



Universal Destinations & Experiences UK Project Transport Assessment – Annex 3 - PICs Review

226817A
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Collision Statistics

1. Personal Injury Collision (PIC) data has been reviewed for the local road network around the Proposed Development using records obtained from Bedford Borough Council (Bedford BC) and Central Bedfordshire Council (CBC), covering the five-year period (60 months) between September 27, 2018, and September 26, 2023.
2. The study area comprises:
 - The A421 from junction 13 of the M1 to Black Cat Roundabout; and
 - Highway links within the immediate surrounding of the Site including Manor Road, Broadmead Road, Green Lane, Bedford Road, and Woburn Road.
3. For clarity, DfT guidance on reporting road casualties in Great Britain defines a slight injury collision as a collision in which at least one person sustains an injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.
4. A serious injury collision is described in the same guidance as a collision in which at least one person sustains an injury not leading to death but for which a person is detained in hospital as an “in-patient”, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushing’s, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the collision.
5. Locations where clusters of collisions have been investigated further using collision details and descriptions provided by Bedford BC and CBC. The following locations of interest have been identified within the study area:
 - A421(T) – Marsh Leys interchange;
 - A421(T) – Approach to the A421 Overbridge with Marston Vale Railway Line;
 - A421(T) – Approach to the Marsh Leys Roundabout;
 - C94 – Woburn Road/ Manor Road;
 - A421(T) – Elstow Interchange;
 - Black Cat Roundabout;

- A421 – Approach to the Black Cat Roundabout; and
- M1 – Junction 13.

A421 (T) – Marsh Leys Roundabout

6. A summary of the collisions recorded during the five-year period at the junction of the A6 Branston Way and the A421(T) at the Marsh Leys Interchange is provided in **Table 1**.

Table 1: PIC Summary – A421(T) – Marsh Leys Interchange

Year	Collision Severity			
	Fatal	Serious	Slight	Total
2018	0	1	0	1
2019	0	0	5	5
2020	0	0	4	4
2021	0	1	1	2
2022	0	0	6	6
2023	0	0	4	4
Total	0	2	20	22

7. **Table 1** shows that over the most recent 5-year period there have been 22 collisions on the A421(T) Marsh Ley Interchange including 20 slight injury collision and two serious injury collisions. In all collisions, no pedal cyclists were involved and only one pedestrian was involved. This incident involving a pedestrian occurred on May 3, 2019, when the pedestrian attempted crossing roads between traffic with the vehicle driver failing to see the pedestrian on time.
8. The two serious incidents are attributable to driver error. One of the incidents occurred on November 6, 2021, and involved a driver who crashed into police warning cones and a parked police vehicle on the road. The other incident involved a lone goods vehicle which toppled over due to unstable loads on December 17, 2018. These highlighted incidents do not suggest any underlying safety concerns relating to the highway, but all appear to be related to road user errors.

A421(T) – Approach to the A421(T) Marsh Leys Interchange

9. A summary of the collisions recorded during the five-year period along the A421(T) on the approach to the A421(T) Marsh Leys Interchange is provided in **Table 2**.

Table 2: PIC Summary – A421(T) – Approach to the A421(T) Marsh Leys Interchange

Year	Collision Severity			
	Fatal	Serious	Slight	Total
2018	0	0	0	0
2019	0	1	3	4
2020	0	0	2	2
2021	0	0	1	1
2022	0	0	1	1
2023	0	0	0	0
Total	0	1	7	8

10. Only one incident of a serious nature occurred on this section of the local highway network. This incident involving a lone vehicle occurred on December 25, 2019, when a car travelling south westbound swerved into the central reservation of the A421 resulting in injuries of serious severity.
11. No pedestrians or cyclists were involved in any of the incidents recorded in this location.

A421 – Approach to the A421 Overbridge with Marston Vale Rail Line

12. A summary of the collisions recorded during the five-year period along the A421 on the approach to its overbridge with Marston Vale Rail Line is provided in **Table 3**.

Table 3: PIC Summary – A421 – Approach to the A421 Overbridge with Marston Vale Rail Line

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

13. **Table 3** shows that over the most recent 5-year period there have been eight injury collisions occurring on the section of the A421(T) on the approach to the overbridge with Marston Vale Rail Line including five slight injury collisions and three serious collisions.

14. All three serious injury collisions appear to have been due to driver error and failure to judge appropriately. One incident, which occurred on October 20, 2020, involved a car driving erratically, losing control, and swerving off to hit the central barrier before being in turn hit by a car that was trailing closely behind. Another incident which occurred on July 29, 2019, resulted from a Taxi hitting a stationary car that had broken down on the road. The final incident resulted from a driver error in judging speed of their own vehicle when a car that was travelling on cruise control hit a stationary vehicle as traffic ahead had stopped. This incident occurred on June 13, 2019.
15. No pedestrians or cyclists were involved in any of the collisions that occurred on this section of the A421(T).

C94 – Woburn Road/ Manor Road

16. A summary of the collisions recorded during the five-year period at the Woburn Road/ Manor Road junction just east of the A421 is provided in **Table 4**.

Table 4: PIC Summary – C94 – Woburn Road/ Manor Road

Year	Collision Severity			
	Fatal	Serious	Slight	Total
2018	0	0	0	0
2019	0	1	0	1
2020	1	0	0	1
2021	0	0	1	1
2022	0	0	1	1
2023	0	0	2	2
Total	1	1	4	6

17. A total of six collision incidents were recorded at the C94 – Woburn Road/ Manor Road priority-controlled junction including four slight injury collisions, one serious and one fatal injury collision.
18. The serious injury collision was recorded on September 20, 2019, and involved two cars. One of the cars was approaching the junction from the minor arm (Manor Road) and did not observe carefully before pulling out and colliding into the other vehicle heading southbound along Woburn Road.
19. The fatal collision was recorded on September 20, 2020, and involved a lone vehicle (motorcyclist) approaching the junction from Woburn Road and attempting to turn left into Manor Road applied excessive brake to the front wheel causing the bike to somersault and land on the rider who had fallen to the ground.
20. These recorded incidents are attribute to driver error and do not suggest any inherent safety issue with the layout of the junction.

A421(T) – Elstow Interchange

21. A summary of the collisions recorded during the five-year period at the A421(T) – Elstow Interchange is provided in **Table 5**.

Table 5: PIC Summary – A421(T) – Elstow Interchange

Year	Collision Severity			
	Fatal	Serious	Slight	Total
2018	0	1	0	1
2019	0	0	10	10
2020	0	1	4	5
2021	0	0	4	4
2022	0	1	7	8
2023	0	0	10	10
Total	0	3	35	38

22. **Table 5** shows that over the most recent 5-year period there have been 38 collisions at the A421(T) – Elstow Interchange including 35 slight injury incidents and three serious injury collisions. Of all collisions recorded at this location, only one involved a cyclist resulting in injuries of a slight nature. No pedestrians were involved.
23. The serious injury collisions recorded at this location all appear to be attributable to causes not related to the highway itself. The first of the incidents occurred on December 9, 2018, when a vehicle slowed down on approaching the junction from the A6 to give way to circulating traffic at the roundabout and got hit in the rear by a closely following vehicle. Similarly, the second incident resulted from a vehicle trailing a lead vehicle closely behind and swerved off the road into a grass verge to avoid hitting the rear of the lead vehicle when this vehicle slowed down at that junction. The last collision resulting in serious injuries was recorded on August 01, 2022, when a trailing vehicle attempted overtaking a lead vehicle at the junction and crashed into its side when the lead vehicle driver went the same direction.

Black Cat Roundabout

24. A summary of the collisions recorded during the five-year period at the Black Cat roundabout is provided in **Table 6**.

Table 6: PIC Summary – Black Cat Roundabout

Year	Collision Severity			
	Fatal	Serious	Slight	Total
2018	0	0	1	1
2019	0	0	0	0
2020	0	0	1	1
2021	0	0	3	3
2022	0	0	2	2
2023	0	0	2	2
Total	0	0	9	9

25. **Table 6** shows that over the most recent 5-year period there have been only nine collisions at the Black Cat roundabout all of which are slight injury collisions. No pedestrians or cyclists were involved in any of the collisions recorded at this junction.

A421(T) – Approach to the Black Cat Roundabout

26. A summary of the collisions recorded during the five-year period along the section of the A421 on the approach to the Black Cat roundabout is provided in **Table 7**.

Table 7: PIC Summary – A421(T) – Approach to the Black Cat Roundabout

Year	Collision Severity			
	Fatal	Serious	Slight	Total
2018	0	0	0	0
2019	0	0	3	3
2020	0	0	1	1
2021	0	0	1	1
2022	0	0	0	0
2023	0	0	0	0
Total	0	0	5	5

27. **Table 7** shows that over the most recent 5-year period there have been only five collisions along the section of the A421(T) on the approach to the Black Roundabout. No pedestrians or cyclists were involved in any of the collisions recorded at this junction.

M1 – Junction 13

28. A summary of the collisions recorded during the five-year period at the junction 13 of the M1 have been obtained from Crashmap and is provided in **Table 8**. Data was requested from CBC, and they referred to Crashmap as the source of data they consider adequate.

Table 8: PIC Summary – M1 Junction 13

Year	Collision Severity			
	Fatal	Serious	Slight	Total
2018	0	0	16	16
2019	0	3	13	16
2020	0	0	9	9
2021	0	1	8	9
2022	0	3	16	19
Total	0	7	62	69

29. **Table 8** shows that over the most recent 5-year period there have been a total of 69 collisions at the M1 Junction 13 including 62 slight injury collisions and seven serious injury collisions. No pedestrians or cyclists were involved in any of the collisions recorded at this junction.
30. No clustering of serious collisions was observed at the M1 Junction 13. Overall, the occurrence of seven serious collisions at a motorway junction, with no identifiable clustering, is not considered to represent a material highway safety issue.

A421(T) – Marston Moretaine Interchange

31. A summary of the collisions recorded during the five-year period at the A421(T) – Marston Moretaine Interchange have been obtained from Crashmap and is provided in **Table 9**Table.

Table 9: PIC Summary – A421(T) Marston Moretaine Interchange

Year	Collision Severity			
	Fatal	Serious	Slight	Total
2018	0	0	1	1
2019	0	1	2	3
2020	0	0	3	3
2021	0	1	2	3
2022	0	0	1	1
Total	0	2	9	11

32. **Table 9** Table shows that across the study period there were a total of 11 collisions including 9 slight injury collisions and two serious injury collisions.
33. One of the serious injury collisions occurred on the May 31, 2019, involving two cars on the approach to the A421 /Lower Shelton Road roundabout. The junction has good forward visibility, well-lit and has no observable surface or layout defects which could potentially have contributed to the collisions. It is therefore considered that the collisions may have resulted from driver error.
34. Similarly, the other serious injury collision occurred on August 26, 2021, and involved two cars at the circulating width of the A421/Beancroft Rd junction. There are no obvious defects at the collision site that may have induced the collision. It is therefore considered that the collision may have been caused by driver error.

Summary of Collision Statistics Within Study Area

35. Records of all collisions at the clusters considered in this report during the five-year period have been summarised in **Table 10**.

Table 10: PIC Summary – Clusters considered

Location	Collision Severity			
	Fatal	Serious	Slight	Total
A421(T) – Marsh Leys Interchange	0	2	20	22
A421(T) – Approach to the Marsh Leys Interchange	0	1	7	8
A421(T) – Approach to the A421 Overbridge with Marston Vale Rail Line	0	3	5	8
C94 – Woburn Road / Manor Road	1	1	4	6
A421(T) – Elstow Interchange	0	3	35	38
Black Cat Roundabout	0	0	9	9
A421(T) – Approach to Black Cat Roundabout	0	0	5	5
M1 – Junction 13	0	7	62	69
A421(T) Marston Moretaine Interchange	0	2	9	11
Total	1	19	156	176

36. The PIC data obtained from Bedford BC and CBC (Crashmap) revealed that there has been a total of 176 collisions occurred in clusters at 9 locations including 156 slight injury collisions, 19 serious injury collisions and only one resulting in a fatality.
37. In reviewing the data from these 9 locations of interest, it is evident that there are no discernible highway safety concerns within the vicinity of the Site that would be exacerbated by the Proposed Development.