Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

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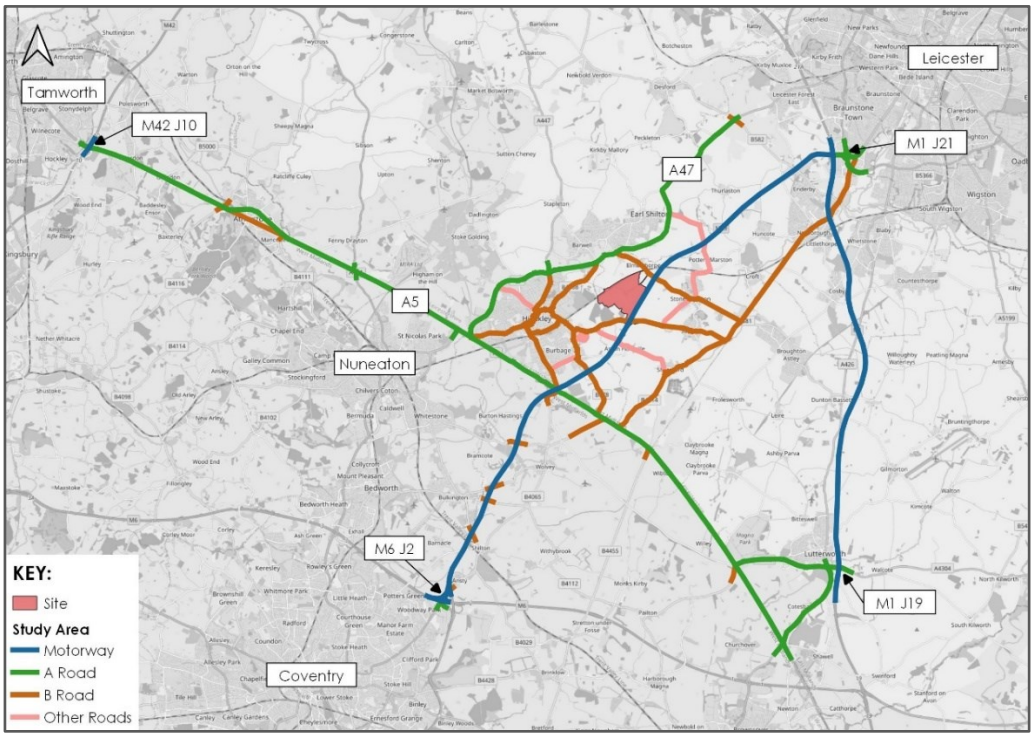
1. INTRODUCTION

1.1 BWB Consulting Ltd (BWB) has been commissioned by Tritax Symmetry (Hinckley) Ltd to provide highways and transport advice to support the DCO submission for the proposed National Rail Freight Interchange at Hinckley, Leicestershire (HNRFI). As part of the Transport Assessment, a Personal Injury Collision (PIC) assessment has been undertaken to analyse the collision history of the highway network in the vicinity of the site and identify any trends that could be impacted by the proposed development.

1.2 Figure 1.1 shows the location of the site and the study area for the PIC data to be analysed which comprises of:

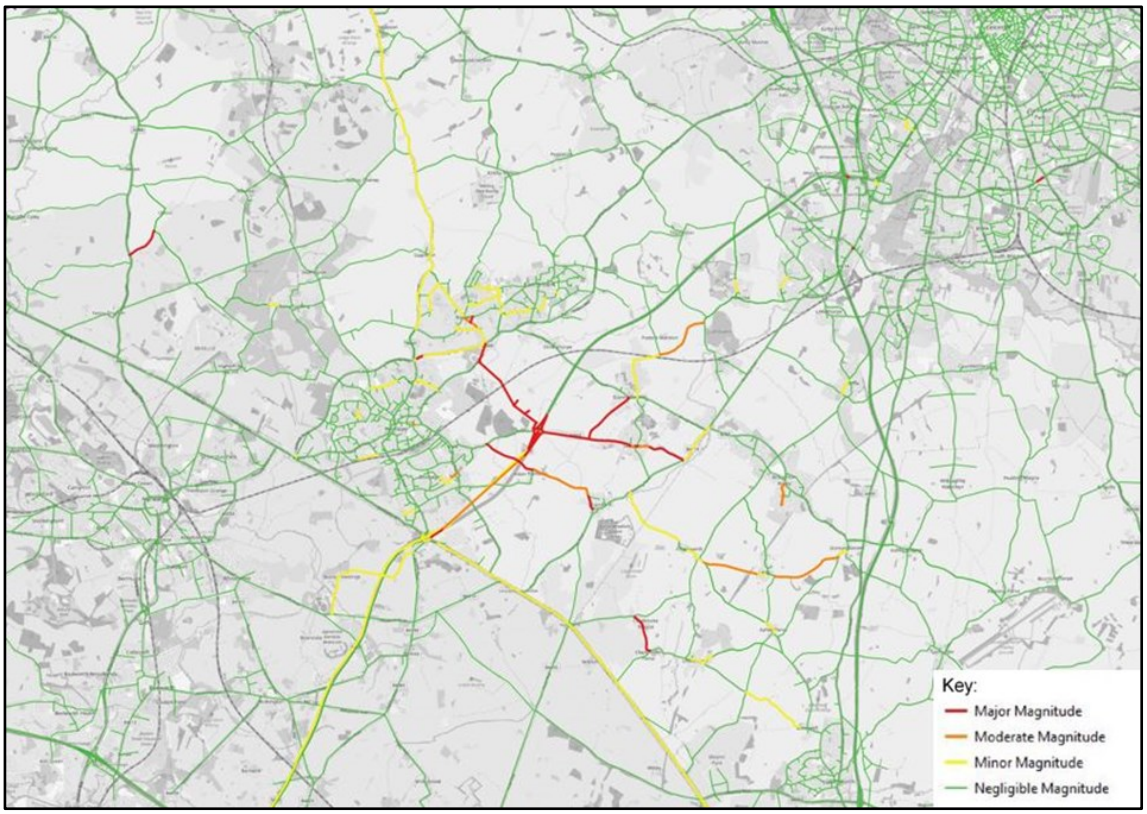
- the M69 between the M1 Junction 21 and the M6 Junction 2;
- the M1 between Junctions 19 and 21;
- the A5 between the Gibbet Roundabout and the M42 Junction 10;
- the A47 between the A5 and Desford Crossroad (B582);
- the B4114 between the A5 and Leicester;
- other selected B roads and unclassified roads as shown below.

Figure 1.1: PIC Data Study Area



1.3 The study area shown above was derived from the area of influence resulting from the outputs of the PRTM modelling and defined in the ES Chapter, which is shown in Figure 1.2 below.

Figure 1.2: Area of Influence; Level of Change



1.4 The study area extended further along the A5 to the northwest due to there being a number of existing collision clusters identified on the A5 between the M69 Junction 1 and the M42 Junction 10. The area of the M69 to the north was also extended up to M1 Junction 21 (M69 Junction 3) due to this junction being a particular concern for the authorities.

1.5 The A447 to the north of Hinckley was not examined any further north than the Hinckley Road Junction, due to the lack of clusters along this section of road. Similarly the route shown to the north of Stoney Stanton and the route through Sharnford and Frolesworth were also not examined in any further detail due to the lack of collisions recorded on these routes. The study area is therefore considered to be a robust assessment for the collision data review.

1.6 Previously, the data had been obtained from the Department for Transport (DfT) and reviewed for the most recent (at the time) available five-year period (2015 – 2019) for the study area shown above. This was reported within the Transport Assessment (TA).

1.7 However, Leicestershire County Council (LCC) has identified that this data was out of date for the purposes of the Road Safety Audit (RSA) when the Audit Briefs were put forward for approval. Design Manual for Roads and Bridges (DMRB) GG119 provides the requirements for road safety audit for highway schemes on the trunk road and motorway, states that for RSA stages 1, 2 and 3 a summary of road traffic collision data covering both the extent of the scheme and the adjoining sections of highway should be provided. As a minimum the most resent 36 months of data should be covered.

1.8 To provide the RSA Audit Team with suitable background information and understanding of the existing safety record at these junctions and links, an examination of the most recent 3 years of Personal Injury Collision (PIC) Data was undertaken as requested by LCC, within this Technical Note.

1.9 The most recent data was obtained from LCC for the same study area (previously shown in Figure 1.1) originally requested, with some of the data also being obtained from Warwickshire County Council (WCC) where applicable.

1.10 The data received from LCC contained collisions recorded from 1st January 2020 to 31st July 2023, whilst the data from WCC ranged from 1st September 2020 to 16th September 2023.

1.11 A previous revision of this Technical Note reviewed the latest three-years data (2020 – 2023) only for trends or patterns as well as reviewing the collisions for the RSA information.

1.12 Section 2 of this Technical Note still reviews and summarises the PIC data at the site access points and mitigation or improvement schemes, for the latest 36 month period (2020 – 2023). These are provided for the Road Safety Audit Teams information and as a result, 36 months data is considered the most relevant data for Safety Audit information, as set out in GG119. This note alongside the TA will be included within the Audit Briefs provided for any RSAs undertaken for the scheme.

1.13 Previously, Section 3 of this Technical Note reviewed and summarised the PIC data and trends at the locations previously examined within the TA, to ensure that the latest three-years data (2020 – 2023) did not change the summary and conclusions reached by the previous collision analysis work within the TA which was based on the previous five-years data (2015 – 2019).

1.14 However, LCC have requested that the latest five-years data (2018-2023) should be reviewed in one document, for ease of reference. As a result, Section 3 of this latest Technical Note now reviews and summarises the latest five-years data between 2018 and 2023 which has been used for collision trend analysis.

2. 36-MONTH COLLISION REVIEW FOR ROAD SAFETY AUDIT AT ACCESS POINTS, MITIGATION & IMPROVEMENT SCHEMES

2.1 The proposed HNRFI development has been subject to large amount of capacity modelling at off-site junctions to understand the highway impact of the development on the existing local highway network.

2.2 The modelling process identified seven existing off-site junction that required mitigation measures to remove the impact of the proposals. These junctions are as follows:

- B581 Station Road / New Road / Hinckley Road
- B4669 Hinckley Road / Stanton Lane
- B4114 Coventry Road / B581 Broughton Road
- B4114 Coventry Road / Croft Road
- A47 Normandy Way / A447 Ashby Road
- A47 Normandy Way / Leicester Road / B4668 Leicester Road / The Common
- Cross in Hand Roundabout (A5 Watling Street/A4303/B4027/Coal Pit Lane)

2.3 As part of the mitigation schemes listed above, each of the designs are subject to RSA by an independent Audit Team, to review the proposed mitigation schemes from a road safety perspective. This requires the collision data for each of these junctions to be examined and summarised to include within the Audit Briefs.

2.4 In addition to the seven off-site junctions listed above that require mitigation, The M69 Junction 2 and the B4668 Leicester Road in the vicinity of the proposed site access junction will also be subject to substantial works to provide access to the site which will also need to go through the RSA process and therefore review of the collision data at these locations is also included.

2.5 Further proposals as part of the development also include the introduction of traffic calming schemes on Stanton Lane and Leicester Road, along with some safety improvements at the public right of way (PROW) which currently crosses users over the railway line or over a section of safety barrier to the east of Elmesthorpe.

2.6 As a result, the collision data for the following areas has been examined, reviewed and summarised below:

- B581 Station Road / New Road / Hinckley Road
- B4669 Hinckley Road / Stanton Lane
- B4114 Coventry Road / B581 Broughton Road
- B4114 Coventry Road / Croft Road
- A47 Normandy Way / A447 Ashby Road
- A47 Normandy Way / Leicester Road / B4668 Leicester Road / The Common
- Cross in Hand Roundabout (A5 Watling Street/A4303/B4027/Coal Pit Lane)
- M69 Junction 2
- B4668 Leicester Road
- Stanton Lane south of Stoney Stanton
- Leicester Road through Sapcote
- B581 Station Road in the vicinity of the railway bridge southeast of Elmesthorpe.

B581 Station Road / New Road / Hinckley Road Junction

2.7 Figure 2.1 shows that a total of two collisions have occurred at the B581 Station Road / New Road / Hinckley Road junction. Table 2.1 provides a breakdown of the collision severity at the junction.

Figure 2.1: B581 Station Road/New Road/Hinckley Road Junction

Table 2.1: B581 Station Road/New Road/Hinckley Road Junction Collision Severity

Severity	2020	2021	2022	2023	Three Year Total
Fatal	0	0	0	0	0
Serious	0	0	0	0	0
Slight	0	0	2	0	2
Total	**0**	**0**	**2**	**0**	**2**

2.8 Over the three-year period 2 PICs occurred in the vicinity of the B581 Station Road / New Road / Hinckley Road junction. One of the collisions occurred at the actual junction and the other collisions approximately 70 metres to the south of the junction on Hinckley Road.

2.9 Having reviewed the PIC data for both collisions, there does not appear to be any common causal factors attributable to the highway layout present within the data recorded.

B4669 Hinckley Road / Stanton Lane junction

2.10 Figure 2.2 shows that there was one collision recorded at the B4669 Hinckley Road Junction. Table 2.2 provides a breakdown of the collision severity at the junction.

Figure 2.2: B4669 Hinckley Road/Stanton Lane junction

Table 2.2: B4669 Hinckley Road/Stanton Lane Junction Collision Severity Table

Severity	2020	2021	2022	2023	Three Year Total
Fatal	0	0	0	0	0
Serious	0	0	0	0	0
Slight	0	1	0	0	1
Total	**0**	**1**	**0**	**0**	**1**

2.11 The collision that was recorded occurred between two cars in the middle of the junction on a rainy day when the road surface was wet. The collision was recorded as a slight injury accident.

B4114 Coventry Road / B581 Broughton Road Junction

2.12 Figure 2.3 shows that a total of five collisions have occurred at the B4114 Coventry Road / B581 Broughton Road junction. Table 2.3 provides a breakdown of the collision severity at the junction.

Figure 2.3: B4669 Hinckley Road/Stanton Lane junction

Table 2.3: B4114 Coventry Road/B581 Broughton Road Junction Collision Severity Table

Severity	2020	2021	2022	2023	Three Year Total
Fatal	0	0	0	0	0
Serious	0	1	0	1	2
Slight	2	0	1	0	3
Total	**2**	**1**	**1**	**1**	**5**

2.13 Over the three-year period, three PICs were classified as being slight severity, two of serious severity and no fatalities. However, the serious collisions all occurred at different locations at the junction.

2.14 Three of the collisions at the junction involved right turning vehicles, one at the access to the Mill on the Soar car park which resulted in a slight injury and the other two occurred at the B4114/Coventry Road junction both involving right turners into Coventry Road, during the hours of darkness and in wet weather. One in 2020 resulting in slight injury the other in 2023 resulting in serious injury.

2.15 The remaining collisions included a slight injury PIC involving a car and an HGV which appears to be a shunt type collision on the northbound through movement at the B4114/Coventry Road junction, and the other PIC was classified as a serious injury collision and involved a motorcycle travelling west on Broughton Road away from the junction and no other vehicles were involved.

B4114 Coventry Road / Croft Road Junction

2.16 Figure 2.4 shows that there were no collisions recorded at the B4114 Coventry Road / Croft Road Junction between January 2020 and July 2023. As a result, no further investigation was required at this junction.

Figure 2.4: B4669 Coventry Road / Croft Road junction

A47 Normandy Way / A447 Ashby Road Junction

2.17 Figure 2.5 shows that a total of six collisions have occurred at the A47 Normandy Way / A447 Ashby Road Junction. Table 2.4 provides a breakdown of the collision severity at the junction.

Figure 2.5: A47 Normandy Way / A447 Ashby Road junction

Table 2.4: A47 Normandy Way / A447 Ashby Road Junction Collision Severity Table

Severity	2020	2021	2022	2023	Three Year Total
Fatal	0	0	0	0	0
Serious	0	0	1	0	1
Slight	4	0	1	0	5
Total	**4**	**0**	**2**	**0**	**6**

2.18 Over the three-year period and of the six recorded PICS, five PICs were classified as being slight severity and one PIC was classed as serious severity. No fatalities were recorded.

2.19 The serious collision only involved one vehicle, a car travelling eastbound through the junction during a January evening when the road surface was wet/damp.

2.20 The remaining five slight injury collisions all occurred in the centre of the junction All of the collisions involved two cars and they all involved vehicles turning right across the path of another vehicle although the right turn movements were into different arms of the junction. Of the five slight injury collisions, four of them happened in the wet weather and they all happened in the hours of darkness during the winter months.

2.21 As a result, there are trends identified at this junction, with right turners, wet weather and the hours of darkness. The collision trend is generally reduced from four collisions in 2020 to only two in 2022 and none recorded so far during 2023.

2.22 It should be noted that the proposed mitigation scheme restages the existing junction to provide right turners from the A47 into Ashby Road south with an indicative green arrow to provide them with an unopposed turning stage to improve capacity and safety.

A47 Normandy Way/A47 Leicester Road/B4668 Leicester Road/The Common Junction

2.23 Figure 2.6 shows that a total of 5 collisions have occurred at the A47 Normandy Way / A47 Leicester Road / B4668 Leicester Road / The Common Junction. Table 2.5 provides a breakdown of the collision severity at the junction.

Figure 2.6: A47 Normandy Way/A47 Leicester Road/Road junction

Table 2.5: A47 Normandy Way/Leicester Road/B4668 Leicester Road/The Common Collision Severity

Severity	2020	2021	2022	2023	Three Year Total
Fatal	0	0	0	0	0
Serious	0	1	0	0	1
Slight	1	2	1	0	4
Total	**1**	**3**	**1**	**0**	**5**

2.24 Over the three-year period 4 PICs were classified as being slight severity, one of serious severity and no fatalities.

2.25 Three of the recorded collisions were shunt type collisions, two of which occurred on each of the A47 entries to the roundabout, and one on the A47(E) exit. The remaining two collisions involved motorcycles; one on the circulatory which was classed as a slight injury accident and one on the B4668 northbound approach to the roundabout which involved a car switching lanes and colliding with a motorcyclist, resulting in serious injuries.

2.26 Whilst there were five collisions recorded at the junction, all of the collisions occurred at different locations around the roundabout, and no real trends or patterns have been identified. The number of collisions has dropped from three in 2021 to just one in 2022 and there have been no recorded collisions so far this year.

Cross in Hand Roundabout (A5 Watling Street/A4303/B4027/Coal Pit Lane) Junction

2.27 Figure 2.7 shows that 2 collisions have occurred at the Cross in Hand Roundabout Junction over the three-year period. Table 2.6 provides a breakdown of the collision severity at the junction.

Figure 2.7: Cross in Hand Roundabout (A5 Watling Street/A4303/B4027/Coal Pit Lane) Road junction

Table 2.6: Cross in Hand Roundabout Junction Collision Severity Table

Severity	2020	2021	2022	2023	Three Year Total
Fatal	0	0	0	0	0
Serious	0	0	1	0	1
Slight	1	0	0	0	1
Total	**1**	**0**	**1**	**0**	**2**

2.28 Of the two collisions, one PIC was classified as being slight severity and the other was classified as serious severity. No fatalities were recorded at the Cross in Hand Roundabout.

2.29 The slight injury collision occurred when a car and a van collided on the circulatory as the vehicles entered and exited the roundabout simultaneously. The serious injury collision occurred on the A4303 when 4 cars collided leaving the roundabout.

M69 Junction 2

2.30 Figure 2.8 shows that three collisions have occurred in the vicinity of the M69 Junction 2 over the three-year period. Table 2.7 provides a breakdown of the collision severity at the junction.

Figure 2.8: M69 Junction 2

Table 2.7: M69 Junction 2 Roundabout Collision Severity Table

Severity	2020	2021	2022	2023	Three Year Total
Fatal	0	0	0	0	0
Serious	0	0	0	0	0
Slight	0	1	0	2	3
Total	**0**	**1**	**0**	**2**	**3**

2.31 Of the three collisions, one PIC occurred on the B4669 Hinckley Road to the west of Junction 2 and was classified as being slight severity. The other two collisions occurred on the M69 itself, to the north of the southbound off-slip and were both also classed as slight severity.

2.32 The slight injury collision on the B4669 occurred when a car leaving the roundabout in a westbound direction as involved in a collision, but no other vehicles were implicated. The two slight injury collisions recorded on the M69 both happened on the southbound carriageway and involved vehicles changing lanes.

B4668 Leicester Road (in vicinity of proposed site access)

2.33 Figure 2.9 shows that there were no collisions recorded at the B4668 in the vicinity of the proposed site access junction between January 2020 and July 2023. As a result, no further investigation was required at this junction.

Figure 2.9: B4668 Leicester Road

Stanton Lane south of Stoney Stanton

2.34 Figure 2.10 shows that there were no collisions recorded on Stanton Lane to the south of Stoney Stanton between January 2020 and July 2023. As a result, no further investigation was required along this stretch of road.

Figure 2.10: Stanton Lane south of Stoney Stanton

Leicester Road through the centre of Sapcote

2.35 Figure 2.11 shows that there was one collision recorded at the B4669 Leicester Road through the centre of Sapcote. Table 2.8 provides a breakdown of the collision severity at this section of carriageway.

Figure 2.11: Leicester Road through the centre of Sapcote

Table 2.8: Leicester Road through the centre of Sapcote Collision Severity

Severity	2020	2021	2022	2023	Three Year Total
Fatal	0	0	0	0	0
Serious	1	0	0	0	1
Slight	0	0	0	0	0
Total	**1**	**0**	**0**	**0**	**1**

2.36 The collision that was recorded occurred at the junction of Leicester Road and Grace Road. The collision occurred during the hours of darkness and the road surface was wet. The collision only involved one car and was recorded as a serious injury accident.

Station Road Railway Overbridge Elmesthorpe

2.37 Figure 2.12 shows that there were no collisions recorded on Station Road in the vicinity of the railway overbridge, just to the south of Elmesthorpe between January 2020 and July 2023. As a result, no further investigation was required along this stretch of road.

Figure 2.12. Station Road Railway Overbridge Elmesthorpe

Summary

2.38 The above information should provide the Road Safey Audit Team with adequate information with regards to the collisions that have occurred during the latest 36 month (3 year) period at all the locations where access junctions, mitigation or improvement schemes are being proposed. The above figures and tables provide the required information as set out in DMRB GG119.

3. UPDATE TO ROAD SAFETY CHAPTER OF TRANSPORT ASSESSMENT FOR LATEST 5 YEARS (2018 – 2023)

Highway Safety

3.1 As stated in the introduction, a highway safety assessment has previously been undertaken for the study area (shown in Figure 1.1) for the impact of the development in the ES Chapter and comprising a PIC review and a future highway safety assessment using industry standard software COBALT.

3.2 The previous data had been obtained from the Department for Transport (DfT) and reviewed for the most recent (at the time) available five-year period (2015 – 2019). The total length of the studied network is 114 miles. Of which 29 miles are motorways, 43 miles are A roads, 33 miles are B roads and the remaining 8 miles are unclassified roads.

3.3 Traffic data was taken from outputs provided by LCC NDI PRTM Modelling team as reported in the ES Chapter.

3.4 The most recent years at the time of submission (2020 and 2021) were not reviewed at as the international Covid19 pandemic had a major impact on highway operation nationally as the UK experienced lockdowns and a slow post lockdown return to work.

3.5 DfT publication "National Statistics - Reported road casualties Great Britain, annual report; 2022" states that 'Recent trends in reported road casualties have begun to normalise after the national restrictions implemented from March 2020 onwards following the coronavirus (COVID-19) pandemic, including periods of lockdown during 2021. Although there were no lockdowns in 2022, comparisons to periods which included the restrictions are affected.' The latest publication therefore compares back to collision rates and patterns from 2019 which is the most recent unaffected pre-pandemic year.

3.6 As a result of the above, it is concluded that the pre-Covid19 selection (2015 – 2019) is still considered to represent an accurate reflection of the local highway network operation in normal circumstances.

3.7 The COBALT software undertakes the analysis of the impact on accidents as part of the economic appraisal for a road or development scheme, in accordance with the Department for Transport's Transport Analysis Guidance. COBALT assesses the safety aspects of road or development schemes based on a comparison of accidents by severity and associated costs, across an identified network, for the 'Without-Scheme' and 'With-Scheme' forecasts. The analysis and appraisal is undertaken using details of the individual link and junction characteristics, their forecast traffic volumes and relevant accident rates and costs. As a result, the 2019 data previously used provides a worst case scenario in terms of traffic volumes and recorded collision data to undertake the assessments.

3.8 Nevertheless, because the most recent data was obtained to inform the RSA briefs for the mitigation schemes reviewed in the previous chapter, it seemed pertinent to request the information for the full study area to review the previously identified hot spot areas to ensure there were no significant or notable changes to the summary and conclusions reached in the previous analysis.

3.9 Figure 1.1 in the introduction of this report shows the AOI study area reviewed within the Transport Assessment, and it comprises:

- the M69 between the M1 Junction 21 and the M6 Junction 2;
- the M1 between Junctions 19 and 21;
- the A5 between Gibbet Roundabout and the M42 Junction 10;
- the A47 between the A5 and Desford Crossroad (B582);
- the B4114 between the A5 and Leicester;
- other selected B roads and unclassified roads as shown on Figure 1

3.10 Within the study undertaken in the TA, a total of 989 PICs were recorded across the study area during the five-year period up to the end of 2019. Of these collisions, 825 (83%) were classified as being slight in severity, 137 (14%) classified as serious and 27 (3%) were classed as fatal.

3.11 As described in the introduction, the previous revision of this document reviewed the latest three-years collision data (2020 to 2023) for the study area covered in the TA, which was initially produced to supplement the study provided within the TA. The last review showed that between 2020 and 2023, a total of 373 PICs were recorded across the same study area. Of these collisions, 271 (73%) were classified as being slight in severity, 88 (23%) classified as serious and 14 (4%) were classed as fatal.

3.12 However, LCC requested that the updated review should include the latest five-year period so that a five-year period was examined within one document rather than being spread across this document and the TA. As a result, this note has now been revised to examine the collisions between 2018 and 2023.

3.13 A review of the most recent five years shows that a total of 682 PICs were recorded across the study area between 2018 and 2023. Of these collisions, 523 (77%) were classified as being slight in severity, 137 (20%) classified as serious and 22 (3%) were classed as fatal.

3.14 This shows an overall drop in the number of collisions recorded, but an increase in the severity of those collisions in terms of percentages when comparing the previous five-year period (2015 – 2019) with the most recent five-year period (2018 – 2023)

3.15 A breakdown of collisions by severity and year is presented in Table 3.1 below which also includes for the previous data from 2015 to 2017 for comparison.

Table 3.1: Breakdown of collisions by severity and year

Severity	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fatal	7	7	5	3	5	3	4	4	3
Serious	32	36	20	31	18	17	27	28	16
Slight	207	221	145	118	134	72	72	69	58
Total	246	264	170	152	157	92	103	101	77

3.16 The table shows that the number of collisions recorded each year between 2020 and 2023 are significantly lower than the previous years, which is in line with the Covid19 pandemic trends due to the significant drop in traffic levels.

Casualties

3.17 Of the 682 PICs recorded, there were 1,367 vehicles involved and 999 casualties recorded.

3.18 Of the 999 casualties, 762 were vehicle occupants, 210 were vulnerable road users (powered two-wheeler users, cyclists and pedestrians) which are reviewed in more detail below.

Pedestrians

3.19 In total, 56 pedestrians were injured or killed over the five years period. Of the 56, 39 (70%) were recorded as slight, 12 (21%) serious and 5 (9%) fatal injuries. Of the 56 Killed or Injured, 24 were crossing at either facilities or elsewhere, 9 were in the carriageway, 7 on the footway/verge and 16 were in an unknown location.

Cyclists

3.20 In total, 39 cyclists were injured or killed over the five years period within the study area. Of the 39 cyclists, 25 were recorded as having slight injuries, 12 serious injuries and 2 fatal injuries.

3.21 No clusters with three or more cyclist casualties have been identified.

3.22 The two fatal collisions that involved cyclists both occurred on the B4114. Whilst they occurred at different locations, they were with 1.0km of each other. However, they did occur two years apart and there were no common causal factors reported between the two collisions.

Powered Two Wheelers

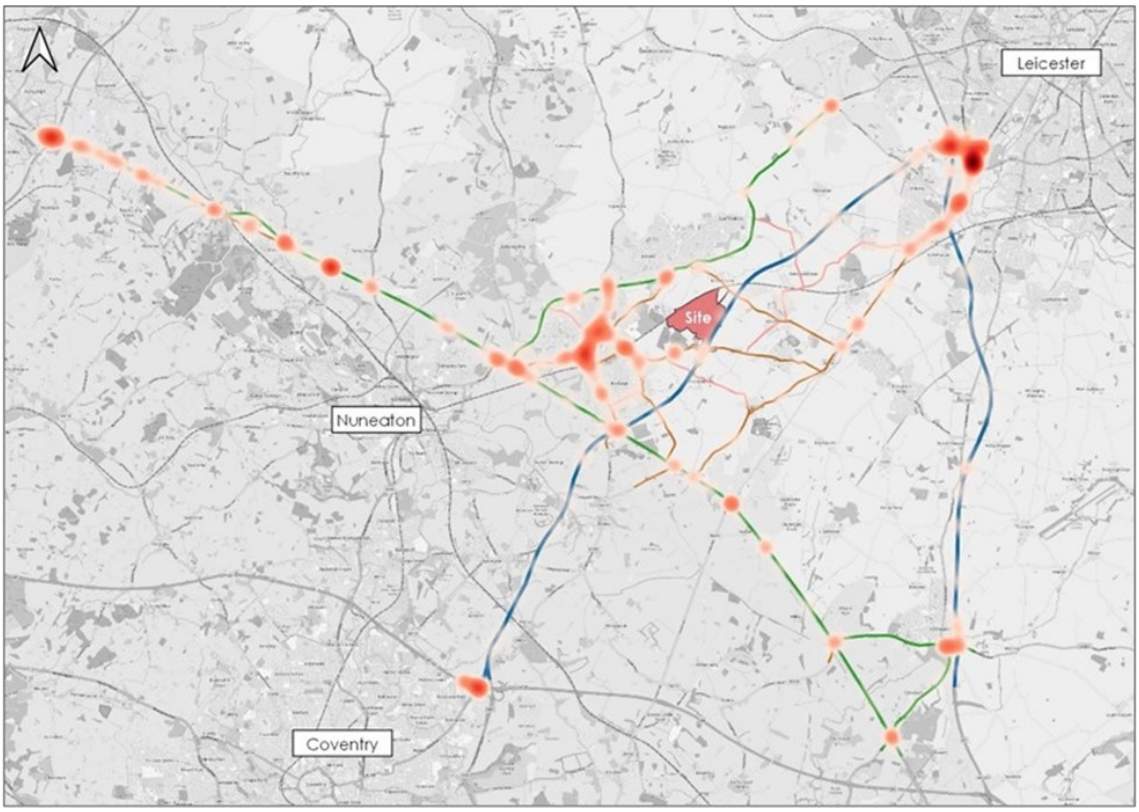
3.23 In total, 78 powered two-wheelers (PTW) users were injured or killed over the five years period within the study area. Of the 78, 46 were recorded as slight, 27 serious and 5 fatal injuries.

3.24 The highest number of PTW casualties occurred on the 22.8 miles (36.7km) long section of the A5 with 30 casualties, resulting in 18 slight, 11 serious and 1 fatal injury.

Collisions on key routes and Junction Hotspots

3.25 Previously, within the TA the five-year data (2015 – 2019) was analysed for all the collisions on the key routes within the study area. The locations of the collisions were input into a heatmap and a number of collision hot spots at junctions were identified within the study area and are mapped and shown in Figure 3.1.

Figure 3.1: Collision Heatmap (2015 – 2019)



3.26 When the heatmap above was examined within the TA, there were 29 locations that were identified as hot spots. These locations included five junctions to the southwest of Leicester, 10 junctions on the A5, seven junctions in Hinckley, two on the B4114 Coventry Road and the M6 J2 and Desford Crossroads. These locations accounted for 28% (280) of all PICs within the study area at that time.

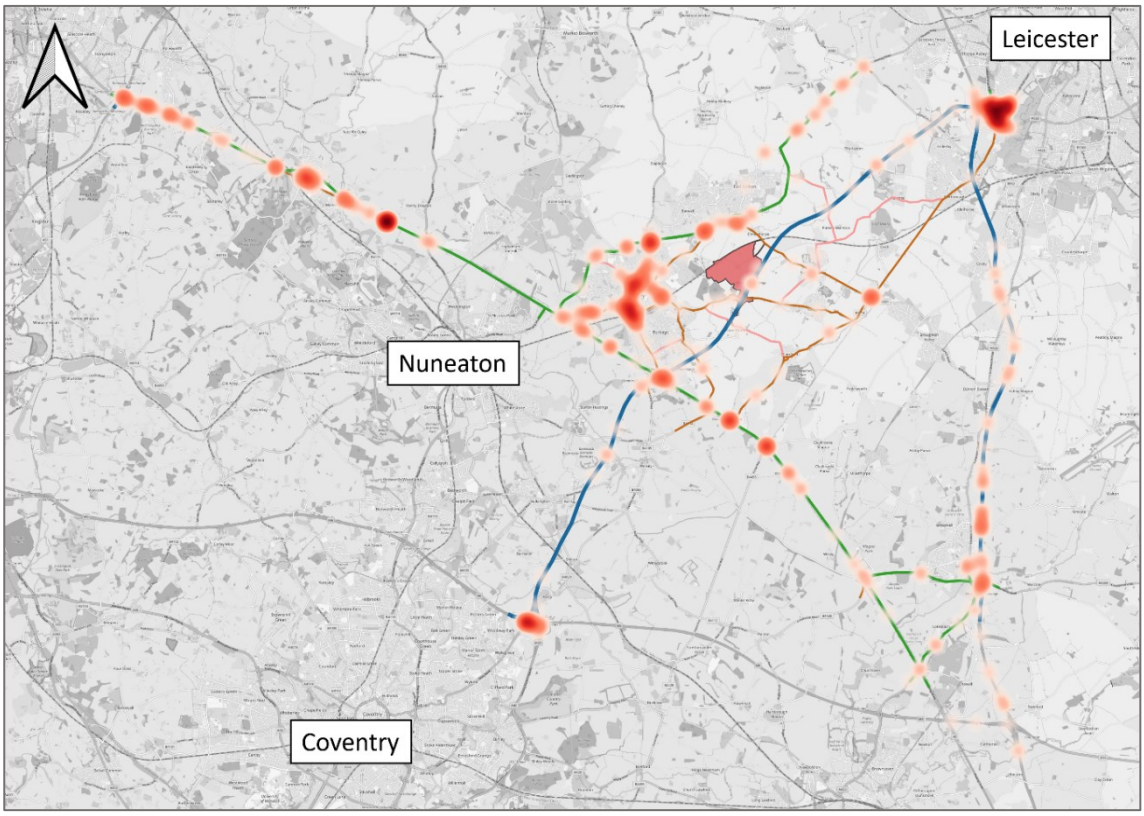
3.27 The five locations with the highest number of PICs were:

- A563 Lubbesthorpe Way / Soar Valley Way / B4114 Narborough Rd South;

- M42 Junction 10 Roundabout;
- A5 Watling St / Woodford Lane;
- M6 Junction 2 Roundabout;
- M1 Junction 21 Roundabout;

3.28 The same process was undertaken for the latest three year period (2020-2023) and the heatmap mirrors that of the previous one (2015-2019), with the exception of an additional hotspot identified on the A5 at the B4114 Coventry Road Junction. Figure 3.2 below shows the heatmap of the latest three-year period (2020-2023).

Figure 3.2: Collision Heatmap (2020 – 2023)



3.29 As a result of the above, the same five locations listed from the previous review were examined again with the most recent five year data (2018 – 2023) data in further detail below. The A5/B4114 junction has been added to the list of locations due to it being identified as having an increased number of collisions over the latest 3 year period, as shown in the most recent heatmap.

A563 Lubbesthorpe Way / Soar Valley Way / B4114 Narborough Road South Junction

3.30 Figure 3.3 shows that a total of 17 collisions have occurred at the A563 Lubbesthorpe Way / Soar Valley Way / B4114 Narborough Road South Junction over the latest 5 year period. Table 3.2 provides a breakdown of the collision severity at the junction.

Figure 3.3: A563 Lubbesthorpe Way/Soar Valley Way/B4114 Narborough Rd Junction

Table 3.2: A563 Lubbesthorpe Way/Soar Valley Way/B4114 Narborough Rd Junction Collision Severity Table

Severity	2018	2019	2020	2021	2022	2023	Five Year Total
Fatal	0	0	0	0	0	0	0
Serious	1	1	0	1	1	1	5
Slight	4	4	3	1	0	0	12
Total	**5**	**5**	**3**	**2**	**1**	**1**	**17**

3.31 Over the five-year period 17 PICs occurred in the vicinity of the A563 Lubbesthorpe Way/Soar Valley Way/B4114 Narborough Road South junction. 13 of the collisions occurred at the actual junction and the other four collisions occurred away from the junction, but on the approaches to or exits from the junction.

3.32 There were five collisions recorded in 2018, one of which was recorded as a serious injury collision, the remaining four collisions were recorded as slight injury collisions. Similarly five collisions were also recorded in 2019, one serious and four slight injury collisions. Three collisions recorded in 2020, all of which were recorded as slight injury collisions. Two collisions occurred in 2021, one of which was a slight injury collision and the other was recorded as a serious injury collision. Only one collision occurred during 2022, which was recorded as a serious injury PIC, and similarly so far in 2023 just one collision has been recorded, which again was of serious severity. No fatal collisions were recorded at the junction.

3.33 Having reviewed the PIC data for all of the collisions, there does not appear to be any common causal factors attributable to the highway layout present within the data recorded. Overall in the latest five year period (2018 to 2023) the number of collisions has reduced from 2018 to 2023.

3.34 Compared to the previous summary of data from 2015 to 2019, the number of collisions each year has reduced considerably since 2019. The previous data presented 35 collisions over the five year period, which averages to 7 collisions a year. The latest data has an average of 3 collisions a year over the 5 year period examined which is heavily weighted by the earliest two years.

M42 Junction 10 Roundabout

3.35 Figure 3.4 shows that a total of 15 collisions have occurred at the M42 Junction 10. Table 3.3 provides a breakdown of the collision severity at the junction.

Figure 3.4: M42 junction 10

Table 3.3: M42 junction 10 Collision Severity Table

Severity	2018	2019	2020	2021	2022	2023	Five Year Total
Fatal	0	0	0	0	0	0	0
Serious	0	1	0	0	0	0	1
Slight	4	5	1	3	0	1	14
Total	**4**	**6**	**1**	**3**	**0**	**1**	**15**

3.36 Over the five-year period 15 PICs occurred in the vicinity of the M42 Junction 10. Two of the collisions occurred on the circulatory carriageway, with the remaining collisions all occurred on approaches or exits at the junction.

3.37 There were four collisions recorded in 2018, all of which were recorded as slight injury collisions. Six collisions were recorded in 2019, one serious and five slight injury collisions. One slight injury collision recorded in 2020. Three collisions occurred in 2021, all of which were recorded as slight injury collisions. No collisions occurred during 2022, and only one collision has been recorded currently in 2023, which was a slight injury collision. No fatal collisions were recorded at the junction.

3.38 Having reviewed the PIC data for all the collisions, it appears that a number of the collisions were related to motorists changing lanes. However, these all occurred at different areas of the junction and therefore does not appear to be any common causal factors attributable to the highway layout present within the data recorded. All but one of the collisions were recorded as slight injury collisions. Overall in the latest five year period (2018 to 2023) the number of collisions has reduced from 2018 to 2023 with a slight peak in 2019.

3.39 Compared to the previous summary of data from 2015 to 2019, the number of collisions each year has reduced slightly since 2019. The previous data presented 17 collisions over the five year period, which averages to 3.5 collisions a year. The latest data has an average of 2.5 collisions a year over the latest five year period examined.

A5 Watling Street / Woodford Lane Junction

3.40 Figure 3.5 shows that a total of 13 collisions have occurred at the A5 Watling Street / Woodford Lane junction. Table 3.4 provides a breakdown of the collision severity at the junction.

Figure 3.5: A5 Watling Street / Woodford Lane Junction

Table 3.4: A5 Watling Street / Woodford Lane Junction Collision Severity Table

Severity	2018	2019	2020	2021	2022	2023	Five Year Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	1	2	0	1	4
Slight	0	2	4	1	2	0	9
Total	**0**	**2**	**5**	**3**	**2**	**1**	**13**

3.41 Over the five-year period 13 PICs occurred in the vicinity of the A5 Watling Street / Woodford Lane junction. All of the collisions occurred at the actual junction.

3.42 There were no collisions recorded in 2018. Two collisions were recorded in 2019, both of which were recorded as slight injury collisions. Five collisions were recorded in 2020, four of which were recorded as slight injury collisions and one was recorded as a serious injury collision. Three collisions occurred in 2021, one of which were recorded as slight injury collision the other two were recorded as serious injury collisions. Two slight injury collisions occurred during 2022 and only one collision has been recorded currently in 2023, which was a slight injury collision. No fatal collisions were recorded at the junction.

3.43 Looking in further detail, there were five collisions recorded in 2020 which was an increase over the previous two years examined. The annual number of collisions reduces back down in 2021 to a similar level to that recorded in the previous review. The increase is therefore down to a spike in collisions during 2020. These were however, mostly recorded as slight injury collisions.

3.44 All of the collisions that occurred at the junction involved vehicles turning into or out of Woodford Lane. The Transport Assessment previously identified that a highway safety scheme had been implemented at the junction in Autumn 2020 by the local highway authority which may explain the number of collisions reducing from 2021 onwards.

3.45 Compared to the previous summary of data from 2015 to 2019, the number of collisions each year has decreased slightly. The previous data presented 18 collisions over a five year period, which averages 3.5 collisions a year. The latest data has an average of 2 collisions a year over the five year period examined.

M6 Junction 2 Roundabout

3.46 Figure 3.6 shows that a total of 18 collisions have occurred at the M6 Junction 2 roundabout. Table 3.5 provides a breakdown of the collision severity at the junction.

Figure 3.6: M6 Junction 2 Roundabout

Table 3.5: M6 Junction 2 Roundabout Collision Severity Table

Severity	2018	2019	2020	2021	2022	2023	Five Year Total
Fatal	0	0	0	0	0	1	1
Serious	0	0	1	0	1	0	2
Slight	2	7	0	1	3	2	15
Total	**2**	**7**	**1**	**1**	**4**	**3**	**18**

3.47 Over the five-year period 18 PICs occurred in the vicinity of the M6 Junction 2 roundabout. Three of the collisions occurred on the M6 and the remaining collisions occurred at the actual junction.

3.48 There were two collisions recorded in 2018 both of which were slight injury collisions. Seven collisions were recorded in 2019, all of which were recorded as slight injury collisions. One collision was recorded in 2020 which was a serious injury collision. One slight injury collision occurred in 2021. Three slight injury collisions occurred during 2022 and one serious injury collision. Three one collisions have been recorded currently in 2023, two of which were slight injury collisions.

3.49 One of the collisions on the M6 southbound that occurred in 2023, unfortunately resulted in a fatal injury. The collision occurred when a pedestrian fell from the overbridge and was hit by an HGV and a car travelling along the motorway.

3.50 Having reviewed the PIC data for the remaining collisions recorded at the junction, 15 of the 18 collisions recorded at the junction were classed as slight injury collisions with just two being classed as a serious injury collisions one of which involved a cyclist circulating the roundabout being hit by a car entering the roundabout.

3.51 It appears that the majority of the collisions were caused by vehicles changing lane at the last minute, or being in the incorrect lane as they circulated the junction or approached the junction. There were also some shunt type collisions recorded too.

3.52 Compared to the previous summary of data from 2015 to 2019, the number of collisions each year has remained at a similar rate. A slight peak was recorded in 2019, but the number of collisions has since reduced since. Whilst it is unfortunate that a fatal collision has occurred at this junction, it appears to have been a unique occurrence which was not caused by the layout of the highway.

M1 Junction 21 Roundabout

3.53 Figure 3.7 shows that a total of six collisions have occurred at the M1 Junction 21 roundabout. Table 3.6 provides a breakdown of the collision severity at the junction.

Figure 3.7: M1 Junction 21 Roundabout

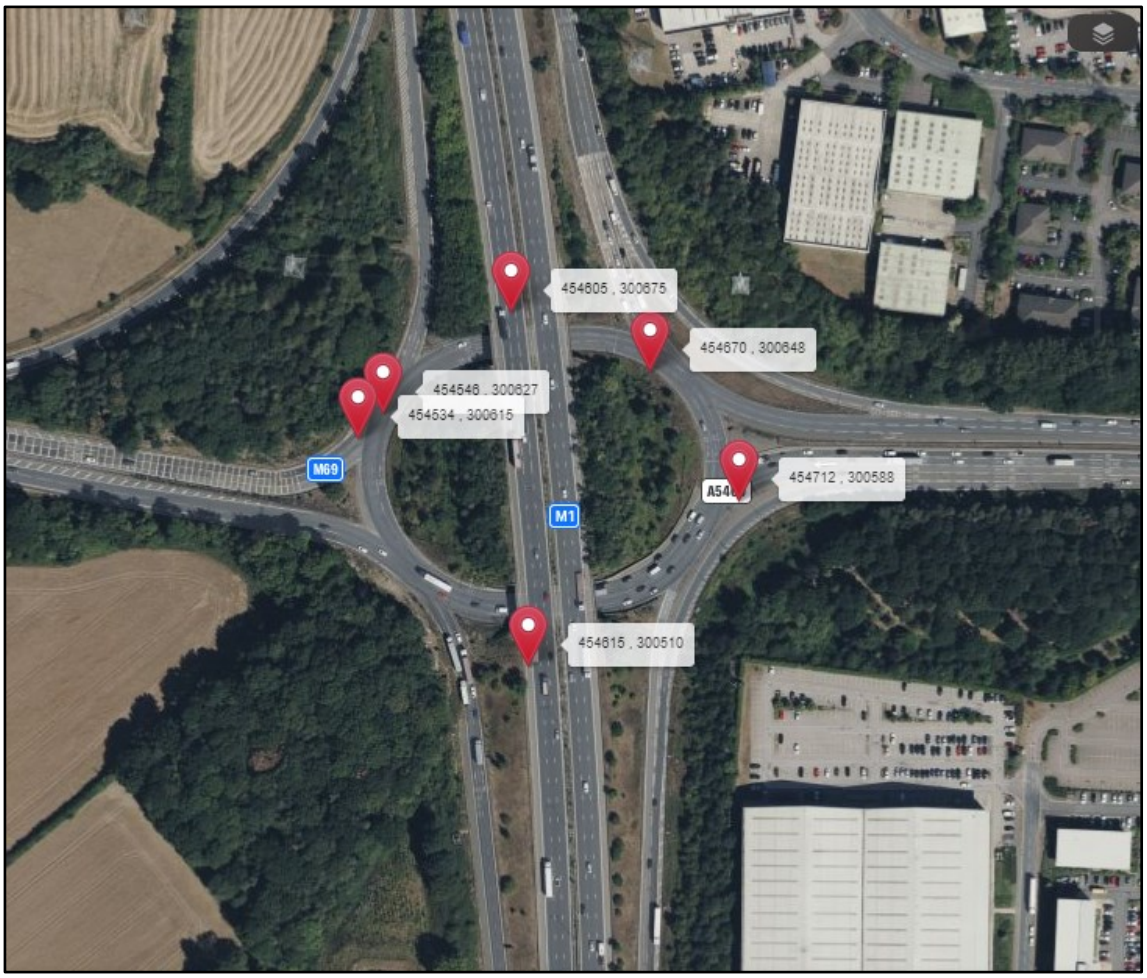


Table 3.6: M1 Junction 21 Roundabout Collision Severity Table

Severity	2018	2019	2020	2021	2022	2023	Five Year Total
Fatal	0	0	0	0	0	0	0
Serious	1	0	0	0	0	0	1
Slight	2	1	1	1	0	0	5
Total	**3**	**1**	**1**	**1**	**0**	**0**	**6**

3.54 Over the five-year period six PICs occurred in the vicinity of the M1 Junction 21 roundabout. Two of the collisions occurred on the M1 main carriageway with the remaining four collisions occurring around the junction.

3.55 There were three collisions recorded in 2018, two of which were slight injury collisions and one serious injury collision. One slight injury collision was recorded in 2019, 2020 and 2021. No collisions were recorded in 2022 and no collisions have yet been recorded in 2023. No fatal collisions were recorded at the junction.

3.56 Having reviewed the PIC data for the collisions, there does not appear to be any common causal factors attributable to the highway layout present within the data recorded.

3.57 Compared to the previous summary of data from 2015 to 2019, the number of collisions each year has reduced since 2019. The previous data presented 17 collisions over a five year period, which averages to 3.5 collisions a year. The latest data has an average of one collision a year over the 5 year period examined.

A5 Watling Street / B4114 Coventry Road Junction

3.58 Figure 3.8 shows that a total of eight collisions have occurred at the A5 Watling Street/B4114 Coventry Road junction. Table 3.7 provides a breakdown of the collision severity at the junction.

Figure 3.8: A5 Watling Street / B4114 Coventry Road

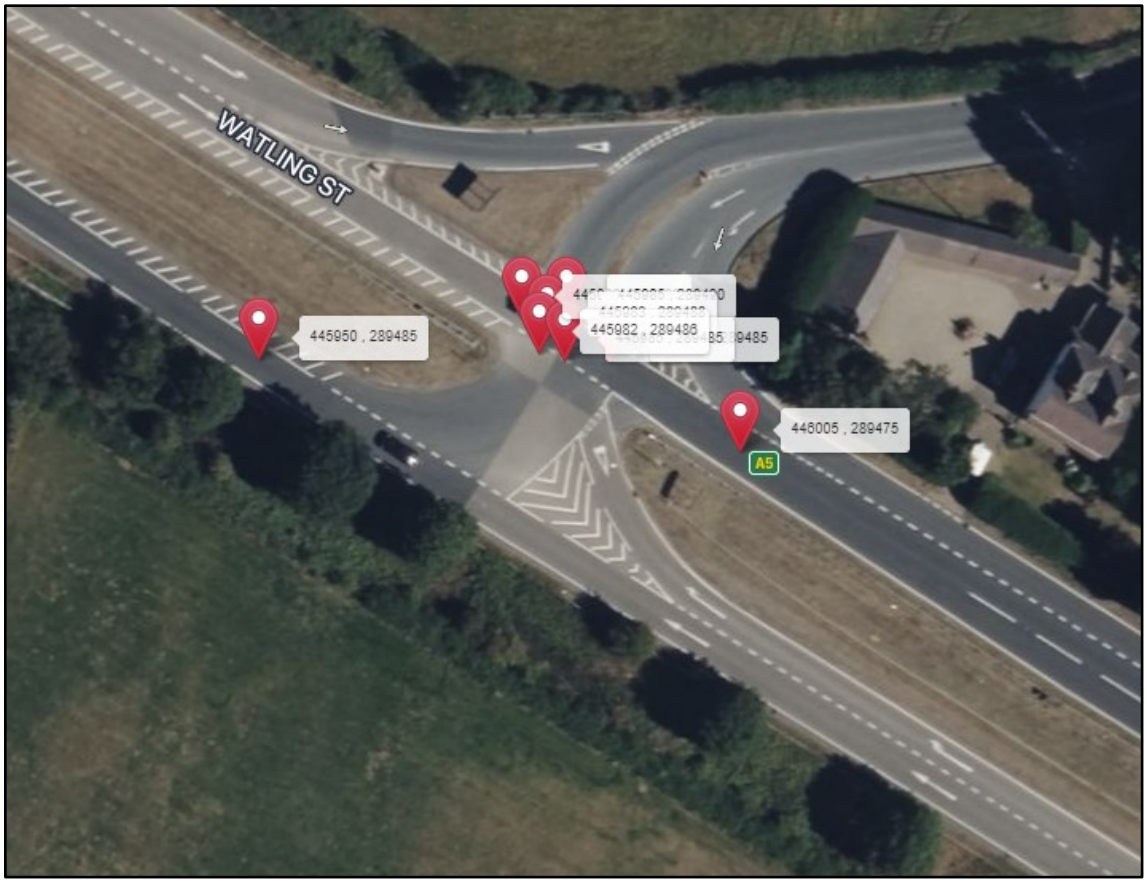


Table 3.7: A5 Watling Street / B4114 Coventry Road Junction Collision Severity Table

Severity	2018	2019	2020	2021	2022	2023	Five Year Total
Fatal	0	0	0	0	0	0	0
Serious	0	0	0	1	1	1	3
Slight	0	2	0	1	1	1	5
Total	**0**	**2**	**0**	**2**	**2**	**2**	**8**

3.59 Over the five-year period eight PICs occurred in the vicinity of the A5 Watling Street / B4114 Coventry Road junction. All of the collisions occurred at the actual junction, seven of which occurred on the south eastbound carriageway, and one occurred on the north westbound carriageway.

3.60 Having reviewed the PIC data for the eight collisions, it appears that six of the collisions that occurred involved right turning cars. Five of which occurred at the south eastbound carriageway of the junction and one occurred at the north westbound carriageway of the junction. One of the collisions involved a U-turning car at the southern section of the staggered junction and the remaining collision involved a car turning left out of the B4114 onto the A5 in south eastbound direction.

3.61 Whilst the eight collisions, have been highlighted as a hotspot within the heatmap, it should be highlighted that the collisions have occurred at a rate of less than 2 PICs per year for the last five years, with one serious injury collision and one slight injury collision recorded each year since 2021.

3.62 In addition to the above, the proposed development reduces the traffic flows along the B4114 north of the A5 at this junction and should therefore not have a negative impact on the highway safety of the junction.

Summary

3.63 As a result of the above review, it is concluded that there is generally a reduction in the collision rates at all of the junctions examined since the previous review undertaken within the TA. One additional junction was highlighted and reviewed as part of the latest analysis, but the traffic flows at that junction are expected to reduce as part of the proposals. The most recent information provided does therefore not change any of the conclusions reached in the previous analysis within the TA, but the pre-COVID19 data provides a worst-case assessment in terms of number of collision and collision rates.

4. SUMMARY AND CONCLUSIONS

4.1 As part of our previous work, a highway safety assessment had been undertaken for a study area around the proposed Hinkley National Rail Freight Interchange comprising a Personal Injury Collision (PIC) review and a future highway safety assessment using industry standard software COBALT.

4.2 The data was obtained from the DfT for the Area of Influence and study area for the most recent (at the time) five year period which consisted of 2015 – 2019.

4.3 Whilst reviewing information that was being compiled for a number of Road Safety Audits to be undertaken on the proposed access, mitigation and improvements schemes, Leicestershire County Council (LCC) identified that the data being provided to the Audit Team was out of date and did not meet the requirements of DMRB GG 119 which is the standard for safety audits. GG 119 requires the latest 3 years of PIC data to be provided as part of the audit briefs.

4.4 As a result, the data was obtained again for the latest 3 year period 2020-2023 from both LCC and Warwickshire County Council (WCC). The data was reviewed and the PICs that have occurred during the latest 3 year period at all the locations where access junctions, mitigation or improvement schemes are being proposed has been summarised and provided for the RSA Team.

4.5 In addition, whilst DfT guidance states that the pre-Covid19 selection is considered to represent an accurate reflection of local highway network operation in normal circumstances, a review of the latest five year data (2018-2023) for the areas previously examined within the TA has also been undertaken to ensure there were no significant or notable changes to the conclusions reached in the previous analysis. This was done at the request of LCC after a previous iteration of this report was submitted that only examined the latest three-year period (2020 – 2023) which was written to supplement the information reviewed in the TA.

4.6 Each of the five areas that were identified in the heatmap undertaken previously, were reviewed along with an additional area identified in the most recent heatmap. The PICs were examined for any further patterns or common causal factors. In doing so it was concluded that there was generally a reduction in the collision rates at all of the junctions examined since the previous review. The most recent information provided does therefore not change any of the conclusions reached in the previous analysis, but the pre-COVID19 data provides a worst-case assessment.