

	<p>REGULATION 28 REPORT TO PREVENT FUTURE DEATHS</p> <p>THIS RESPONSE IS BEING SENT TO:</p> <p>1. The Senior Coroner for Staffordshire South, Andrew A Haigh of 1 Staffordshire Place, Stafford ST16 2LP in response to a ‘Regulation 28 Report to Prevent Future Deaths’ following an inquest hearing into the death of Liam Anthony CLARK that concluded on 11 February 2020.</p>
1	<p>HIGHWAYS ENGLAND</p> <p>I am Catherine Brookes, Regional Director for the East Midlands and West Midlands of Highways England Company Limited of The Cube, 199 Wharfside Street, Birmingham B1 1RN.</p>
2	<p>CORONER’S MATTERS OF CONCERN</p> <p>The MATTER OF CONCERN is as follows: –</p> <p>The A5 is a major trunk road used by all types of vehicles. There are numerous junctions. At the scene the speed limit is reduced to 50mph. Highways England is requested to look at the scene (the junction with Streetway Road) to see if any improvements are warranted – such as increased signage or road layout change.</p>
3	<p>DETAILS OF ACTION TAKEN</p> <p>Existing conditions</p> <p>The A5 Trunk Road at the scene (the junction with Streetway Road) is a single carriageway route 2 km in length running east to west. At the western end is a roundabout junction with the A5127 (Wall) and where the A5 becomes a dual carriageway. To the eastern end is a roundabout junction with the A38 (Weeford) where the A5 again becomes a dual carriageway.</p> <p>Streetway Road runs in a north-easterly direction from a roundabout junction on the A5127 to a T-junction with the A5. The A5127 and Streetway Road are local authority roads and are the responsibility of Staffordshire County Council.</p> <p>The A5 between the two roundabouts is a wide two way single carriageway approx. 10 metres wide. The alignment is straight and relatively level with the junction with Streetway Road sitting on a slight crest. The A5 is subject to the national speed limit (60mph for single carriageway) and is not restricted to 50mph as provided in the Coroner’s report. Street lighting is not present other than at the roundabouts at either end of the single carriageway section. The carriageway has one metre wide hard strips on both the nearside channels, and central hatching road markings to the centre of the road approx. one metre wide. Yellow backed junction warning signs are provided in both directions approx. 200 metres in advance of the junction.</p> <p>Streetway Road is an unclassified rural road that links the A5127 to the A5. It is used locally as a rat run for cut-through driving to avoid the roundabouts at Wall. It varies in width from approx. 4.6 metres to 5.8 metres with a central warning line installed on part of the road. It joins the A5 at a slight angle and forms a Y shaped junction with a grassed splitter island. Traffic entering and leaving Streetway Road can pass on either side of the grassed splitter as they are marked as two way. Both junctions with the A5 are marked with transverse ‘Give Way’ markings, ‘Give Way’ triangle markings, ‘Give Way’ signs and an advanced ‘Give Way’ sign. Streetway Road is also subject to a 7.5 tonnes weight restriction.</p>

Plan of Location



2016 Road Safety Study

In 2016 Highways England carried out a road safety study at the A5 Streetway Road junction following a reported 10 collisions resulting in 18 casualties recorded in the preceding 5-year period of available data (2010 -2014).

Tables 1 and 2 below show the breakdown of collisions and casualties by severity over that period.

Table 1: Collisions by Severity				
12 month period from	Collisions			
	Fatal	Serious	Slight	Total
2010	0	0	3	3
2011	0	0	1	1
2012	0	0	2	2
2013	0	0	2	2
2014	0	0	2	2
Total	0	0	10	10

Table 2: Casualties by Severity				
12 month period from	Casualties			
	Fatal	Serious	Slight	Total
2010	0	0	3	3
2011	0	0	4	4
2012	0	0	3	3
2013	0	0	3	3
2014	0	0	5	5
Total	0	0	18	18

Collision Analysis of the 10 collisions recorded, showed that eight of the collisions occurred within the vicinity of the Streetway Road junction and the remainder occurred on the eastbound approach to the Old London Road junction. Of the 10 collisions recorded;

- The most common recorded contributory factor was a 'Failure to look properly', of which there had been four collisions at the Streetway Road junction. All four involved vehicles attempting to turn right out of the junction along the eastbound A5 towards the Weeford roundabout.
- Three were shunt type collisions by stationary or slow-moving traffic leaving the A5 for Streetway Road. Two of these occurred from traffic turning left (travelling westbound) and one occurred from traffic turning right (travelling eastbound).
- Two collisions occurred at the Old London Road junction; both as the result of traffic turning right and failing to look whilst turning off the A5 and into the minor road.
- One collision involved a motorcycle to the east of the Streetway Road junction performing a U-turn, and could be discounted.

The 2016 Road Safety Study recommended the following improvements:-

- Provision of warning signs to Diagram 506.1 (Side road ahead) of the Traffic Signs Regulations and General Directions 2016 with yellow backing board in advance and of both approaches to the A5/Streetway Road/Old London Road junction.
- The removal of significant vegetation on the eastbound approach to Streetway Road junction.

The Safety Study concluded that this package of road safety measures could potentially address two of the 10 collisions within the study area generating a collision saving of 0.13 collisions per annum.

In June 2017, as part of a carriageway renewal scheme, the measures identified above were implemented.

Highways England Post Fatal Collision Report

Following the fatal collision on the 10 September 2019, the Highways England Road Safety Team carried out a site visit. Their report concluded that there were no deficiencies within the highway layout at the collision location at the time of the site visit.

Post Fatal Collision Safety Review following the Coroner's report

Following the receipt of the coroner's report, Highways England requested a further safety review of the junction to update the 2016 Road Safety Study.

The further review focused on the proceeding 7½ year period of available data (January 2011 to 30 June 2018).

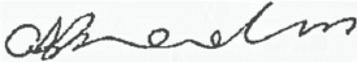
Tables 1 and 2 below show the breakdown of collisions and casualties by severity over the 7½ year period of available data. The 12 month period from 2017 is highlighted to show the period when the carriageway renewal scheme and signing improvements were implemented (June 2017).

12 month period from	Collisions			
	Fatal	Serious	Slight	Total
2011	0	0	1	1
2012	0	0	2	2
2013	0	0	2	2
2014	0	0	2	2
2015	0	0	2	2
2016	0	0	0	0
2017	0	0	0	0
2018 (1 st 6 months)	0	0	1	1
Total	0	0	10	10

12 month period from	Casualties			
	Fatal	Serious	Slight	Total
2011	0	0	4	4
2012	0	0	3	3
2013	0	0	3	3
2014	0	0	5	5
2015	0	0	3	3
2016	0	0	0	0
2017	0	0	0	0
2018 (1 st 6 months)	0	0	1	1
Total	0	0	19	19

The collision analysis identified that seven (70%) of the 10 collisions recorded occurred on a wet road surface, this is higher than the national average of 29%. However, six of these occurred before the carriageway renewal scheme in 2017. This would suggest the scheme in 2017 had a positive impact on wet surface collisions.

As with the 2016 Safety Study, the most common contributory factor recorded was 'Failed to look properly'. This was identified in five (50%) of the 10 collisions. Of these, four (80%) involved vehicles turning right out of Streetway Road, and one collision turning left out of the side road along with two recorded vehicle shunt type collisions. Again, the

	<p>majority of these collisions occurred before the carriageway renewal and signing improvements were implemented in 2017.</p> <p>The evidence demonstrates a continued reduction in collisions at the location following the recent highway improvements in 2017, and there has only been one collision recorded (severity: slight) from the available data in 2018. [Please note the September 2019 collision is currently outside of the available national verified collision statistics (STATS 19 data) as provided by the police].</p>
4	<p>DETAILS OF FURTHER ACTION PROPOSED</p> <p>Due to the evidence demonstrating an improved collision history at the site, along with the post fatal collision report which did not identify any deficiencies within the highway layout, Highways England have not identified any further appropriate safety improvements at this time. However, the junction will be routinely monitored in terms of collisions and the condition of the highways assets and should the number or severity of collisions change then the need for intervention will be reviewed, and action taken if deemed appropriate.</p>
5	<p>EXPLANATION AS TO WHY NO ACTION IS PROPOSED</p> <p>Road Layout</p> <p>The most common cause of collisions (2011 to 2018 part data) involved vehicles turning right from Streetway Road of which there were four of the 10 collisions that occurred. There were also two side road shunt collisions. The common causation factor for these collisions as provided by the police was 'Failed to Look' or 'Failed to judge other persons path/speed'.</p> <p>The visibility requirements for the junction as prescribed by the Design Manual for Roads & Bridges (DMRB) is between 160 metres and 215 metres at a point 2.4 metres back from the 'Give Way' line, based on the type and design speed of the road. Overgrown vegetation was identified in the 2016 Safety Study and was addressed as part of the 2017 carriageway renewal scheme. Vegetation can be an issue due to its tendency to continue to grow and as a result it is routinely checked as part of Highways England's vegetation management programme.</p> <p>Based on the further review we have conducted at the request of the coroner, I can confirm that no further improvements are warranted such as increased signage or road layout change at the scene (the junction with Streetway Road).</p>
6	<p>SAFETY OF ROAD USERS</p> <p>The safety of our road users is an imperative for our business in what we set out to achieve, and a core value of our organisation in how we go about it. The action we have taken and our intention to continue to monitor the junction with Streetway Road in the future is to help to prevent future deaths at this location.</p>
7	<p>14 April 2020 Signed:</p> <p style="text-align: center;"></p> <p style="text-align: center;">Catherine Brookes, Regional Director for East Midlands and West Midlands</p>