

REPORT TO CABINET MEMBER FOR TRANSPORT AND HIGHWAYS

3 MARCH 2011

REPORT OF DIRECTOR FOR PLACES

1. LOCAL SAFETY SCHEME POLICY

1.1. Purpose of Report

1.1.1.1.1. To seek Cabinet Member approval to formalise a policy and to agree the annual assessment process used to identify proposed Local Safety Schemes in Solihull.

1.2. Background

1.2.1.1.1. The Road Traffic Act 1988 placed a statutory duty on Local Highway Authorities to undertake studies into road traffic collisions and to prepare a programme of measures designed to promote road safety.

1.2.1.1.2. Each Local Highway Authority:

- Must carry out studies into collisions arising out of the use of vehicles on roads or parts of roads, other than trunk roads, within their area; and
- Must, in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such incidents, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the highway authority and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads.

1.2.1.1.3. The number of people and the number of children killed or seriously injured on the highway network in Solihull is continually monitored and compared. Historically, performance has been assessed using National Indicators (NI) 47 and 48, although new targets are expected to be set by the emerging Local Transport Plan (LTP) 3.

1.2.1.1.4. In addition to an annual monitoring process, there is also a requirement to monitor the impact of each Local Safety Scheme three years after the date of implementation. This task allows the calculation of an annual casualty and collision saving to demonstrate that the investment in Local Safety Schemes is providing value for money.

1.2.1.1.5. The Department for Transport currently estimate that the average value per collision saved, including an allowance for damage only incidents, is £92,986.

1.2.1.1.6. At present, it is also estimated that the average cost saved for each resulting casualty is £47,740. Individually, fatal casualties are predicted to cost £1,585,510, serious casualties £178,160 and slight casualties £13,740.

1.2.1.1.7. In previous years, a proportion of Local Transport Plan funding has been allocated to the identification of Local Safety Schemes with the intention of preventing collisions and/or reducing the severity of the injuries sustained.

1.2.1.1.8. However, in light of diminishing resources and increasing concern about Council priorities, it is considered an appropriate time to formalise a policy to support decision-making and agree the assessment process through which schemes are identified.

1.3. Matters for Consideration

1.3.1. Policy

1.3.1.1.1. As the Local Highway Authority, the Council will carry out an annual assessment of personal injury collisions in Solihull to identify locations which may require safety improvements. This will be carried out in accordance with the process outlined below.

1.3.2. Process

1.3.2.1.1. Initial data retrieval takes account of personal injury collision information from the most recent three year period to produce a list of collision clusters (potential single sites) and a list of roads or sections of road which experience a higher than expected number of collisions and casualties (potential routes).

1.3.2.1.2. The method of assessment which follows determines which locations are a high priority for inclusion in the Local Safety Scheme programme. The process allows the identification of measures which are likely to prevent the maximum number of collisions and/or reduce the severity of the resulting injuries at each site or along each route.

1.3.2.1.3. A variable number of Local Safety Schemes can be put forward for consideration as a result of the annual assessment process. Overall scheme priority compared to other types of schemes, such as Safer Routes to School projects, will then be determined in accordance with the Local Transport Plan Prioritisation Framework, which was agreed at the 20th January 2011 Cabinet Decision Session.

1.3.2.2. Single Site Study

1.3.2.2.1. For information, the 2010 study of personal injury collision clusters is included as Appendix A.

1.3.2.2.2. Locally, collision clusters are defined as locations where there are four or more collisions within a 20 metre radius, during the three year study period.

1.3.2.2.3. To determine priority, the list of clusters is ranked based on total number of collisions. Where the number of collisions is the same, the site with the highest number of casualties or the most severe injuries will rank highest.

1.3.2.2.4. Once this part of the process is complete, the top 20 priority sites are looked at in more detail. Generally, a sufficient number of potential schemes can be devised based on the sites listed in the top 20.

1.3.2.2.5. Of the 20 or so sites in the priority list, some will be discounted on the basis of one or more of the following reasons:

- Safety improvements have been implemented at this location within the last year;
- Safety improvements have been implemented at this location within the last three years and the number of collisions has since reduced;
- Safety improvements are proposed or due to be implemented at this location;
- Another project or initiative is underway which is likely to contribute to improved road safety at this location; and
- A significant development is planned nearby which is likely to have an impact on the public highway or road safety at the location being considered.

- 1.3.2.2.6. If a site is to be excluded from the study the reason why is recorded in a comments column, along with other key information and/or observations for future reference.
- 1.3.2.2.7. At this stage, specific collision information for all remaining sites in the top 20 is interrogated. For each cluster, analysis of the key details of each collision allows identification of any trends and this information is fed into a site report, which includes a breakdown of all the manoeuvres involved.
- 1.3.2.2.8. With this information to hand, each location is visited to see what features already exist and to examine what may be contributing to the number or type of collisions. These visits provide the opportunity to determine what interventions are feasible and most appropriate.
- 1.3.2.2.9. The single site assessment and all site reports are updated throughout and will include a record of any significant observations, recommendations and actions taken or to be taken.

1.3.2.3. Route Study

- 1.3.2.3.1. Collision data is also extracted for key routes across the Borough to highlight those roads or sections of road which experience a higher than expected number of collisions and casualties.
- 1.3.2.3.2. This study initially includes all A and B classified roads and a number of key local routes. Please see Appendix B for a plan showing the routes which are assessed each year.
- 1.3.2.3.3. Alternative routes, for example smaller residential roads, can also be fed into the assessment at any stage, although the potential for casualty reduction has proved to be comparatively low on roads not included in Appendix B.
- 1.3.2.3.4. For information, the 2010 study of these key routes is included as Appendix C.
- 1.3.2.3.5. To determine priority each year, the list of routes is ranked based on three different criteria;
 - Total number of collisions;
 - Total number of casualties; and
 - Injury collisions per 100 million vehicle kilometres; a calculation of collision rate recommended by the Department for Transport, which takes into consideration length of road and traffic flow.
- 1.3.2.3.6. The average rank determines the overall priority of the route. Where the average rank is the same, the site with the highest number of casualties or the most severe injuries will rank highest. Generally, only the top 20 priority routes are then looked at in more detail.
- 1.3.2.3.7. Routes can be discounted for any of the reasons listed in paragraph 1.3.2.2.6. The specific grounds for exclusion are recorded in the comments column, along with other key information and/or observations for future reference.
- 1.3.2.3.8. As with the single site study, the routes which remain a high priority are examined further, through detailed collision analysis and site visits.

1.3.2.3.9. The route study and all site reports are updated throughout and will include a record of any significant observations, recommendations or actions taken or to be taken.

1.3.2.4. Area Study

1.3.2.4.1. At times, the single site and route studies may indicate that a local area or a network of roads could be investigated as a whole.

1.3.2.4.2. To achieve a greater overall reduction in collisions and casualties it may be appropriate to consider one area-wide scheme rather than one or more smaller schemes.

1.3.2.4.3. If an area of concern is identified, it will be subjected to the aforementioned assessment process alongside single sites and routes. It is then necessary to ascertain priority and value for money compared to other potential schemes.

1.3.2.5. Mass Action Plan

1.3.2.5.1. It can also be useful to study collision information based on junction type or specific conditions. For example, examination of collision clusters at priority crossroad junctions or the location of all incidents which have occurred in the dark.

1.3.2.5.2. This method allows identification of distinct trends to highlight any problems on the road network. This allows the development of a targeted solution, which is likely to ensure a significant reduction in the number of road traffic casualties at that location or at a number of locations.

1.3.2.5.3. Any Mass Action Plan schemes will be subjected to the aforementioned assessment process alongside single sites and routes. It is then necessary to ascertain priority and value for money compared to other potential schemes.

1.4. Financial Implications

1.4.1.1.1. To date, provision has been made in the Local Safety Scheme element of the annual Local Transport Plan to cover the cost of the assessment process, including detailed investigation and scheme development.

1.4.1.1.2. At the meeting on 27th January, Full Cabinet approved the emerging LTP3 Capital Programme for 2011/12, which included a provisional allocation of £10,000 for the development of Local Safety Schemes. The final LTP Programme for 2011/12, including the final allocation for Local Safety Schemes, will be reported to Cabinet in April 2011. The Assessment process referred to in this report is therefore subject to the final approval of funding by Cabinet in April.

1.5. Environmental Implications

1.5.1.1.1. There are no significant environmental implications associated with the introduction of this policy.

1.6. Community Safety Implications

1.6.1.1.1. There are no significant safety implications as a direct result of this policy.

1.7. Risk Implications

1.7.1.1.1. The Corporate Risk Management Approach has been complied with to identify and assess the significant risks associated with this decision/project. This includes (but is not limited to) political, legislation and reputation risks.

- 1.7.1.1.2. The approach is not intended to eliminate all risks and not all the risks identified can be managed all of the time. Also, risks will still exist that have not been identified.
- 1.7.1.1.3. However, based on the information provided, it is the officers' opinion that the significant risks have been identified, assessed and arrangements are in place to manage them effectively.
- 1.7.1.1.4. This assessment identified that there are no net 'red' risks that need to be reported.

1.8. Ward Members Views

- 1.8.1.1.1. Members were advised of the content of this document and were invited to comment on the Local Safety Scheme assessment process.
- 1.8.1.1.2. Any feedback now received will be reported verbally at the meeting.

1.9. Consultation Undertaken – Category A: Information Gathering

- 1.9.1.1.1. No formal consultation has taken place during the development of this policy.

1.10. Positive about People

- 1.10.1.1.1. The introduction of this policy will aid the development of Local Safety Schemes which are likely to prevent collisions and/or to reduce the severity of the injuries sustained.
- 1.10.1.1.2. It is anticipated that this policy will ensure an agreed and transparent approach to the identification of sites or routes which are considered to be a priority for safety improvements.

1.11. Background Papers

- 1.11.1.1.1. The Road Traffic Act 1988 and the Road Traffic Act 1991 (Amended Act);
- 1.11.1.1.2. Department of Transport, Reported Road Casualties Great Britain: 2009 Annual Report; and
- 1.11.1.1.3. Department of Transport, Transport Analysis Guidance (TAG) unit 3.4.1D: The Accidents Sub-Objective (January 2010 Draft).

FOR DECISION

Cabinet Member is asked to approve:

- (i) The formalisation of a Council policy to carry out an annual assessment of personal injury collisions in Solihull to identify locations which may require safety improvements; and
- (ii) The assessment process used to determine relative priority and to identify and develop safety improvement schemes, as outlined in section 1.3.2.

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Wards Affected: All

2011-2012 Local Safety Scheme (Single Site) Analysis

APPENDIX A

		Personal Injury Collisions 3 Years (2007 to 2009)															
Rank	Description	COLLISIONS						CASUALTIES						OUTPUT	COMMENTS	Statement of Actions	
		All	Fatal	Serious	Slight	Severity Index	Rank based on severity index	All	Fatal	Serious	Slight	Severity Index	Rank based on severity index				
1	Warwick Road/Lode Lane	10	0	0	10	0.000	11=	13	0	0	13	0.00	11=	1) PIC Plot 2) PIC Data	Local Safety Scheme 2010-2011.	Monitor. No further action required at this time.	
2	Stratford Road/Haslucks Green Road	9	0	2	7	0.222	6	15	0	2	13	0.13	9=	1) PIC Plot 2) PIC Data	Awaiting further details of Heart of Shirley scheme prior to developing any scheme or carrying out any maintenance. Information relayed to Stratford Road Route Study Team.	No further action required at this time.	
3	Warwick Road/M42	8	0	1	7	0.125	10	9	0	1	8	0.11	10	1) PIC Plot 2) PIC Data	Liaising with HA regarding M42 Junction 5 roundabout improvements. Speed limit reduced to 50mph on Solihull Bypass and Junction 5 RBT.	Monitor. No further action required at this time.	
4	Solihull Bypass/Yew Tree Lane	7	0	3	4	0.429	2	11	0	4	7	0.36	2	1) PIC Plot 2) PIC Data	71% of PICs occurred on a wet road surface. 30mph gateway signage improvements to be implemented shortly. See PIC report.	Investigate possibility of all red rest phase at night. Install separate right-turn filter stage and improve pedestrian crossing facilities.	
5	Chester Road east of Hurst Lane	7	0	2	5	0.286	4	9	0	2	7	0.22	6	1) PIC Plot 2) PIC Data	Information relayed to Chester Road Route Study Team.	No further action required at this time.	
6	Warwick Road/Poplar Road	7	0	1	6	0.143	9	7	0	1	6	0.14	8=	1) PIC Plot 2) PIC Data	Local Safety Scheme 2010-2011.	Monitor. No further action required at this time.	
7	Poplar Road/Station Road	7	0	0	7	0.000	11=	7	0	0	7	0.00	11=	1) PIC Plot 2) PIC Data	Local Safety Scheme 2010-2011.	Monitor. No further action required at this time.	
8	Birmingham Road/Auckland Drive	6	0	1	5	0.167	8	7	0	1	6	0.14	8=	1) PIC Plot 2) PIC Data	Wide lanes, fast approach. 30mph gateway signage improvements to be implemented nearby. See PIC report.	Hatching to reduce lane width. Antiskid on the approach and circulatory. Pull Give Way line back to physical kerb and refresh all existing carriageway markings.	
9	Lode Lane/Solihull Bypass	6	0	0	6	0.000	11=	12	0	0	12	0.00	11=	1) PIC Plot 2) PIC Data	Little scope for engineering measures. 30mph gateway signage improvements to be implemented shortly.	Investigate possibility of all red rest phase at night in line with Bypass/Yew Tree Lane junction. No further action required at this time	
10	Waste Lane/Hodgett's Lane	6	0	0	6	0.000	11=	8	0	0	8	0.00	11=	1) PIC Plot 2) PIC Data	Speed limit on Waste Ln/Nailcote Ln recently changed to 40mph. Speed limit on Hodgetts Lane to be reviewed under C and Unclassified Roads Speed Limit Review. Safety improvements implemented in 2009.	Monitor. No further action required at this time.	
11	Stratford Road South of Jacey Road	5	0	2	3	0.400	3	6	0	2	4	0.33	3=	1) PIC Plot 2) PIC Data	Information relayed to Stratford Road Route Study Team.	No further action required at this time.	
12	Stratford Road/Solihull Road	5	0	1	4	0.200	7=	8	0	1	7	0.13	9=	1) PIC Plot 2) PIC Data	Information relayed to Stratford Road Route Study Team.	No further action required at this time.	
13	Warwick Road/Jacobean Lane	5	0	1	4	0.200	7=	7	0	2	5	0.29	4	1) PIC Plot 2) PIC Data	30mph gateway signage improvements to be implemented shortly. See PIC report.	Grey HFS on both approaches to junction. Existing lane markings to be refreshed. Junction warning signs plus VAS and SLOW markings on A4141 on each approach. Vegetation to be cut back .	

2011-2012 Local Safety Scheme (Single Site) Analysis

APPENDIX A

14	Stratford Road South of Stanway Road	5	0	1	4	0.200	7=	5	0	1	4	0.20	7	1) PIC Plot 2) PIC Data	Information relayed to Stratford Road Route Study Team.	No further action required at this time.
15	M42/Solihull Bypass	5	0	0	5	0.000	11=	7	0	0	7	0.00	11=	1) PIC Plot 2) PIC Data	Liaising with HA regarding M42 Junction 5 roundabout improvements. Speed limit soon to be 50mph on Solihull Bypass and Junction 5 RBT.	Monitor. No further action required at this time.
16	Stratford Road/SchoolRoad/Union Road	5	0	0	5	0.000	11=	6	0	0	6	0.00	11=	1) PIC Plot 2) PIC Data	Information relayed to Stratford Road Route Study Team.	No further action required at this time.
17	Stratford Road/Jacey Road	4	0	0	4	0.000	11=	10	0	0	10	0.00	11=	-	Information relayed to Stratford Road Route Study Team.	No further action required at this time.
18	Hob's Moat Road south of Melton Avenue	4	0	0	4	0.000	11=	9	0	0	9	0.00	11=	-	Resurfaced in 2010. No clusters or trends to note.	Monitor. No further action required at this time.
19	Table Oak Lane/Holly Lane/Brees Lane	4	0	0	4	0.000	11=	8	0	0	8	0.00	11=	1) PIC Plot 2) PIC Data	Visibility and signage limited. NMG crossroads scheme in-house.	New and replacement warning signage to include yellow backing boards, where appropriate. Refresh carriageway markings and remove vegetation to improve visibility.
20	Norton Lane/Wood Lane/Cleobury Lane	4	0	0	4	0.000	11=	8	0	0	8	0.00	11=	-	Local Safety Scheme 2010-2011.	Monitor. No further action required at this time.
21	Bickenhill Parkway south of Chester Road	4	0	0	4	0.000	11=	7	0	0	7	0.00	11=	-		
22	Warwick Road/Seven Star Road	4	0	0	4	0.000	11=	7	0	0	7	0.00	11=	-		
23	Stratford Road/Stanway Road	4	0	0	4	0.000	11=	7	0	0	7	0.00	11=	-		
24	Poplar Road north of High Street	4	0	1	3	0.250	5=	6	0	2	4	0.33	3=	-		
25	Coventry Road/Damson Parkway/Terminal Road	4	0	0	4	0.000	11=	6	0	0	6	0.00	11=	-		
26	Lode Lane/Henley Crescent	4	0	0	4	0.000	11=	6	0	0	6	0.00	11=	-		
27	Coleshill Heath Road/Chester Road	4	0	0	4	0.000	11=	6	0	0	6	0.00	11=	-		
28	Chelmsley Road/Moorend Avenue	4	0	0	4	0.000	11=	5	0	0	5	0.00	11=	1) PIC Plot 2) PIC Data		
29	Warwick Road/New Road	4	0	0	4	0.000	11=	5	0	0	5	0.00	11=	-		
30	Warwick Road/Dovehouse Lane	4	0	0	4	0.000	11=	5	0	0	5	0.00	11=	-		
31	Kenilworth Road/Kelsey Lane/Alder Lane	4	0	0	4	0.000	11=	5	0	0	5	0.00	11=	-		
32	Stratford Road south of Shakespeare Drive	4	0	2	2	0.500	1	4	0	2	2	0.50	1	-		
33	Warwick Road west of George Road	4	0	1	3	0.250	5=	4	0	1	3	0.25	5=	1) PIC Plot 2) PIC Data		
34	Blossomfield Road/Dorchester Road	4	0	1	3	0.250	5=	4	0	1	3	0.25	5=	-		
35	Warwick Road/Mill Lane	4	0	1	3	0.250	5=	4	0	1	3	0.25	5=	-		
36	Warwick Road/Brookvale Road	4	0	0	4	0.000	11=	4	0	0	4	0.00	11=	1) PIC Plot 2) PIC Data		
37	Moorend Avenue south of Chelmsley Circle	4	0	0	4	0.000	11=	4	0	0	4	0.00	11=	-		

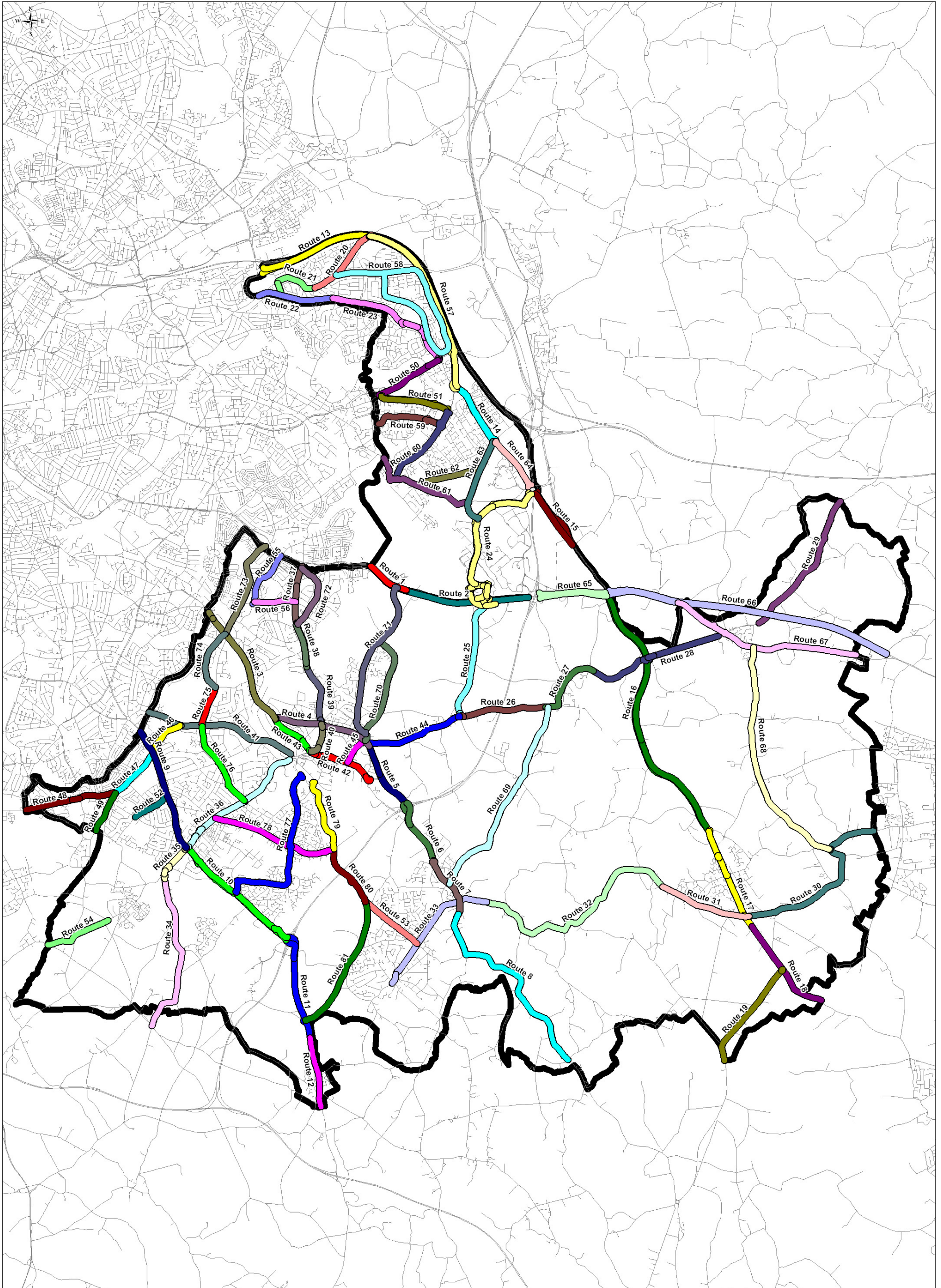
2011-2012 Local Safety Scheme (Single Site) Analysis

38	Warwick Road south of Marsh Lane	4	0	0	4	0.000	11=	4	0	0	4	0.00	11=	-		
39	Warwick Road east of Union Road	4	0	0	4	0.000	11=	4	0	0	4	0.00	11=	-		

Based on 4 accidents within 20 metres from all accidents 2007 - 2009

KEY:

	Not considered a priority, no further work required this year.
	Activity recently or soon to be carried out, no additional action required this year.
	Not considered a priority this year for other reasons, as stated.
	Not considered to be a viable option post analysis and site visit.
	Previous LSS briefs to be resent.
	Potential LSS Sites.



2011-2012 Local Safety Scheme (Route) Analysis

APPENDIX C

All Routes (Ranked on Average Rank)			Personal Injury Collisions 3 Years (2007 to 2009)																					
			COLLISIONS						CASUALTIES															
Overall Rank	Route No.	Route Description	All	Fatal	Serious	Slight	Severity Index	Rank based on Collisions	All	Fatal	Serious	Slight	Severity Index	Rank based on Casualties	Average 12 Hour Traffic Flow	Length (KM)	Rate per 100 Million Veh. KM	DfT 'Expected' Rate	Difference	Rank based on Rate	Average Rank (Collisions + Casualties + Rate)	Output	Comments	Actions
1	9	A34 Stratford Road bet boundary & Marshall Lake Road	103	0	16	87	0.155	1	143	0	22	121	0.154	1	26975	4.17	108.90	66	42.90	12	5	1) PIC Plot 2) PIC Data	Amended Heart of Shirley scheme due to be considered by planning committee in November 2010. Permanent Vehicle Activated signs installed in 2009, another due to be implemented shortly. Existing traffic calming in Shirley. Potential modifications to be made to School Lane roundabout junction 2011-2012. Information relayed to Stratford Road Route Study Team.	Monitor. No further action required at this time.
2	50	Cooks Lane bet Chester Road & Chemsley Road	26	0	2	24	0.077	5	34	0	2	32	0.059	6	12909	1.60	143.90	54	89.90	4	5	1) PIC Plot 2) PIC Data	Permanent Vehicle Activated sign installed in 2009. Existing humped zebra crossings. Collisions spread out along route. See PIC Report.	Traffic calming scheme.
3	3	A41 Warwick Road bet Seven Star Road & boundary	45	0	2	43	0.044	2	62	0	2	60	0.032	2	19724	2.76	87.08	66	21.08	19	8	1) PIC Plot 2) PIC Data	Permanent Vehicle Activated sign due to be installed in 2010-11. Information relayed to Warwick Road Route Study Team. See PIC Report.	Hump two existing zebra crossings in Olton Hollow and erect humped crossing warning signs.
4	48	Colebrook Road/High St, Solihull Lodge bet H'lucks Green Rd & boundary	23	0	3	20	0.130	8	32	0	3	29	0.094	7	12016	2.05	111.22	54	57.22	11	9	-	Local Safety Scheme 2010-2011. Permanent Vehicle Activated signs installed in 2009.	No further action required at this time.
5	42	B4025 Warwick Road bet Lode Lane & Brueton Park Roundabout	41	0	4	37	0.098	3	47	0	4	43	0.085	3	21131	2.41	78.01	54	24.01	23	10	1) PIC Plot 2) PIC Data	Single Site Local Safety Schemes 2009-2010 at Poplar Road junction and 2010-2011 at Lode Lane junction. Proposed signal changes and pedestrian facilities at New Road junction to encourage walking 2011-2012. Potential mobile enforcement site.	Monitor. No further action required at this time.
6	36	B4102 Marshall Lake Road/Blossomfield Rd bet A34 Stratford Rd & Streetsbrook Rd	32	2	4	26	0.188	4	46	3	6	37	0.196	4	14936	3.29	80.21	54	26.21	22	10	1) PIC Plot 2) PIC Data	Safety camera installed on Blossomfield Road in 2009; 0 collisions at this location since. Proposed signal changes and pedestrian facilities at Widney Lane junction to encourage walking 2011-2012. No other clusters or trends to note.	Monitor. No further action required at this time.
7	37	B425 Hobs Moat Road bet boundary & Lode Lane	23	0	2	21	0.087	9	31	0	2	29	0.065	8	17586	1.37	96.19	54	42.19	15	11	1) PIC Plot 2) PIC Data	New pedestrian crossing facility installed 2010. Resurfaced in 2010. No clusters or trends to note.	Monitor. No further action required at this time.
8	60	Moorend Avenue/Alcott Lane bet Chemsley Road & Station Road	20	0	3	17	0.150	12	26	0	3	23	0.115	12	7808	2.32	121.34	54	67.34	9	11	1) PIC Plot 2) PIC Data	Local Safety Scheme 2010-2011 north of Bosworth Drive. Existing traffic calming south of Bosworth Drive. No other clusters or trends to note.	No further action required at this time.
9	41	B4025 Streetsbrook Road bet Lode Lane & boundary	24	1	1	22	0.083	6	37	1	1	35	0.054	5	14676	3.32	56.75	54	2.75	30	14	1) PIC Plot 2) PIC Data	Single Site Local Safety Scheme 2007- 2008 at Olton Road junction, resubmitted in 2010-2011. Second safety camera installed in 2009; 0 collisions at this location since. Permanent Vehicle Activated sign due to be installed in 2010-11. No other clusters or trends to note.	Monitor. No further action required at this time.
10	40	B425 Lode Lane bet Warwick Road & Seven Star Road	15	0	1	14	0.067	17	22	0	1	21	0.045	16	16384	0.95	108.23	54	54.23	14	16	1) PIC Plot 2) PIC Data	Four collisions at the junction have been discounted in this case as they are directly associated with the operation of the roundabout junction with Warwick Road and a Single Site Local Safety Scheme 2010-2011 has now been implemented at this junction. Little scope for engineering intervention elsewhere.	Monitor. No further action required at this time.
11	47	Haslucks Green Road bet Stratford Road & Colebrook Road	18	0	5	13	0.278	14	20	0	5	15	0.250	17	15306	1.15	86.85	54	32.85	20	17	-	Local Safety Scheme 2008-2009. Permanent Vehicle Activated signs installed in 2009.	Significant reduction in casualties in last two years. No further action required at this time.

12	4	A41 Seven Star Road/Solihull Bypass bet A41 Warwick Road & Hampton Lane	15	0	5	10	0.333	16	27	0	6	21	0.222	9	13695	2.55	59.12	66	-6.88	28	18	-	Single Site Local Safety Scheme 2011-2012 identified at Yew Tree Lane junction. Potential for a rest on red scheme at all signals along this route.	No further action required at this time.
13	39	B425 Lode Lane bet Dove House Lane & Seven Star Road	20	0	4	16	0.200	11	26	0	6	20	0.231	11	16384	1.42	54.11	54	0.11	33	18	1) PIC Plot 2) PIC Data	Two safety cameras operational on this section.	Significant reduction in casualties in last two years; only 3 casualties during the most recent 12 months. No further action required at this time.
14	72	Old Lode Lane	11	0	2	9	0.182	26	18	0	2	16	0.111	21	6612	1.51	137.23	54	83.23	6	18	-	Local Safety Scheme and Safer Routes to School Scheme proposed in 2010-2011. Deferred and due to be revised. Permanent Vehicle Activated signs installed in 2008.	Monitor. No further action required at this time.
15	23	B4114 Chester Road bet Hurst Lane North & Cooks Lane	23	1	2	20	0.130	7	26	1	2	23	0.115	10	13121	3.54	45.48	54	-8.52	41	19	1) PIC Plot 2) PIC Data	Main SpeedVisor location 2009-2010 & 2010-2011. Four pedestrian casualties at same location within 3 year period. No other clusters or trends to note. See PIC Report.	Uncontrolled pedestrian crossing facility with wide central refuge or signalised crossing facility nr Morrisons. Remove deceleration lane at Hazelhurst Road. Vehicle Activated Speed Sign in each direction.
16	43	B425 Warwick Road bet Lode Lane & Seven Star Road	12	0	0	12	0.000	25	16	0	0	16	0.000	26	10005	1.06	114.42	54	60.42	10	20	1) PIC Plot 2) PIC Data	Mini SpeedVisor location 2010-2011. Narrow footpaths. Little scope for engineering intervention.	Monitor. No further action required at this time.
17	55	Lyndon Road bet Ulleries Road & boundary	12	0	3	9	0.250	24	14	0	3	11	0.214	32	7298	1.26	133.51	54	79.51	8	21	-	Lyndon Safer Routes to School Scheme implemented in 2010, including traffic calming features.	Monitor. No further action required at this time.
18	52	Bills Lane bet Stratford Road & Burman Road	11	0	0	11	0.000	28	14	0	0	14	0.000	35	5798	0.83	227.65	54	173.65	1	21	-	Local Safety Scheme and Safer Routes to School Scheme proposed in 2010-2011. Deferred.	Monitor. No further action required at this time.
19	62	Coleshill Road bet Station Road MG & Coleshill Heath Road	9	0	2	7	0.222	37	15	0	2	13	0.133	28	4468	1.45	203.20	54	149.20	2	22	1) PIC Plot 2) PIC Data	Single Site Local Safety Scheme 2010-2011 at Station Road Junction. No other clusters or trends to note.	Monitor. No further action required at this time.
20	58	Green Lane/Auckland Drive/Windward Way	14	2	1	11	0.214	19	18	2	1	15	0.167	18	4691	6.05	56.34	54	2.34	32	23	-	Proposed community traffic calming scheme on Auckland Drive 2011-2012. Existing traffic calming on Green Lane.	Monitor. No further action required at this time.
21	49	Haslucks Green Road bet Colebrook Road & boundary	10	0	1	9	0.100	32	13	0	1	12	0.077	38	6635	0.90	165.68	54	111.68	3	24			
22	63	Coleshill Heath Road bet Chester Road & Bickenhill Parkway	10	0	2	8	0.200	31	17	0	2	15	0.118	23	8349	2.01	86.25	54	32.25	21	25			
23	59	Bosworth Drive bet Moorend Ave & boundary	9	0	4	5	0.444	35	14	0	6	8	0.429	30	7699	1.75	87.92	54	33.92	18	28			
24	46	Olton Road bet Streetsbrook Road & Stratford Road	9	0	1	8	0.111	40	13	0	1	12	0.077	37	10567	0.78	134.59	54	80.59	7	28			
25	30	B4101 Kelsey Lane/Waste Lane/Nailcote Lane/Tanners Lane to boundary	10	0	3	7	0.300	29	14	0	4	10	0.286	31	4072	4.08	60.94	52	8.94	27	29			
26	17	A452 Kenilworth Road bet Alder Lane & Hallmeadow Road	9	0	3	6	0.333	34	18	0	3	15	0.167	20	13032	2.47	50.44	66	-15.56	36	30			
27	78	Widney Lane bet Marshall Lake Road & Widney Manor Road	13	0	0	13	0.000	22	17	0	0	17	0.000	24	11308	2.95	44.62	54	-9.38	43	30			
28	10	A34 Stratford Road bet M42 junction 4 & Marshall Lake Road	20	0	4	16	0.200	10	25	0	4	21	0.160	13	26653	5.97	13.46	66	-52.54	71	31			
29	24	B4438 Bickenhill Lane bet A45 & A452	18	0	0	18	0.000	15	25	0	0	25	0.000	14	12304	9.35	16.37	52	-35.63	67	32			
30	33	B4101 Station Rd/Kenilworth Road bet Grange Road & Canal Bridge	12	1	3	8	0.333	23	14	1	3	10	0.286	29	8115	3.03	44.31	54	-9.69	44	32			
31	20	B4118 Water Orton Road bet Chester Road & boundary	9	0	1	8	0.111	39	13	0	1	12	0.077	36	8461	1.68	69.72	54	15.72	25	33			
32	2	A45 Coventry Road bet Old Damson Lane & M42	18	1	1	16	0.111	13	22	1	1	20	0.091	15	35224	5.25	9.43	34	-24.57	74	34			
33	77	Monkspath Hall Road	15	0	1	14	0.067	18	18	0	1	17	0.056	22	14846	4.70	20.80	54	-33.20	62	34			
34	51	Chemsley Road bet Cooks Lane & Moorend Avenue	13	0	0	13	0.000	21	14	0	0	14	0.000	34	10184	2.97	40.48	54	-13.52	46	34			
35	6	A4141 Warwick Rd bet M42 RBT & Wychwood Avenue	10	0	2	8	0.200	30	15	0	3	12	0.200	27	14602	1.96	39.85	66	-26.15	47	35			
36	13	A452 Collector Road bet Water Orton Road and Newport Road	11	0	0	11	0.000	27	16	0	0	16	0.000	25	10197	4.84	25.40	66	-40.60	58	37			
37	31	B4101 Balsall Street/East/Alder Lane bet Kenilworth Road and Saracen Drive	8	0	0	8	0.000	46	11	0	0	11	0.000	49	4588	1.97	91.43	52	39.43	17	37			
38	16	A452 Kenilworth Road bet A45 & Hallmeadow Road	14	0	2	12	0.143	20	18	0	3	15	0.167	19	15859	11.77	7.39	34	-26.61	76	38			
39	34	B4102 Tanworth Lane bet Blackford Road & boundary	8	0	2	6	0.250	43	11	0	3	8	0.273	44	4840	3.50	64.30	52	12.30	26	38			
40	22	B4114 Bradford Road bet boundary & Chester Road	6	0	1	5	0.167	54	14	0	1	13	0.071	33	12265	1.61	56.58	54	2.58	31	39			
41	56	Ulleries Road bet Hobs Moat Rd & Lyndon Road	8	0	0	8	0.000	48	8	0	0	8	0.000	60	7524	0.88	108.73	54	54.73	13	40			
42	54	Lowbrook Ln/Dickens Heath Rd bet boundary & Birchy Leasowes Lane	7	0	2	5	0.286	50	8	0	2	6	0.250	57	5483	1.44	94.76	52	42.76	16	41			

43	21	B4118 Chester Road/B4552 Hall Road bet Birmingham Road & Water Orton Road	7	0	0	7	0.000	52	7	0	0	7	0.000	65	3193	1.20	138.80	54	84.80	5	41		
44	53	Widney Road bet Station Road & Four Ashes Road	8	0	0	8	0.000	47	9	0	0	9	0.000	55	7614	1.38	73.64	54	19.64	24	42		
45	76	Prospect Lane/Danford Lane bet Streetsbrook Road & Blossomfield Road	9	0	2	7	0.222	38	11	0	2	9	0.182	48	10167	1.99	45.15	54	-8.85	42	43		
46	25	B4438 Catherine-de-Barnes Lane	8	0	1	7	0.125	44	12	0	1	11	0.083	39	4873	2.54	39.42	52	-12.58	48	44		
47	38	B425 Lode Lane bet Old Lode Lane & Dove House Lane	9	1	0	8	0.111	33	11	1	0	10	0.091	41	19780	1.85	19.72	54	-34.28	64	46		
48	8	A4141 Warwick Road bet High Street & Netherwood Lane	8	0	2	6	0.250	41	11	0	2	9	0.182	47	5694	4.47	32.49	34	-1.51	51	46		
49	68	Spencers Lane/Meriden Road/Berkswell Road	5	0	2	3	0.400	65	11	0	2	9	0.182	46	2766	5.06	56.85	52	4.85	29	47		
50	57	A452 Collector Road bet Water Orton Road & Chester Road	9	0	2	7	0.222	36	11	0	2	9	0.182	45	13255	8.09	20.65	66	-45.35	63	48		
51	79	Widney Manor Road bet Widney Lane & Princes Way	6	0	3	3	0.500	53	9	0	5	4	0.556	53	8665	1.66	47.65	54	-6.35	37	48		
52	61	Station Road MG/Bickenhill Road bet boundary & Coleshill Heath Road	7	0	1	6	0.143	51	8	0	1	7	0.125	58	6337	2.56	52.76	54	-1.24	34	48		
53	14	A452 Chester Road bet Collector Road & Coleshill Heath Road	8	0	2	6	0.250	42	11	0	4	7	0.364	43	16764	3.02	16.50	66	-49.50	66	50		
54	28	B4102 Meriden Road/Hampton Lane bet Lapwing Drive & Fillongley Road	5	0	2	3	0.400	62	10	0	2	8	0.200	50	6539	3.05	46.69	52	-5.31	39	50		
55	1	A45 Coventry Road bet boundary & Old Damson Lane	8	0	0	8	0.000	45	12	0	0	12	0.000	40	35823	1.89	13.33	34	-20.67	72	52		
56	29	B4102 Fillongley Road bet Leys Lane & boundary	5	0	2	3	0.400	63	9	0	2	7	0.222	54	4833	3.23	45.66	52	-6.34	40	52		
57	71	Damson Parkway/Damson Lane bet A45 & Yew Tree Lane	5	0	1	4	0.200	68	11	0	6	5	0.545	42	5531	4.41	33.68	54	-20.32	49	53		
58	32	B4101 Kenilworth Road/Balsall Street bet Watery Lane & Magpie Lane	5	1	1	3	0.400	58	9	1	3	5	0.444	52	4655	4.95	33.29	52	-18.71	50	53		
59	7	A4141 High Street/Warwick Road bet B4101 Kenilworth Road & Wychwood Avenue	7	0	2	5	0.286	49	7	0	2	5	0.286	61	10473	1.66	31.40	66	-34.60	52	54		
60	26	B4102 Solihull Road bet Catherine-de-Barnes Lane & Eastcote Lane	5	0	2	3	0.400	61	6	0	2	4	0.333	67	4873	1.87	52.28	52	0.28	35	54		
61	18	A452 Kenilworth Road Alder Lane to boundary	5	1	0	4	0.200	59	8	1	1	6	0.250	56	10247	2.24	27.83	34	-6.17	55	57		
62	74	Kineton Green Road bet Warwick Road & St. Bernards Road	5	0	1	4	0.200	69	7	0	1	6	0.143	63	9022	1.38	47.58	54	-6.42	38	57		
63	64	A452 Chester Road bet Coleshill Heath Road & Bickenhill Parkway	6	0	0	6	0.000	57	7	0	0	7	0.000	66	15536	1.41	27.30	34	-6.70	56	60		
64	65	A45 bet Chester Road & M42	6	0	1	5	0.167	55	10	0	1	9	0.100	51	32562	4.49	6.21	34	-27.79	77	61		
65	15	A452 Chester Road bet M42 & Packington Lane	5	0	2	3	0.400	60	7	0	2	5	0.286	62	12380	2.76	14.85	34	-19.15	69	64		
66	19	A4177 Meer End Road bet Birmingham Road & boundary	5	0	1	4	0.200	67	6	0	1	5	0.167	70	6379	2.45	28.80	34	-5.20	54	64		
67	69	Eastcote Lane/Knowle Road/Hampton Road	5	0	2	3	0.400	66	6	0	2	4	0.333	69	3610	4.76	26.25	52	-25.75	57	64		
68	44	B4102 Hampton Lane bet Solihull Bypass & Catherine-de-Barnes Lane	5	0	2	3	0.400	64	6	0	2	4	0.333	68	11507	2.13	21.39	52	-30.61	61	64		
69	45	B4102 Hampton Lane bet Solihull Bypass & Warwick Road	3	0	0	3	0.000	73	4	0	0	4	0.000	73	14169	0.56	42.41	54	-11.59	45	64		
70	12	A3400 Stratford Road bet boundary & Box Trees Road	4	0	0	4	0.000	72	6	0	0	6	0.000	71	9999	1.50	30.42	66	-35.58	53	65		
71	66	A45 bet Kenilworth Road & boundary	6	0	1	5	0.167	56	8	0	1	7	0.125	59	27490	13.16	1.77	34	-32.23	81	65		
72	73	Richmond Road/Wagon Lane bet Warwick Road & boundary	5	0	0	5	0.000	71	5	0	0	5	0.000	72	8106	2.20	24.51	54	-29.49	59	67		
73	5	A41 Solihull Bypass bet M42 junction 5 & Hampton Lane	5	0	0	5	0.000	70	7	0	0	7	0.000	64	23788	2.33	13.76	66	-52.24	70	68		
74	75	St. Bernards Road bet Streetsbrook Road & Grange Road	3	0	0	3	0.000	75	3	0	0	3	0.000	75	12896	0.85	21.54	54	-32.46	60	70		
75	27	B4102 High Street bet Solihull Road & Meriden Road	2	0	1	1	0.500	76	2	0	1	1	0.500	76	5866	1.53	19.48	52	-32.52	65	72		
76	67	B4102 Birmingham Road/Main Road, Meriden	3	0	0	3	0.000	74	3	0	0	3	0.000	74	4909	4.37	11.92	52	-40.08	73	74		
77	35	B4102 Blackford Road bet Stratford Road & Tanworth Lane	2	0	1	1	0.500	77	2	0	1	1	0.500	77	9474	1.13	16.02	54	-37.98	68	74		
78	70	Damson Parkway bet Damson Lane & Yew Tree Lane	2	0	0	2	0.000	79	2	0	0	2	0.000	79	6979	2.44	8.75	54	-45.25	75	78		
79	11	A3400 Stratford Road bet M42 junction 4 & Box Trees Road	2	0	0	2	0.000	78	2	0	0	2	0.000	78	11076	2.94	4.61	34	-29.39	79	78		
80	81	Box Trees Road/Four Ashes Road bet A3400 Stratford Road & Widney Road	1	0	1	0	1.000	80	1	0	1	0	1.000	80	6091	3.06	3.89	52	-48.11	80	80		
81	80	Widney Manor Road bet Widney Lane & Four Ashes Road	1	0	0	1	0.000	81	1	0	0	1	0.000	81	11554	1.56	4.73	52	-47.27	78	80		

KEY:

	Not considered a priority, no further work required at this time.
	Activity recently or soon to be carried out, no additional action required at this time.
	Not considered a priority this year for other reasons, as stated.
	Not considered to be a viable option post analysis and site visit.
	Previous LSS briefs to be resent.
	Potential LSS Sites.