

Update provided by Murray Woodburn (Traffic & Transportation Manager) following attendance at the Parish Council meeting on Monday 4 December 2023.

As promised, here is a summary of the incident and actions for circulation to interested parties.

From the Police report on the evening of the incident.

Incident – 22.04 on 16th Nov 2023, A5 Off Slip Little Brickhill.

This is a three-vehicle fatal collision which occurred on the southbound carriageway of the A5, Milton Keynes (junction with the exit slip to Little Brickhill)

The general hypothesis at this stage is that V1, the Peugeot has travelled the wrong way down the exit slip (against the flow of traffic) and collides head on with V2, the VW Tiguan which is travelling in the correct direction along the same slip road.

Vehicle 3, an Audi A3 has been travelling behind V2, upon seeing the collision happen the driver swerves to avoid the collision but makes contact with the rear offside of the VW Tiguan.

The female driver from the Peugeot is pronounced dead at the scene.

The female passenger from the Peugeot is taken to the JR 2 with serious life threatening injuries.

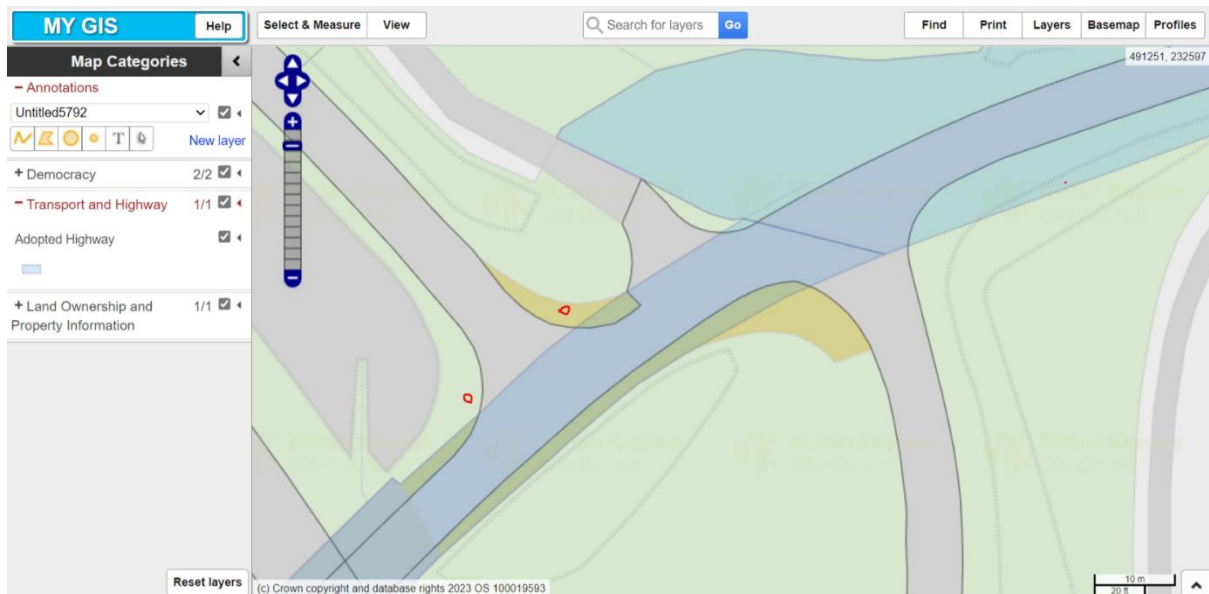
The female driver from the VW Tiguan is also taken to the JR 2 with serious life-threatening injuries and at the time of compiling this summary discussions are being made with medical staff to withdraw care and allow the female to pass away peacefully.

The driver from the Audi is uninjured.

The unfortunate update is that the life support was withdrawn from the female driver of the VW Tiguan in the early hours of 17th November, thus representing the second fatality in this incident.

While this is still subject to a detailed Police investigation, a post incident site meeting was held on the morning of the 17th November with representatives from Thames Valley Police Traffic Unit, MK Council Highways team and National Highways. Some concerns were expressed regarding the placement and orientation of the no-entry signs at the top of the slip road, and we think this resulted in the placement of the additional temporary no-entry signs by National Highways. However, we note these have now been removed, although we don't know who by (we can only assume this was National Highways, for reasons unknown, although I could speculate this was to avoid any suggestion of their permanent signage being inadequate initially – but this is only my view).

The highway boundary is shown below – and I have marked the approximate position of the existing no entry signs – and this shows they are on land where National Highways is the Highway Authority and holds the legal responsibilities under the Highway Act. We have no powers to implement signage on any highway asset which is not ours, and we must work with National Highways in this location.



The Council and TVP have both made recommendations as to the improvement of signage and layout at the junction, and the actions for any other improvements currently sit with National Highways. These suggestions include improved and illuminated no-entry signage, and the potential for a central splitter island to further emphasise the no-entry restriction.

While confirmed by TVP as not a contributory factor in the incident, MKCC has decided to refresh the directional signage upstream of the junction and replace the no right turn sign, which was dirty and covered in algae. We will also explore the illumination of these signs, although this may be challenging in electrical connection terms.

There will be a report of the coroner once the inquest has been held which may make recommendations for changes to the signage for National Highways to action, although it is unlikely that the signage is sufficiently non-standard for there to be any subsequent legal proceedings, but this will be part of the recommendations in the Coroner's report.

Until that investigation has been concluded, it is probably not helpful to speculate on any potential outcomes or recommendations for the moment. I hope this is helpful for now.