

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

Job Title	West Midlands Interchange	Project Number	70001979
Client	Four Ashes Limited		
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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 This TN40 Rev C updates the previously submitted version, Revision B and responds to comments received from Kier on behalf of Highways England on 29 July 2019.
- 1.4 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.
- 1.5 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.
- 1.6 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.

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- 1.7 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.
- 1.8 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.

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- 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).
- 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.

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- 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.
- 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

Gailey Roundabout Arm	Number of Accidents in a Year		
	Without Scheme 2021	With Scheme 2021	Difference
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.

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Table 2.3 COBALT outputs Gailey Roundabout Do Minimum and Interim Scenarios

Gailey Roundabout Arm	Number of Accidents in a Year		
	Without Scheme 2021	With Interim Scheme 2021	Difference
1 – A449 from Penkridge	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
TOTAL	1.9402	2.0892	+0.149

- 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 junction. Comment has been made by Kier that the increase in accident rate for arm 2 (A5 from site entrance) is material and warrants further consideration. Upon review of the incidents that occurred on this arm, 2 or the 3 PIA's involved cyclists. As specified in paragraph 2,7, HE has recently implemented an improvement scheme to specifically provide enhanced cycle facilities at Gailey Roundabout, therefore it has been agreed that this measure is able to address the increase in accident rates identified in the interim position.
- 2.23 There is a reduction in forecast accidents on Link 3 A449 from Gravelly Way arm, similar to the results seen in Table 2.2. Whilst the overall accident rate for the junction is shown to be higher than 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.

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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%

- 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.

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- 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.

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.

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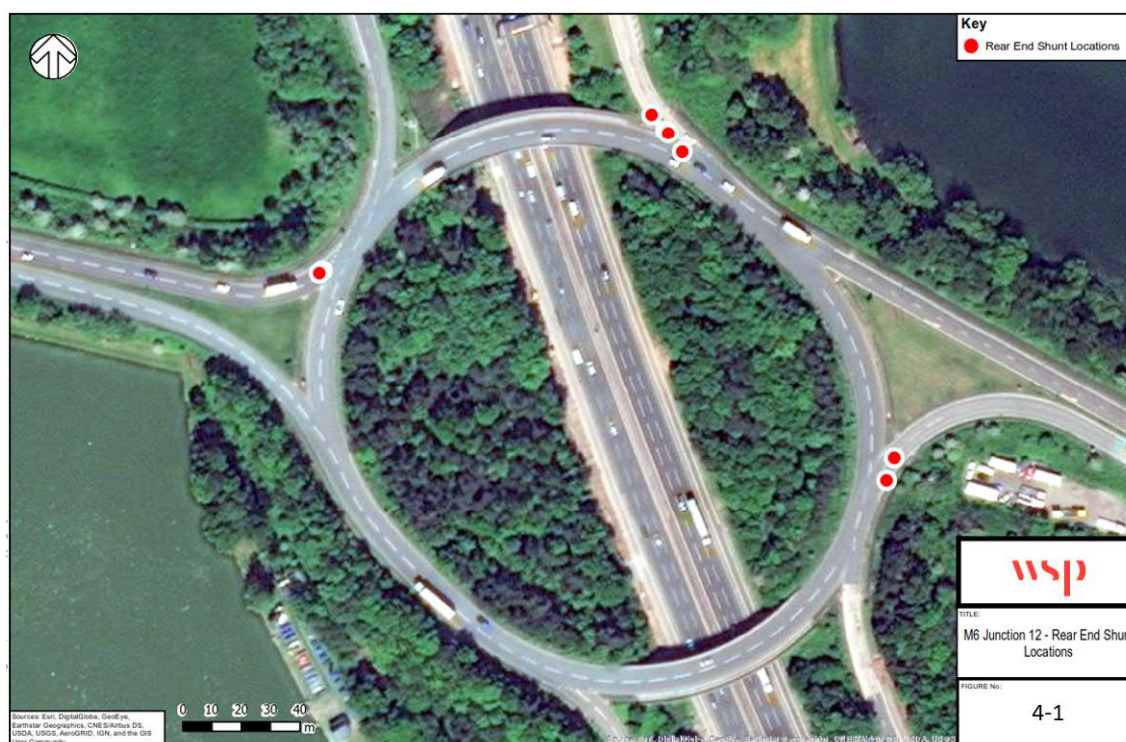
- 4.3 No cluster of incidents or specific patterns have been identified for eastbound traffic approaching M6 Junction 12. The accidents on this north-western part of the junction are all a result of a failure to look properly and a failure to judge another person's path or speed.
- 4.4 On the approach 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.
- 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 of accidents on the M6 southbound off slip 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. It can also be seen that all incidents took place during daylight hours. Two of the nine incidents took place at a time when the carriageway surface was damp, which would therefore suggest that there is not a pre-existing issue with the surfacing of the southbound off slip. Two incidents took place during the peak periods of 0800-0900 and 1700-1800, suggesting that there is not an existing capacity constraint at the junction which is leading to risk taking, with consequential highway safety impacts.
- 4.11 During the window where incidents on the southbound off slip have been assessed (26/5/12 – 29/8/16), four incidents occurred during 2012, one during 2013, one during 2014, none during 2015 and three during 2016. This would suggest that incidents are not necessarily regular occurrences.
- 4.12 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.

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- 4.13 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



- 4.14 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.
- 4.15 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.
- 4.16 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.
- 4.17 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 indicating they are unlikely to be due to high speeds.
- 4.18 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.

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- 4.19 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

M6 J12 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

- 4.20 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.
- 4.21 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 giveaway 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 incidents had been severe, it is considered more likely that high vehicular speeds may have been involved.
- 4.22 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.
- 4.23 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.

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- 4.24 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.
- 4.25 Notwithstanding the above, Kier, acting for HE, have requested further consideration be given to the accident patterns at the following approaches to the junction, as it is considered that there is a material increase in accident rates. This has been undertaken to determine whether any specific mitigation is warranted.
- Arm 1 M6 Southbound off slip
 - Arm 3 M6 Northbound off slip
 - Arm 4 A5 from site entrance
- 4.26 In terms of Arm 1, a geometry check has been undertaken to ascertain whether there is any issue in terms of the design of the south bound off slip that may give rise to the level of rear end shunts shown. This is provided at Annex 5.
- 4.27 This shows that there is some visibility obstruction due to vegetation on the SSD. Maintaining visibility is the responsibility of Highways England and it is reasonable to conclude that with the correct maintenance by HE, to comply with their own standards, this issue should be removed or minimised. There is also insufficient horizontal deflection and the Conflict Entry Angle is below recommended values, however, all incidents shown are “slight” therefore these are unlikely to be causation factors. If incidents were “serious” it is more likely that vehicle entry speeds onto the circulatory carriageway would be high, which would then result in vehicles failing to slow down.
- 4.28 Visibility to the right at the give way line is also obscured slightly by existing vegetation and again, this can be cleared by HE as part of their ongoing maintenance programme. The presence of this vegetation may potentially lead to a position where lead drivers hesitate at the give way line or are unable to properly judge circulatory speeds, resulting in potential rear end shunts when a following vehicle incorrectly assumes the lead vehicle has moved away.
- 4.29 There is also an element of visibility obstruction by way of existing signage. The implementation of WMI will require amended advance direction signage which can then be re-located to avoid the visibility splays. This will be dealt with at the detailed approval stage. This will also provide measures to assist with lane discipline and remove potential for drivers to seek to change lanes at the last moment
- 4.30 There is currently high friction surfacing present and it appears that this has degraded since its application and therefore probably contributes to the recorded incidents. It is therefore a reasonable conclusion that high friction surfacing was previously deemed a suitable remedial measure for this issue and would be refreshed as part of HE’s ongoing maintenance regime.
- 4.31 Junction 12 is also a large roundabout with an ICD in excess of 100m, which could lead to high circulatory speeds. High circulatory speeds can impact junction capacity as those joining the roundabout wait and seek larger gaps. It can also lead to shunt type accidents for vehicles joining as it can cause hesitation when pulling onto the roundabout. However, the radii round the roundabout past the southbound off slip is approximately 85m which is similar to the two steps below link road horizontal geometry for a 50kph design speed indicating that speeds of up to only 30mph could be achievable. This indicates that high speeds on the circulatory are unlikely to be a problem at this junction and are unlikely to be the cause of the shunt type accidents although when combined with the obscured visibility for vehicles at the give way line they could be a contributory factor.

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- 4.32 Consequently, it is considered that there is no one specific factor which is resulting in accidents of the nature that are shown to occur. Given the above, we consider that items 1,2, 3 and 4 below address the issues raised, with Items 1, 2 and 3 covered by HE's necessary maintenance regime and Item 4 covered by the additional signing on the strategic road network which WMI will need to provide.
1. Removal of vegetation within Sight Stopping Distance – this will ensure all drivers have a clear line of sight towards the give way line.
 2. Removal of vegetation within visibility envelope to the right, this will ensure drivers have suitable visibility towards the circulatory carriageway, reducing the potential for driver hesitancy and knock on rear end shunts, whilst being mindful that an over provision of visibility is not desirable;
 3. Refreshing high PSV surface course (68+). The provision of such a surface provides better traction and grip for motorists, who in the event of a need to stop quickly, even at low speeds, will have a surface available with a higher grip level, therefore reducing the likelihood of rear end shunts as drivers will be able to stop at a quicker rate.
 4. Amendments to signage to ensure drivers are satisfactorily directed, both in terms of journeys to WMI and existing destinations – this will provide measures to assists with lane discipline and remove potential for drivers to seek to change lanes at the last moment;
- 4.33 Given that the incidents shown to occur are all slight, it is considered that the significance is slight. It is also considered that the accident rate analysis is a forecast and may not actually occur.
- 4.34 In terms of Arm 3, it should be noted that no incidents were recorded to have occurred at the north bound off slip. Given that an incident occurred on the circulatory carriageway involving a vehicle originating from the north bound off slip, as a worst case, the accident analysis carried out assumed that this collision was associated with the off slip. It has been agreed that as this incident took place away from the off slip, there is no specific issue to address further.
- 4.35 With regard to Arm 4, (A5 from the west), all four incidents were of a slight nature, therefore suggesting that vehicle speeds were not a contributory factor. None occurred during wet weather conditions and none of the incidents took place at peak times, so driver frustration is unlikely to be a causation factor, by way of increased risk taking. However, as shown on the plan in Annex 5, vegetation is shown to fall within the forward visibility envelope and so again clearance, as part of HE's responsibilities, would reduce the potential increase arising from the existing collisions. Similarly, the clear signing associated with WMI will provide greater clarity for both existing and WMI traffic in the future.
- 4.36 Consequently, it is considered that there is no one specific factor which is resulting in accidents of the nature that are shown to occur. Given the above, we consider that items 1 and 2 below address the issues raised, with Item 1 covered by HE's necessary maintenance regime and Item 2 covered by the additional signing on the strategic road network which WMI will need to provide.
1. Removal of vegetation within Sight Stopping Distance – this will ensure all drivers have a clear line of sight towards the give way line.
 2. Amendments to signage to ensure drivers are satisfactorily directed, both in terms of journeys to WMI and existing destinations – this will provide measures to assists with lane discipline and remove potential for drivers to seek to change lanes at the last moment;
- 4.37 Although it is considered that the above addresses the slight forecast increase, it is possible for a high PSV surface course (68+) to be added which would provide better traction and grip for motorists, thereby reducing the likelihood of rear end shunts. The need for this measure would be covered by the road safety audits which are required by the protective provisions.

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.

- 4.38 As is the case with the M6 J12 south bound off slip, given that the incidents shown to occur are all slight, it is considered that the significance is slight. It is also considered that the accident rate analysis is a forecast and may not actually occur.
- 4.39 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 material pre-existing deficiencies within the highway layout of M6 Junction that would require wholesale mitigation.

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%

- 5.2 There was 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.

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.

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. It will also deal with the traffic increases at the junction with the Interim pre- link road position.
- 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 The Applicant has provided further consideration of the increase in accident rates at M6 Junction 12, specifically on the M6 Junction 12 southbound off slip and the A5 (west) arm, concluding that clearance of vegetation within visibility splays, refreshing high friction surfacing and updating signage will address concerns at M6 J12 southbound off slip and clearance of vegetation and updating signage will address concerns at A5 (west) arm. Responsibility for the vegetation clearance and refreshing of high friction surfacing will be the responsibility of HE as part of their routine maintenance and updated signage will be implemented as part of the WMI scheme.
- 6.6 Assessment of changes in accident rates have not shown a material increase that would require significant mitigation in order to offset any increases in traffic arising from the Proposed Development.
- 6.7 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

Acc. Ref. No:	11003716	Road:	A 5	Grid Reference:	391203	310638
District Council:	South Staffordshire	Time:	1935	Day:	Tuesday	05-July-2011
Lighting:	Daylight:street lights present	Weather:	Fine without high winds	Speed limit:	70	
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	11003972	Road:	A 449	Grid Reference:	391309	306099
District Council:	South Staffordshire	Time:	0848	Day:	Monday	11-July-2011
Lighting:	Daylight:street lights present	Weather:	Fine without high winds	Speed limit:	70	
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	11003931	Road:	C 260	Grid Reference:	390334	310552
District Council:	South Staffordshire	Time:	1721	Day:	Saturday	16-July-2011
Lighting:	Daylight: no street lighting	Weather:	Fine without high winds	Speed limit:	60	
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	11004271	Road:	A 449	Grid Reference:	391174	307998
District Council:	South Staffordshire	Time:	1310		Thursday	28-July-2011
Lighting:	Daylight: street lighting unknown	Weather:	Fine without high winds			Speed limit: 60
Severity:	SLIGHT	Road surface	Dry			
Location:	STAFFORD RD STANDEFORD J/W ENT/EXIT STANDEFORD CAFE					

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 S was turning right on the main carriageway. The vehicle was entering main road and collided with vehicle 2. The female driver aged 68 lived in WV2 .

Vehicle 2 Car, 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 and collided with vehicle 1. The female driver aged 36 lived in ST19.

Casualty 1 (Vehicle 1) A female vehicle or pillion passenger aged 56 suffered a slight injury.

Contributory Factors

Vehicle 1 Failed to look properly

Vehicle 1 Poor turn or manoeuvre

Vehicle 1 Failed to judge other persons path or speed

Acc. Ref. No:	11004537	Road:	A 5	Grid Reference:	391194	310631
District Council:	South Staffordshire	Time:	1730		Friday	29-July-2011
Lighting:	Daylight:street lights present	Weather:	Fine without high winds			Speed limit: 70
Severity:	SLIGHT	Road surface	Dry			
Location:	GAILEY ISLAND APPROX 16 MTRS S/W OF A449 N/BOUND 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 W to N was turning left on the main carriageway. The vehicle was entering roundabout and collided with vehicle 2. The male driver of an unknown age lived in WS6 .

Vehicle 2 Car, 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 1. The male driver aged 41 lived in ST18.

Casualty 1 (Vehicle 2) A male driver aged 41 suffered a slight injury.

Contributory Factors

Vehicle 1 Failed to look properly

Acc. Ref. No:	11005110	Road:	A 5	Grid Reference:	394212	309912
District Council:	South Staffordshire	Time:	1310		Thursday	15-September-2011
Lighting:	Daylight:street lights present	Weather:	Fine without high winds			Speed limit: 50
Severity:	SLIGHT	Road surface	Dry			
Location:	WATLING ST GAILEY 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 NW to SE 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 female driver aged 61 lived in SY4 .

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 and collided with vehicle 1. The untraced driver of an unknown age .

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

Contributory Factors

Vehicle 1 Failed to judge other persons path or speed

Vehicle 1 Sudden braking

Vehicle 2 Sudden braking

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

Acc. Ref. No:	11005167	Road:	A 5	Grid Reference:	394234	309901
District Council:	South Staffordshire	Time:	1355		Thursday	15-September-2011
Lighting:	Daylight: no street lighting	Weather:	Fine without high winds		Speed limit:	50
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	11005148	Road:	A 449	Grid Reference:	391081	309485
District Council:	South Staffordshire	Time:	0920		Saturday	17-September-2011
Lighting:	Daylight:street lights present	Weather:	Fine without high winds		Speed limit:	70
Severity:	SLIGHT	Road surface	Dry			
Location:	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

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:	12001733	Road:	A 5	Grid Reference:	391226	310629
District Council:	South Staffordshire	Time:	1448	Thursday	29-March-2012	
Lighting:	Daylight: no street lighting	Weather:	Fine without high winds		Speed limit:	50
Severity:	SLIGHT	Road surface	Dry			
Location:	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

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

Acc. Ref. No:	12003023	Road:	A 5	Grid Reference:	394641	309812
District Council:	South Staffordshire	Time:	1910	Monday	30-April-2012	
Lighting:	Daylight:street lights present	Weather:	Fine without high winds		Speed limit:	50
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	12002685	Road:	A 449	Grid Reference:	391308	306334
District Council:	South Staffordshire	Time:	1530	Saturday	26-May-2012	
Lighting:	Daylight:street lights present	Weather:	Fine without high winds		Speed limit:	70
Severity:	SLIGHT	Road surface	Dry			
Location:	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

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

Acc. Ref. No:	12002687	Road:	A 449	Grid Reference:	391062	309490
District Council:	South Staffordshire	Time:	1800	Saturday	26-May-2012	
Lighting:	Daylight:street lights present	Weather:	Fine without high winds		Speed limit:	70
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	12003312	Road:	A 5	Grid Reference:	391126	310638
District Council:	South Staffordshire	Time:	1610		Saturday	30-June-2012
Lighting:	Daylight:street lights present	Weather:	Fine without high winds			Speed limit: 60
Severity:	SLIGHT	Road surface	Wet/Damp			
Location:	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

Acc. Ref. No:	12004575	Road:	A 449	Grid Reference:	391191	307688
District Council:	South Staffordshire	Time:	0640		Wednesday	29-August-2012
Lighting:	Daylight:street lights present	Weather:	Fine without high winds			Speed limit: 70
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	12004889	Road:	A 5	Grid Reference:	391229	310598
District Council:	South Staffordshire	Time:	1525		Saturday	15-September-2012
Lighting:	Daylight:street lights present	Weather:	Fine without high winds			Speed limit: 50
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	12006717	Road:	A 449	Grid Reference:	391453	311450
District Council:	South Staffordshire	Time:	1250	Thursday	13-December-2012	
Lighting:	Daylight:street lights present	Weather:	Fine without high winds		Speed limit:	60
Severity:	SLIGHT	Road surface	Dry			
Location:	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

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

Acc. Ref. No:	13000601	Road:	A 5	Grid Reference:	393455	310085
District Council:	South Staffordshire	Time:	1505	Thursday	24-January-2013	
Lighting:	Daylight	Weather:	Fine without high winds		Speed limit:	50
Severity:	SLIGHT	Road surface	Wet/Damp			
Location:	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

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

Acc. Ref. No:	13001963	Road:	A 5	Grid Reference:	395496	309489
District Council:	South Staffordshire	Time:	0825	Wednesday	10-April-2013	
Lighting:	Daylight	Weather:	Fine without high winds		Speed limit:	50
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	13001929	Road:	A 449	Grid Reference:	392079	313323
District Council:	South Staffordshire	Time:	1840	Wednesday	10-April-2013	
Lighting:	Daylight	Weather:	Fine without high winds		Speed limit:	40
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	13001998	Road:	C 153	Grid Reference:	393421	308806
District Council:	South Staffordshire	Time:	1700	Weather:	Tuesday	16-April-2013
Lighting:	Daylight	Weather:	Fine without high winds	Speed limit:		40
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	13002913	Road:	A 449	Grid Reference:	391415	311159
District Council:	South Staffordshire	Time:	0650	Weather:	Saturday	01-June-2013
Lighting:	Daylight	Weather:	Fine without high winds	Speed limit:		60
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	13003447	Road:	A 5	Grid Reference:	393201	310139
District Council:	South Staffordshire	Time:	0722	Weather:	Wednesday	03-July-2013
Lighting:	Daylight	Weather:	Fine without high winds	Speed limit:		50
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	13003622	Road:	C 170	Grid Reference:	391826	308417
District Council:	South Staffordshire	Time:	0700	Weather:	Wednesday	10-July-2013
Lighting:	Daylight	Weather:	Fine without high winds	Speed limit:	30	
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	13003628	Road:	A 449	Grid Reference:	391276	306334
District Council:	South Staffordshire	Time:	1735	Weather:	Thursday	11-July-2013
Lighting:	Daylight	Weather:	Fine without high winds	Speed limit:	70	
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	13004298	Road:	A 5	Grid Reference:	392220	310357
District Council:	South Staffordshire	Time:	1320	Weather:	Tuesday	13-August-2013
Lighting:	Daylight	Weather:	Fine without high winds	Speed limit:	50	
Severity:	SLIGHT	Road surface	Wet/Damp			
Location:	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

Acc. Ref. No:	13004996	Road:	A 5	Grid Reference:	395483	309495
District Council:	South Staffordshire	Time:	1718		Thursday	26-September-2013
Lighting:	Daylight	Weather:	Fine without high winds		Speed limit:	50
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	13005553	Road:	A 449	Grid Reference:	391198	310581
District Council:	South Staffordshire	Time:	1630		Tuesday	22-October-2013
Lighting:	Daylight	Weather:	Fine without high winds		Speed limit:	30
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	13005577	Road:	A 449	Grid Reference:	391452	311439
District Council:	South Staffordshire	Time:	0900		Tuesday	22-October-2013
Lighting:	Daylight	Weather:	Fine without high winds		Speed limit:	60
Severity:	SLIGHT	Road surface	Wet/Damp			
Location:	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

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:	13006474	Road:	A 449	Grid Reference:	391287	310881
District Council:	South Staffordshire	Time:	1220	Wednesday	04-December-2013	
Lighting:	Daylight	Weather:	Fine without high winds		Speed limit:	70
Severity:	SLIGHT	Road surface	Dry			
Location:	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 manoevre

Vehicle 1 Failed to look properly

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

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

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

Acc. Ref. No:	14000886	Road:	A 449	Grid Reference:	392052	313276
District Council:	South Staffordshire	Time:	1220	Wednesday	05-February-2014	
Lighting:	Daylight	Weather:	Raining with high winds		Speed limit:	40
Severity:	SLIGHT	Road surface	Wet/Damp			
Location:	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

Acc. Ref. No:	14001414	Road:	A 449	Grid Reference:	391280	308329
District Council:	South Staffordshire	Time:	0815	Monday	24-February-2014	
Lighting:	Daylight	Weather:	Fine without high winds		Speed limit:	60
Severity:	SLIGHT	Road surface	Wet/Damp			
Location:	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

Acc. Ref. No:	14001424	Road:	C 170	Grid Reference:	391851	308428
District Council:	South Staffordshire	Time:	0417		Tuesday	04-March-2014
Lighting:	Darkness: street lights present and lit	Weather:	Fine without high winds			Speed limit: 30
Severity:	SERIOUS	Road surface	Dry			
Location:	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

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

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

Selection: **Notes:**

Selected using Manual Selection

Acc. Ref. No:	14002272	Road:	A 5	Grid Reference:	392998	310202
District Council:	South Staffordshire	Time:	1405	Wednesday	23-April-2014	
Lighting:	Daylight	Weather:	Fine without high winds		Speed limit:	50
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	14002243	Road:	A 449	Grid Reference:	391200	307738
District Council:	South Staffordshire	Time:	2230	Wednesday	23-April-2014	
Lighting:	Darkness: street lights present and lit	Weather:	Fine without high winds		Speed limit:	60
Severity:	SLIGHT	Road surface	Wet/Damp			
Location:	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

Acc. Ref. No:	14003959	Road:	A 449	Grid Reference:	391204	310638
District Council:	South Staffordshire	Time:	1720	Tuesday	22-July-2014	
Lighting:	Daylight	Weather:	Fine without high winds		Speed limit:	40
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	14004059	Road:	A 449	Grid Reference:	391289	306173
District Council:	South Staffordshire	Time:	2208	Friday	01-August-2014	
Lighting:	Darkness: street lights present and lit	Weather:	Raining without high winds		Speed limit:	60
Severity:	SLIGHT	Road surface	Wet/Damp			
Location:	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

Acc. Ref. No:	14004189	Road:	A 449	Grid Reference:	391380	311106
District Council:	South Staffordshire	Time:	1035	Saturday	09-August-2014	
Lighting:	Daylight	Weather:	Fine without high winds		Speed limit:	70
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	14004459	Road:	A 5	Grid Reference:	391198	310633
District Council:	South Staffordshire	Time:	0630		Tuesday	26-August-2014
Lighting:	Daylight	Weather:	Raining without high winds		Speed limit:	70
Severity:	SLIGHT	Road surface	Wet/Damp			
Location:	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

Acc. Ref. No:	14004526	Road:	D 351	Grid Reference:	392939	308770
District Council:	South Staffordshire	Time:	1200		Wednesday	27-August-2014
Lighting:	Daylight	Weather:	Fine without high winds		Speed limit:	30
Severity:	SLIGHT	Road surface	Dry			
Location:	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

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

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

Acc. Ref. No:	14005399	Road:	A 5	Grid Reference:	391131	310636
District Council:	South Staffordshire	Time:	1630		Friday	17-October-2014
Lighting:	Daylight	Weather:	Fine without high winds			Speed limit: 50
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	14005587	Road:	A 5	Grid Reference:	393192	310122
District Council:	South Staffordshire	Time:	2005		Sunday	26-October-2014
Lighting:	Darkness: no street lighting	Weather:	Fine without high winds			Speed limit: 50
Severity:	SLIGHT	Road surface	Dry			
Location:	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

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

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

Acc. Ref. No:	14006486	Road:	A 5	Grid Reference:	391690	310491
District Council:	South Staffordshire	Time:	1205		Saturday	06-December-2014
Lighting:	Daylight	Weather:	Fine without high winds			Speed limit: 50
Severity:	SLIGHT	Road surface	Wet/Damp			
Location:	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

Acc. Ref. No:	14006487	Road:	B 5012	Grid Reference:	392173	313376
District Council:	South Staffordshire	Time:	0900		Saturday	06-December-2014
Lighting:	Daylight	Weather:	Fine without high winds		Speed limit:	40
Severity:	SLIGHT	Road surface	Wet/Damp			
Location:	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

Acc. Ref. No:	15000378	Road:	A 5	Grid Reference:	391148	310632
District Council:	South Staffordshire	Time:	1440		Friday	16-January-2015
Lighting:	Daylight	Weather:	Fine without high winds		Speed limit:	60
Severity:	SLIGHT	Road surface	Wet/Damp			
Location:	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

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

Acc. Ref. No:	15000663	Road:	A 5	Grid Reference:	390370	310706
District Council:	South Staffordshire	Time:	1145		Monday	02-February-2015
Lighting:	Daylight	Weather:	Fine without high winds			Speed limit: 60
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	15000745	Road:	A 5	Grid Reference:	393227	310165
District Council:	South Staffordshire	Time:	2100		Friday	06-February-2015
Lighting:	Darkness: no street lighting	Weather:	Fine without high winds			Speed limit: 50
Severity:	SERIOUS	Road surface	Frost/Ice			
Location:	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

Acc. Ref. No:	15000892	Road:	A 449	Grid Reference:	391889	312894
District Council:	South Staffordshire	Time:	1350		Thursday	12-February-2015
Lighting:	Daylight	Weather:	Fine without high winds			Speed limit: 60
Severity:	SLIGHT	Road surface	Dry			
Location:	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

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:	15001394	Road:	A 5	Grid Reference:	391954	310430
District Council:	South Staffordshire	Time:	2040		Thursday	12-March-2015
Lighting:	Darkness: no street lighting	Weather:	Fine without high winds		Speed limit:	50
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	15001518	Road:	A 5	Grid Reference:	394219	309902
District Council:	South Staffordshire	Time:	1025		Thursday	19-March-2015
Lighting:	Daylight	Weather:	Fine without high winds		Speed limit:	50
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	15001640	Road:	A 449	Grid Reference:	391193	307783
District Council:	South Staffordshire	Time:	1933		Friday	27-March-2015
Lighting:	Darkness: street lights present and lit	Weather:	Fine without high winds		Speed limit:	70
Severity:	SLIGHT	Road surface	Dry			
Location:	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

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

Acc. Ref. No:	15001956	Road:	A 449	Grid Reference:	391276	308297
District Council:	South Staffordshire	Time:	1610	Saturday	18-April-2015	
Lighting:	Daylight	Weather:	Fine without high winds		Speed limit:	60
Severity:	SERIOUS	Road surface	Dry			
Location:	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

Acc. Ref. No:	15002051	Road:	A 5	Grid Reference:	393670	310027
District Council:	South Staffordshire	Time:	0705	Tuesday	21-April-2015	
Lighting:	Daylight	Weather:	Fine without high winds		Speed limit:	50
Severity:	SLIGHT	Road surface	Dry			
Location:	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

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

Acc. Ref. No:	1525232	Road:	A 5	Grid Reference:	390394	310701
District Council:	South Staffordshire	Time:	1729	Thursday	04-June-2015	
Lighting:	Daylight	Weather:	Fine without high winds		Speed limit:	60
Severity:	SLIGHT	Road surface	Dry			
Location:	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

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

Acc. Ref. No:	1526063	Road:	A 5	Grid Reference:	393201	310144
District Council:	South Staffordshire	Time:	2330		Thursday	25-June-2015
Lighting:	Darkness: no street lighting	Weather:	Fine without high winds			Speed limit: 50
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	1527169	Road:	A 5	Grid Reference:	392286	310355
District Council:	South Staffordshire	Time:	0230		Friday	24-July-2015
Lighting:	Darkness: no street lighting	Weather:	Fine without high winds			Speed limit: 50
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	1528146	Road:	A 5	Grid Reference:	391929	310431
District Council:	South Staffordshire	Time:	1700		Thursday	20-August-2015
Lighting:	Daylight	Weather:	Fine without high winds			Speed limit: 50
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Acc. Ref. No:	1528983	Road:	A 5	Grid Reference:	391891	310442
District Council:	South Staffordshire	Time:	1330	Monday	07-September-2015	
Lighting:	Daylight	Weather:	Fine without high winds		Speed limit:	50
Severity:	SLIGHT	Road surface	Dry			
Location:	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

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. The male driver aged 45 lived in B69.
Vehicle 2	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.
Casualty 1	(Vehicle 1) A male driver aged 45 suffered a slight injury.
Casualty 2	(Vehicle 2) A male driver aged 51 suffered a slight injury.

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

Vehicle 1	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.
Vehicle 2	Car, travelling from S to N was going ahead other on the main carriageway. The vehicle was entering roundabout. The female driver aged 52.
Casualty 1	(Vehicle 2) A female driver aged 52 suffered a serious injury.

Acc. Ref. No:	1531197	Road:	A 449	Grid Reference:	391276	308302
District Council:	South Staffordshire	Time:	0650	Tuesday	27-October-2015	
Lighting:	Darkness: street lighting unknown	Weather:	Fine without high winds		Speed limit:	70
Severity:	SLIGHT	Road surface	Dry			
Location:	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

Vehicle 1	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.
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 female driver aged 47 lived in ST3.
Casualty 1	(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

Acc. Ref. No:	1533345	Road:	A 5	Grid Reference:	393624	310046
District Council:	South Staffordshire	Time:	0814	Monday	16-November-2015	
Lighting:	Daylight	Weather:	Fine without high winds		Speed limit:	50
Severity:	SERIOUS	Road surface	Dry			
Location:	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

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

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

Acc. Ref. No:	1640575	Road:	D 406	Grid Reference:	393656	308363
District Council:	South Staffordshire	Time:	0820	Thursday	21-January-2016	
Lighting:	Daylight	Weather:	Fine without high winds		Speed limit:	60
Severity:	SLIGHT	Road surface	Frost/Ice			
Location:	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)

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	2.16 First impact.....Front
2.5 Vehicle class.....Van/Goods < 3.5t	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....North South	2.21 Driver gender.....Male
2.7 Manoeuvres.....Going ahead other	2.22 Driver age.....45
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 requested
2.28 Foreign vehicle.....Not foreign	2.29 Journey purpose.....

2.4 Veh ref no.....2	
2.17 Other vehicle.....1	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....North South east	2.21 Driver gender.....Female
2.7 Manoeuvres.....Waiting to turn left	2.22 Driver age.....52
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.....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	2.16 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 west	2.22 Driver age.....28
2.7 Manoeuvres.....Going ahead other	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.....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.....23
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 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	

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	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to signal/misleading signal (Driver/Rider - Error)	Vehicle 001	Very likely	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
Inexperience of driving on the left (Driver/Rider - Behaviour)	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 Calfehealth 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	Participant	Confidence	Did a police officer attend?
Nervous/Uncertain (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	Vehicle 001	Possible	
Road layout (Driver/Rider - Vision Affected)	Vehicle 001	Very likely	Yes
Loss of control (Driver/Rider - Error)	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	3.11 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
3.9 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: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	Participant	Confidence	Did a police officer attend?
Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Possible	
Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	
Driver using mobile phone (Driver/Rider - Impairment)	Vehicle 001	Possible	No - reported over the counter
Distraction in vehicle (Driver/Rider - Impairment)	Vehicle 001	Possible	
Inexperience of driving on the left (Driver/Rider - Behaviour)	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

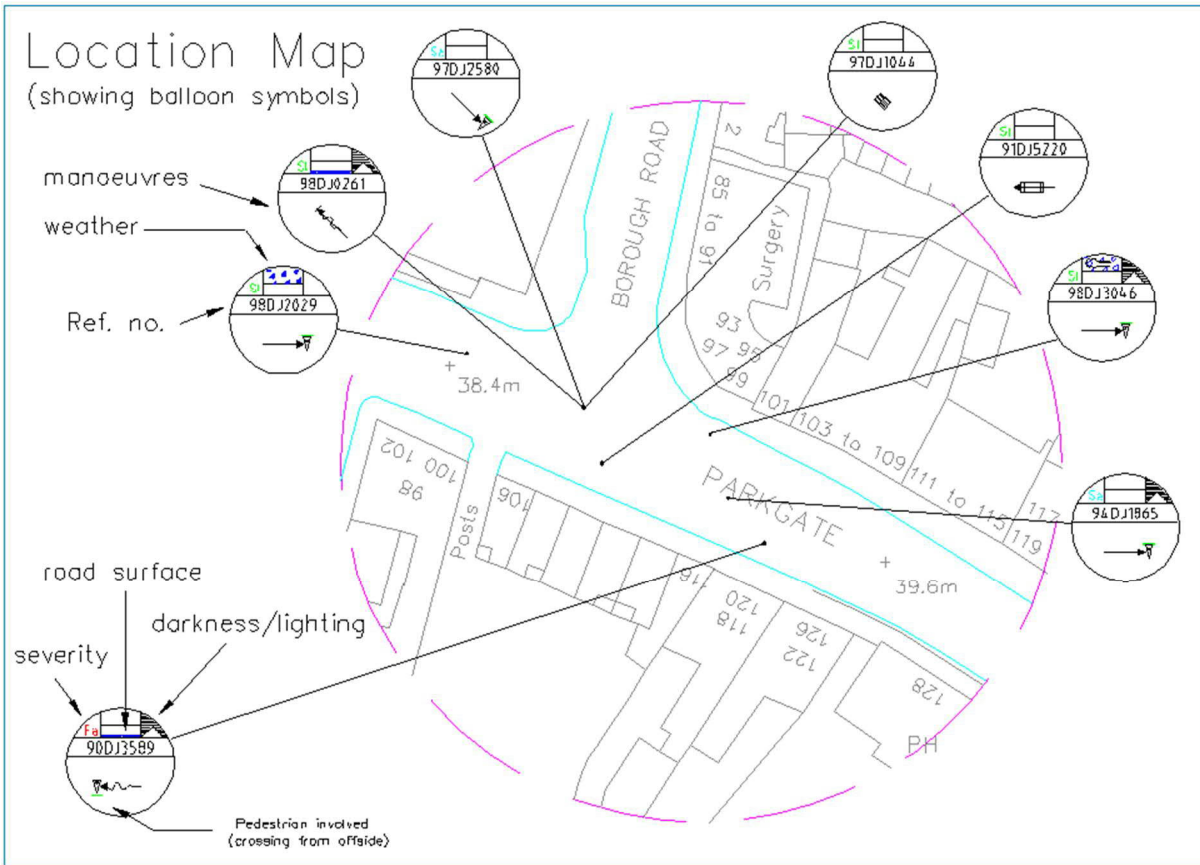
1 Casualty

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

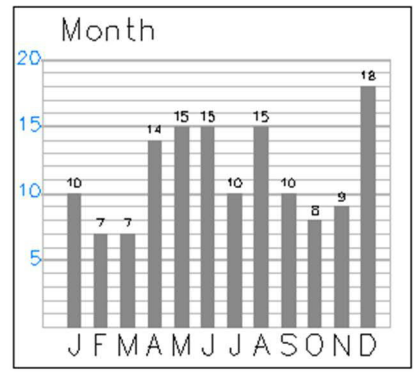
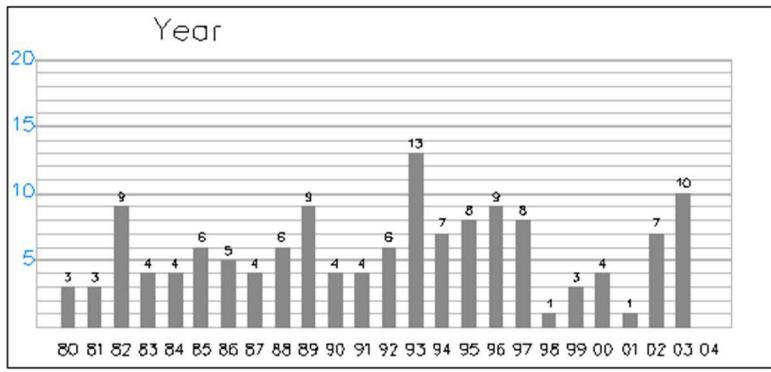
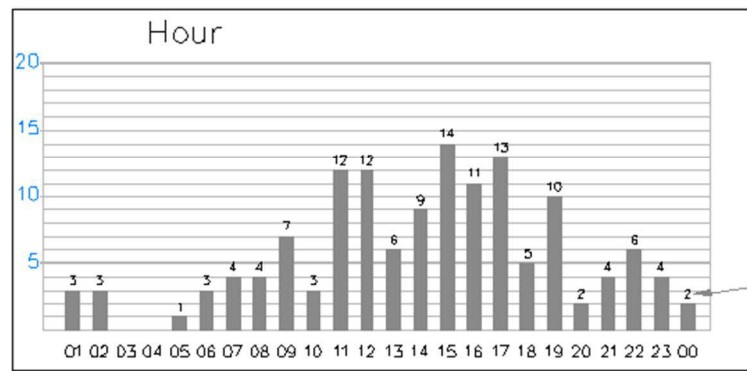
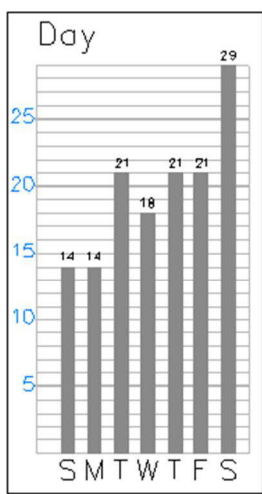
WEST MIDLANDS INTERCHANGE

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
A5 Watling Street/Four Crosses Lane to M6 J12	13	1	0	0	0	2
A5 between M6 J12 to Gailey Roundabout	10	0	0	0	0	0
A449 Gailey Roundabout to junction of B5012	11	2	0	0	2	
A449 Gailey Roundabout to Station Drive	6	0	0	0	0	0
Vicarage Road	2	1	0	0	1	1
Straight Mile	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


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*****
*
*      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      *
*
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 Written by Roger Himlin

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 - [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

-----Wi th-Scheme----- Year -----Wi thout-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 -		*-- Number of Accidents -*		*-- Total *--		*-- Number of	
Link Name	Total *	2021	2036	Total *	Cost*	2021	2036
L1	0.3	0.2	14.7	817.8	0.3	0.3	
15.6	866.7	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	-0.1	-6.1			
L3	0.6	0.5	29.3	1,633.2	0.6	0.5	
28.0	1,559.1	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	-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	-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
2080						
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
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
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
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

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 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

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
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
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
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
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 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
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 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
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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
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 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
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	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


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*****
*
*      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      *
*
*****
*
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*
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 Written by Roger Himlin

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 - [Section 3.2] Junction Accident Rates
 - [Section 3.3] Combined Link and Junction Accident Rates
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- [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 *	2021	2036	Total *	Cost*	2021	2036	Total *	
Link Name	Cost*	2021	2036	Total *	Benefit*	2021	2036	Total *	
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
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
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
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
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	
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	0.01243	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	
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

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 0.06743
 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

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
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 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
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 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
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 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 0.09225 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
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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	
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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	
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0.06012	0.06012	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					2079

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	
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0.93178	0.93178	0.93178	0.93178	0.93178	0.93178	
0.93178	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	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	0.89532	0.89872	0.90201	0.90520	0.90828	
0.91126	0.91414	0.91693	0.91963	0.92094	0.92223	0.92349

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 5



DO NOT SCALE

KEY

- 215m FORWARD VISIBILITY SPLAY
- 160m FORWARD VISIBILITY SPLAY
- VISIBILITY TO RIGHT FROM GIVE WAY LINE (70m AROUND CIRCULATORY CARRIAGEWAY) CD 116 FIG 3.45
- VISIBILITY TO RIGHT FROM 15m IN ADVANCE OF GIVE WAY LINE (70m AROUND CIRCULATORY CARRIAGEWAY) CD 116 FIG 3.46
- COMBINED ENVELOPE OF VISIBILITY TO RIGHT REQUIRED ON CIRCULATORY CARRIAGEWAY
- CONFLICT ENTRY ANGLE
- ASSUMED VEHICLE ENTRY PATH CURVATURE

NOTE:

1. THIS CONCEPT DRAWING IS PRODUCED WITHIN THE SCOPE OF OUR CLIENT BRIEF. UNDER THE COM REGULATIONS, BASED ON THE INFORMATION AVAILABLE TO THE DESIGNER AT THE DATE BELOW, NO RESIDUAL RISKS HAVE BEEN IDENTIFIED. SHOULD THIS CONCEPT DRAWING ADVANCE TO THE PRELIMINARY DESIGN STAGE, THE DESIGNER WILL BE RESPONSIBLE FOR ENSURING THAT ADEQUATE INFORMATION IS ACQUIRED TO UNDERPINE A MORE THOROUGH ASSESSMENT IN ACCORDANCE WITH THE REGULATIONS.

B	08/08/2019	RJM	MINOR AMENDMENTS	IFP	NJF
A	06/08/2019	RJM	FIRST ISSUE	IF	NJF
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS



Mountbatten House, Basing View, Basingstoke, RG21 4HJ, UK
T+ 44 (0) 1256 318 800, F+ 44 (0) 1256 318 700
wsp.com

CLIENT:

ARCHITECT:

PROJECT:
WMI SRFI

TITLE:
ENTRY STANDARDS REVIEW OF SOUTHBOUND AND EASTBOUND ENTRIES TO M6 JUNCTION 12 ROUNDABOUT

SCALE @ A3: 1:1000 CHECKED: LEB APPROVED: NJF

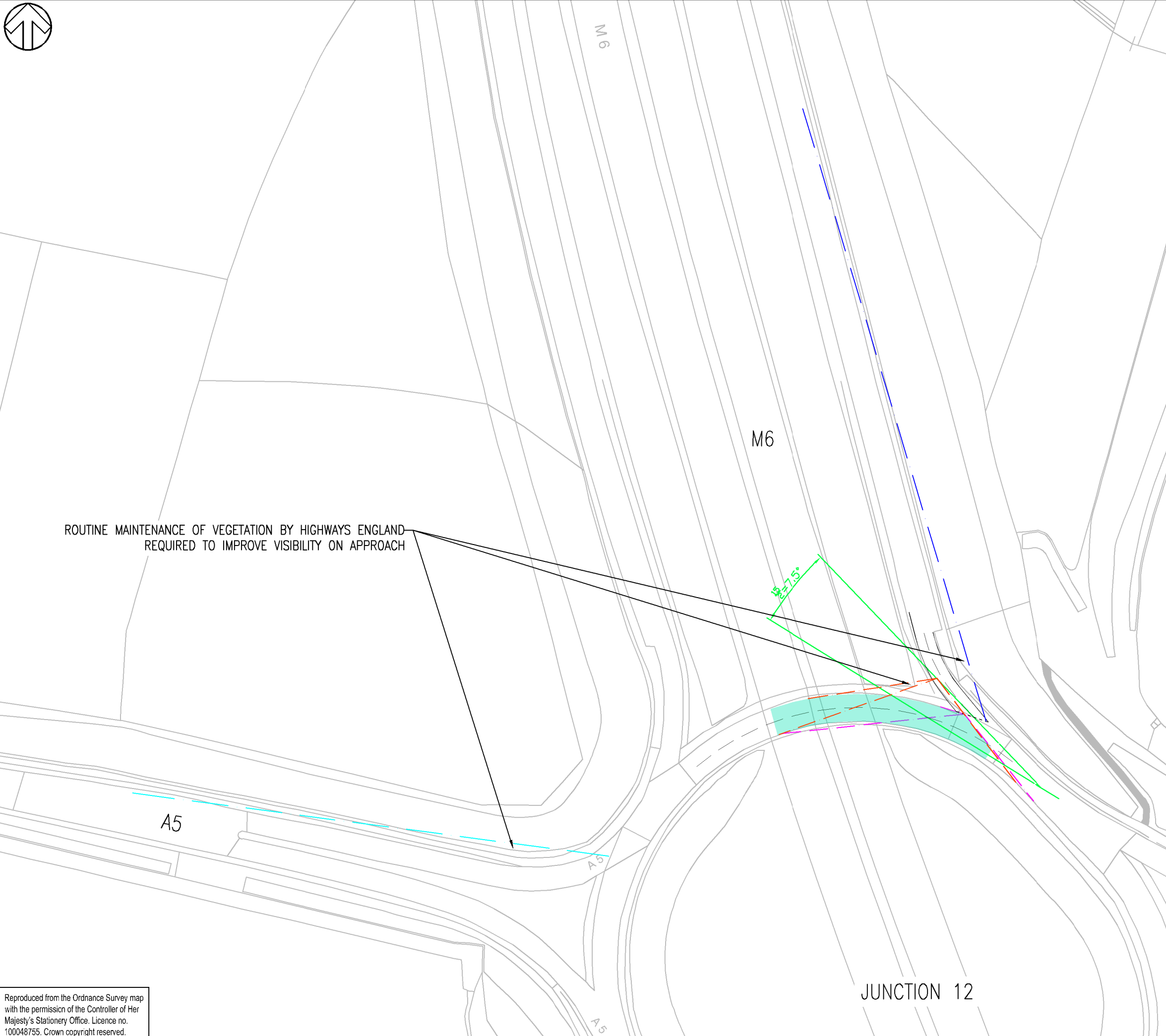
PROJECT No: 70001979 DESIGNED: RJM DRAWN: RJM DATE: August 19

DRAWING No: 70001979-SK-113 REV: B

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File name S:\70001979 - WMI SRFIE MODELS AND DRAWINGS\DEVELOPMENT\AUTOCAD\SKETCHES\70001979-SK-113.DWG, printed on 08 August 2019 15:22:45, by Mariland, Richard

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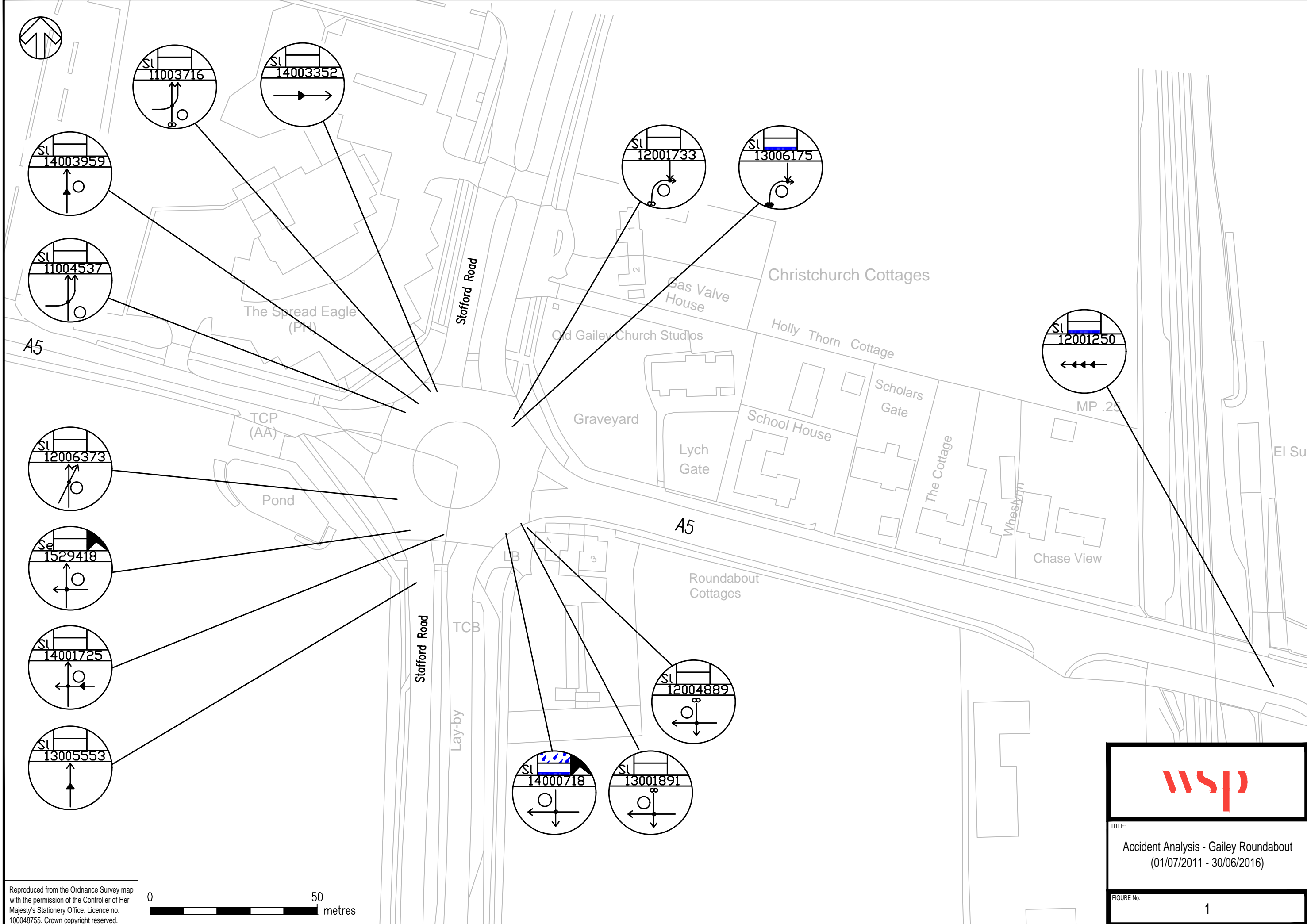


WEST MIDLANDS INTERCHANGE

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



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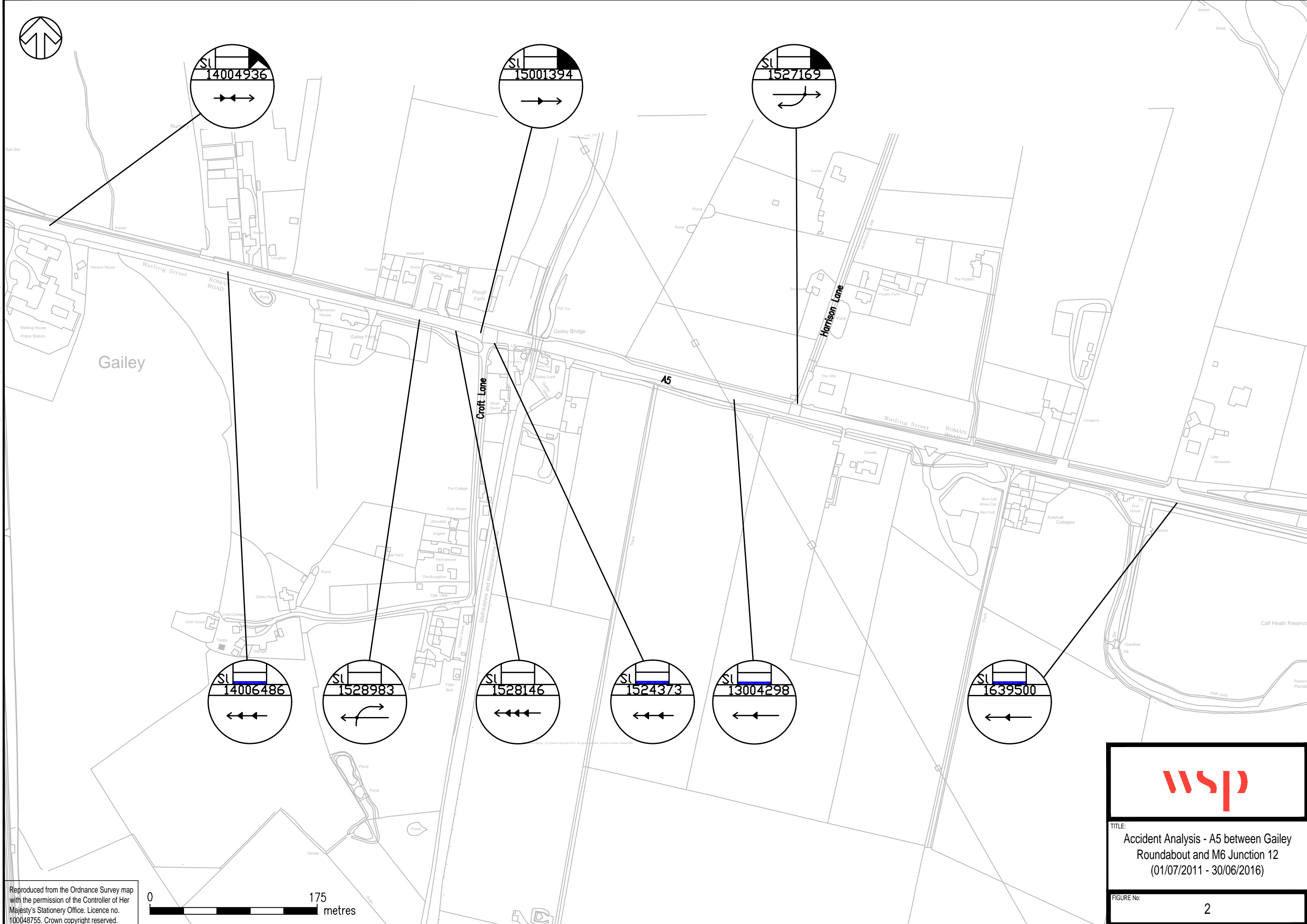


wsp

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



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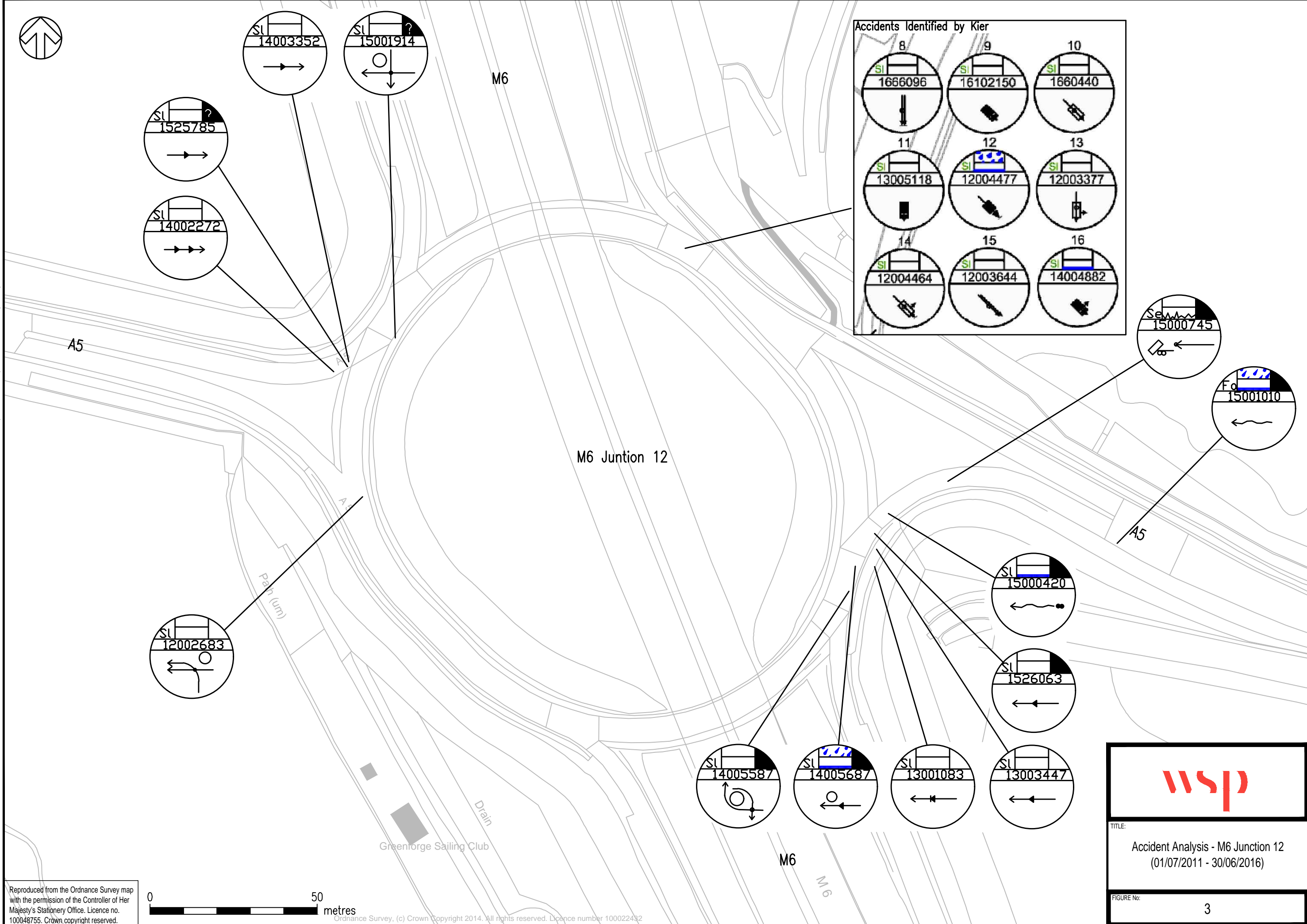


wsp

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



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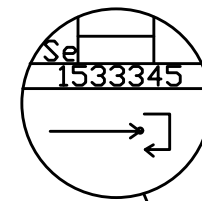
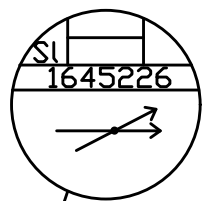


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wsp

TITLE:
Accident Analysis - M6 Junction 12
(01/07/2011 - 30/06/2016)

FIGURE No:
3



A5 Watling Street

106.1m

Watling Street

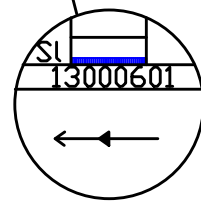
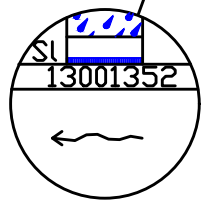
ROMAN ROAD

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

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