923	0.00908
0.00894	0.00879	0.00865	0.00851	0.00837	0.00823	
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
L4	0.01243	0.01202	0.01163	0.01125	0.01089	
0.01054	0.01019	0.00986	0.00954	0.00939	0.00923	0.00908
0.00894	0.00879	0.00865	0.00851	0.00837	0.00823	
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810
0.00810	0.00810	0.00810	0.00810	0.00810	0.00810	0.00810

proportion of serious accidents in year

WITHOUT-SCHEME

LinkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065
2066	2067	2068	2069	2070	2071
2073	2074	2075	2076	2077	2078

M6 J12 DM DS

2080

L1	0.09225	0.08925	0.08635	0.08355	0.08083
0.07820	0.07566	0.07320	0.07082	0.06967	0.06854
0.06633	0.06525	0.06419	0.06315	0.06212	0.06111
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012

L2	0.09225	0.08925	0.08635	0.08355	0.08083
0.07820	0.07566	0.07320	0.07082	0.06967	0.06854
0.06633	0.06525	0.06419	0.06315	0.06212	0.06111
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012

L3	0.09225	0.08925	0.08635	0.08355	0.08083
0.07820	0.07566	0.07320	0.07082	0.06967	0.06854
0.06633	0.06525	0.06419	0.06315	0.06212	0.06111
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012

L4	0.09225	0.08925	0.08635	0.08355	0.08083
0.07820	0.07566	0.07320	0.07082	0.06967	0.06854
0.06633	0.06525	0.06419	0.06315	0.06212	0.06111
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012

WI TH-SCHEME

Li nkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065
2066	2067	2068	2069	2070	2071
2073	2074	2075	2076	2077	2078
2080					

L1	0.09225	0.08925	0.08635	0.08355	0.08083
----	---------	---------	---------	---------	---------

M6 J12 DM DS

0.07820	0.07566	0.07320	0.07082	0.06967	0.06854	0.06743
0.06633	0.06525	0.06419	0.06315	0.06212	0.06111	
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
L2	0.09225	0.08925	0.08635	0.08355	0.08083	
0.07820	0.07566	0.07320	0.07082	0.06967	0.06854	0.06743
0.06633	0.06525	0.06419	0.06315	0.06212	0.06111	
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
L3	0.09225	0.08925	0.08635	0.08355	0.08083	
0.07820	0.07566	0.07320	0.07082	0.06967	0.06854	0.06743
0.06633	0.06525	0.06419	0.06315	0.06212	0.06111	
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
L4	0.09225	0.08925	0.08635	0.08355	0.08083	
0.07820	0.07566	0.07320	0.07082	0.06967	0.06854	0.06743
0.06633	0.06525	0.06419	0.06315	0.06212	0.06111	
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012
0.06012	0.06012	0.06012	0.06012	0.06012	0.06012	0.06012

proportion of slight accidents in year

WITHOUT-SCHEME

LinkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065
2066	2067	2068	2069	2070	2071
2073	2074	2075	2076	2077	2078
2080					

M6 J12 DM DS

L1	0.89532	0.89872	0.90201	0.90520	0.90828	
0.91126	0.91414	0.91693	0.91963	0.92094	0.92223	0.92349
0.92473	0.92596	0.92716	0.92834	0.92951	0.93065	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	
L2	0.89532	0.89872	0.90201	0.90520	0.90828	
0.91126	0.91414	0.91693	0.91963	0.92094	0.92223	0.92349
0.92473	0.92596	0.92716	0.92834	0.92951	0.93065	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	
L3	0.89532	0.89872	0.90201	0.90520	0.90828	
0.91126	0.91414	0.91693	0.91963	0.92094	0.92223	0.92349
0.92473	0.92596	0.92716	0.92834	0.92951	0.93065	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	
L4	0.89532	0.89872	0.90201	0.90520	0.90828	
0.91126	0.91414	0.91693	0.91963	0.92094	0.92223	0.92349
0.92473	0.92596	0.92716	0.92834	0.92951	0.93065	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	

WI TH-SCHEME

Li nkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065
2066	2067	2068	2069	2070	2071
2073	2074	2075	2076	2077	2078
2080					

L1	0.89532	0.89872	0.90201	0.90520	0.90828
0.91126	0.91414	0.91693	0.91963	0.92094	0.92223
					0.92349

M6 J12 DM DS						
0.92473	0.92596	0.92716	0.92834	0.92951	0.93065	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
L2	0.89532	0.89872	0.90201	0.90520	0.90828	
0.91126	0.91414	0.91693	0.91963	0.92094	0.92223	0.92349
0.92473	0.92596	0.92716	0.92834	0.92951	0.93065	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
L3	0.89532	0.89872	0.90201	0.90520	0.90828	
0.91126	0.91414	0.91693	0.91963	0.92094	0.92223	0.92349
0.92473	0.92596	0.92716	0.92834	0.92951	0.93065	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
L4	0.89532	0.89872	0.90201	0.90520	0.90828	
0.91126	0.91414	0.91693	0.91963	0.92094	0.92223	0.92349
0.92473	0.92596	0.92716	0.92834	0.92951	0.93065	
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178
0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	0.93178

Total costs (including casual ty costs)

WI THOUT-SCHEME

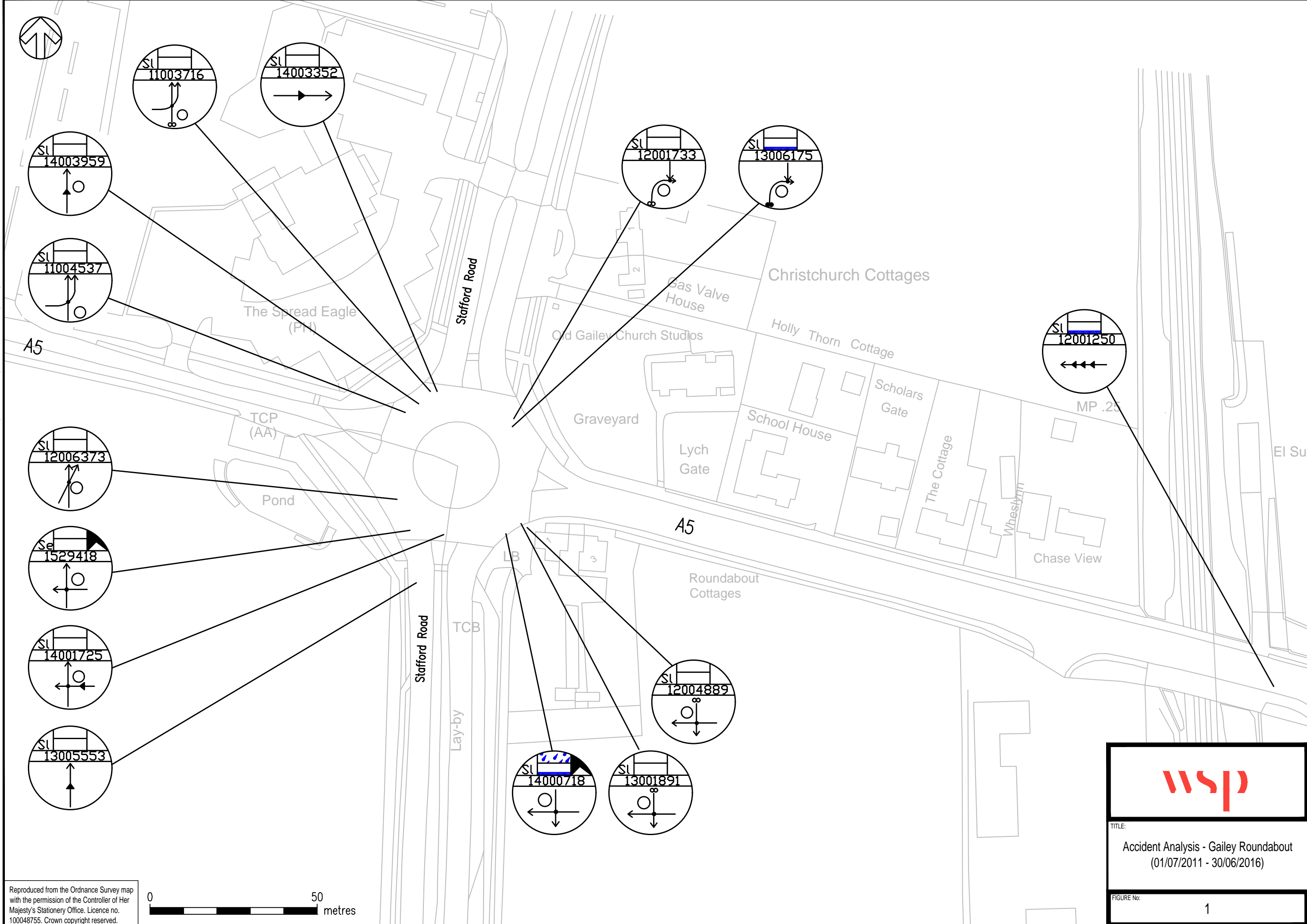
Li nkName	2021	2022	2023	2024	2025
2026	2027	2028	2029	2030	2031
2033	2034	2035	2036	2037	2038
2040	2041	2042	2043	2044	2045
2046	2047	2048	2049	2050	2051
2053	2054	2055	2056	2057	2058
2060	2061	2062	2063	2064	2065
2066	2067	2068	2069	2070	2071
2073	2074	2075	2076	2077	2078
2080					
L1	105,970.7	99,972.3	94,510.1	89,452.9	84,792.2

## **WEST MIDLANDS INTERCHANGE**

Transport Technical Note 40 – Accidents Occurring on the A5 between Gailey Roundabout and Vicarage Road from 01/07/2011 to 30/06/2016.

**Figures**

File name S:\70001979 - WMI SRFIE MODELS AND DRAWINGS\DEVELOPMENT\AUTOCAD\FIGURES\ACCIDENT DATA TN\70001979 - FIG - 001-004.DWG, printed on 24 April 2019 14:19:10, by O'Boyle, Rachel



Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office. Licence no. 100048755. Crown copyright reserved.

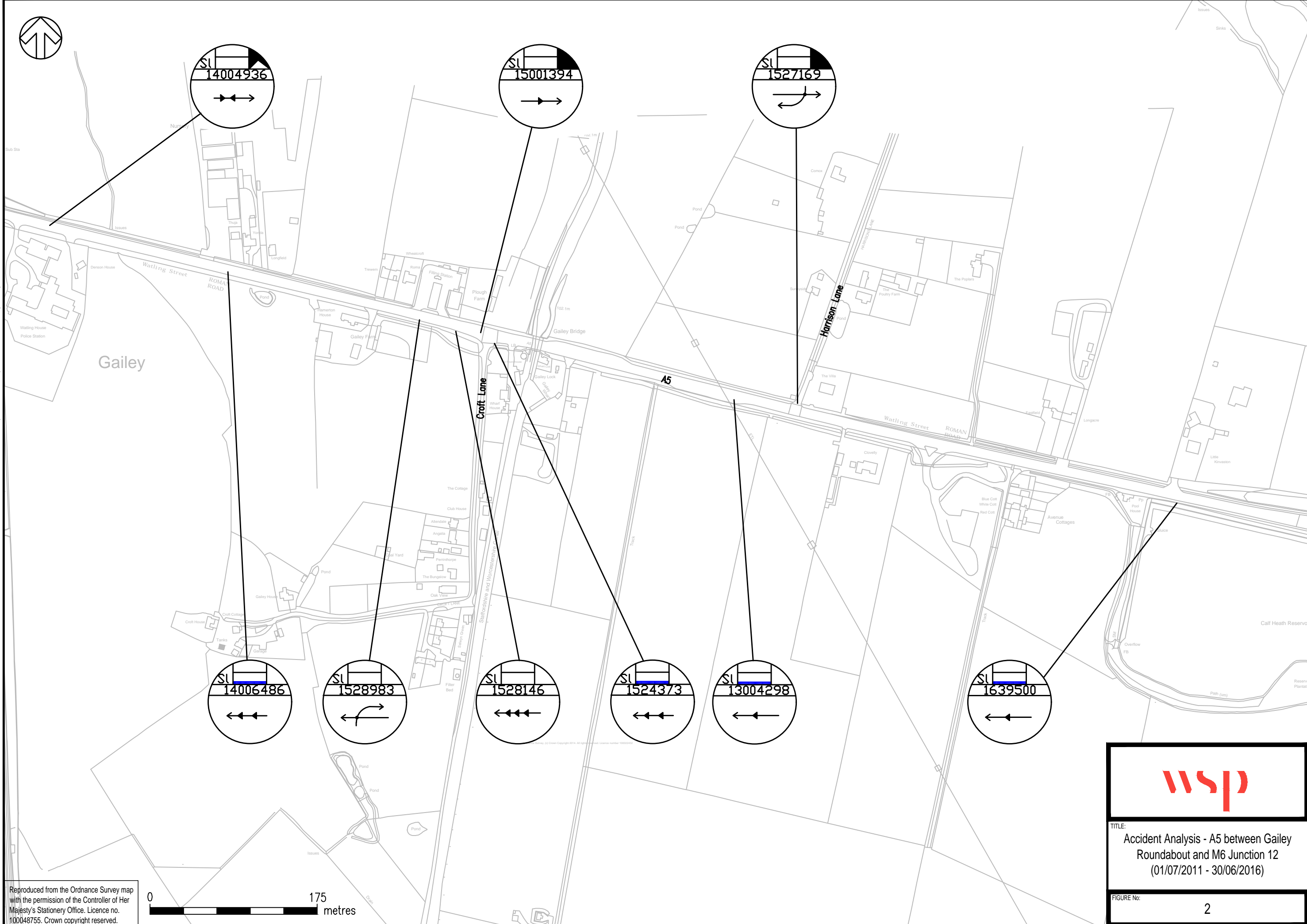


**wsp**

TITLE:  
Accident Analysis - Gailey Roundabout  
(01/07/2011 - 30/06/2016)

FIGURE No:  
1

File name S:\70001979 - WMI SRFIE MODELS AND DRAWINGS\DEVELOPMENT\AUTOCAD\FIGURES\ACCIDENT DATA TN\70001979 - FIG - 001-004.DWG, printed on 24 April 2019 14:19:38, by O'Boyle, Rachel



Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationary Office. Licence no. 100048755. Crown copyright reserved.



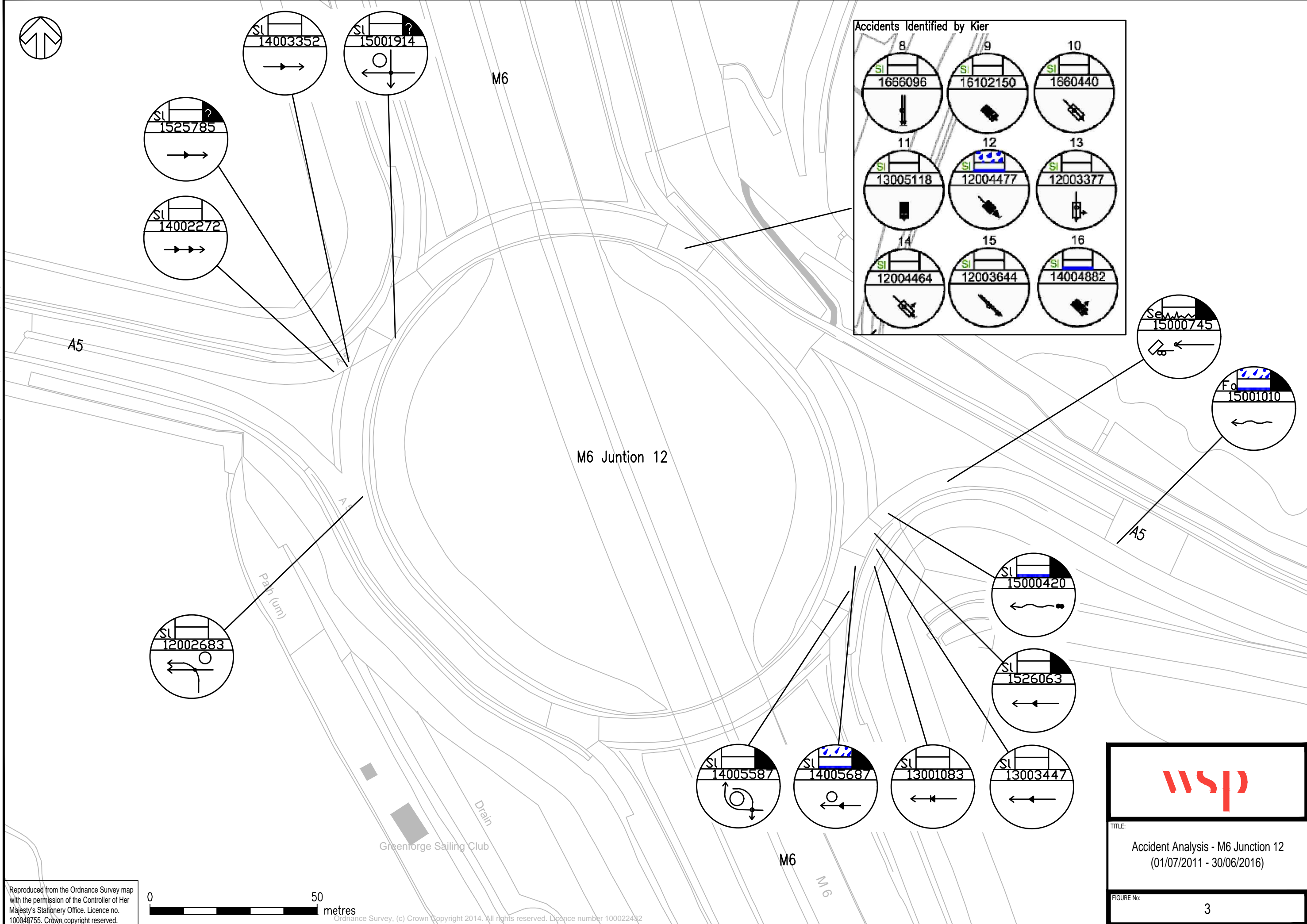
**wsp**

TITLE:  
Accident Analysis - A5 between Gailey  
Roundabout and M6 Junction 12  
(01/07/2011 - 30/06/2016)

FIGURE No:  
2



File name S:\70001979 - WMI SRFIE MODELS AND DRAWINGS\DEVELOPMENT\AUTOCAD\FIGURES\ACCIDENT DATA TN\70001979 - FIG - 001-004.DWG, printed on 24 April 2019 15:15:11, by O'Boyle, Rachel



Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office. Licence no. 100048755. Crown copyright reserved.

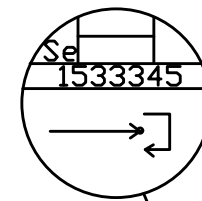
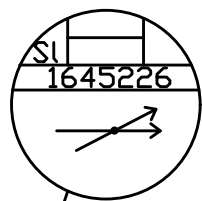


Ordnance Survey, (c) Crown Copyright 2014. All rights reserved. Licence number 100022432

**wsp**

TITLE:  
Accident Analysis - M6 Junction 12  
(01/07/2011 - 30/06/2016)

FIGURE No:  
3



A5 Watling Street

106.1m

Watling Street

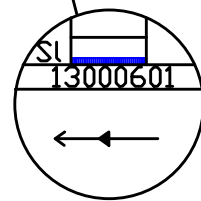
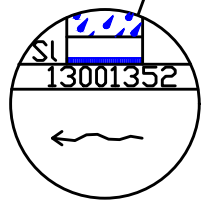
ROMAN ROAD

109.1m

Boat House

Pool House

Vicarage Road  
Def



TITLE:  
Accident Analysis - M6 Junction 12  
to Vicarage Road Signal Controlled Junction  
(01/07/2011 - 30/06/2016)

FIGURE No:  
4

File name S:\70001979 - WMI SRFIE MODELS AND DRAWINGS\DEVELOPMENT\AUTOCAD\FIGURES\ACCIDENT DATA TN\70001979 - FIG - 001-004.DWG, printed on 24 April 2019 14:21:05, by O'Boyle, Rachel

Reproduced from the Ordnance Survey map  
with the permission of the Controller of Her  
Majesty's Stationary Office. Licence no.  
100048755. Crown copyright reserved.



# Note on Greensforge Sailing Club

(ExQ2.13.5)

The West Midlands Rail Freight Interchange Order 201X

Four Ashes Limited

## APPENDIX 12

### NOTE ON GREENSFORGE SAILING CLUB (EXQ2.13.5)

---

- 1.1 The applicant has drafted the following as a summary of the technical work undertaken by RWDI and the Wolfson Unit (Wolfson), which was previously provided to the Sailing Club and submitted to the examination (Sailing Quality Analysis of Calf Heath Reservoir (REP4-012) and Calf Heath Reservoir Wind Assessment (REP4-013)).
- 1.2 The RWDI Wind Assessment Study considered existing and potential future wind conditions at the reservoir when the wind was blowing in any direction between South South-East (SSE) to West (W), which meteorological data shows accounts for c.53% of the time. The proposed WMI development has the potential to affect sailing conditions when the wind is from this direction but would have no significant effect for the remaining c.47% of the time.
- 1.3 The current sailing quality of the reservoir is summarised in Figure 6 of the Wolfson report of 24 May 2019 (Document 13.2, REP4-012). For these purposes, the reservoir is divided into grid points based on 5 metre intervals and an assessment undertaken of the percentage of time for which each grid point achieves “good sailing conditions” when the wind is from the SSE-W. The criteria for good sailing conditions is explained at paragraph 3.1 of the Wolfson report based on an agreed peer review of a similar study undertaken at the former Westferry print works in London. As Figure 6 shows, the majority of the reservoir does not currently achieve good sailing conditions when the wind is from the SSE-W, principally due to existing tree cover. In fact, good sailing conditions are only achieved on average for 19.7% of the time across the reservoir as a whole.
- 1.4 Figure 6 shows that the average sailing quality is highly variable and that a large part of the south of the reservoir achieves only poor quality sailing conditions. The Wolfson report explains (paragraph 3.4) that this is not unusual for an inland sailing environment and that it is possible to sail across the entire range of wind directions (paragraph 3.2) and that there are only two small sections of the reservoir where the sailing club have indicated that they tend not to sail (Figure 4). During sailing races, for instance, it is understood that buoys to mark the sailing course can use the full extent of the reservoir.
- 1.5 Whilst virtually all of the reservoir is sailed, therefore, the reservoir is relatively constrained compared to reservoirs or lakes in a more open environment such as the larger South Staffordshire Sailing Club, which is located immediately across the motorway ([www.southstaffssailingclub.co.uk](http://www.southstaffssailingclub.co.uk)).
- 1.6 RWDI modelled the potential effects of two alternative warehouse layouts in the development zones closest to the reservoir (Wolfson report Figure 2: Configurations 2 and 3). The modelling was undertaken on a conservative basis. For C2 building heights were taken as 24m, 30m and 34m, whilst C3 used a building of 34m which was assumed across the full width of development zone A4a (RWDI report page 4). In practice, parameter plan: Floor Levels and Building Heights restricts buildings in zone A4a to a maximum of 30m, with maximum heights of 20-24m adjacent to the reservoir.
- 1.7 The assessment showed that the average sailing quality would be reduced in option C2 to 16.5% and on option C3 to 15.6%.
- 1.8 When compared to the existing conditions (called C1) there would be an impact on the average sailing quality of the reservoir during SSE-W wind conditions of either 3.2% or 4.1%. This impact is modelled to

occur for 53% of the time. Overall, therefore, the percentage of the time during which the reservoir achieves good quality sailing conditions on average would be reduced by about 2%.

- 1.9 Another way of looking at this is to attempt to identify how much of the reservoir which currently enjoys good sailing conditions would be impacted to the extent that good sailing conditions would no longer be achieved. This is explained at the top of page 4 of the Wolfson report and it relates to between 11.3% and 13.5% of the reservoir. The approximate location of the affected areas can be judged by comparing Figures 6, 7 and 8. In none of those areas would sailing conditions be reduced below those which are currently experienced on the majority of the lake.
- 1.10 In practice, building heights would be restricted to those shown on the parameter plans and the impacts would be less.
- 1.11 This level of impact is described in the Wolfson report as “modest” (paragraph 4) and a comparison of Figures 6, 7 and 8 demonstrate that the general sailing character of the reservoir would not be significantly changed. The report confirms that sailing will still be possible in the affected areas (page 4) and identifies that the reservoir would continue to be sailable so that, for instance, there would not be expected to be any significant change in the small areas of the reservoir shown in figure 4 which sailors tend to avoid.
- 1.12 The applicant has sent this analysis to the club to see whether it is agreed.

# Extract from Definitive Map Penk 29

(ExQ2.13.7)

The West Midlands Rail Freight Interchange Order 201X

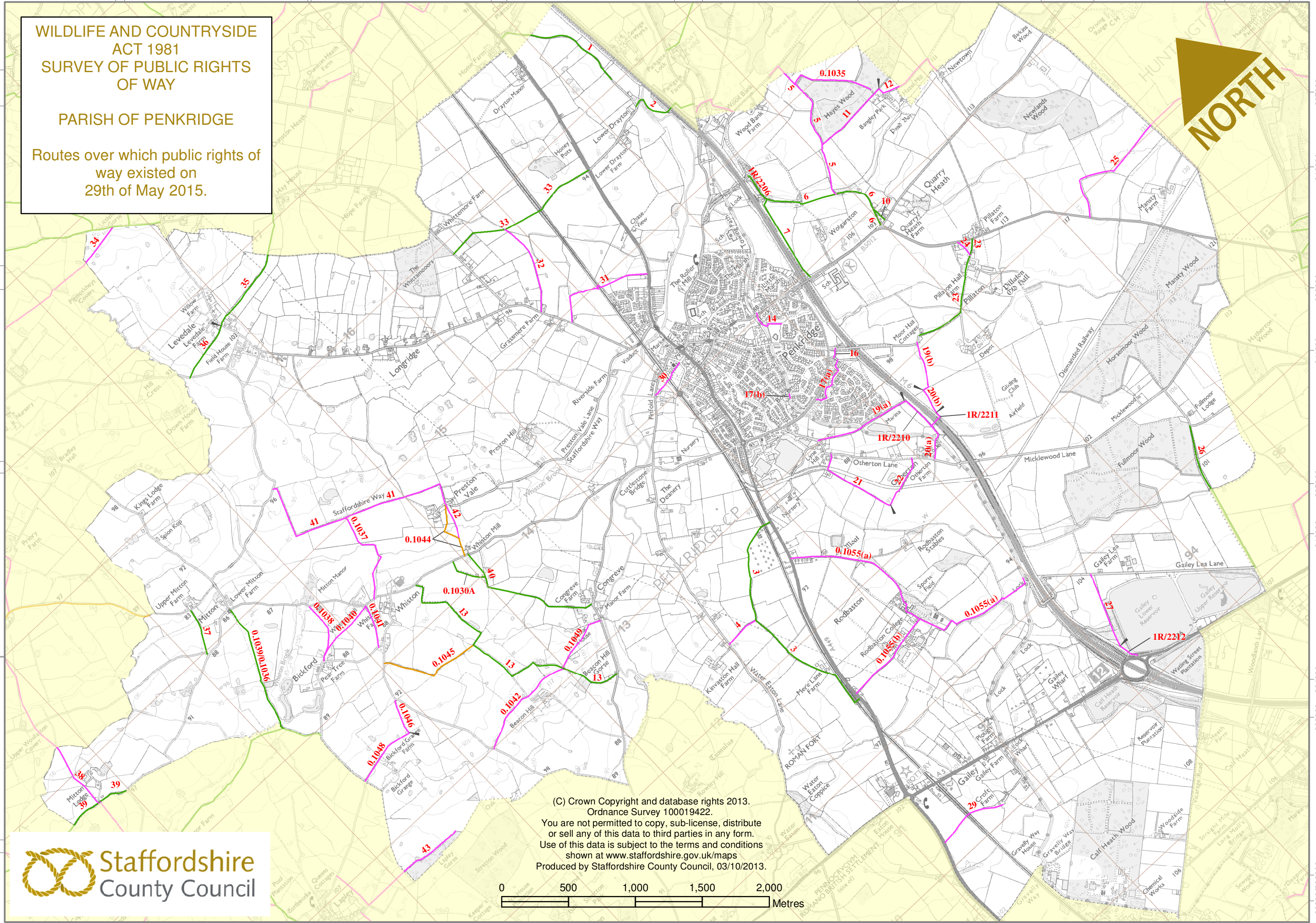
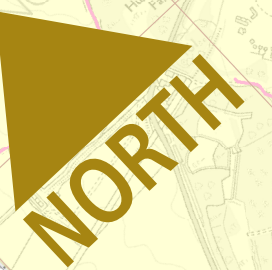
Four Ashes Limited



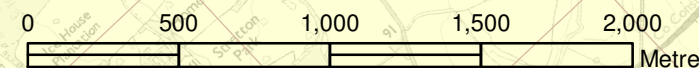
WILDLIFE AND COUNTRYSIDE  
ACT 1981  
SURVEY OF PUBLIC RIGHTS  
OF WAY

PARISH OF PENKRIDGE

Routes over which public rights of  
way existed on  
29th of May 2015.



(C) Crown Copyright and database rights 2013.  
Ordnance Survey 100019422.  
You are not permitted to copy, sub-license, distribute  
or sell any of this data to third parties in any form.  
Use of this data is subject to the terms and conditions  
shown at [www.staffordshire.gov.uk/maps](http://www.staffordshire.gov.uk/maps)  
Produced by Staffordshire County Council, 03/10/2013.





F.P.= Footpath  
 B.P.= Bridleway  
 B.O.A.T = Byway Open to All Traffic

County District : SOUTH STAFFORDSHIRE  
 Parish : **PENKRIDGE**

Path No.	Type of Path	Path commences at:	Path finishes at:	Documents creating or modifying the right of way and other relevant information
20	F.P.(a) F.P.(b)	S. side of Otherton Farm Junction with 1R/2211	Junction with 1R/2210 Junction with Path No. 19	Castle Bromwich to Dunston Order 1963
21	F.P.	Otherton Lane, Lyne Hill	F.P. 22 W. of mineral railway	Clarification of status
22	F.P.	F.P. 21 W. of mineral railway	Otherton Lane on N.W. side of Otherton Farm	
23	B.P.	Cannock Road, Pillaton	Moor Hall Cottages	
24	F.P.	Cannock Road, N.E. of Pillaton	B.P. 23, just N. of Pillaton	
25	F.P.	Cannock Road, N.W. of Mansty Farm	Parish boundary on road from Mansty Cottages to Yew Tree Cottages	Cannock Rural District Council (Footpath No.25 Penkridge) Public Path Diversion Order 1972
26	B.P.	Fullmoor Road on E. of Fullmoor Wood	Parish boundary S. of Fullmoor Wood	
27	F.P.	Gailey Lea Lane, about 300 yds. N.E. of Gailey Lea Farm	Junction with 1R/2212	Castle Bromwich to Dunston Order 1963
29	F.P.	Wolverhampton-Stafford Road about 450 yds. S. of Gailey cross-roads	Croft Lane, about 100 yds. S.W. of Croft Farm	
30	F.P.	St. Michael's Square	Pinfold Lane at entrance to the vicarage	
31	F.P.	Levedale Road at north edge of Windyridge Farm.	A449 on north side of Rowan House.	Staffordshire County Council (Public Footpath No.31 Penkridge Parish) Public Path Diversion Order, 1996. Staffordshire County Council, Public Path Diversion Order 2002, Public Footpath No.31 Penkridge Parish.
32	F.P.	Levedale Road, about 200 yds. N. of Prestonhill Barn	B.P. 33, about 300 yds. W. of the railway line	
33	B.P.	Whittamoor Lane, approx. 48m north of Whittamoors Cottage.	A449 opposite Lower Drayton Lane.	Staffordshire County Council Public Path Diversion Order 2006, Public Footpath No.33 (part) Penkridge Parish.
34	F.P.	Parish boundary on S. side of Littleheath Gorse	Old marl pits, at boundary with Bradley parish	Clarification of status
35	B.P.	Levedale Road at north edge of Meadow Barn.	Junction with B.P.10 Dunston Parish at parish boundary, 380m south west of Hay House Farm.	Staffordshire County Council Public Path Diversion Order 2007, Public Bridleway No. 35 Penkridge Parish.
36	B.P.	Levedale, opposite Levedale House and B.P. 35	Bradley Road, near parish boundary	
37	B.P.	Upper Mitton Farm	Mitton Road to the S.	
38	F.P.	Parish boundary N. of Mitton Lodge	B.P. 39, S. of Mitton Lodge	
39	B.P.	Parish boundary N. of Port Coppice	Parish boundary, about 300 yds. S. of Mitton Lodge	
40	B.P.	Whiston Mill, opposite F.P. 42	Congreve, on N. side of Manor House	Clarification of status



## Circular Routes

(ExQ2.13.7)

The West Midlands Rail Freight Interchange Order 201X

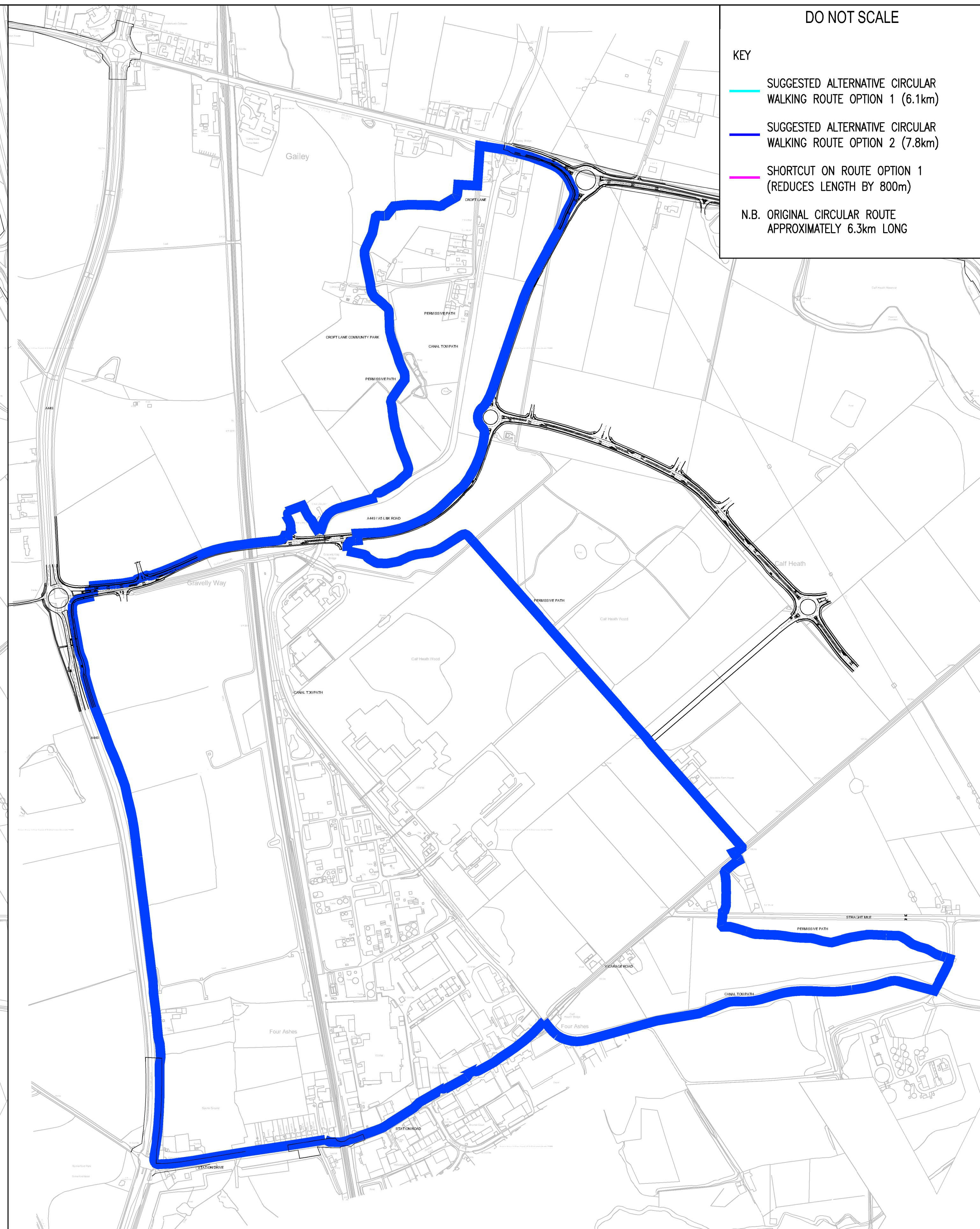
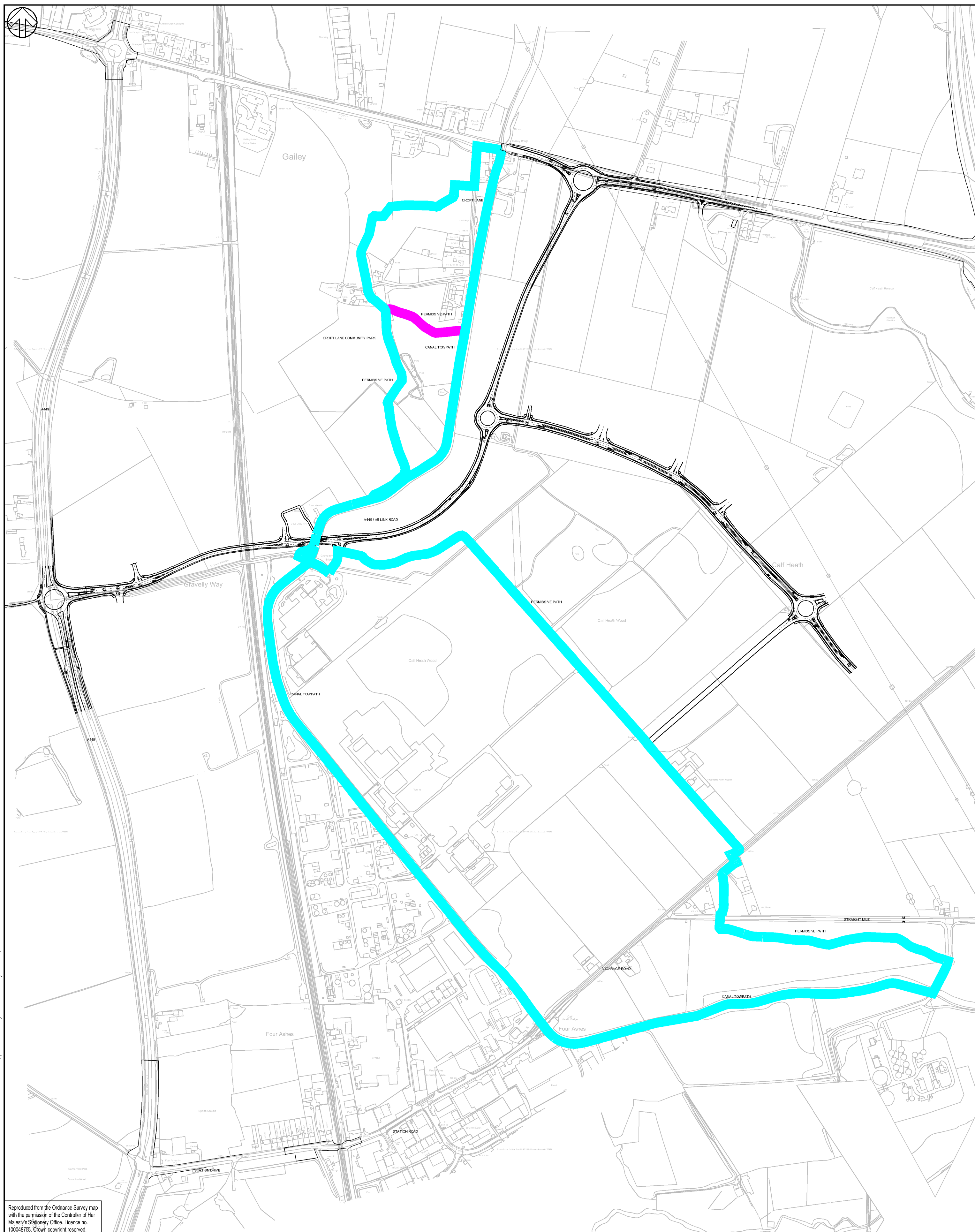
Four Ashes Limited



DO NOT SCALE

KEY

- SUGGESTED ALTERNATIVE CIRCULAR WALKING ROUTE OPTION 1 (6.1km)
- SUGGESTED ALTERNATIVE CIRCULAR WALKING ROUTE OPTION 2 (7.8km)
- SHORTCUT ON ROUTE OPTION 1 (REDUCES LENGTH BY 800m)
- N.B. ORIGINAL CIRCULAR ROUTE APPROXIMATELY 6.3km LONG



File name: S:\70001979 - WMI\_SRFI\_EMODELS AND DRAWINGS\DEVELOPMENT\AUTOCAD\SKETCHES\70001979-SK-109.DWG, printed on 02 July 2019 16:49:05, by Malsand, Richard

Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office. Licence no. 100048735. Crown copyright reserved.

REV	DATE	BY	DESCRIPTION	CHK	APP
A	25/06/2019	RJM	FIRST ISSUE		

DRAWING STATUS: S0 - WORK IN PROGRESS

Moubatten House  
Basing View  
Basingstoke  
RG21 4HJ, UK

T+ 44 (0) 1256 318 800  
F+ 44 (0) 1256 318 700  
wsp.com



CLIENT:	West Midlands Interchange
PROJECT:	WMI SRFI
TITLE:	FOUR ASHES CIRCULAR WALKING ROUTE - ALTERNATIVE OPTIONS

SCALE @ A1:	1:5000	CHECKED:	IF	APPROVED:	NJF	
PROJECT No:	70001979	DESIGNED:	RJM	DATE:	June 19	
DRAWING No:	70001979-SK-109				REV:	A
© WSP UK Ltd						