Midlands Regional Safety Report

1. Introduction

1.1. Aims of the Report

1.1.1. The aims of this report are as follows:

- To summarise regional route safety performance, and planned interventions, based on local collision and casualty data
- To report both historic data in terms of safety performance against the indicators identified within this guidance, and evidence/intelligence-led actions that have been carried out and/or planned in partnership with external safety stakeholders; and consequently
- To assist the Agency in ensuring that all of its resource decisions are evidence led

1.2. Regional Road Safety Coordinator

1.2.1. David Lynch (dave.lynch@highways.gsi.gov.uk Telephone 0121 678 8007) is the Regional Road Safety Coordinator for the Midlands Region, and is responsible for the production of this report.

1.3. Overview of the Region

1.3.1. The Highways Agency's West and East Midlands Areas together comprise its Midlands Region. Figure 1.1 below shows the network within the Midlands Region. These 34 routes comprise 354.3 miles of motorway and 658.7miles of APTR; 1013 miles in total. The individual routes in this Region are detailed in table 1.1.

Figure 1.1

1.3.2. The historical development of the motorways within the region can be found at: www.ukmotorwayarchive.org

- Table 1.1 – Network Details

Route	Area	DfT 2010 Length (miles)	Route on Region HAPMS 2010 NTWK	Type of Carriageway (dual/single)	DfT Traffic (2010) (10^8 veh-miles)	DfT Traffic (2011) (10^8 veh-miles)	PIC in 2011	TERN
A1	7	67.0	Y	Dual carriageway A-road	8.45	8.80	93	-
A1(M)		-	-	Motorway	N/T	N/T	0	E15
A14	7	30.6	Y	Dual carriageway A-road	5.31	5.28	32	E24
A34		-	Y	Dual carriageway A-road	N/T	N/T	16	
A38	7&9	44.6	Y	Dual carriageway A-road	7.05	7.81	147	-
A38(M)	9	0.8	Y	Motorway	0.27	0.47	0	-
A40	9	9.2	Y	Dual carriageway A-road	0.79	0.95	15	-
A4097	9	0.1	Y	Unknown carriageway A-road	N/T	0.01	2	-
A41		-	Y	Dual carriageway A-road	N/T	N/T	0	
A4123	9	0.2	Y	Dual carriageway A-road	N/T	0.03	2	-
A42	7	14.8	Y	Dual carriageway A-road	2.62	2.63	12	-
A423		-	Y	Dual carriageway A-road	N/T	N/T	1	
A43	7&9	24.6	Y	Dual carriageway A-road	2.78	2.73	40	-
A435		-	Y	Dual carriageway A-road	N/T	N/T	3	
A446	9	1.9	Y	Dual carriageway A-road	0.17	0.17	10	-
A449	9	4.6	Y	Dual carriageway A-road	0.48	0.48	15	-
A45	9	34.8	Y	Dual carriageway A-road	5.34	5.50	72	-
A452	9	0.9	Y	Dual carriageway A-road	0.11	0.11	6	-
A453	7	9.8	Y	Single carriageway A-road	0.86	0.85	34	-
A456		-	Y	Dual carriageway A-road	N/T	N/T	2	
A458	9	9.1	Y	Single carriageway A-road	0.33	0.33	7	-
A46	7&9	103.1	Y	Mixed carriageway A-road	11.13	11.48	191	-
A483	9	5.7	Y	Single carriageway A-road	0.25	0.25	8	-
A49	9	63.5	Y	Single carriageway A-road	2.64	2.63	84	-
A5	7&9	110.1	Y	Mixed carriageway A-road	7.88	8.00	186	-
A50	7,9&DBFO	43.7	Y	Dual carriageway A-road	7.00	7.17	114	-
A500	9	12.5	Y	Dual carriageway A-road	2.51	2.56	83	-
A5111	7	1.6	Y	Dual carriageway A-road	0.19	0.17	4	-
A5148	9	1.3	Y	Dual carriageway A-road	0.12	0.00	4	-
A52	7	37.4	Y	Mixed carriageway A-road	4.38	4.29	158	-
A6	7	2.9	Y	Dual carriageway A-road	0.25	0.27	10	-
M1	7	95.0	Y	Motorway	36.48	35.47	284	E13
M18		-	-	Motorway	N/T	N/T	0	
M40	9	11.7	Y	Motorway	3.33	3.36	17	E05
M42	9	44.0	Y	Motorway	15.31	14.72	95	E05
M45	7	8.3	Y	Motorway	0.33	0.33	3	-
M5	9	45.9	Y	Motorway	14.93	14.73	93	-
M50	9	21.6	Y	Motorway	2.11	2.10	11	-
M53		-	-	Motorway	N/T	N/T	0	
M54	9	24.2	Y	Motorway	3.44	3.32	25	-
M6	7&9	85.3	Y	Motorway	31.73	34.33	315	E05, E24
M69	7&9	17.5	Y	Motorway	3.30	3.33	26	-
Other		-	-	Other	-	0.36	5	
Total Network		1013.0		-	184.80	185.01	2225	

1.4. Contract Details

1.4.1. The Area 7 Managing Agent Contract was awarded to A-one+, in July 2009. A-one+ is a joint venture between CH2M Hill, Colas and Costain and the contract is for five years. The East Midlands (Area 7) includes the motorway and APTR in Derbyshire, Lincolnshire, Northamptonshire and Nottinghamshire along with parts of Warwickshire and Oxfordshire.

1.4.2. The Area 9 Managing Agent Contract was awarded to Amey in July 2009 for a period of five years. The West Midlands (Area 9) includes motorway and all-purpose trunk roads (APTR) in Herefordshire, Worcestershire, Shropshire, Telford and Wrekin, Birmingham, Coventry, Dudley, Sandwell, Solihull, Staffordshire, Walsall and parts of Gloucestershire, Derbyshire, Leicestershire, Cheshire and Warwickshire.

1.5. Regional Monitoring Points

1.5.1. In order to assess the contribution its regions are making to casualty reduction nationally, the HA has determined monitoring points for annual KSI (Killed and Serious Injury) casualty reduction for each region. These targets differ from region to region because of factors such as road types and traffic flow. The monitoring points for each region are as shown in table 1.2 below, with the Midlands highlighted. Further reference is made to the Midlands monitoring points in table 2.3.

- Table 1.2 – Monitoring Points

Region	2005-09 average KSI's	2020 forecast KSI's	Contribution to reduction outside Agency's control (45%) per year	55% Agency reduction contribution per year	KSI reduction per year (2007 to 2020, 13 equal annual changes)
E	392.6	227.9	5.3	**6.6**	11.90
NW	265	146.8	3.8	**4.7**	8.50
MID	**492.6**	**224.6**	**8.8**	**11**	**19.80**
M25DBFO	242.6	173.3	2.1	**2.6**	4.70
SE-M25	382.6	249.3	4.2	**5.2**	9.40
SW	223.6	217.8	3.1	**3.8**	6.90
YNE	322	188.5	4.3	**5.3**	9.60
Total	**2321.2**	**1274.9**	**31.4**	**39.3**	**70.70**

1.6. Contents of Report

1.6.1. In order to achieve its aims, this report contains the following:

- A Performance Summary comprising a historical view of safety performance across the Region
- Trends and analysis reporting including red/amber route and cluster site analysis
- Information on Priority Areas and Road User Groups
- Working with Stakeholders
- Safety Reporting and Local Network Management Schemes (LNMS)
- Safety Initiatives

2. Performance Summary

2.1. Summary by Route

2.1.1. The following mandatory tables summarise the Region's recent safety performance. RAG status is included in order to indicate progress in relation to the 2005-2009 baseline. The following have been applied:

Red – over 5% over baseline (or in Table 5, above baseline)

Amber – between 0 and 5% over baseline (not including Table 5)

Green – under baseline

- Table 2.1 (Mandatory) - Collision Numbers

Route	Collisions											% Diff 2011 to 05-09 Average with RAG status
	05-09 Average Baseline	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	
A1	125.2	135	138	138	129	135	134	110	118	129	93	-26%
A1(M)	2.6	4	5	4	5	5	3	0	0	0	0	
A14	47.2	47	50	57	48	51	40	49	48	51	32	-32%
A34	5.0	11	13	7	5	8	5	4	3	0	16	
A38	166.4	201	180	208	175	179	179	148	151	133	147	-12%
A38(M)	3.4	3	5	4	1	4	3	2	7	7	0	-100%
A40	18.0	15	15	14	18	11	24	22	15	21	15	-17%
A4097	0.2	0	0	0	0	1	0	0	0	0	2	
A41	1.0	0	0	0	2	1	1	1	0	0	0	
A4123	2.8	2	3	2	4	1	3	4	2	2	2	-29%
A42	23.8	33	26	22	33	23	19	24	20	21	12	-50%
A423	0.6	1	0	2	1	0	0	1	1	0	1	
A43	50.6	42	43	45	53	51	62	49	38	33	40	-21%
A435	1.2	3	1	0	3	2	0	1	0	0	3	
A446	4.4	6	6	8	4	7	5	4	2	3	10	**127%**
A449	18.2	37	23	31	24	18	16	11	22	12	15	-18%
A45	98.4	115	109	124	126	108	90	91	77	76	72	-27%
A452	3.2	2	0	4	4	1	6	3	2	0	6	**88%**
A453	42.2	43	42	52	40	46	39	44	42	36	34	-19%
A456	1.0	0	1	3	1	2	1	1	0	0	2	
A458	11.6	9	16	10	10	17	12	7	12	10	7	-40%
A46	260.6	293	279	229	258	287	271	243	244	184	191	-27%
A483	10.6	5	9	9	9	5	11	14	14	9	8	-25%
A49	125.6	122	124	122	127	139	131	118	113	99	84	-33%
A5	224.4	277	271	248	253	234	238	195	202	222	186	-17%
A50	120.2	130	133	129	112	128	133	109	119	119	114	-5%
A500	75.8	72	79	100	74	69	85	66	85	60	83	**9%**
A5111	4.6	9	10	9	9	3	5	1	5	4	4	-13%
A5148	3.0	3	6	1	4	3	3	5	0	3	4	**33%**
A52	186.2	203	185	216	213	177	197	168	176	155	158	-15%
A6	11.2	7	13	17	12	13	16	7	8	6	10	-11%
M1	438.4	596	585	558	546	479	439	380	348	351	284	-35%
M18	0.0	0	1	0	0	0	0	0	0	0	0	
M40	25.6	30	25	24	31	24	21	24	28	24	17	-34%
M42	104.6	169	117	152	114	93	106	122	88	92	95	-9%
M45	2.0	1	0	0	1	5	1	2	1	3	3	**50%**
M5	128.6	146	163	156	137	131	127	125	123	103	93	-28%
M50	10.4	12	15	18	13	10	5	11	13	8	11	**6%**
M53	0.2	0	0	0	1	0	0	0	0	0	0	
M54	29.8	24	30	28	42	33	30	20	24	44	25	-16%
M6	433.6	487	453	537	505	469	458	402	334	417	315	-27%
M69	34.6	53	42	54	43	34	37	35	24	35	26	-25%
Other	-	-	-	-	-	-	-	-	-	-	5	
Total Network	2857.0	3348	3216	3342	3190	3007	2956	2623	2509	2472	2225	-22%

- Table 2.2 (Mandatory) - Collision Rates (per 100 million vehicle-miles)

Route	Collision Rates											% Diff to 05-09 Average with RAG status
	05-09 Average Baseline	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	
A1	15.2	16.9	16.8	17.5	15.7	16.1	15.8	13.6	14.7	15.3	10.6	-30%
A1(M)	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
A14	8.5	8.9	8.9	9.9	8.8	9.2	6.9	8.9	9.0	9.6	6.1	-29%
A34	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
A38	23.3	30.6	27.1	30.6	25.7	25.5	25.2	20.1	20.3	18.9	18.8	-19%
A38(M)	13.8	14.2	22.3	17.4	4.3	17.1	12.2	8.2	25.4	26.4	0.0	-100%
A40	21.2	17.8	17.5	16.2	20.8	12.9	26.7	26.9	18.7	26.5	15.8	-26%
A4097	31.8	0.0	0.0	0.0	0.0	152.9	0.0	0.0	0.0	0.0	338.9	
A41	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
A4123	97.1	117.9	121.6	81.1	165.3	34.0	104.3	140.3	60.1	61.2	73.7	-24%
A42	9.3	12.7	10.1	8.6	13.0	9.2	7.2	9.7	7.6	8.0	4.6	-51%
A423	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
A43	17.6	18.9	16.3	15.9	18.6	17.2	21.3	17.2	13.7	11.9	14.6	-17%
A435	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
A446	27.3	42.6	41.3	53.6	26.8	45.9	29.4	23.7	12.0	17.9	60.0	**120%**
A449	37.3	81.8	49.8	65.5	50.7	36.9	32.0	22.3	45.2	24.9	31.4	-16%
A45	18.1	22.0	20.4	21.9	23.2	19.9	16.3	17.0	14.1	14.2	13.1	-28%
A452	29.1	20.0	0.0	38.6	38.6	9.5	51.7	26.0	18.2	0.0	56.5	**94%**
A453	47.1	49.0	47.1	57.5	44.0	49.5	44.2	49.7	47.9	41.7	40.0	-15%
A456	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
A458	34.9	29.0	50.4	30.9	30.6	51.5	35.3	21.0	36.3	30.5	21.5	-39%
A46	23.7	28.4	26.1	21.3	23.8	26.4	24.8	21.9	21.9	16.5	16.6	-30%
A483	42.5	20.7	37.3	36.9	36.2	19.9	44.7	55.5	56.0	36.3	32.5	-24%
A49	47.8	49.1	47.5	46.8	48.3	52.7	51.8	44.1	42.5	37.5	31.9	-33%
A5	28.4	36.4	36.1	33.0	32.9	29.6	29.5	24.5	25.7	28.2	23.3	-18%
A50	17.3	18.5	18.4	18.9	16.1	19.0	19.3	15.4	16.9	17.0	15.9	-8%
A500	33.1	32.1	34.8	46.5	35.2	33.3	40.1	25.9	32.5	23.9	32.4	-2%
A5111	19.4	40.4	44.9	49.4	40.9	12.5	20.6	4.1	20.8	20.8	23.0	**19%**
A5148	26.0	32.8	61.3	9.9	39.7	29.2	23.7	39.7	0.0	25.8	0.0	-100%
A52	41.2	45.7	40.4	47.9	46.7	38.0	43.9	38.0	39.5	35.4	36.8	-11%
A6	40.1	31.0	56.6	41.3	33.2	50.5	61.4	27.0	31.2	24.3	36.5	-9%
M1	11.9	17.3	16.2	14.9	14.7	12.8	11.8	10.6	9.7	9.6	8.0	-33%
M18	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
M40	7.6	9.2	7.8	6.9	10.0	7.3	6.2	6.7	8.0	7.2	5.1	-33%
M42	6.9	12.4	9.1	11.1	7.7	6.2	6.9	7.8	5.8	6.0	6.5	-6%
M45	5.9	2.9	0.0	0.0	2.8	14.2	3.0	6.1	3.0	9.2	9.1	**54%**
M5	8.2	9.8	11.0	10.3	8.9	8.2	7.9	8.1	8.1	6.9	6.3	-23%
M50	4.9	6.1	7.8	8.9	6.4	4.9	2.3	5.0	6.0	3.8	5.2	**7%**
M53	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
M54	8.1	7.0	8.2	7.4	11.0	8.9	8.2	5.4	6.6	12.8	7.5	-6%
M6	13.8	16.6	15.4	18.0	16.3	14.9	14.2	12.7	10.7	13.1	9.2	-33%
M69	10.3	15.9	13.4	15.9	12.8	10.0	11.3	10.3	7.1	10.6	7.8	-24%
Other	-	-	-	-	-	-	-	-	-	-	-	
Total Network	15.4	19.4	18.4	18.5	17.3	16.1	15.7	14.1	13.6	13.4	12.0	-22%

- Table 2.3 (Mandatory) - Casualty Numbers

Route	KSI 05-09 Average Baseline	KSI Annual Performance			KSI 3 Year Average	Slight Casualties			Slight 3 Year Average	Current Year Monitoring Point (B)	KSI Diff between Current Annual Performance (A) & Current Year Monitoring Point (B) with RAG Status
		2009	2010	2011 (A)		2009	2010	2011			
A1	25.0	30	21	25	25.3	159	166	118	147.7	20.5	**4.5**
A1(M)	0.0	0	0	0	0.0	0	0	0	0.0		0.0
A14	12.6	17	8	10	11.7	51	65	33	49.7	10.3	-0.3
A34	0.0	0	0	0	0.0	4	0	23	9.0		
A38	18.4	17	17	13	15.7	193	187	197	192.3	15.1	-2.1
A38(M)	0.6	1	0	0	0.3	7	12	0	6.3	0.5	-0.5
A40	3.6	4	2	1	2.3	19	34	18	23.7	2.9	-1.9
A4097	0.0	0	0	0	0.0	0	0	3	1.0	0.0	0.0
A41	0.0	0	0	0	0.0	0	0	0	0.0		
A4123	0.0	0	0	0	0.0	2	4	3	3.0	0.0	0.0
A42	6.0	3	5	3	3.7	30	25	13	22.7	4.9	-1.9
A423	0.2	0	0	0	0.0	2	0	1	1.0		
A43	14.6	10	6	8	8.0	34	37	43	38.0	12.0	-4.0
A435	0.2	0	0	0	0.0	0	0	4	1.3		
A446	0.6	0	0	0	0.0	2	3	12	5.7	0.5	-0.5
A449	1.0	2	3	1	2.0	23	21	20	21.3	0.8	**0.2**
A45	21.2	17	21	20	19.3	84	83	76	81.0	17.4	**2.6**
A452	1.6	1	0	3	1.3	2	0	4	2.0	1.3	**1.7**
A453	9.0	7	6	6	6.3	58	45	51	51.3	7.4	-1.4
A456	0.0	0	0	1	0.3	0	0	4	1.3		
A458	1.6	1	2	2	1.7	19	15	15	16.3	1.3	**0.7**
A46	51.4	42	24	40	35.3	306	233	234	257.7	42.1	-2.1
A483	1.6	3	3	1	2.3	17	9	11	12.3	1.3	-0.3
A49	33.4	33	15	18	22.0	157	144	107	136.0	27.3	-9.3
A5	40.8	39	36	35	36.7	252	291	257	266.7	33.4	1.6
A50	15.4	12	14	16	14.0	146	160	148	151.3	12.6	**3.4**
A500	7.0	9	4	9	7.3	110	80	116	102.0	5.7	**3.3**
A5111	0.6	1	0	0	0.3	5	4	7	5.3	0.5	-0.5
A5148	0.2	0	1	0	0.3	0	7	6	4.3	0.2	-0.2
A52	35.6	36	24	24	28.0	233	206	209	216.0	29.1	-5.1
A6	2.2	1	0	0	0.3	7	6	11	8.0	1.8	-1.8

M1	69.0	63	46	42	50.3	469	480	419	456.0	56.5	-14.5
M18	0.0	0	0	0	0.0	0	0	0	0.0		
M40	6.6	1	4	4	3.0	48	37	21	35.3	5.4	-1.4
M42	16.6	9	11	9	9.7	132	116	162	136.7	13.6	-4.6
M45	0.4	0	3	1	1.3	1	0	2	1.0	0.3	**0.7**
M5	17.6	22	27	11	20.0	197	137	142	158.7	14.4	-3.4
M50	2.0	1	0	4	1.7	16	9	17	14.0	1.6	**2.4**
M53	0.0	0	0	0	0.0	0	0	0	0.0		
M54	2.6	1	8	10	6.3	30	53	29	37.3	2.1	**7.9**
M6	69.0	47	43	54	48.0	505	650	469	541.3	56.5	-2.5
M69	4.4	2	3	4	3.0	31	49	33	37.7	3.6	**0.4**
Other	-	-	-	1	-	-	-	4	-		
Total Network	492.6	432	357	376	388.3	3351	3368	3042	3253.7	403.3	-28.9

- Table 2.4 (Mandatory) - KSI Casualty Rates (per 100 million vehicles-miles)

Route	KSI Casualty Rates											% Diff to 05-09 Average Baseline with RAG status
	05-09 Average Baseline	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	
A1	3.0	5.1	3.0	3.3	2.1	4.2	2.7	2.5	3.7	2.5	2.8	-6%
A1(M)	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
A14	2.3	1.9	2.5	1.2	2.2	2.5	1.6	2.0	3.2	1.5	1.9	-17%
A34	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
A38	2.6	4.6	3.2	5.7	2.6	3.4	3.0	1.6	2.3	2.4	1.7	-35%
A38(M)	4.1	0.0	0.0	0.0	0.0	4.3	0.0	4.1	3.6	0.0	0.0	-100%
A40	4.2	2.4	5.8	1.2	4.6	2.3	6.7	2.4	5.0	2.5	1.1	-75%
A4097	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
A41	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
A4123	0.0	58.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
A42	2.3	2.7	2.3	0.8	3.5	4.4	0.8	2.0	1.1	1.9	1.1	-51%
A423	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
A43	5.1	3.1	4.5	3.9	5.6	2.4	9.9	3.9	3.6	2.2	2.9	-42%
A435	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
A446	3.7	0.0	6.9	0.0	0.0	13.1	0.0	5.9	0.0	0.0	0.0	-100%
A449	2.0	13.3	0.0	6.3	4.2	0.0	2.0	0.0	4.1	6.2	2.1	2%
A45	3.9	3.2	5.1	5.3	5.7	3.1	3.1	4.5	3.1	3.9	3.6	-7%
A452	14.5	10.0	0.0	9.6	48.3	0.0	8.6	8.7	9.1	0.0	28.2	**94%**
A453	10.0	11.4	6.7	17.7	4.4	11.8	9.1	17.0	8.0	7.0	7.1	-30%
A456	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
A458	4.8	19.3	6.3	3.1	3.1	9.1	8.8	0.0	3.0	6.1	6.1	**27%**
A46	4.7	7.5	7.5	4.5	5.1	5.3	4.8	4.5	3.8	2.2	3.5	-26%
A483	6.4	33.2	4.1	4.1	12.1	0.0	4.1	4.0	12.0	12.1	4.1	-37%
A49	12.7	19.3	7.7	7.7	14.1	11.0	15.8	10.5	12.4	5.7	6.8	-46%
A5	5.2	9.2	8.3	7.8	7.6	5.1	4.7	3.6	5.0	4.6	4.4	-15%
A50	2.2	2.1	2.5	1.9	2.6	3.1	2.6	1.1	1.7	2.0	2.2	1%
A500	3.1	4.5	2.2	6.0	2.4	0.5	5.2	3.5	3.4	1.6	3.5	**15%**
A5111	2.5	9.0	0.0	11.0	9.1	0.0	0.0	0.0	4.2	0.0	0.0	-100%
A5148	1.7	0.0	10.2	9.9	9.9	0.0	0.0	0.0	0.0	8.6	0.0	-100%
A52	7.9	9.9	10.7	10.4	12.9	6.0	6.0	6.3	8.1	5.5	5.6	-29%
A6	7.9	4.4	0.0	7.3	8.3	0.0	15.3	11.6	3.9	0.0	0.0	-100%
M1	1.9	3.3	2.6	2.2	2.1	1.7	2.0	1.8	1.8	1.3	1.2	-37%
M18	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
M40	2.0	3.7	2.5	1.4	3.5	2.7	1.5	2.0	0.3	1.2	1.2	-39%
M42	1.1	2.9	1.2	1.9	1.7	1.3	1.1	0.8	0.6	0.7	0.6	-44%
M45	1.2	0.0	0.0	0.0	0.0	2.8	0.0	3.1	0.0	9.2	3.0	**157%**
M5	1.1	2.1	1.4	1.8	1.2	1.3	0.7	0.9	1.4	1.8	0.7	-34%
M50	0.9	1.0	1.0	4.0	1.5	1.0	0.9	0.9	0.5	0.0	1.9	**102%**
M53	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
M54	0.7	0.9	1.9	1.1	0.8	1.1	0.3	1.1	0.3	2.3	3.0	**329%**
M6	2.2	2.1	1.9	2.6	2.3	2.4	2.4	2.3	1.5	1.4	1.6	-28%
M69	1.3	2.7	3.2	2.7	0.6	2.9	1.8	0.6	0.6	0.9	1.2	-8%
Other	-	-	-	-	-	-	-	-	-	-	-	
Total Network	2.6	4.0	3.3	3.2	3.1	2.7	2.7	2.4	2.3	1.9	2.0	-23%

- Table 2.5 (Mandatory) - Slight Casualty Rates (per 100 million vehicle-miles)

Route	Slight Casualty Rates											% Diff to 05-09 Average Baseline with RAG status
	05-09 Average Baseline	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	
A1	20.5	21.8	22.9	22.3	22.0	21.5	21.3	18.1	19.7	19.6	13.4	-35%
A1(M)	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
A14	10.4	9.7	11.4	14.1	10.1	12.1	8.5	12.0	9.6	12.3	6.3	-40%
A34	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
A38	30.5	35.2	38.7	41.8	35.3	34.6	32.0	25.4	26.0	26.5	25.2	-17%
A38(M)	13.0	28.4	40.2	30.4	4.3	12.8	12.2	8.2	25.4	45.2	0.0	-100%
A40	27.6	26.1	24.5	23.2	27.7	18.8	23.3	45.3	23.7	42.8	18.9	-32%
A4097	31.8	0.0	0.0	0.0	0.0	152.9	0.0	0.0	0.0	0.0	508.4	
A41	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
A4123	124.9	117.9	162.1	81.1	206.6	34.0	139.1	210.4	60.1	122.5	110.5	-11%
A42	12.5	15.4	12.1	11.7	17.7	13.5	7.6	12.5	11.4	9.5	4.9	-60%
A423	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
A43	18.4	29.2	16.7	15.9	20.0	19.6	20.2	19.7	12.2	13.3	15.7	-14%
A435	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
A446	29.7	56.8	41.3	67.0	40.2	32.8	35.3	29.7	12.0	17.9	72.0	**142%**
A449	52.0	106.1	54.1	80.3	80.2	55.4	50.1	28.4	47.3	43.6	41.9	-20%
A45	20.6	27.1	22.5	27.2	24.3	23.9	19.9	19.4	15.4	15.5	13.8	-33%
A452	29.1	10.0	0.0	38.6	9.7	47.3	43.1	26.0	18.2	0.0	37.7	**30%**
A453	63.6	57.0	60.5	101.7	60.5	78.6	43.1	69.0	66.2	52.1	60.0	-6%
A456	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
A458	51.8	61.2	88.2	64.9	61.2	54.5	38.3	48.1	57.5	45.7	46.0	-11%
A46	31.5	37.1	33.6	27.7	32.4	35.1	34.2	28.3	27.5	20.9	20.4	-35%
A483	54.5	12.4	53.9	53.3	40.3	27.9	56.9	79.3	68.0	36.3	44.6	-18%
A49	62.6	60.4	62.4	61.4	65.1	67.8	61.3	59.7	59.0	54.5	40.6	-35%
A5	36.3	41.2	44.1	41.1	44.3	37.0	38.7	29.8	32.0	36.9	32.1	-12%
A50	21.9	24.3	22.0	24.9	20.6	22.6	24.9	20.7	20.7	22.9	20.6	-6%
A500	44.4	47.3	49.3	56.8	44.2	45.8	56.7	35.7	42.1	31.9	45.3	2%
A5111	20.2	40.4	62.8	38.4	40.9	12.5	24.8	4.1	20.8	20.8	40.3	**99%**
A5148	34.7	43.7	92.0	0.0	39.7	29.2	47.4	55.6	0.0	60.2	0.0	
A52	51.7	64.7	47.4	61.7	60.3	44.9	53.0	48.2	52.2	47.0	48.7	-6%
A6	41.6	31.0	74.0	38.9	33.2	70.0	61.4	19.3	27.3	24.3	40.2	-3%
M1	17.7	24.4	24.6	21.8	23.2	19.3	17.3	15.3	13.0	13.2	11.8	-33%
M18	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
M40	10.8	11.0	11.2	12.5	10.6	14.2	8.6	7.3	13.7	11.1	6.2	-42%
M42	10.4	16.1	12.2	14.3	10.9	9.1	9.2	13.9	8.7	7.6	11.0	**6%**
M45	7.1	2.9	0.0	0.0	11.4	14.2	3.0	3.1	3.0	0.0	6.1	-14%
M5	12.0	13.8	16.0	15.1	13.0	11.2	11.4	11.5	13.0	9.2	9.6	-20%
M50	6.2	5.1	12.4	13.4	9.3	5.9	3.2	5.5	7.4	4.3	8.1	**30%**
M53	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	N/T	
M54	11.6	9.0	11.8	8.0	16.4	12.9	12.0	7.9	8.3	15.4	8.7	-24%
M6	20.1	24.3	23.3	26.2	23.6	21.9	20.5	18.1	16.2	20.5	13.7	-32%
M69	14.0	21.0	15.3	18.9	16.7	13.0	18.0	13.5	9.2	14.8	9.9	-29%
Other	-	-	-	-	-	-	-	-	-	-	-	
Total Network	20.9	25.8	25.1	25.0	24.0	22.0	21.0	19.2	18.1	18.2	16.4	-21%

- Table 2.6 (Mandatory) - Ranking of routes in safety performance terms (2009 – 2011)

Road	Length (miles)	Total traffic (10^8 veh-miles) (2008 - 2010)	Total traffic (10^8 veh-miles) (2009 - 2011)	Fatal collisions	Serious collisions	Slight collisions	Total Number of Personal Injury Collisions	Total PIC Cost (£)	Estimated number of damage only collisions	Total cost of all estimated damage only collisions	Option 1 - value of prevention of collisions per mile		Option 2 - value of prevention of collisions per vehicle-mile		tion 3 - value of prevention of llisions per mile if reduced to verage collision rate	
											Value (£)	Rank	Value (£)	Rank	Value (£)	Rank
A1	67.0	24.6	194717	9	54	277	340	£34,967,620	2,820	£11,346,337	£173,968	17	£1,380,547	17		
A1(M)	-	N/T	N/T	0	0	0	0	-			-	-	-	-	-	-
A14	30.6	16.1	16.0	2	25	104	131	£11,600,089	1,131	£4,433,744	£126,259	27	£724,801	27		
A34	-	N/T	N/T	0	0	19	19	£410,338			-	-	-	-	-	-
A38	44.6	21.9	22.3	8	33	390	431	£31,001,769	4,055	£15,058,912	£231,897	11	£1,392,780	16	7525	14
A38(M)	0.8	0.8	1.0	0	1	13	14	£600,286	106	£392,190	£246,271	9	£605,800	31	248211	2
A40	9.2	2.4	2.6	1	6	44	51	£4,211,366	398	£1,666,384	£152,793	21	£1,648,647	13	37231	10
A4097	0.1	0.0	0.0	0	0	2	2	£47,900	16	£65,348	£127,733	26	£5,348,258	2		
A41	-	N/T	N/T	0	0	0	0	£0			-	-	-	-	-	-
A4123	0.2	0.1	0.0	0	0	6	6	£121,344	106	£279,731	£215,723	14	£2,569,247	7	256692	1
A42	14.8	7.7	7.8	4	6	43	53	£9,705,064	413	£1,731,733	£218,398	13	£1,243,094	18		
A423	-	N/T	N/T	0	0	2	2	£47,900			-	-	-	-	-	-
A43	24.6	8.4	8.3	2	21	88	111	£10,295,425	975	£3,780,260	£139,717	23	£1,236,995	19		
A435	-	N/T	N/T	0	0	3	3	£71,850			-	-	-	-	-	-
A446	1.9	0.5	0.5	0	0	15	15	£348,072	147	£531,956	£59,883	32	£694,195	29		
A449	4.6	1.5	1.4	1	4	44	49	£3,719,752	521	£1,796,302	£268,090	8	£2,565,827	8	78092	8
A45	34.8	16.1	16.2	10	45	170	225	£32,160,755	2,092	£7,825,913	£307,943	5	£1,979,621	12		
A452	0.9	0.3	0.3	0	3	5	8	£742,739	102	£317,184	£282,948	7	£2,272,432	10		
A453	9.8	2.6	2.6	1	13	98	112	£6,747,379	1,319	£4,287,152	£229,210	12	£2,601,392	6	155857	4
A456	-	N/T	N/T	0	1	1	2	£218,667			-	-	-	-	-	-
A458	9.1	1.0	1.0	2	2	25	29	£4,529,248	276	£1,017,290	£165,452	19	£4,594,328	3	3769	15
A46	103.1	33.4	33.7	13	77	529	619	£53,168,213	5,422	£21,062,186	£171,961	18	£1,576,031	14		
A483	5.7	0.8	0.7	3	3	25	31	£6,605,745	301	£1,096,586	£387,150	2	£8,860,056	1	91208	6
A49	63.5	8.0	7.9	9	40	247	296	£30,422,522	3,457	£11,289,485	£159,698	20	£3,829,603	4	55175	9
A5	110.1	23.7	23.8	10	79	521	610	£47,411,363	5,580	£21,088,913	£143,589	22	£1,992,855	11	35115	11
A50	43.7	21.1	21.2	6	30	316	352	£24,704,478	3,488	£12,547,388	£188,494	15	£1,162,766	20		
A500	12.5	7.7	7.6	6	10	212	228	£18,173,158	2,085	£7,882,093	£484,618	1	£2,376,147	9	95550	5
A5111	1.6	0.7	0.6	0	1	12	13	£444,857	210	£578,188	£91,253	30	£731,905	26		
A5148	1.3	0.4	0.2	0	1	6	7	£363,425	55	£228,719	£92,298	29	£1,519,833	15	22227	13
A52	37.4	13.3	13.1	6	69	414	489	£34,633,233	5,933	£18,962,470	£308,881	4	£2,641,803	5	188527	3
A6	2.9	0.8	0.8	0	1	23	24	£715,759	276	£909,709	£81,221	31	£919,181	23	79837	7
M1	95.0	108.2	107.8	22	103	858	983	£86,234,669	7,471	£27,537,369	£302,578	6	£799,700	25		
M18	-	N/T	N/T	0	0	0	0	-			-	-	-	-	-	-
M40	11.7	10.4	10.2	2	6	61	69	£6,581,003	524	£1,932,938	£187,693	16	£643,221	30		
M42	44.0	46.1	45.4	3	22	250	275	£17,376,403	2,090	£7,703,740	£131,639	25	£382,437	34		
M45	8.3	1.0	1.0	0	4	3	7	£1,006,653	53	£196,095	£40,673	34	£1,023,710	21		

M5	45.9	45.6	45.0	9	38	272	319	£32,076,875	2,424	£8,936,338	£233,074	10	£713,074	28		
M50	21.6	6.5	6.4	1	4	27	32	£3,421,214	243	£896,435	£52,735	33	£535,582	33		
M53	-	N/T	N/T	0	0	0	0	-			-	-	-	-	-	-
M54	24.2	10.7	10.4	3	10	80	93	£9,774,545	707	£2,605,265	£134,705	24	£939,223	22		
M6	85.3	94.4	97.4	21	84	961	1066	£83,058,340	8,102	£29,862,498	£324,764	3	£852,857	24	33849	12
M69	17.5	10.1	10.0	1	7	77	85	£5,535,121	646	£2,381,156	£105,431	28	£552,198	32		

(Collisions falling within the "Other" road category have not been taken into consideration for this table)

3. Trends and Cluster Site Analysis Reporting

3.1. Route Analysis

3.1.1. The analysis of collision data continues with detailed trend analysis related to those routes identified as 'red' or 'amber' in table 2.4 in Section 2.

3.2. A449

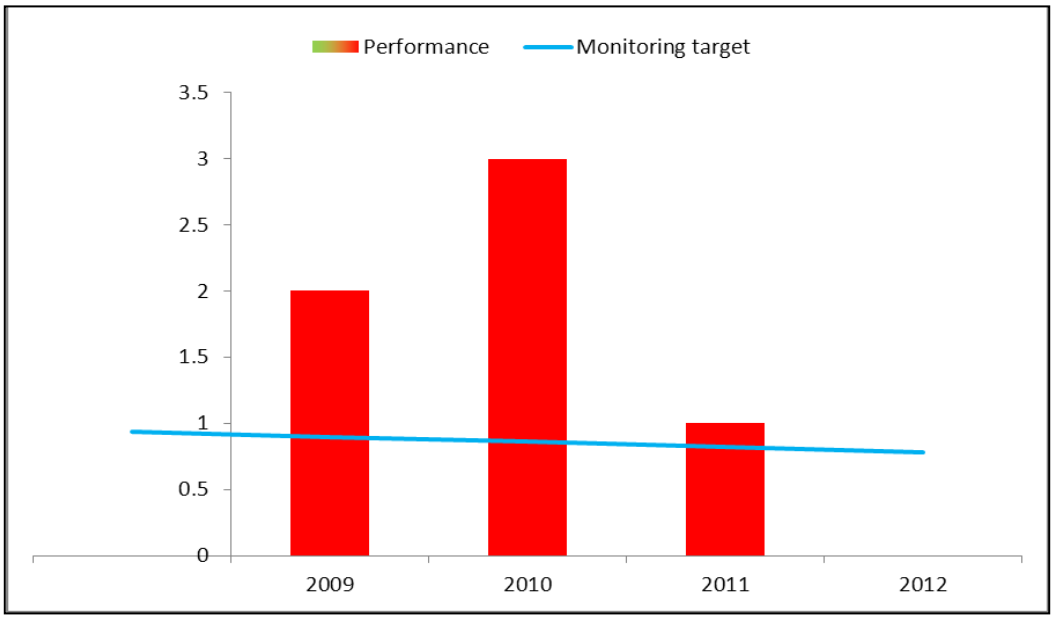
3.2.1. The A449 is a rural dual carriageway all-purpose trunk road. There is a length between M54 Junction 2 and the A5 (Gailey) which is approximately 3.9 miles in length and there is also a short link in Ross-on-Wye between the A40 and M50, approximately 0.4 miles in length.

- Table 3.1 – 2011 Performance Summary Compared to 2005 – 09 Baseline (Collisions rates in collisions per 100 million vehicle miles)

	2005-09 Baseline	2011 Value	RAG/ Comparison
Injury Collisions	18.2	15	-18%
Collision Rate	37.3	31.4	-16%
KSI Casualty Rate	2.0	2.1	+2%
Slight Casualty Rate	52.0	41.9	-20%

3.2.2. As shown in table 3.1, the A449 is a priority route because the KSI casualty rate has not reached the required reduction in 2011. In the most recent 3 years the number of KSI collisions has fluctuated as shown in Figure 3.1.

- Figure 3.1 A449 KSI Casualty Performance Trend



3.2.3. KSI numbers on the A449 are very small. The percentage of all personal injury collisions which result in KSI casualties on the A449 (known as the severity ratio, or severity index) appears high at 17.9% compared to the national average of 15.3% (indicated in table 3.2). However, numbers are small, and this is not a cause for immediate concern. According to local provisional collision data, in the most recent five-year period, KSI collisions on the A449 accounted for less than 1% of the total in Area 9.

3.2.4. As a priority route, detailed analysis has been undertaken in order to identify areas for the targeting of resources to improve the collision and casualty performance on the route.

- Table 3.2 Detailed Collision Analysis (Local Provisional Data 2007-2011)

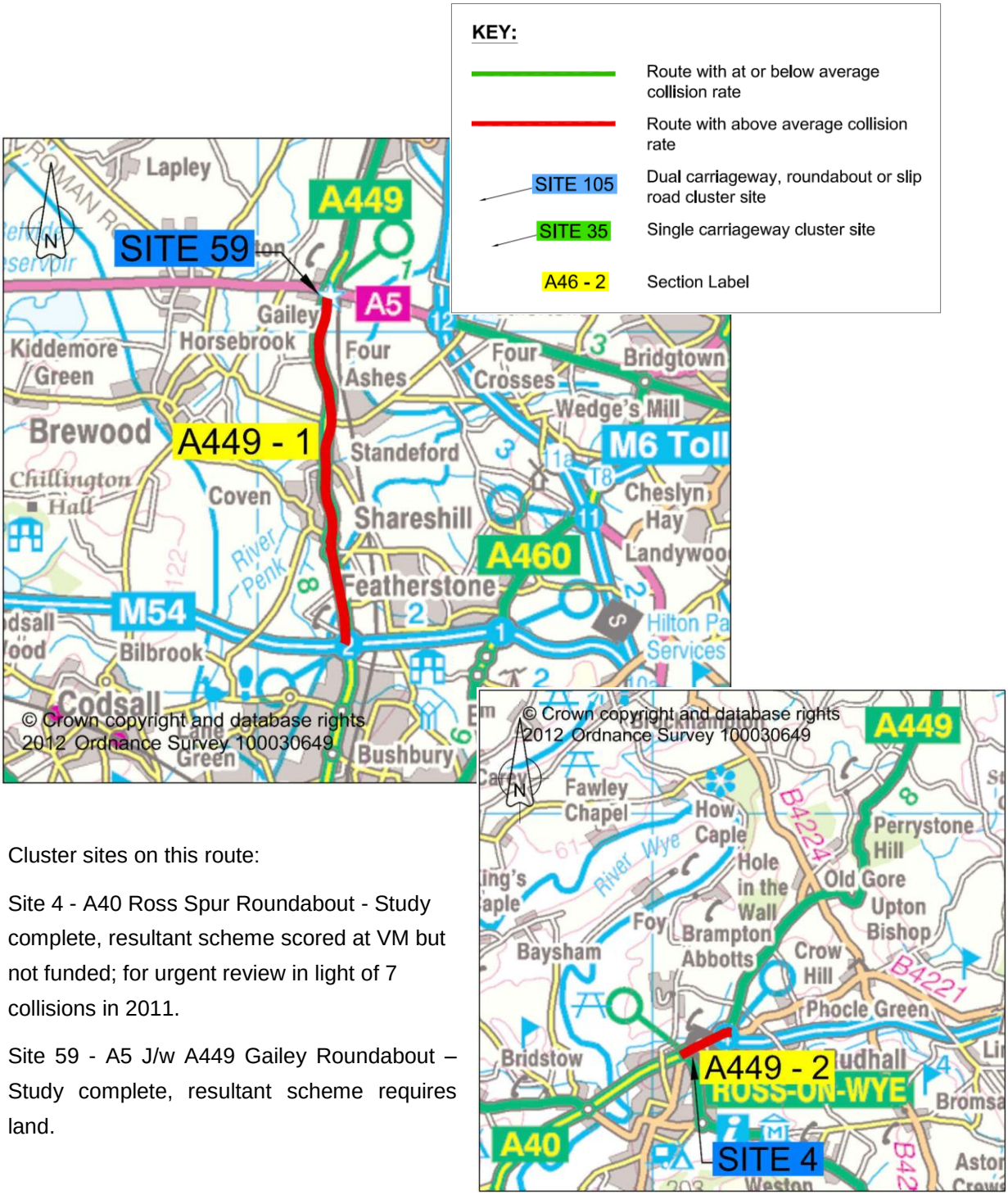
	A449 Local Value	National Trunk Road Average	RAG/ Comparison
%KSI Collisions	17.9%	15.3%	17.0%
% Wet Surface	23.1%	29.8%	-22.5%
% Other Surface (Snow Ice/Flood)	5.1%	5.2%	-1.9%
% Darkness	25.6%	27.0%	-5.2%

3.2.5. Analysis of local provisional data (as shown in tables 3.2 and 3.3), indicates that all road user groups have decreasing casualty numbers over the baseline, apart from pedal cycles and powered-two-wheeler riders and passengers. However, numbers are small with one casualty in each group in 2011 making these difficult to target.

- Table 3.3 Road User Group Analysis (local provisional data)

User Group	Casualties			% Diff 2011 to 05-09 Average	RAG status
	05-09 Total	05-09 Average Baseline	2011		
Car Occupants	62	12.4	9	-27%	
Goods Vehicle Occupants	2	0.4	0	-100%	
Powered Two Wheeler Riders & Passengers	3	0.6	1	67%	
Pedal Cyclists	1	0.2	1	400%	
Pedestrians	1	0.2	0	-100%	
Child Network Users (Aged 1-15)	5	1.0	0	-100%	1-15
Young Network Users (Aged 16-19)	11	2.2	1	-55%	16 -19
Elderly Network Users (Aged 70+)	6	1.2	0	-100%	70+

3.2.6. In the most recent cluster site analysis in Area 9, it is shown that both short sections of the route have a high rate of collisions, and that there is a cluster site associated with each section of the route. The section north of the M54 has a reduced speed limit planned, and the other section near Ross-on-Wye has a high proportion of collisions in the dark



3.2.7. Cluster sites on this route:

- Site 4 - A40 Ross Spur Roundabout - Study complete, resultant scheme scored at VM but not funded; for urgent review in light of 7 collisions in 2011.
- Site 59 - A5 J/w A449 Gailey Roundabout – Study complete, resultant scheme requires land.

3.3. A452

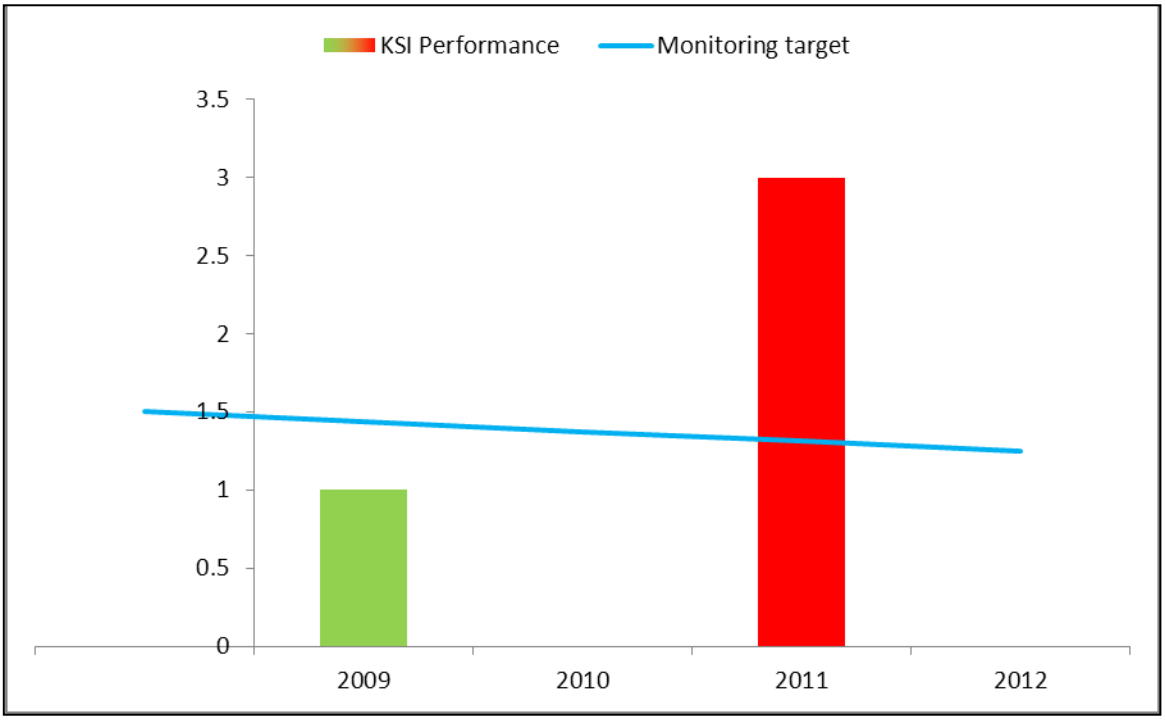
3.3.1. The A452 is a rural dual carriageway all-purpose trunk road 0.9 miles in length, between the A446 and A45 east of the M42.

- Table 3.4: 2011 Performance Summary Compared to 2005-09 Baseline (Collision rates in collisions per 100-million veh-miles)

	2005-09 Baseline	2011 Value	RAG/ Comparison
Injury Collisions	3.2	6	+88%
Collision Rate	29.1	56.5	+94%
KSI Casualty Rate	14.5	28.2	+94%
Slight Casualty Rate	29.1	37.7	+30%

3.3.2. As shown in table 3.4, the A452 is a priority route because the performance in 2011 does not meet targets. In the most recent 3 years the number of KSI collisions has fluctuated as shown in Figure 3.2.

- Figure 3.2 A452 KSI Casualty Performance Trend



3.3.3. The A452 is such a short length of carriageway that drawing clear conclusions from analysis of the collision data should be avoided because overall numbers are very small.

3.3.4. As a priority route, detailed analysis has been undertaken in order to discern areas for the targeting of resources to improve the collision and casualty performance on the route.

- Table 3.5 Detailed Collision Analysis (Local Provisional Data 2007-2011)

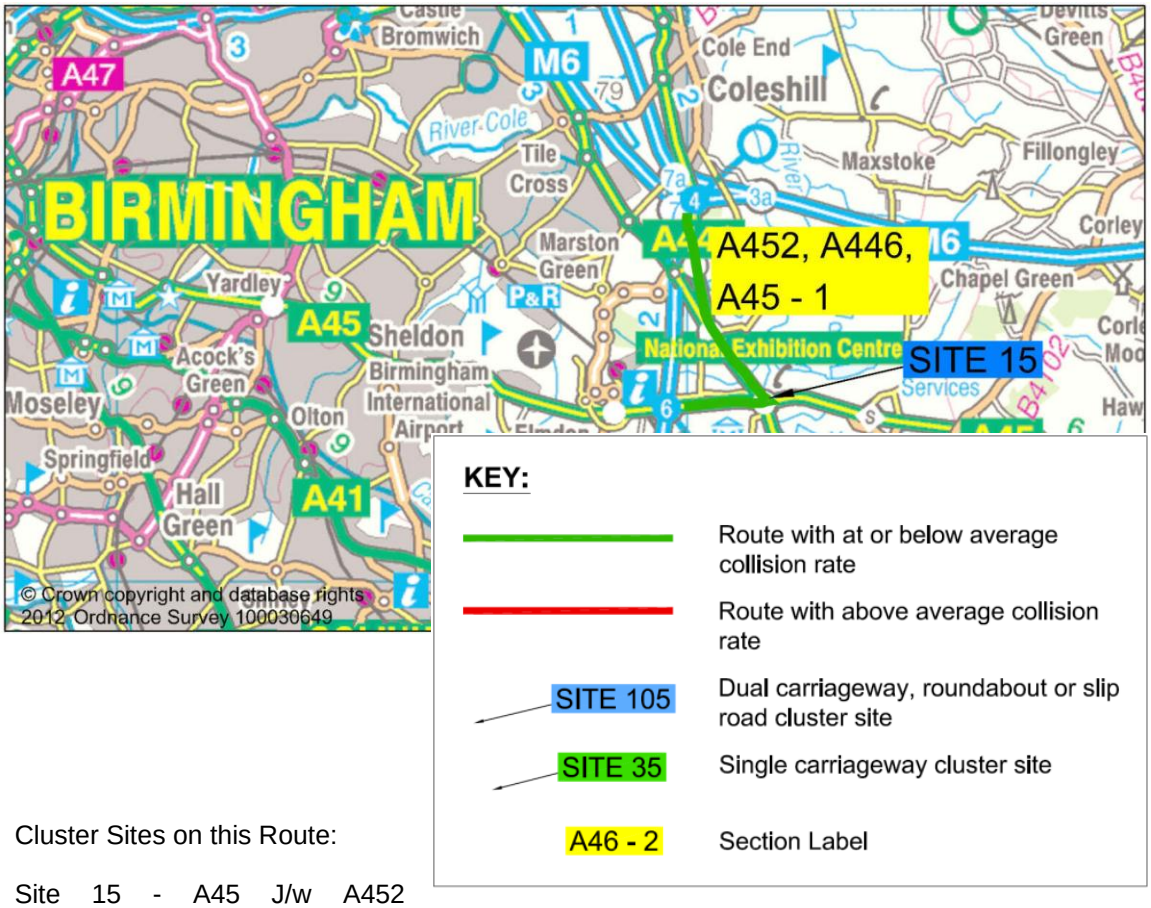
	A452 Local Value	National Trunk Road Average	RAG/ Comparison
%KSI Collisions	10.0%	15.3%	-34.6%
% Wet Surface	15.0%	29.8%	-49.7%
% Other Surface (Snow Ice/Flood)	0.0%	5.2%	-100.0%
% Darkness	25.0%	27.0%	-7.4%

3.3.5. Analysis of local provisional data as shown in table 3.5, indicates that the percentage of KSI collisions and those occurring in various conditions are similar or better than the national averages. User group casualty numbers are very small and firm conclusions should not be drawn.

- Table 3.6 Road User Group Analysis (local provisional data)

User Group	Casualties			% Diff 2011 to 05-09 Average	RAG status
	05-09 Total	05-09 Average Baseline	2011		
Car Occupants	36	7.2	17	136%	
Goods Vehicle Occupants	2	0.4	0	-100%	
Powered Two Wheeler Riders & Passengers	4	0.8	1	25%	
Pedal Cyclists	1	0.2	0	-100%	
Pedestrians	3	0.6	0	-100%	
Child Network Users (Aged 1-15)	0	0.0	0	0%	1-15
Young Network Users (Aged 16-19)	3	0.6	3	400%	16 -19
Elderly Network Users (Aged 70+)	1	0.2	1	400%	70+

3.3.6. In the most recent cluster site analysis in Area 9, the A452 route was analysed as part of a single short section of carriageway which is part A452, part A446 and part A45 which can operate as a continuous route.



3.3.7. Cluster Sites on this Route:

- Site 15 - A45 J/w A452 Stonebridge Roundabout – a LNMS scheme was developed but is not currently funded; proposals will be reviewed in light of 6 PICs occurring at the site in 2011.

3.4. A458

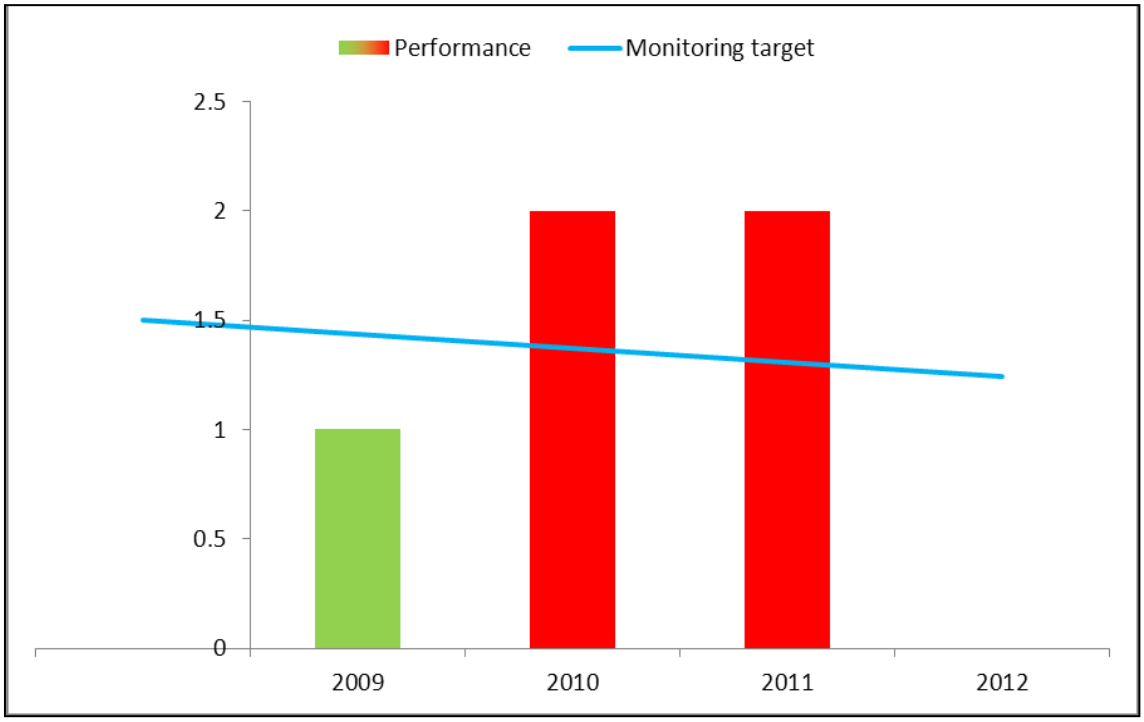
3.4.1. The A458 is a predominantly rural single carriageway all-purpose trunk road of 9.1 miles in length, running between the A5 at Shrewsbury and the Welsh Border.

- Table 3.7: 2011 Performance Summary Compared to 2005-09 Baseline (Collision rates in collisions per 100-million veh-miles)

	2005-09 Baseline	2011 Value	RAG/ Comparison
Injury Collisions	11.6	7	-40%
Collision Rate	34.9	21.5	-39%
KSI Casualty Rate	4.8	6.1	+27%
Slight Casualty Rate	51.8	46.0	-11%

3.4.2. As shown in table 3.7, the A458 is a priority route because the performance in 2011 does not meet the target for the KSI casualty rate. The KSI casualty record from the most recent 3 years is shown below in Figure 3.3.

- Figure 3.3 A458 KSI Casualty Performance Trend



3.4.3. KSI numbers on the A458 are small. The percentage of all personal injury collisions which result in KSI casualties on the A458 (known as the severity ratio, or severity index) is 12.5% compared to the national average of 15.3% (indicated in table 3.8).

- Table 3.8 Detailed Collision Analysis (Local Provisional Data 2007-2011

	A458 Local Value	National Trunk Road Average	RAG/ Comparison
%KSI Collisions	12.5%	15.3%	-18.3%
% Wet Surface	33.3%	29.8%	11.7%
% Other Surface (Snow Ice/Flood)	2.1%	5.2%	-59.6%
% Darkness	27.1%	27.0%	0.4%

3.4.4. As a priority route, detailed analysis has been undertaken in order to identify locations for the targeting of resources to improve the collision and casualty performance on the route.

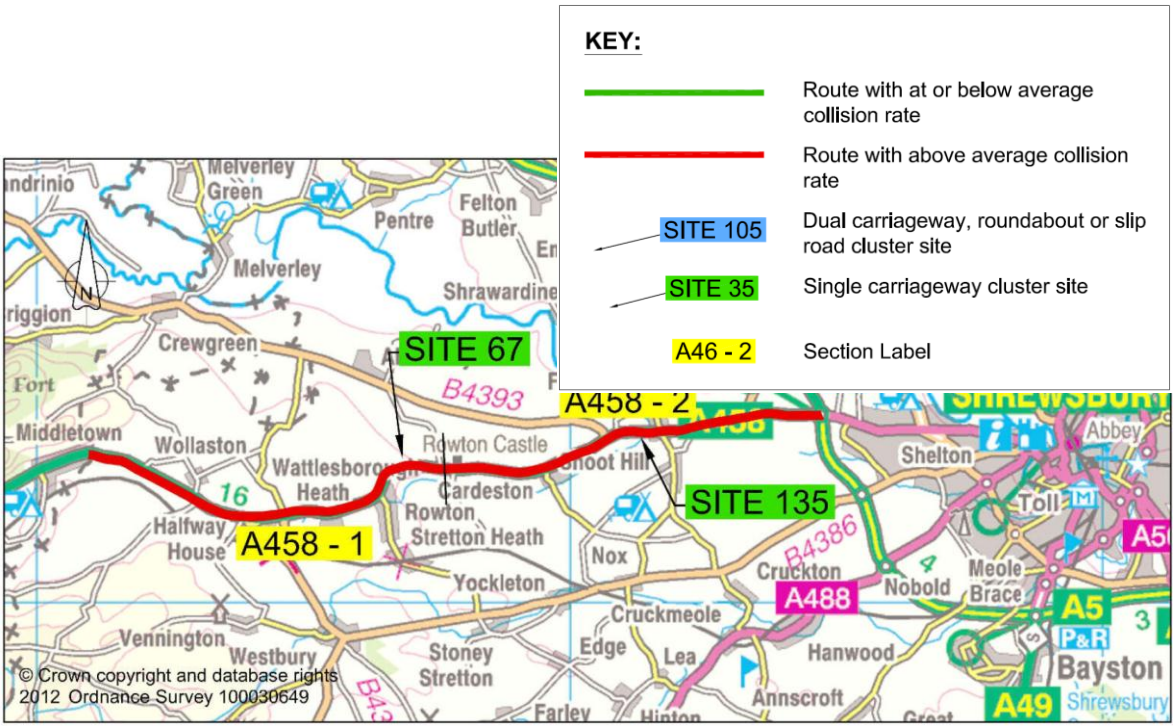
3.4.5. Analysis of local provisional data as shown in table 3.8 indicates that the percentage of collisions occurring on a wet road surface is slightly above the national average. User group casualty numbers are very small and firm conclusions should not be drawn, however local road safety initiatives may help to address the casualty record.

- Table 3.9 Road User Group Analysis (local provisional data)

User Group	Casualties			% Diff 2011 to 05-09 Average	RAG status
	05-09 Total	05-09 Average Baseline	2011		
Car Occupants	78	15.6	15	-4%	
Goods Vehicle Occupants	4	0.8	0	-100%	
Powered Two Wheeler Riders & Passengers	11	2.2	1	-55%	
Pedal Cyclists	0	0.0	1		
Pedestrians	1	0.2	0	-100%	
Child Network Users (Aged 1-15)	5	1.0	0	-100%	1-15
Young Network Users (Aged 16-19)	12	2.4	4	67%	16 -19
Elderly Network Users (Aged 70+)	6	1.2	0	-100%	70+

3.4.6. The Safer Roads Partnership in West Mercia promotes Publicity Initiatives and undertakes enforcement aimed at reducing casualties in a range of Road User Groups. This should contribute to improving the casualty record for Car Occupants and Young Network Users on the A458.

3.4.7. In the most recent cluster site analysis document in Area 9, the A458 route was shown to have a slightly above average collision rate on the two sections analysed, and two cluster sites.



3.4.8 Cluster Sites on this route

- Site 67- A458 at Windmill Farm Rowton – site to be monitored
- Site 135- adjacent to layby at Ford – site to be monitored

3.5. A50

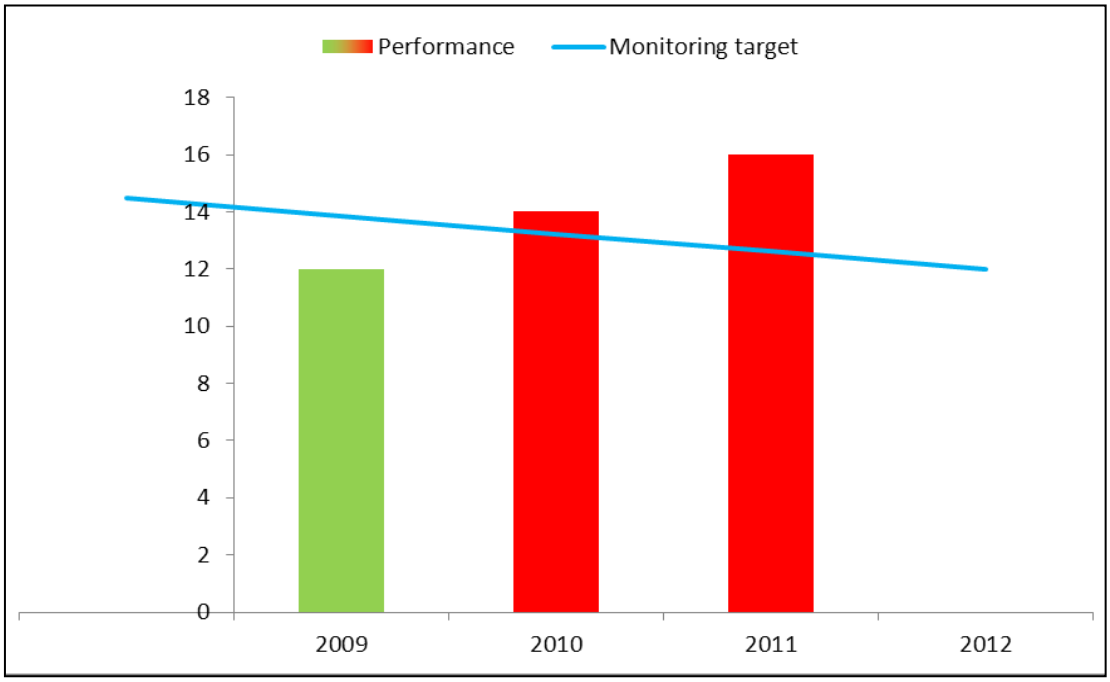
3.5.1. The A50 is an all-purpose trunk road between the M1 and the M6 with a length of approximately 43.7 miles. The four lane dual carriageway extends across Area 7, Area 9 and along the A50 DBFO in the Midlands region.

- Table 3.10: 2011 Performance Summary Compared to 2005-09 Baseline (Collision rates in collisions per 100-million veh-miles)

	2005-09 Baseline	2011 Value	RAG/ Comparison
Injury Collisions	120.2	114	-5%
Collision Rate	17.3	15.9	-8%
KSI Casualty Rate	2.2	2.2	+1%
Slight Casualty Rate	21.9	20.6	-6%

3.5.2. As shown in table 3.10, the A50 is a priority route because the KSI casualty rate has not reached the required reduction in 2011. In the most recent 3 years the number of KSI collisions has increased as shown in Figure 3.4.

- Figure 3.4 A50 KSI Casualty Performance Trend



3.6. A50 (Area 7 and DBFO)

3.6.1. The percentage of all personal injury collisions which result in KSI casualties on the A50 (known as the severity ratio, or severity index) is 14.3% compared to the national average of 15.3% (indicated in table 3.11).

3.6.2. As a priority route, detailed analysis has been undertaken in order to identify areas for the targeting of resources to improve the collision and casualty performance on the route. The KSI collision rate is 14.3% compared to the national average of 15.3% (indicated in table 3.11. Small numbers such as these are prone to fluctuation and can be more difficult to target, however reducing KSI casualties is a priority in the Midlands Region, and as described in the text that follows, steps are being taken to achieve this.

- Table 3.11 Detailed Collision Analysis (Local Provisional Data 2007-2011)

	A50 Local Value	National Trunk Road Average	RAG/ Comparison
%KSI Collisions	14.3%	15.3%	-6.5%
% Wet Surface	25.2%	29.8%	-15.4%
% Other Surface (Snow Ice/Flood)	4.8%	5.2%	-7.7%
% Darkness	30.1%	27.0%	11.5%

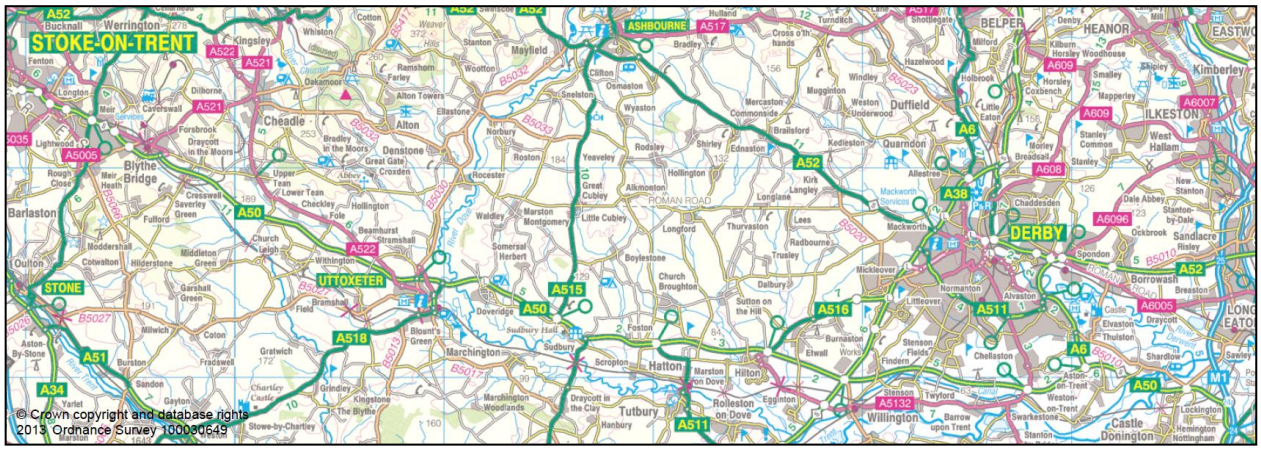
3.6.3. Analysis of local provisional data (as shown in table 3.12), indicates that four road user groups have seen an increase in casualty numbers over the baseline; goods vehicle occupants, PTW drivers and passengers, pedal cyclists and child network users . Goods vehicles occupants and motorcyclists have shown greater increases than child network users and pedal cyclists during 2011. Further collision analysis also indicates that collision numbers occurring in conditions of darkness are slightly above the national APTR averages.

- Table 3.12 Road User Group Analysis (local provisional data)

User Group	Casualties			% Diff 2011 to 05-09 Average with RAG status	RAG status
	05-09 Total	05-09 Average Baseline	2011		
Car Occupants	393	78.6	73	-7	
Goods Vehicle Occupants	55	11.0	14	27	
Powered Two Wheeler Riders & Passengers	27	5.4	8	48	
Pedal Cyclists	14	2.8	3	7	
Pedestrians	2	0.4	0	-100	
Child Network Users (Aged 1-15)	18	3.6	4	11	1-15
Young Network Users (Aged 16-19)	39	7.8	5	-36	16 -19
Elderly Network Users (Aged 70+)	28	5.6	3	-46	70+

3.6.4. The most recent cluster site analysis document in Area 7 identified four cluster sites along the A50 at;

- A515 Sudbury
- A518 Uttoxeter
- Castle Donnington
- A514 Chellaston



3.7. A50 Area 9

3.7.1. This section of the A50 is a predominantly rural dual carriageway all-purpose trunk road, between the junctions with the A500 (Sideway) and the A521 (Catchems Corner); with a length of approximately 4.8 miles.

3.7.2. KSI numbers on the A50 are small, the percentage of all personal injury collisions which result in KSI casualties on the A50 (known as the severity ratio, or severity index) being 3.4% compared to the national average of 15.3% (indicated in table 3.13). Small numbers such as these are prone to fluctuation and can be more difficult to target.

3.7.3. As a priority route, detailed analysis has been undertaken in order to discern areas for the targeting of resources to improve the collision and casualty performance on the route.

- Table 3.13 Detailed Collision Analysis (local provisional data 2007-2011)

	A50 Local Value	National Trunk Road Average	RAG/ Comparison
%KSI Collisions	3.4%	15.3%	-77.8%
% Wet Surface	33.9%	29.8%	13.8%
% Other Surface (Snow Ice/Flood)	4.3%	5.2%	-17.3%
% Darkness	29.6%	27.0%	9.6%

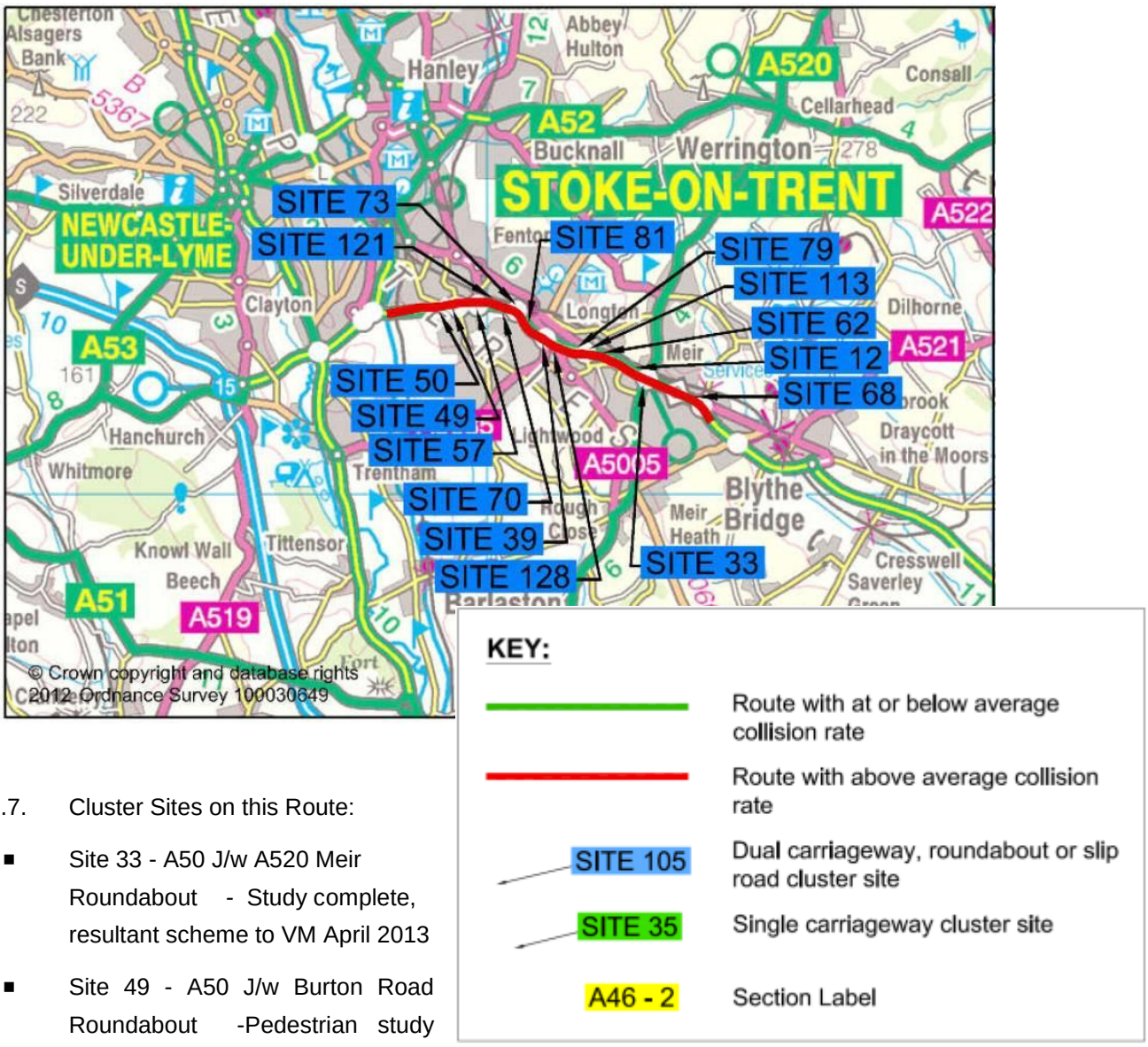
3.7.4. Analysis of local provisional data (as shown in tables 3.14), indicates that all road user groups have seen an increase in casualty numbers over the baseline, apart from goods vehicle occupants and powered-two-wheeler riders and passengers. Further collision analysis also indicates that collision numbers occurring in conditions of darkness and when the road surface is wet are significantly above the national trunk-road averages.

- Table 3.14 Road User Group Analysis (local provisional data)

User Group	Casualties			% Diff 2011 to 05-09 Average	RAG status
	05-09 Total	05-09 Average Baseline	2011		
Car Occupants	254	50.8	60	18%	
Goods Vehicle Occupants	18	3.6	1	-72%	
Powered Two Wheeler Riders & Passengers	20	4.0	4	0%	
Pedal Cyclists	5	1.0	2	100%	
Pedestrians	12	2.4	6	150%	
Child Network Users (Aged 1-15)	17	3.4	4	18%	1-15
Young Network Users (Aged 16-19)	43	8.6	10	16%	16 -19
Elderly Network Users (Aged 70+)	8	1.6	5	213%	70+

3.7.5. The Staffordshire Safer Roads Partnership undertakes a range of initiatives to influence the behaviour and enhance the safety of users of the network including car occupants, powered two-wheeler users and the elderly, and this work will contribute to the safety of these road user groups.

3.7.6. In the most recent cluster site analysis document in Area 9, the route was analysed for collision rate as on single short section with a high rate of collisions, and multiple cluster sites along the length.



3.7.7. Cluster Sites on this Route:

- Site 33 - A50 J/w A520 Meir Roundabout - Study complete, resultant scheme to VM April 2013
- Site 49 - A50 J/w Burton Road Roundabout -Pedestrian study complete, resultant scheme to VM April 2013

3.7.8. Further investigation into most of the collision locations is underway. This reviews the merges and diverges including the following sites:

- Site 12 - A50 Merge and Diverge W of Meir Roundabout
- Site 57 - A50 Merge/Diverge E of Heron Cross Roundabout
- Site 62 - A50 Merge/Diverge E of Normacot Junction
- Site 68 - A50 Merge/Diverge W of Catchems Corner
- Site 70 - A50 Merge/Diverge W of J/w Foley Road
- Site 79 - A50 Merge/Diverge W of Normacot Roundabout
- Site 121 - A50 500m E of Heron Cross Roundabout

3.8. A500

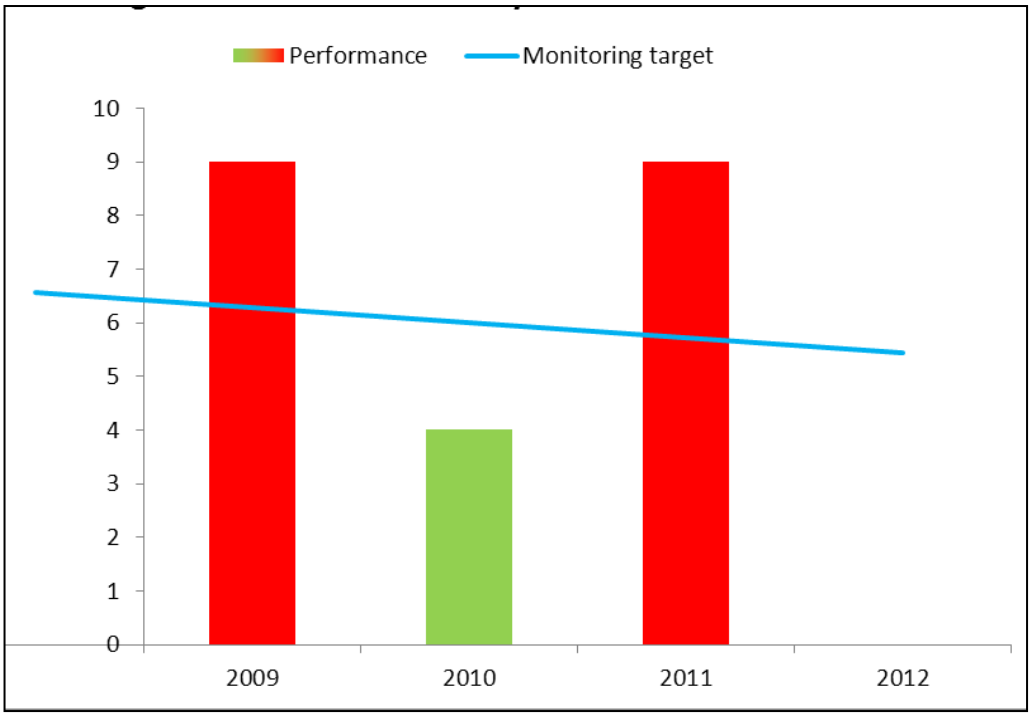
3.8.1. The A500 is a dual carriageway all-purpose trunk road of 12.4 miles in length, running between the M6 junctions 15 and 16.

- Table 3.15: 2011 Performance Summary Compared to 2005-09 Baseline (Collision rates in collisions per 100-million veh-miles)

	2005-09 Baseline	2011 Value	RAG/ Comparison
Injury Collisions	75.8	83	+9%
Collision Rate	33.1	32.4	-2%
KSI Casualty Rate	3.1	3.5	+15
Slight Casualty Rate	44.4	45.3	+2%

3.8.2. As shown in table 3.15, the A458 is a priority route because the performance in 2011 does not meet the target for the KSI casualty rate, or for a reduction in personal injury collision numbers. The KSI casualty record from the most recent 3 years is shown below; although the performance was above the target in 2011 it was below in the previous year.

- Figure 3.5 A500 KSI Casualty Performance Trend



3.8.3. KSI numbers on the A500 are relatively small. The percentage of all personal injury collisions which result in KSI casualties on the A500 (known as the severity ratio, or severity index) is 8.2% compared to the national average of 15.3% (indicated in table 3.16).

3.8.4. As a priority route, detailed analysis has been undertaken in order to identify locations for the targeting of resources to improve the collision and casualty performance on the route.

- Table 3.16 Detailed Collision Analysis (Local Provisional Data 2007-2011)

	A500 Local Value	National Trunk Road Average	RAG/ Comparison
%KSI Collisions	8.2%	15.3%	-46.4%
% Wet Surface	32.9%	29.8%	10.4%
% Other Surface (Snow Ice/Flood)	3.6%	5.2%	-30.8%
% Darkness	28.5%	27.0%	5.6%

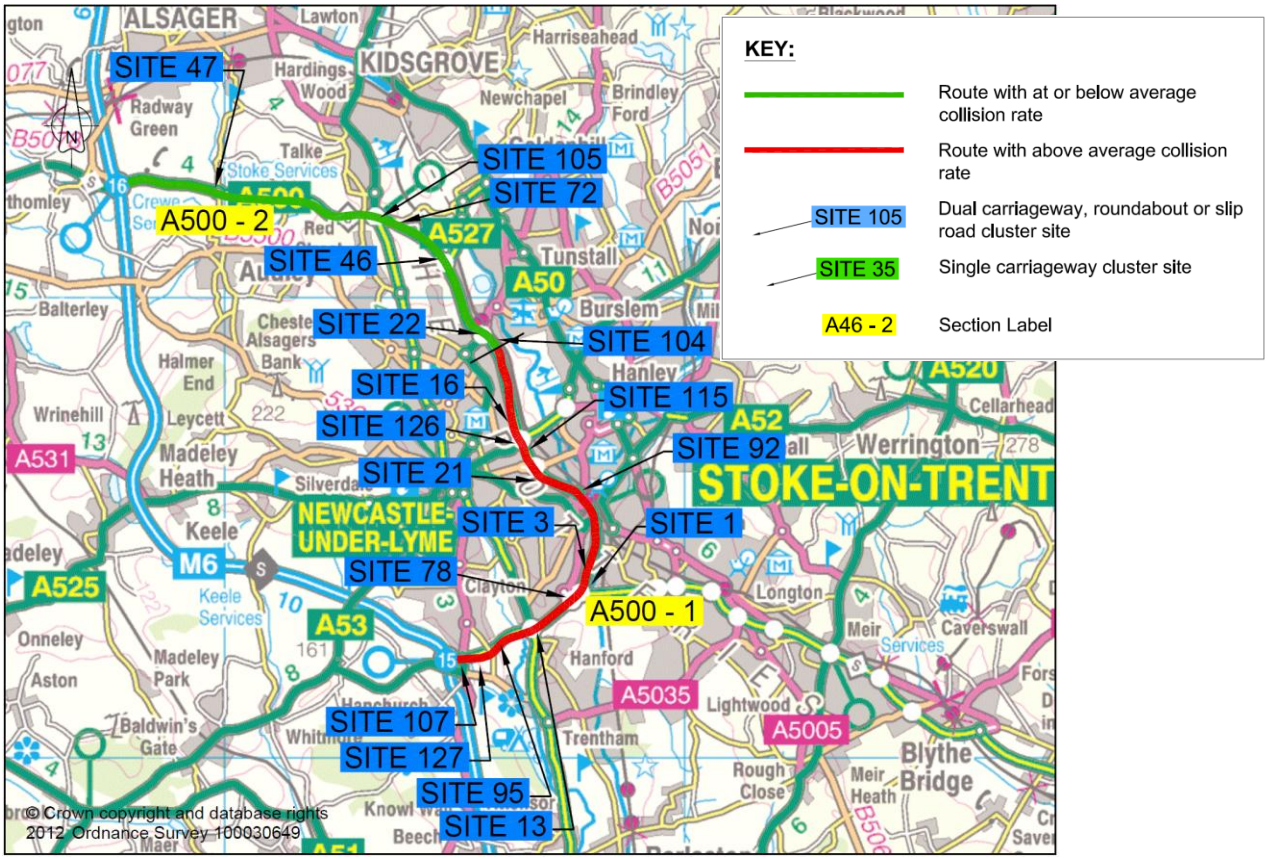
3.8.5. Analysis of local provisional data shown in table 3.16 indicates that the percentages of collisions occurring on a wet road surface, and in dark conditions, are slightly above the national average. User group casualty numbers analysis is shown in table 3.17, and indicates a marked increase in child network user casualties in 2011 over the baseline. However, a review of these collisions indicates that the casualties were all vehicle passengers and that they are not associated with a particular location or collision type.

- Table 3.17 Road User Group Analysis (local provisional data)

User Group	Casualties			% Diff 2011 to 05-09 Average	RAG status
	05-09 Total	05-09 Average Baseline	2011		
Car Occupants	445	89.0	112	26%	
Goods Vehicle Occupants	37	7.4	7	-5%	
Powered Two Wheeler Riders & Passengers	24	4.8	6	25%	
Pedal Cyclists	5	1.0	0	-100%	
Pedestrians	9	1.8	1	-44%	
Child Network Users (Aged 1-15)	20	4.0	11	175%	1-15
Young Network Users (Aged 16-19)	75	15.0	9	-40%	16 -19
Elderly Network Users (Aged 70+)	13	2.6	2	-23%	70+

3.8.6. The Staffordshire Safer Roads Partnership undertakes a range of initiatives to influence the behaviour and enhance the safety of users of the network, including car occupants, powered two-wheeler users and children. This work may contribute to improving the safety of these road user groups.

3.8.7. In the most recent cluster site analysis in Area 9, the A500 route is shown to have an above average collision rate, increasing collision numbers and higher severity ratio on the more southerly of the two sections analysed, and eighteen cluster sites. Average speed cameras are under consideration for the part of this route to complement the recently extended 50mph speed limit.



3.8.8. There are a number of PPP (Pinch Point Programme) improvement schemes which are planned and are relevant to the following cluster sites:

- Site 1 - A50 J/w A500
- Site 3 - A500 Merge/Diverge N of A50 Junction
- Site 16 - A500 Merge/Diverge N of Etruria Roundabout
- Site 21 - A500 J/w Shelton New Road
- Site 22 - A500 at Porthill Junction
- Site 92 - A500 J/w A52
- Site 104 - A500 Merge/Diverge S of Porthill Junction

- Site 115 - A500 Merge and Diverge South of Etruria Roundabout
- Site 126 -A500 South Side of Etruria Roundabout

3.9. M45

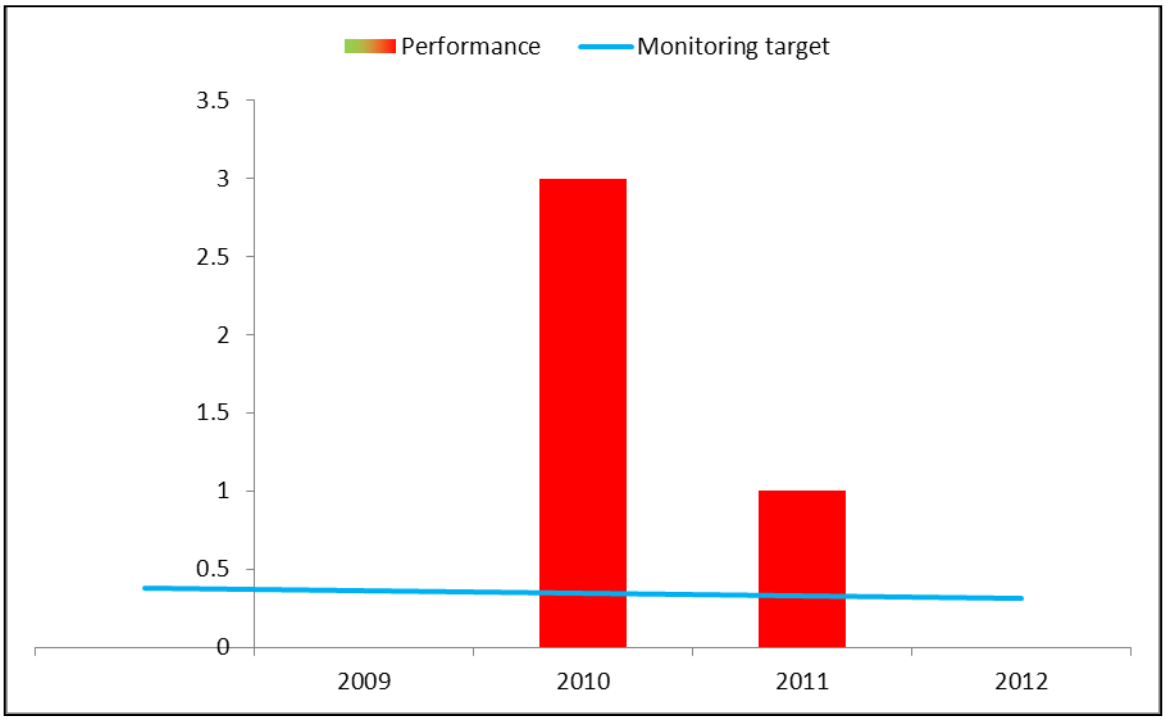
3.9.1. The M45 is a short motorway between the M1 and the A45 with a length of approximately 8.3 miles.

- Table 3.18: 2011 Performance Summary Compared to 2005-09 Baseline (Collision rates in collisions per 100-million veh-miles)

	2005-09 Baseline	2011 Value	RAG/ Comparison
Injury Collisions	2	3	+50%
Collision Rate	5.9	9.1	+54%
KSI Casualty Rate	1.2	3.0	+157%
Slight Casualty Rate	7.1	6.1	-14%

3.9.2. As shown in table 3.18, the M45 is a priority route because the injury collisions, collision rate and KSI casualty rate have increased in 2011. The number of KSI casualties has decreased from 3 in 2010 to one in 2011 as shown in Figure 3.6.

- Figure 3.6 M54 KSI Casualty Performance Trend



3.9.3. KSI numbers on the M45 are relatively small, the percentage of all personal injury collisions which result in KSI casualties on the M45 (known as the severity ratio, or severity index) is 33% compared to the national average of 15.3% (indicated in table 3.20). Small numbers such as these are prone to fluctuation and can be more difficult to target, however reducing KSI casualties is a priority in the Midlands Region.

- Table 3.19 Detailed Collision Analysis (Local Provisional Data 2007-2011)

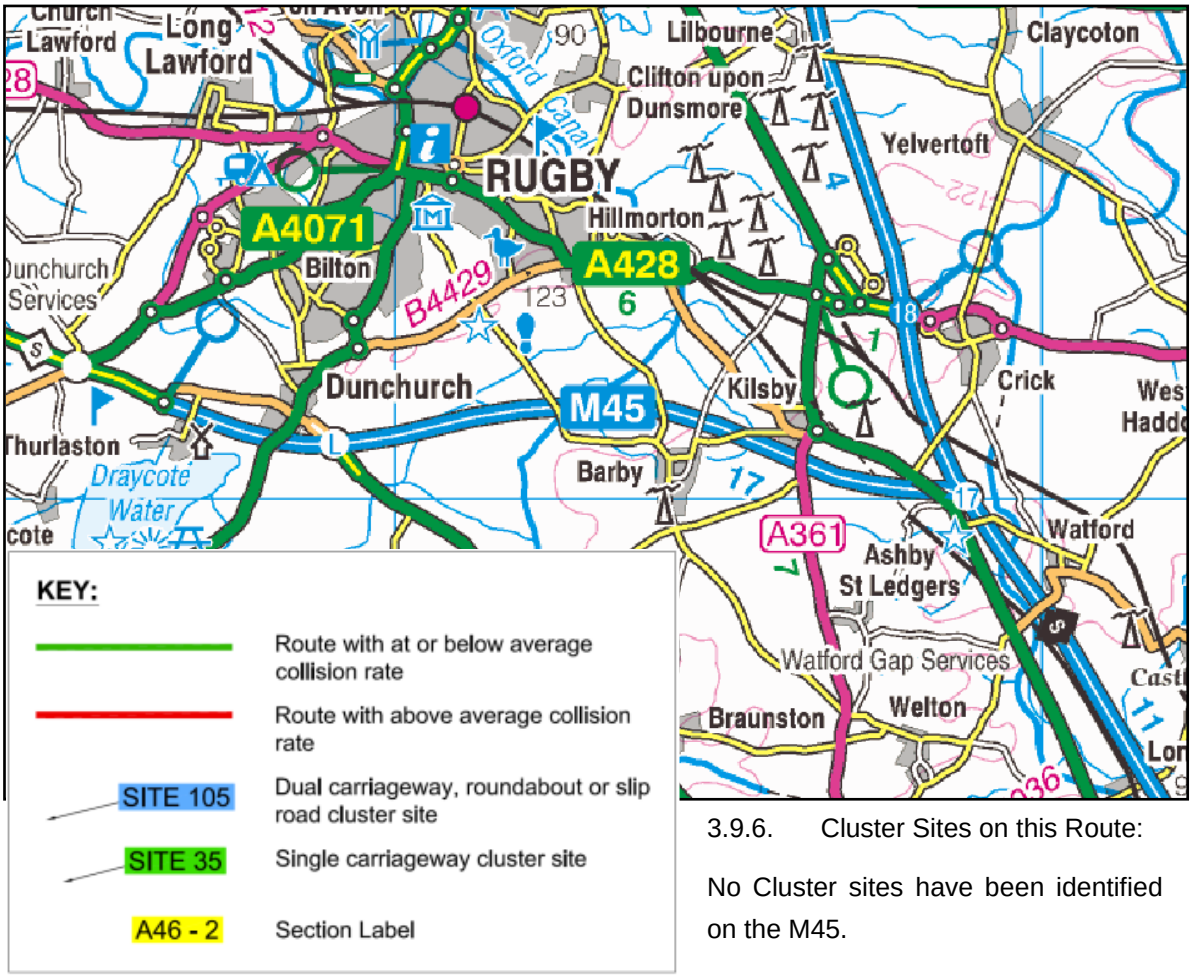
	M45 Local Value	National Motorway Average	RAG/ Comparison
%KSI Collisions	50.0%	12.0%	316.7%
% Wet Surface	20.0%	23.9%	-16.3%
% Other Surface (Snow Ice/Flood)	0.0%	4.1%	-100.0%
% Darkness	30.0%	29.7%	1.0%

3.9.4. Analysis of local provisional data (as shown in table 3.20), indicates that one road user group has seen an increase in casualty numbers over the baseline; goods vehicle occupants. However, only one collision involved goods vehicles during 2011. Further collision analysis also indicates that collision numbers occurring in conditions of darkness are slightly above the national motorway averages.

- Table 3.20 Road User Group Analysis (local provisional data)

User Group	Casualties			% Diff 2011 to 05-09 Average	RAG status
	05-09 Total	05-09 Average Baseline	2011		
Car Occupants	11	2.2	2	-9%	
Goods Vehicle Occupants	3	0.6	1	67%	
Powered Two Wheeler Riders & Passengers	0	0.0	0	0%	
Pedal Cyclists	0	0.0	0	0%	
Pedestrians	0	0.0	0	0%	
Child Network Users (Aged 1-15)	0	0.0	0	0%	1-15
Young Network Users (Aged 16-19)	0	0.0	0	0%	16 -19
Elderly Network Users (Aged 70+)	1	0.2	0	-100%	70+

3.9.5. In the most recent cluster site analysis no cluster sites were identified along the M45 but one environmental scheme at Barby has been programmed in the next five years.



3.9.6. Cluster Sites on this Route:

No Cluster sites have been identified on the M45.

3.10. M50

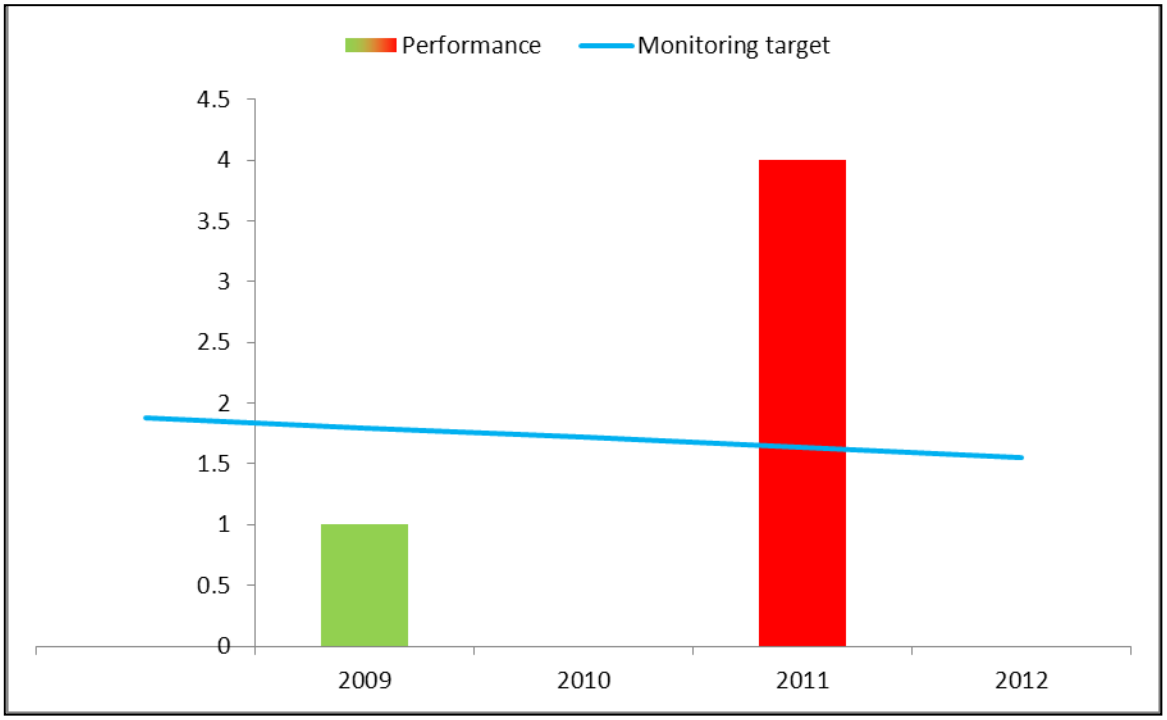
3.10.1. The M50 is 2-lane motorway of 21 miles in length, running between the M5 at junction 8 and the A449 at Ross-on-Wye.

- Table 3.21: 2011 Performance Summary Compared to 2005-09 Baseline (Collision rates in collisions per 100-million veh-miles)

	2005-09 Baseline	2011 Value	RAG/ Comparison
Injury Collisions	10.4	11	+6%
Collision Rate	4.9	5.2	+7%
KSI Casualty Rate	1.1	0.7	-34%
Slight Casualty Rate	6.2	8.1	+30%

3.10.2. As shown in table 3.21, the M50 is a priority route because the performance in 2011 does not meet targets for numbers of injury collisions, collision or casualty rates. The KSI casualty record from the most recent 3 years is shown below, though the performance was above the target in 2011 it was below in the previous two years.

- Figure 3.7 M50 KSI Casualty Performance Trend



3.10.3. KSI numbers on the M50 are relatively small, the percentage of all personal injury collisions which result in KSI casualties on the M50 (known as the severity ratio, or severity index) is 20.0% compared to the national average of 12.0% (indicated in table 3.22). This may not be significant because overall numbers are small.

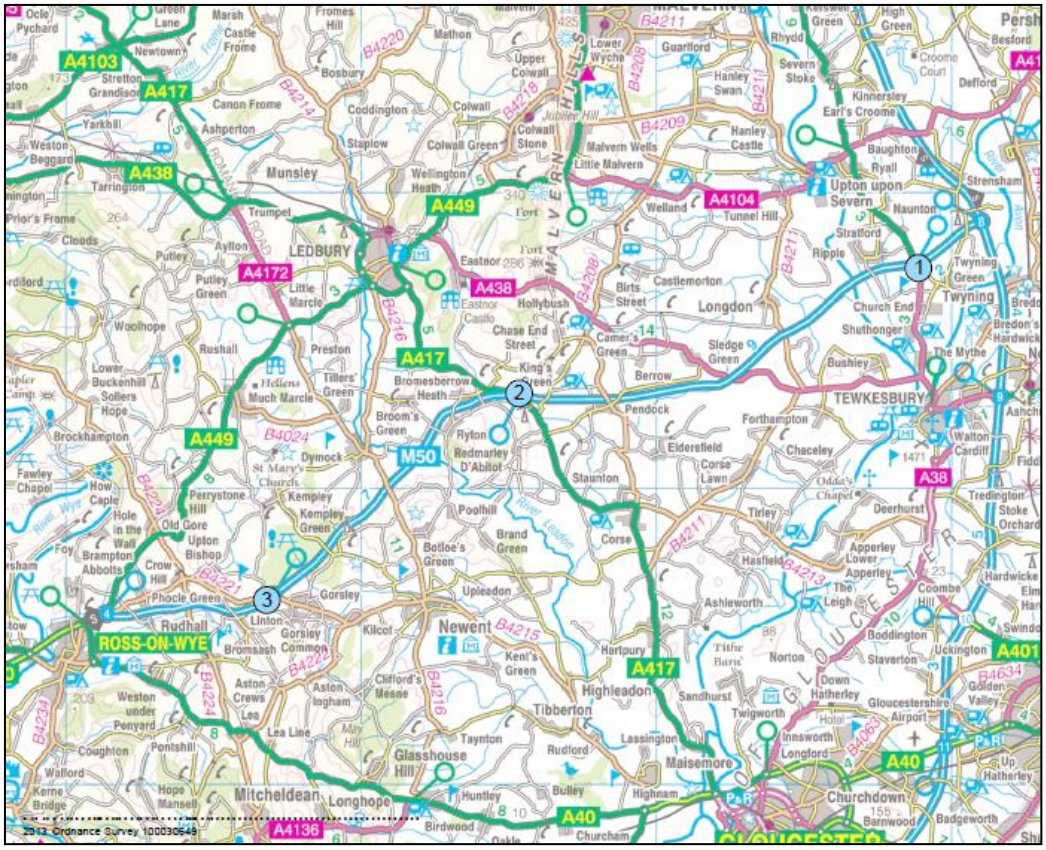
- Table 3.22 Detailed Collision Analysis (Local Provisional Data 2007-2011)

	M50 Local Value	National Motorway Average	RAG/ Comparison
%KSI Collisions	20.0%	12.0%	66.7%
% Wet Surface	20.0%	23.9%	-16.3%
% Other Surface (Snow Ice/Flood)	2.2%	4.1%	-46.3%
% Darkness	20.0%	29.7%	-32.7%

3.10.4. User group casualty numbers analysis is shown in table 3.23 below, and indicates an increase in car occupant casualties over the baseline in 2011. Other categories which are not green in status are very small numbers and firm conclusions should not be drawn.

- Table 3.23 Road User Group Analysis (local provisional data)

User Group	Casualties			% Diff 2011 to 05-09 Average	RAG status
	05-09 Total	05-09 Average Baseline	2011		
Car Occupants	57	11.4	18	58%	
Goods Vehicle Occupants	12	2.4	2	-17%	
Powered Two Wheeler Riders & Passengers	0	0.0	1	0%	
Pedal Cyclists	0	0.0	0	0%	
Pedestrians	0	0.0	0	0%	
Child Network Users (Aged 1-15)	10	2.0	1	-50%	1-15
Young Network Users (Aged 16-19)	6	1.2	3	150%	16 -19
Elderly Network Users (Aged 70+)	2	0.4	1	150%	70+



Cluster Sites on this Route

No Cluster sites have been identified on the M50

3.11. M54

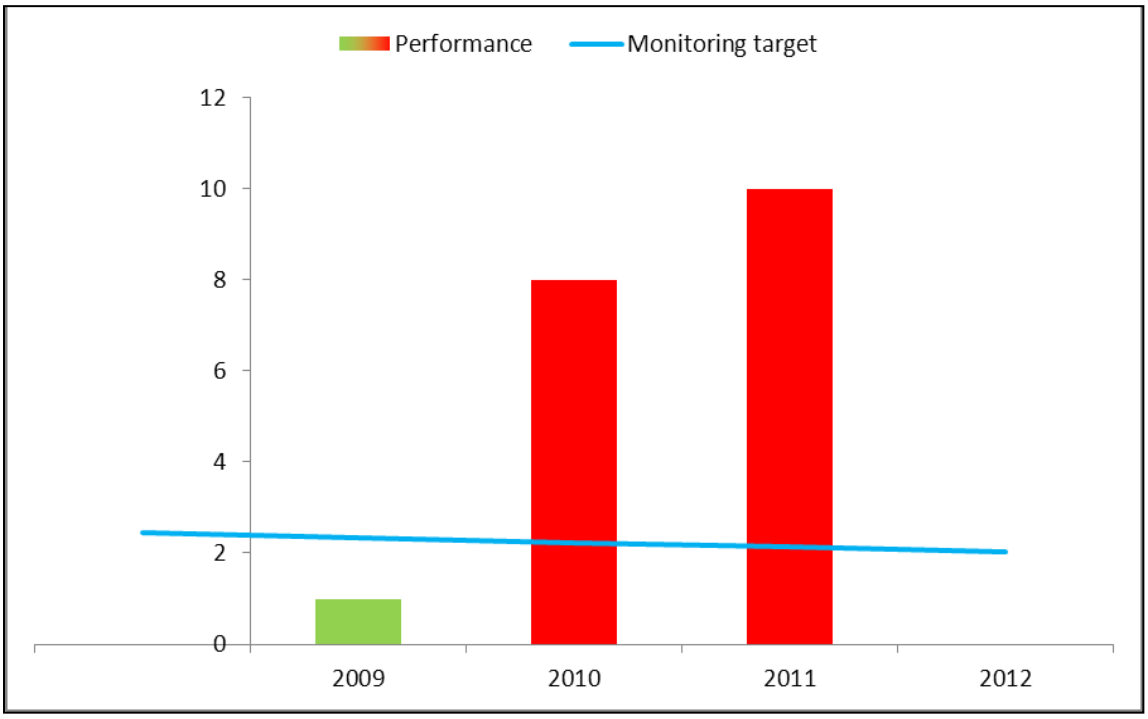
3.11.1. The M54 is 2-lane motorway of 21 miles in length, running between the A5 at Shrewsbury and the M6 at junction 10A.

- Table 3.24: 2011 Performance Summary Compared to 2005-09 Baseline (Collision rates in collisions per 100-million veh-miles)

	2005-09 Baseline	2011 Value	RAG/ Comparison
Injury Collisions	29.8	25	-16%
Collision Rate	8.1	7.5	-6%
KSI Casualty Rate	0.7	3.0	+329
Slight Casualty Rate	11.6	8.7	-24%

3.11.2. As shown in table 3.24, the M54 is a priority route because the performance in 2011 does not meet the target rate for of KSI casualties. The KSI casualty record from the most recent 3 years is shown below. The casualties in 2010 and 2011 were significantly above the target level.

- Figure 3.8 M54 KSI Casualty Performance Trend



3.11.3. KSI numbers on the M54 are relatively small, and the percentage of all personal injury collisions which result in KSI casualties on the M50 (known as the severity ratio, or severity index) is only slightly elevated at 16.3% compared to the national average of 12.0% (indicated in table 3.25).

3.11.4. As a priority route, detailed analysis has been undertaken in order to discern areas for the targeting of resources to improve the collision and casualty performance on the route.

- Table 3.25: Detailed Collision Analysis (Local Provisional Data 2007-2011)

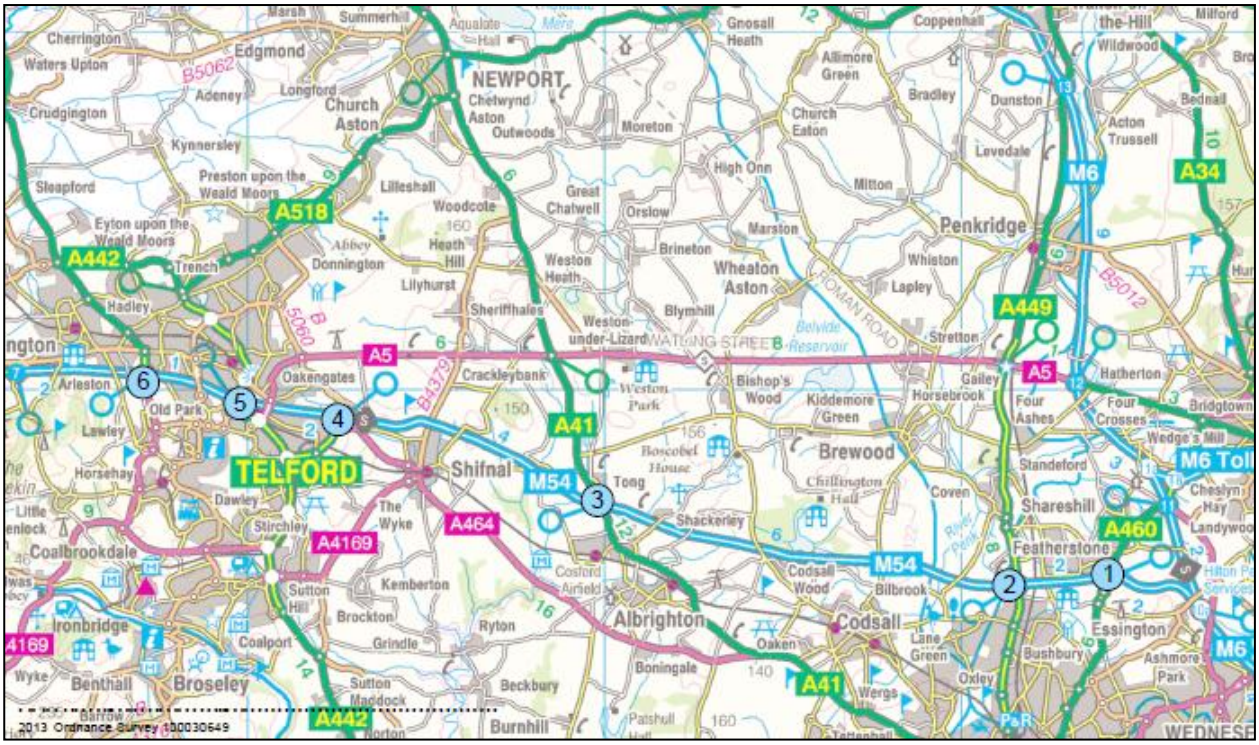
	M54 Local Value	National Motorway Average	RAG/ Comparison
%KSI Collisions	16.3%	12.0%	35.8%
% Wet Surface	32.6%	23.9%	36.4%
% Other Surface (Snow Ice/Flood)	7.6%	4.1%	85.4%
% Darkness	30.4%	29.7%	2.4%

3.11.5. User group casualty numbers analysis is shown in table 3.26, and indicates an increase in goods vehicle occupant casualties in 2011 over the baseline. Other categories which are not green in status are very small numbers and firm conclusions should not be drawn.

3.11.6. Due to concerns regarding increasing collision numbers, a safety review of the whole length will be undertaken.

- Table 3.26: Road User Group Analysis (local provisional data)

User Group	Casualties			% Diff 2011 to 05-09 Average	RAG status
	05-09 Total	05-09 Average Baseline	2011		
Car Occupants	129	25.8	21	-19%	
Goods Vehicle Occupants	23	4.6	6	30%	
Powered Two Wheeler Riders & Passengers	7	1.4	0	-100%	
Pedal Cyclists	0	0.0	0	0%	
Pedestrians	0	0.0	0	0%	
Child Network Users (Aged 1-15)	12	2.4	3	25%	1-15
Young Network Users (Aged 16-19)	9	1.8	0	-100%	16 -19
Elderly Network Users (Aged 70+)	4	0.8	1	25%	70+



Cluster sites targeted on this route

- M54 Junction 1 to be investigated 2013/2014
- M54 Junction 7 – Study completed 2011/2012
- M54 Junction 5 – PPP scheme 2013-2015
- M54 Junction 1 to Junction 2 WB Scheme implemented 2011
- M54 Junction 5 to Junction 4 EB to be investigated 2013/2014
- M54 Junction 6 to Junction 7 WB to be investigated 2013/2014
- M54 Junction 4 to Junction 5 WB to be investigated 2013/2014
- M54 Junction 2 to Junction 1 EB to be investigated

Sites can be identified by reference to the junction numbers on the plan above.

3.12. Network Cluster Analysis

3.12.1. There are differences in the methodology adopted for Cluster Site analysis in the two areas that make up the Midlands Region. The methodologies and the resulting lists for the two areas are detailed below

3.13. Area 7 Network Cluster Site Analysis

3.13.1. Two forms of cluster site analysis are undertaken annually in Area 7.

- Problem Junctions
- KSI clusters

3.14. Area 7 Problem Junctions Review

3.14.1. An annual review of collision cluster sites has taken place in Area 7 since 2002. The methodology uses a cluster analysis tool built into the Key Accident collision database software and a 5-year dataset. The threshold is 5 collisions in a 100 metre radius, but given the size of many trunk road and motorway interchanges, a manual assessment is used to group many of these clusters together. The resulting locations are ranked by collision numbers in a spreadsheet. Subsequent years' spreadsheets have been able to show the relative movements of regular sites and the emergence of new sites.

3.14.2. The spreadsheet is circulated among HA Asset Delivery Managers and their comments added to it. This makes the spreadsheet a useful tool in identifying cluster sites suitable for further study with a view to implementing road safety interventions. We also look at whether any schemes are programmed or have been constructed at each location, as a means to further prioritise study.

3.14.3. This method tends to identify problem junctions for further study and development into schemes.

3.14.4. The 2011 Problem Junctions review revealed in 62 locations which will be considered for closer analysis in 2013/14.

Issue	Proposed Action
Problem Junctions 2011.	Scheme Identification Studies (subject to funding) at; A46 Hobby Horse Interchange A50 Castle Donnington A5 High Cross M1 J21A M1 J24A A5 Penn Lane / Woodway Lane A52 Church lane, Muston A42 Measham A1 at Stoke Rochford A46 Hykeham A1 Colsterworth A46 Swinderby A52 Denton Lane A46 Newark to Farndon A43 Northampton Road A43 Baynards Green A45 Higham Ferriers Roundabout A43 Padbury Brook A5 High Cross A43 Barley Mow A45 Billing Interchange A43 Barley Mow A14 Jct 10 Barton Seagrave A43 Oxford Road A14 Jct 4 Rothwell A5 Station Road A5 Paulerspury A43 Evenly A5 at Hobby Fish A43 Easton Neston Park Junction A5 Old Stratford A52 Bardills Island A52 Wollaton Road

	A52 Thoresby Road A46 Saxondale M1 Jct 26 A52 Dunkirk M1 Jct 27 M1 Jct 25 A52 Nottingham Knight A52 Wheatcroft A46 Hill Holt Farm A1 Tinker Lane A46 Cattlemarket A52 Stragglethorpe A46 Widmerpool A46 Margidunum A46 Winthorpe A52 Clifton Bridge A52 Bingham A1 Cowtham House A1 Markham Moor A1 Barnby Moor A50 /A515 Sudbury A38 Ripley A38 Watchorn A50/A518A38 Hartshay A6 Thurlston Island A38 Somercoates A38 Birchwood Lane M1 Jct 29 A38 / A516 Rough Heanor

3.15. Area 7 KSI Clusters

3.15.1. A similar annual review of fatal and serious injury collisions is also undertaken with the threshold of 2 or more fatal collisions or 5 or more KSI collisions in a 2km metre radius, again given the size of many trunk road and motorway interchanges, a manual assessment is used to group many of these clusters together. The resulting locations are ranked by collisions per billion vehicle miles. This search uses collisions located ‘not at a junction’ and it too uses the most recent 5 years of validated data.

3.15.2. This method tends to identify problem lengths of network for further study and development into Schemes / initiatives.

3.15.3. The 2011 KSI cluster site analysis resulted in 22 recommendations for a Scheme Identification Study (SIS)

Issue	Proposed Action
KSI Collision Clusters 2011.	Scheme Identification Studies at; A52 / A453 Clifton Lane A45 Great Doddington to Earls Barton A1 Winthorpe – Balderton A5 Hinckley A52 Sandiacre A1 Barrowby to Great Ponton A46 Newark –Farndon A45 Stanwick to Higham Ferriers A14 Kettering M1 Sandiacre A46 Wanlip M1 Kegworth A46 Carholme to Birchwood A38 Allestree-Findern M1 Ilkeston M1 Hucknall M1 Long Buckby wharf M1 Yelvertoft M1 Broughton Astley- Lutterworth M1 Enderby M1 shepshed-Markfield A1 Barnbymoor – Ranby

3.16. Area 9 Network Cluster Site Analysis

3.16.1. Within Area 9 the analysis of personal injury collisions takes place annually and considers the previous 5 years personal injury collision data. The identification of areas of concern takes several forms as follows:-

- Trunk Road clusters
- Trunk Road routes by collision rate
- Motorway links by collision rate
- Motorway junctions

3.17. Area 9 Trunk Road Clusters

3.17.1. The analysis of Trunk Road Cluster sites depends on two factors – the type of carriageway and the speed limit. Thresholds are set as follows:-

- For single carriageway roads with a speed limit of 30mph, a minimum of 6 collisions within 150m,
- For single carriageway roads with a speed limit over 30mph, a minimum of 4 collisions within 150m,
- For dual carriageway roads with a speed limit of 30mph, a minimum of 8 collisions within 150m,
- For dual carriageway roads with a speed limit of over 30mph, a minimum of 6 collisions within 150m.

3.17.2. Clusters may grow from the initial 150m radius to encompass further collisions, but are restricted to a maximum radius of 250m. This analysis resulted in 143 cluster sites being identified; the top 10 sites with proposed actions are detailed below.

Issue	Proposed Action
A50 J/W A500	PPP 2 scheme design starts April 2013
A45 J/W A46 Tollbar	Major scheme starts 2013/14
A500 Merge/Diverge N of A50 Junction	PPP 2 scheme design starts April 2013
A49 J/W A465 Asda Hereford	PPP scheme started November 2012
A5 J/W A5148 Wall Northern Roundabout	PPP 2 scheme design starts April 2013
A5 J/W A5064 Emstrey Roundabout	PPP scheme design starts April 2014 & LNMS
A5 J/W A488 Edgbold Roundabout	PPP scheme design starts January 2014
A5 J/W A5148 Wall Southern Roundabout	PPP 2 scheme design starts April 2013
A50 Merge and Diverge W of Meir Roundabout	2012/13 study
A500 Merge/Diverge N of Etruria Roundabout	2011/12 study – proposed Tranche 3 PPP

3.18. Area 9 Trunk Road Routes by Collision Rate

3.18.1. All Trunk Routes are split into five mile sections and the collision rate calculated for each section (per 10^8 Veh-miles traffic). These sections are then ranked which is then used to prioritise further investigation/action. The top 10 sections with proposed sections are detailed below:-

Issue	Proposed Action
A500 section 1	Improvements programmed 2013/14
A50 section 1	Detailed study in progress
A49 section 3	PPP schemes programmed 2013 to 2015
A500 section 2	PPP scheme at A500/M6 J16
A5E section 3	PPP scheme programmed 2013 to 2015
A38 section 3	Scheme proposed 2013/14
A45 section 2	Major scheme starts 2013/14
A5W section 5	PPP schemes programmed 2013 to 2015
A5W section 1	Possible PPP scheme
A5E section 2	Study in progress

3.19. Area 9 Motorway Links by Collision Rate

3.19.1. All motorway links are split by direction and have their respective collision rate calculated. They are also analysed for factors such as close following, loss of control, lane change and entering/leaving collision types. The top 10 motorway links with proposed actions are detailed below:-

Issue	Proposed Action
M6 J10 to J9	M6 BBMM phase 2 review
M6 J9 to J10	M6 BBMM phase 2 review
M6 J7 to J8	M6 BBMM phase 3 in progress
M6 J5 to J6	M6 BBMM phase 3 in progress
M6 J8 to J9	M6 BBMM phase 2 review
M6 J3a to J4	Scheme starts 2015/16
M6 J6 to J5	M6 BBMM phase 3 in progress
M6 J12 to J13	M6 BBMM phase 4 design 2013 to 2014
M6 J7 to J6	M6 BBMM phase 3 in progress

3.20. Area 9 Motorway Junctions

3.20.1. All motorway junctions are interrogated individually and the last 5 years collision data plotted. They are then ranked by the collision trend over the 5 year period.

Issue	Proposed Action
M6 J2	Proposed collision review 2013/14
M6 J6	Proposed study with LA 2013/14
M6 J16	Possible PPP scheme
M42 J10	PPP scheme 2013 to 2015
M6 J8	Proposed PPP scheme / BBMM phase 3
M54 J2	S278 scheme in progress
M54 J6	Scheme currently under construction
M40 J15	Proposed collision review 2013/14
M42 J9	PPP scheme 2013 to 2015
M5 J8	Proposed study 2013/14

4. Road User Groups

4.1.1. This section deals with collision trends associated with the major road user groups on the Strategic Road Network, and the priorities which we and the Road Safety Partnerships in the Region have established.

4.1.2. Road user group casualty trends for the Strategic Network are shown below.

- Table 4.1

User Group	Casualties			% Diff 2011 to 05-09 Average	RAG status
	05-09 Total	05-09 Average Baseline	2011		
Car Occupants	17817	3563.4	2793	-22%	
Goods Vehicle Occupants	2158	431.6	302	-30%	
Powered Two Wheeler Riders & Passengers	1069	213.8	180	-16%	
Pedal Cyclists	248	49.6	51	3%	
Pedestrians	270	54.0	46	-15%	
Child Network Users (Aged 1-15)	1124	224.8	172	-23%	1-15
Young Network Users (Aged 16-19)	1797	359.4	236	-34%	16 -19
Elderly Network Users (Aged 70+)	797	159.4	152	-5%	70+

4.1.3. The table shows that pedal cyclists and elderly network users do not exhibit the desired reduction in casualty numbers compared with the baseline. In addition it should be noted that whist car occupants exhibit a significant downwards trend, their casualty numbers remain a significant proportion of overall casualties on the network.

4.1.4. In addition table 4.2 below shows the priority that we and our partners in the region are giving to the safety of various highway user groups. HA Regional priorities are those identified in the table above.

- Table 4.2

Regional Stakeholders Priority Matrix 2013/14											
User Groups/ Behaviours	**HA**	**Staffs**	**West Mids**	**West Mercia/ Warwicks**	**Derbyshire**	**Leicestershire**	**Lincs**	**Northants**	**Notts**	Scores	Regional Priority
Older Drivers		2	1	2			3			8	
Younger Drivers		3	3	3	2	3	3	3		20	1
Child Passengers (Belts)							1			1	
Children - Pedestrians			3	1			2	2		8	
Motorcyclists - >500cc		3								3	1
M/C - Urban/Scooters		2	1							3	
Motorcyclists				3	3	3	3		2	14	
Commercial Drivers					1		1	1		3	
Pedal Cyclists	3	1	2	2	3		2	2	3	18	2
Pedestrians			2	2			2		1	7	
Driving for Work					2		3			5	
Agricultural Vehicles				1						1	
Tyre Safety		1								1	
Car Drivers & Occupants						2				5	
Elderly Network Users	3									3	

4.1.5. The above table identifies Pedal Cyclists, Motorcyclists and Pedestrians as being Region-wide priorities on all roads, both strategic and local. All categories involving Motorcyclists have been collated in order to identify accurately the priority given to that road user group.

4.2. Road User Group Initiatives Tables

Table 4.3 below describes action that will be taken to address casualty trends identified as priorities on HA roads. The specified ages for 'Elderly Network Users' differ because they are different in the Mandatory Guidance for this Regional Report, and Reported Road Casualties on the Strategic Road Network 2011, the reference document that has been used for national figures.

- Table 4.3

Road User Groups	
Elderly Network Users	
National	Elderly Network Users in the 60+ age group accounted for 11.4% of all casualties on the Trunk Road Network in 2011 KSI casualties in 2011 increased by 9 compared with 2010, and were 2.5% above the 2005-2009 baseline average for this road user age group.
Regional	In 2011 Elderly Network User Casualties in the 70+ age group decreased by 7 to 152 compared with the 2005-2009 baseline average for this age group, a reduction of 5%.
Plan of Action	Casualties in these road user groups will be addressed by the programme of schemes with road safety benefits being implemented in the region. In addition our Stakeholders will be undertaking education, training and publicity initiatives which will complement this work.
Pedal Cyclists	
National	Pedal Cyclist casualties accounted for 1% of all casualties on the Trunk Road Network in 2011 KSI casualties in 2011 decreased by 10 compared with 2010, but remained 2.4% above the 2005-2009 baseline average for this road user group.
Regional	In 2011 casualties in this Road User Group increased by 2 compared with the 2005-2009 baseline average for this road user group, an increase of 3%.
Plan of Action	Casualties in these road user groups will be addressed by the programme of schemes with road safety benefits being implemented in the region, including specific schemes to address cyclist casualties developed with the assistance of Sustrans. In addition our Stakeholders will be undertaking education, training and publicity initiatives which will complement this work.

5. Working with Partners

5.1.1. This section provides information on the primary partners contributing to reducing road casualties and improving road safety in the Region. These include 8 Road Safety Partnerships which are geographically based. Typically their activities include speed enforcement (speed cameras) and road safety education and training. Activities of the Traffic Officer Service are also referred to in this Section.

West Midlands Road Safety Partnership

Background

The West Midlands Road Safety Partnership was established in April 2007 to provide safety for all road users and support the attainment of the West Midland's casualty reduction targets. In addition to the Highways Agency, the main partners are Birmingham, Wolverhampton and Coventry City Councils, and Sandwell, Walsall, Dudley and Solihull Metropolitan Borough Councils, together with the West Midlands Police.

The operational model is changing during 2013, with the Partnership no longer employing a dedicated manager.

Highways Agency routes within the West Midlands are parts of the A5,A45,A46,A452,A456,M5, M6 and M42

Issues

Younger Drivers	Pedestrians (all)
Child Pedestrians	Urban Motorcyclists
Cyclists	Older Drivers

Enforcement Initiatives for 2013/14

West Midlands Police are committed to continue to deliver roads policing campaigns that contribute to reducing road casualties. Where resources allow, the aim is to deliver one day operations in each of the local authority areas each month. Proactive roads policing will continue to be developed in alliance with Staffordshire Police.

Education Initiatives for 2013/14

Media campaigns will target in particular young drivers aged 20-29 who are over represented in the killed and seriously injured casualty category. These will involve multi-agency packages delivered through schools, colleges and universities, and an increasing use of social media to engage with young drivers. This age group will be the focus for summer and winter drink drive campaigns with particular emphasis on the dangers of driving 'the morning after' heavy drinking.

There will be particular focus on pedestrians aged 10-15 who are particularly vulnerable especially in the transition from primary to secondary school where independent travel becomes the norm. This will involve the use of interactive material and other innovative social media approaches. In addition, awareness campaigns will focus on urban commuter cyclists with key safety messages targeted at the cyclists themselves and at drivers, particularly commercial drivers. These campaigns will link to sustainable travel initiatives.

Engineering Measures for 2013/14

M6 Salford Circus	M5 Junction 2 widening
M6 Junction 9 Traffic signals	

Studies for 2013/14

M6 Junction 6 Barrier Strikes	M6 Junction 5 NB Diverge slip Operational Review
A45 Stonebridge Review	M6 Junction 4 SB Diverge slip operational review
A45/A452/A446 Route Study	M42 Junction 6 to 7 Operational Review
M5 Junction 1 Operational Review	
M6 Junction 10	

Safety Roads Partnership (s) in Warwickshire and West Mercia

Background

Policing throughout Warwickshire and West Mercia has recently been reorganised, and Road Safety across the two forces is now being delivered by one police 'team' under the Safer Roads Partnership with cooperative working taking place with partners within Warwickshire and West Mercia. IN addition to the Highways Agency and the Police Forces concerned, the main other partners are Warwickshire and Worcestershire County Councils, and Shropshire, Herefordshire and Telford and Wrekin Councils. The Highways Agency Routes within West Mercia are parts of the A5, A38, A40, A45, A46, A49, A50, A458, A449, A500, A5148, M5, M6 , M40, M42, M50, M54 and M69.

Issues

Motorcyclists	Pedestrians (all)
Younger Drivers	Agricultural Vehicles
Older Drivers	Child Pedestrians
Pedal Cyclists	

Enforcement Initiatives for 2013/14

Comprehensive speed enforcement using fixed and mobile equipment will be a continuing priority.

Education/Publicity Initiatives for 2013/14

Initiatives undertaken by West Mercia and Warwickshire during 2013/14 will include the following:-

Spring-	Summer-	Autumn-	Christmas/New Year-
Motorcyclist Safety	Pedestrian Safety	Young Drivers and Pedestrians	Drink Drive
Cyclist Safety	Drink Drive	Agricultural Driving	
Goods Vehicle Safety	Attendance at Shows	Darker Nights	
Driving for Work			

Engineering Measures for 2013/14

A483 Speed Limit at Llynclys cross roads	A5 Edgebold
M6 Junction 1 to 4 Improvements	M42 Junction 6
M54 Junction 5	M5 Junction 4 widening
A5 Mile end roundabout	A5 Churncote
A49 Newmarket Street	A5 Preston Boats
A49/A465 Belmont	A5 Emstrey
M42 Junction 10	M42 Junction 9
A49 Starting Gate Roundabout	M5 Wildmore Lane

Studies for 2013/14

A49 Moreton on Lugg - Speed limit	M5 J6 Operational Review
A49 Dinmore Hill	M5 Junction 8
A49 Hope under Dinmore junction to village and J/W A417	M5 J7 Operational Review
	M6 J3A to 3 Operational Review
A40 Ross Spur Roundabout Review	M42 J3 to J3A Operational Review
A49 J/W A4137	M42 Junction 3 Operational Review
A5 adjacent to filling station south of Gledrid and Lion Quays	A5/B4386 Bowbrook Roundabout - Operational Review
A46 Evesham Bypass	A49/Priory Place -Detailed Study
M69 To M6 collisions	A49 Farriers Way Roundabout -Detailed Study
A40 Wilton Roundabout	
A458 Route Study	A5 J/W A49 Baileys Island
M54 Route Study	A49 Church Stretton
M6 Junction 4	

Staffordshire Safer Roads Partnership

Background

The Staffordshire Safer Roads Partnership was established in 2001. In addition to the Highways Agency, the key partners are Staffordshire County Council, Stoke-on-Trent City Council and Staffordshire Police. Highways Agency Routes within Staffordshire and Stoke-on-Trent are parts of the M6, M54, A5, A50, A449 and A500.

Issues

Motorcyclists over 500cc	Motorcyclists Urban/Scooters
Young Drivers	Tyre Safety
Older Drivers	Pedal Cyclists

Enforcement Initiatives for 2013/14

Targeted enforcement operations planned for motorcyclists (Operation Octane) and young drivers (Operation Herald)

Education Initiatives for 2013/14

Right it Right routes, where biker casualties have occurred, will be targeted with signage encouraging safe riding and raising biker awareness for car drivers. BikeSence and BikeSafe rider education courses will continue to be promoted through biker events and the Staffordshire Bike Show.

The Staffordshire Police Road Policing Team will be supporting the Cleaner, Safer Highways campaign targeting farms leaving debris on the road.

Educational events aimed at young drivers will continue in partnership with Staffordshire Fire & Rescue Service and local businesses. Attendance at schools and colleges to promote road safety will be undertaken.

A campaign is being developed to highlight specific issues that can be faced by older drivers. This will include eyesight, medication and mental health.

Following poor results from previous events, tyre safety education will continue, working in partnership with TyreSafe, Michelin and local businesses to carry out tyre checks and provide advice.

Engineering Measures for 2013/14

A50 Route Safety Improvements	A5 Churchbridge
M6 Junction 11 Slip Roads	A5 Wall Island
A500 Speed Management	A50/A500 Sidaway

Studies for 2013/14

A50 Longton Junction	A5 Muckley Corner Operational Review
A5 Newtown Roundabout	A5 Swinfen Island Operational Review
A500 Mobile Speed Camera Lay-bys	A5/A449 Gailey Roundabout Operational Review
A38 J/W A5132	A50 Blurton Junction
A38 Alrewas	A5 Longford Island
A38 Branston to Clay Mills	A38 Proposals Review
A38 Alrewas to Barton	A50 WB Widening from Blurton merge to
A38 Hilliards Cross to Fradley	Trentham Lakes on-slip
A38 (A5 to A50) - Incident Study	A500 at M6 J15 Operational Assessment
M6 Junction 13 Operational Review	A500 J/W A34
M54 J1/A460 Operational Review	

Northamptonshire Road Safety Partnership	
Background	
Northamptonshire's Road Safety Alliance formed in 2012 comprises five key partners: Northamptonshire County Council, MGWSP (May Gurney/WSP Partnership), Northamptonshire Police, Northamptonshire Fire and Rescue, Highways Agency. The Highways Agency routes in the area are parts of the M1, A5, A42, A43 and A14.	
Issues	
Younger pedestrians	Working Drivers
Young Drivers	Pedal cyclists
Enforcement Initiatives for 2013/14	
Mobile Phones	
Speed	
Education Initiatives for 2013/14	
Car Craft- young drivers 17-24 training at work	
Engineering Measures for 2013/14	
A43/A5 Tove Roundabout – Junction Improvement	A5 Towcester –Car Park Improvement
A45/A5076 Great Billing – Junction Improvement	M1 N &SB J15a (MP103/9-103/6) Environmental
M1 Watford Gap –Junction Improvement	M45 WB Barby OSP (MP6/3) Environmental
M1 J15a _Junction Improvement	A14 EB MP41/1-42/0 Environmental
A45 Wilby Way –Junction Improvement	A45 EB&WB MP 180/8-180/7 Earls Barton Junction Environmental
Studies for 2013/14	
A43 Northampton Road	A5 Paulersbury
A43 Baynards Green	A43 Evenly
A45 Higham Ferriers Roundabout	A5 at Hobby Fish
A43 Padbury Brook	A43 Easton Neston park Junction
A5 High Cross	M1 Long Buckby Wharf
A43 Barley Mow	M1 Yelvertoft
A45 Billing Interchange	A45 Great Doddington to Earls Barton
A14 Jct 10 Barton Seagrave	A45 Stanwick to Higham Ferriers
A43 Oxford Road	A14 Kettering
A14 Jct 4 Rothwell	A5 Old Stratford
A5 Station Road	

Nottinghamshire Road Safety Partnership

Background

The Nottinghamshire Road Safety partnership (NRSP) was formed in 2008 to provide a strategic approach to reducing casualties on Nottinghamshire's roads and beat the national targets in 2010. NRSP includes Nottinghamshire County Council. Nottingham City Council, Nottinghamshire Police and Nottinghamshire Fire and Rescue as well as the Highways Agency. The Highway Agency routes in Nottinghamshire are parts of the M1,A1, A46, A52 and A453.

Issues

Motorcyclists

Cyclists

Pedestrians

Enforcement Initiatives for 2013/14

Education Initiatives for 2013/14

Shiny Side Up-rolled out across the county including HA routes

Engineering Measures for 2013/14

A1 Elkesley Grade Separated Junction

A1 Twyford Bridge Junction Improvement

A52 Bardhills to Spondon – carriageway marking improvement

A52 Saxondale to Barrowby – bend treatment

Studies for 2013/14

A52 Bardhills Island

A52 Wollaton Road

A52 Thoresby Road

A46 Saxondale

M1 Jct 26

A52 Dunkirk

M1 Jct 27

M1 Jct 25

A52 Nottingham Knight

A52 Wheatcroft

A46 Hill Holt Farm

A1 Tinker Lane

A46 Cattlemarket

A52 Stagglethorpe

A46 Widmerpool

A46 Margidunum

A46 Winthorpe

A52 Clifton Bridge

A52 Bingham

A1 Cowtham House

A1 markham Moor

A52/A453 Clifton lane

A1 Barnby Moor

A1 Winthorpe –Balderton

A52 Sandiacre

A46 Newark – Farndon

M1 Ilkeston

M1 Hucknall

A1 Barnby Moor -Ranby

Derby and Derbyshire Road Safety Partnership

Background

The Derby and Derbyshire Road Safety Partnership was formed during 2007, superseding the previous safety camera partnership. The Road Safety Partnership formed a larger group encompassing Derbyshire County Council, Derby City Council, Derbyshire Constabulary, Derbyshire Fire and Rescue Service, the Health Authorities and Primary Care Trusts, Peak District National Park, as well as the Highways Agency.
The Highways Agency routes in Derbyshire are parts of the M1, A6, A38, A50, A52 and A5111.

Issues

Motorcyclists
Pedal Cyclists
People driving on business
Younger Drivers
Commercial vehicles

Enforcement Initiatives for 2013/14

An enforcement campaign to target bikers, aimed at high end speeding using innovative tactics such as the use of an unmarked camera van. (Operation Focus)

Education Initiatives for 2013/14

A campaign focusing around twelve key routes for leisure bikers has been developed: signs with specific messages and almost 25,000 Bikers Guides distributed since 2009 and around 5,000 Great Roads Great Rides 2 DIPs.

Engineering Measures for 2013/14

Converting M1 junction 28-31 into a controlled Motorway
A52 Bardhills to Spondon – carriageway marking scheme
A38 Queensway - junction improvement
A38 Markeaton - junction improvement
M1 J24 A50 Approach - junction improvement
A38 Little Eaton - junction improvement
A50 (M1) WB Lockington (MP 72/8-72/3) Environmental
M1 SB J29 to J30 221/1-237/8 Environmental (Hedgerow Improvement)

Studies for 2013/14

A50 /A515 Sudbury
A38 Ripley
A38 Watchorn
A50/A518M1 Sandiacre
A38 Allestree-Findern
A38 Hartshay
A6 Thurlston Island
A38 Sommercoates
A38 Birchwood Lane
M1 Jct 29
A38 / A516 Rough Heanor

Lincolnshire Road Safety Partnership	
Background	
Lincolnshire Road Safety Partnership (LRSP) was formed in 2000 in order to reduce the number of people killed and injured on Lincolnshire's roads. The LRSP is a unique multi-agency partnership which brings together, under one roof, road safety professionals from its partner organisations: Lincolnshire County council, Lincolnshire Police and Lincolnshire Fire and Rescue Service, along with the Highways Agency. The Highway Agency routes in Lincolnshire are parts of the A1, A46 and A52.	
Issues	
Motorcyclists	Driving for work
Older drivers	Commercial drivers
Younger drivers	Children Passengers
Cyclists	Pedestrians
Enforcement Initiatives for 2013/14	
An enforcement campaign to target bikers, aimed at high end speeding (Operation Octane)	
Education Initiatives for 2013/14	
Too Fast –Too Soon – In 2007,99 young drivers (17 to 24) were killed or seriously injured on the roads in Lincolnshire. Too Fast Too Soon was developed to deal with this growing problem, and has been running successfully since then. A campaign has been developed to address the growing older driver casualty trend. The HA have contributed the Careful, Considerate and Correct material in the past to assist with this initiative. 'Look out for each other' campaign to address rise in cyclist collisions Max Respect –Theatre in Education aimed at children.	
Engineering Measures for 2013/14	
A46 Carholme Safety- Junction Improvement A52 Saxondale to Barrowby – bend treatment	
Studies for 2013/14	
A1 at Stoke Rochford	A52 Denton Lane
A46 Hykeham	A1 Barrowby to Great Ponton
A1 Colsterworth	A46 Carholm to Birchwood
A46 Swinderby	A46 Newark to Farndon

Leicester, Leicestershire and Rutland Road Safety Partnership	
Background	
The Leicester, Leicestershire and Rutland Road Safety Partnership comprises five key partners; Leicester County Council, Leicester City Council, Rutland County Council, Leicestershire Police, Leicestershire Fire and Rescue and the Highways Agency. The Highways Agency routes in the area are parts of the M1, A1, A46,A5 and A453.	
Issues	
Young drivers Car occupants Motorcyclists	
Enforcement Initiatives for 2013/14	
Fatal Four campaign Drink Drive	
Education Initiatives for 2013/14	
No More Lives Wasted campaign Enhanced Rider	
Engineering Measures for 2013/14	
M6/M1 Cattthorpe Grade separated junction M1/A453 Pinch Point Improvement M1 Jct 21 M69 M69 Enderby (MP124/2-125/0)Environmental M69 Jct 1 (MP110/1-110/3) Environmental	
Studies for 2013/14	
A46 Hobby Horse Interchange A50 Castle Donnington A5 High Cross M1 Jct21A M1 Jct24A A5 Penn lane/Woodway Lane A52 Church Lane. Muston	A5 Hinckley A42 Measham A46 Wanlip M1 Kegworth M1 Broughton Astley – Lutterworth M1 Shepshed- Markfield

Traffic Officer Service
Background
Issues
Enforcement Initiatives for 2013/14
Education Initiatives for 2013/14
Engineering Measures for 2013/14
Studies for 2013/14

5.1.2. Central Motorway Police Group

5.1.2.1 In addition to the above partners, the Central Motorway Police Group undertakes policing on the motorway network within Staffordshire, the West Midlands and West Mercia, being staffed by Officers from the those Police Force forces.

6. LNMS Schemes in 2012/13

6.1. LNMS schemes in 2012/13 onwards Area 7

LNMS Table - Safety contribution by all LNMS							
Route	LNMS category	Project Title	PIC	KSI	Scheme Cost	Proposed completion	Comments
A45	LNMS - Safety	A45 A5076 Great Billing	14	3	**£129,612**	2013	0.6 PIC / year - 40
A52	LNMS - Safety	A52 Bardills to Spondon KSI	127	28	**£171,192**	2014	3.8 PIC / year - 250 over assessment period
A52	LNMS - Safety	A52 Dunkirk Roundabout	8	0	**£68,907**	2014	0.4 PIC /year 29
M1	LNMS - Safety	M1 Watford slip KSI	13	11	**£94,250**	2014	0.96 PIC - 63
M1	LNMS - Safety	M1 J15a safety improvements	6	1	**£144,673**	2013	1.12 PIC - 65
A46	LNMS - Safety	A46 Carholme safety	9	0	**£149,139**	2013	1.4 PIC - 76
A46	LNMS - Safety	A46 Skellingthorpe Roundabout safety	21	0	**£90,254**	2013	0.39 PIC -22
A38	LNMS - Safety	A38 Queensway RSA4	9	0	**£66,801**	2013	0.4 PIC / year -22
A52	LNMS - Safety	A52 Saxondale - Barrowby RSA4	6	3	**£63,966**	2013	0.52 PIC / year - 29
A52	LNMS - Safety	A52 Sherwin Arms	29	4	**£99,999**	2016	1.51 PIC / year - 33
A1	LNMS - Economy	A1 Elkesley GSJ	5	2	**£9,893,320**	2015	0.3 PIC / year - 18
A38	Pinch point	A38 Markeaton	45	0	**£2,755,884**	2015	1.42 PIC - 77
A43	Pinch point	A43 A5Tove RBT	11	4	**£3,140,776**	2015	0.66 PIC /year - 34
A45	Pinch point	A45 Wilby Way	17	3	**£3,237,303**	2015	1.46 PIC /year - 84
M1	Pinch point	M1 J24 A50 Approach	11	1	**£5,652,673**	2015	0
M1	Pinch point	M1 J21 M69	67	3	**£1,270,276**	2015	2.1 PIC year - 127
A38	Pinch point	A38 Little Eaton	52	3	**£2,886,720**	2015	2.72 PIC / year 148

M40	Pinch point	M40 Junction 10	59	8	**£1,298,497**	2015	1.517 PIC / year - 79
A5	LNMS - Other	A5 Towcester Car Park	0	0	**£86,820**	2013	0
M69	LNMS - Other	M69 Enderby (MP124/2-125/0) Environmental	0	0	**£88,363**	2013	0 PIC / year
M1	LNMS - Other	M1 N & SB J15a (MP103/9-103/6) Environmental	6	1	**£99,459**	2013	1.12 PIC/year - 65
M69	LNMS - Other	M69 J1 RaB (MP110/1-110/3) Environmental	0	0	**£48,897**	2014	0
A50	LNMS - Other	A50 (M1) WB Lockington (MP 72/8-72/3) Environmental	0	0	**£54,504**	2013	0
M45	LNMS - Other	M45 WB Barby OSP (MP6/3) Environmental	0	0	**£38,983**	2013	0
M1	LNMS - Other	M1 **SB** J29 to J30 221/1-237/8 Environmental (Hedgerow Improvement)	0	0	**£49,560**	2013	0
A14	LNMS - Other	A14 EB MP 41/1-42/0 Environmental	0	0	**£84,915**	2013	0
A45	LNMS - Other	A45 EB&WB MP 180/8-180/7 Earls Barton Junction Environmental	0	0	**£4,500**	2016	0
M1	LNMS - Other	M1 Trowell	0	0	**£97,172**	2016	0
		Total	515	75	**£31,867,415**	estimated PIC saving to 2020	125.71
						estimated KSI saving to 2020	18.3

6.2. LNMS schemes in 2012/13 onwards Area 9

LNMS Table - Safety contribution by all LNMS							
Route	LNMS category	Project Title	PIC	KSI	Scheme Cost	Proposed completion	Comments
A485	LNMS - Safety	A483 Speed limit at Llynclys cross roads	5	1	**£31,005**	2013	Predicted annual collision saving of 0.33
A50	LNMS - Safety	A50 Route safety Improvements	91	8	**£681,512**	2014	Predicted annual collision saving of 9.0
M6	LNMS - Safety	M6 Junction 1 to 4 Improvements	480	76	**£384,718**	2013	Predicted annual collision saving of 1.638
M6	LNMS - Safety	M6 Junction 11 slip roads	18	0	**£155,226**	2014	Predicted annual collision saving of 1.51
A500	LNMS - Safety	A500 Speed management	0	0	**£250,000**	2014	0
M6	Pinch point	M6 Salford Circus	44	0	**£834,312**	2015	Predicted annual collision saving of 4.15
M54	Pinch point	M54 junction 5	15	0	**£2,223,110**	2015	Predicted annual collision saving of 1.0
A5	Pinch point	A5 Churchbridge	40	0	**£2,028,359**	2015	Predicted annual collision saving of 2.5
A46/M5	Pinch point	A46/M5 junction 9 Ashchurch	35	1	**£1,651,753**	2015	Predicted annual collision saving of 1.0
M6	Pinch point	M6 Junction 16	53	6	**£7,493,495**	2015	Predicted annual collision saving of 5.3
A5	Pinch point	A5 Mile end roundabout	5	0	**£3,948,631**	2015	Predicted annual collision saving of 0.3
M6	Pinch point	M6 Junction 9 traffic signals	23	0	**£367,341**	2015	Predicted annual collision saving of 1.0
A49	Pinch point	A49 Newmarket Street	5	2	**£376,803**	2015	Predicted annual collision saving of 0.4
A5	Pinch point	A5 Wall Island	36	2	**£879,439**	2015	Predicted annual collision saving of 2.9
A49	Pinch point	A49/A465 Belmont	9	0	**£261,161**	2015	Predicted annual collision saving of 0.7
M42	Pinch point	M42 Junction 10	34	2	**£2,810,711**	2015	Predicted annual collision saving of 2.0
A50	Pinch point	A50/A500 Sidaway	64	3	**£787,935**	2015	Predicted annual collision saving of 6.5
A49	Pinch point	A49 Starting Gate roundabout	6	0	**£222,215**	2015	Predicted annual collision

							saving of 0.4
A5	Pinch point	A5 Edgebold	19	1	**£378,433**	2015	Predicted annual collision saving of 1.5
M42	Pinch point	M42 junction 6	22	3	**£7,410,048**	2015	Predicted annual collision saving of 0
M5	Pinch point	M5 Junction 4 widening	13	0	**£11,343,462**	2015	Predicted annual collision saving of 0.7
M5	Pinch point	M5 Junction 2 widening	15	2	**£1,754,108**	2015	Predicted annual collision saving of 0.8
A5	Pinch point	A5 Churncote	9	0	**£1,456,182**	2015	Predicted annual collision saving of 1.1
A5	Pinch point	A5 Preston Boats	12	1	**£3,358,147**	2015	Predicted annual collision saving of 0
A5	Pinch point	A5 Emstrey	23	0	**£3,846,005**	2015	Predicted annual collision saving of 1.0
M42	Pinch point	M42 Junction 9	40	4	**£518,114**	2015	Predicted annual collision saving of 1.1
M5	LNMS - Other	M5 Wildmore Lane	0	0	**£32,830**	2013	0
		total	1116	27.446	**£55,485,055**	estimated PIC saving to 2020	201.78

7. Safety Initiatives

7.1.1. Chapter 7 contains a summary of Education, Training and Publicity initiatives in the Region during the coming year.

7.1.2. Agency led initiatives are currently very limited due to restrictions on paid advertising and marketing, and the absence of funding. More active involvement in local Partnership operations would have significant benefits for safety on the network. Support that has been suggested recently includes involvement with Road Safety Exhibitions at Motorway Services, and use of VMS to support local road safety campaigns with benefits for network users.

- Table 7.1 – Area 7

Regional information						
Initiative	Partners	Details	Lead	Bid	Allocation	Comments
Regional initiatives - Agency Led	Traffic Officer Service	Side swipe campaign - to reduce collisions involving HGVs on the M1	NDD Mids	0	0	Joint campaign with traffic Officer Service, FTA and RHA
Regional initiatives - Partnership led	Derbyshire RSP					
	Leicestershire RSP					
	Lincolnshire RSP	Young Drivers - Too Fast Too Soon	RSP	0	0	Pass Plus, skid car training, passenger awareness, crash sim, cruiser events.
		Mature Drivers courses	RSP	0	0	
		Motorcyclists - Performance Plus, Bike Safe, Op Octane, High vis back packs distributed	RSP	0	0	Op Octane is a targeted enforcement campaign
		Child Pedestrians - Max Respect	RSP	0	0	Theatre in education
		Pedal cyclists - Bikeability, High vis ruck sacks, look out for each other campaign	RSP	0	0	
		Drink Drive	RSP	0	0	
		Driving For Work - Fleet driver training, first aid for company drivers	RSP	0	0	Certificate of Professional Competence
	Northamptonshire RSP					
	Nottinghamshire RSP					
Total					£0.00	

- Table 7.2 – Area 9

Regional information						
Initiative	Partners	Details	Lead	Bid	Allocation	Comments
Regional Initiatives Agency Led	Road Safety Partnership in West Mercia	Road worker Safety	Agency	0	0	Campaign will include driver engagement at Motorway Services
Regional Initiatives Partnership Led	West Midlands Road Safety Partnership	Young Driver	RSP	0	0	Campaign will include emphasis on explaining the dangers of 'morning after driving' drink/driving.
	Road Safety Partnerships in Warwickshire and West Mercia	Motorcyclist Safety	RSP	0	0	
		Cyclist Safety	RSP	0	0	Programme will include support for meetings to ensure the safety of cycling events on the highway.
		Goods Vehicle Safety	RSP	0	0	
		Drink Drive	RSP	0	0	
		Driving for Work	RSP	0	0	
	Staffordshire Road Safety Partnership	Motorcyclist Safety	RSP	0	0	Ride it Right Initiative
		Young Drivers	RSP	0	0	Participation by Staffordshire Fire and Rescue
		Elderly Drivers	RSP	0	0	
		Tyre Safety	RSP	0	0	
Total					£0.00	

8. Equality Impact Assessment