

2019 Local Safety Scheme - Single Site Analysis

Based on 4 collisions within a 20 metre radius in Solihull 2016 - 2018

KEY:

	Potential 2020-2021 schemes.
	Activity recently or soon to be carried out (see comments.)
	Not considered to be a viable option post analysis and/or site visit (see comments).
	The site is the responsibility of Highways England.

NB - West Midlands Police use a computer programme called CRASH to record collisions which have resulted in personal injury.

All Single Site Clusters (Ranked on All Collisions)		COLLISIONS				CASUALTIES				OUTPUT	COMMENTS	Statement of Actions
Rank	Description	All	Fatal	Serious	Slight	All	Fatal	Serious	Slight			
1	Hobs Moat Road by Ulleries Road.	16	0	5	11	22	0	5	17	Data	Turning manoeuvres associated with the junction including failing to look properly have been identified as causation factors.	Investigate the possibility of introducing a traffic signalised junction incorporating a pedestrian phase.
2	A34 Stratford Road/Blackford Road Roundabout	11	0	2	9	14	0	2	12	Data	Driving with excessive speed on the A34 Stratford Road is a contributory factor in some of the incidents.	Consider surfacing the A34 Stratford Road approaches with PSV +65 as part of a future highway maintenance programme.
3	A45 Coventry Road/Damson Parkway	9	0	2	7	14	0	2	12	Data	Following too close is cited as a reason on two of the incidents which occurred.	Improvements are proposed as part of future UKC development works.
3	Chester Road at Hurst Lane North	9	0	1	8	11	0	1	10	Data	Presently, only limited information is available for the collisions which have occurred.	The introduction of a box junction on Chester Road (inbound), across the junction with Hurst Lane North, is included in the 2020/21 lining programme.
4	Lode Lane at Dovehouse Lane	8	0	0	8	13	0	0	13	Data	Presently, only limited information is available for the collisions which have occurred.	Further investigations into the incidents at this site will be undertaken in conjunction with our partners, West Midlands Police & Data Insight, to determine if a pattern for an engineering intervention can be identified.
5	Green Lane at Windleaves Road	6	0	1	5	6	0	1	5	Data	Presently, only limited information is available for the collisions which have occurred.	Further investigations into the incidents at this site will be undertaken in conjunction with our partners, West Midlands Police & Data Insight, to determine if a pattern for an engineering intervention can be identified.
6	Table Oak Lane at Holly Lane	5	0	2	3	8	0	2	6	Data	Vehicle overshoots from the Holly Lane approach are a common factor in some of the incidents which have occurred.	Lining & signing improvements have been undertaken at the junction during 2019/20. A collision study of the junction is being undertaken by independent road safety engineering consultants in February/March 2020. A bid for a road safety grant to allow the installation of solar/wind powered vehicle actuated signs has been made. If successful the scheme will be introduced in 2020/21.
6	Warwick Road/Lode Lane roundabout	5	0	0	5	5	0	0	5	Data	Presently, only limited information is available for the collisions which have occurred.	A Town Centre Study includes a proposal to introduce traffic signals on some approaches to the Warwick Road/Lode Lane roundabout.
6	Solihull By-pass/Hampton Lane/Yew Tree Lane	5	0	0	5	8	0	0	8	Data	Motorists disobeying a traffic signal is a contributory factor in two of the incidents which have occurred. However, it is not possible to ascertain which approach to the junction the incidents occurred due to a very limited description being available on CRASH.	Further investigations into the incidents at this site will be undertaken in conjunction with our partners, West Midlands Police & Data Insight, to determine if a pattern for an engineering intervention can be identified.
6	Lode Lane/Seven Star Road	5	1	0	4	7	1	0	6	Data	Presently, only limited information is available for the collisions which have occurred.	Further investigations into the incidents at this site will be undertaken in conjunction with our partners, West Midlands Police & Data Insight, to determine if a pattern for an engineering intervention can be identified.
6	A452 Collector Road /Birmingham Road roundabout (South Side)	5	0	0	5	9	0	0	9	Data	Presently, only limited information is available for the collisions which have occurred.	Further investigations into the incidents at this site will be undertaken in conjunction with our partners, West Midlands Police & Data Insight, to determine if a pattern for an engineering intervention can be identified.
6	A452 Collector Road/Birmingham Road roundabout (North Side)	5	0	0	5	10	0	0	10	Data	Presently, only limited information is available for the collisions which have occurred.	Further investigations into the incidents at this site will be undertaken in conjunction with our partners, West Midlands Police & Data Insight, to determine if a pattern for an engineering intervention can be identified.
7	Waste Lane/Hodgetts Lane/Nailcote Lane	4	0	1	3	9	0	2	7	Data	Vehicle overshoots from the Hodgetts Lane (southbound approach) are a common factor in some of the incidents which have occurred.	Intersection was upgraded to a "stop" junction in 2018/19. A collision study of the junction is being undertaken by independent road safety engineering consultants in February/March 2020. A bid for a road safety grant to allow the installation of solar/wind powered vehicle actuated signs has been made. If successful the scheme will be introduced in 2020/21.
7	Blossomfield Road/Longmore Road/Widney Lane	4	0	2	2	5	0	2	3	Data	Presently, only limited information is available for the collisions which have occurred.	Further investigations into the incidents at this site will be undertaken in conjunction with our partners, West Midlands Police & Data Insight, to determine if a pattern for an engineering intervention can be identified.
7	M42 Junction 5 (Northbound Entrance Slip Road)	4	0	0	2	7	0	0	7	Data	Presently, only limited information is available for the collisions which have occurred.	The site on the M42 is under the jurisdiction of Highways England & not the responsibility of Solihull MBC.
7	M42 Motorway (north of Henwood Lane underpass)	4	0	0	4	4	0	0	4	Data	Presently, only limited information is available for the collisions which have occurred.	The site on the M42 is under the jurisdiction of Highways England & not the responsibility of Solihull MBC.
7	Warwick Road/Poplar Road	4	0	0	4	4	0	0	4	Data	Presently, only limited information is available for the collisions which have occurred.	A bus gate enforcement camera on Poplar Road was introduced in 2019. The provision of "look both ways" markings at the pedestrian crossing points at the junction has been added to the 2020/21 lining programme.
7	M42 North of Solihull Road	4	0	0	4	6	0	0	6	Data	Presently, only limited information is available for the collisions which have occurred.	The site on the M42 is under the jurisdiction of Highways England & not the responsibility of Solihull MBC.
7	Dovehouse Lane/Highwood Avenue	4	0	1	3	6	0	1	5	Data	Presently, only limited information is available for the collisions which have occurred.	Further investigations into the incidents at this site will be undertaken in conjunction with our partners, West Midlands Police & Data Insight, to determine if a pattern for an engineering intervention can be identified.
7	Lode Lane/Hobs Moat Road/Castle Lane/Old Lode Lane	4	0	0	4	5	0	0	5	Data	Careless/reckless driving is cited as a contributory factor in some of the incidents. As the causation is primarily driver behaviour it cannot be easily resolved by an engineering intervention.	Further investigations into the incidents at this site will be undertaken in conjunction with our partners, West Midlands Police & Data Insight, to determine if a pattern for an engineering intervention can be identified.
7	A45 Coventry Road near Old Damson Lane	4	0	0	4	4	0	0	4	Data	A junction overshoot from Old Damson Lane on to the A45 was one of the incidents which occurred.	A major highway improvement scheme for JLR is being undertaken during 2020 & 2021.
7	A452 Chester Road/Coleshill Heath Road	4	0	1	3	5	0	1	4	Data	Presently, only limited information is available for the collisions which have occurred.	Further investigations into the incidents at this site will be undertaken in conjunction with our partners, West Midlands Police & Data Insight, to determine if a pattern for an engineering intervention can be identified.