

## **Accident Cluster Sites and Fatal Road Accidents on the Welsh Trans-European Road Network, 2009-2011**

### **Introduction**

This Statistical Bulletin sets out the location of identified accident cluster sites on the trans-European road network (TERN) in Wales. It also sets out the location of fatal road accidents on this network. The TERN in Wales represents a part of the overall trunk road network in Wales, which in turn is a part of the total road network. This Bulletin does not cover accident cluster sites on the rest of road network in Wales other than TERN (see 'Exclusions' below).

### **Background**

European Directive 2008/96/EC, which came into force on 19 December 2011, requires the establishment and implementation of specific road safety procedures for the trans-European road network (TERN). One of these procedures is the identification, analysis, ranking and targeting of road sections with the highest potential for reducing accidents. In order to achieve this objective, the Directive states that road users should be informed of locations with high accident concentrations. The objective of this Statistical Bulletin is, therefore, to publish the location of collision clusters and fatal collision locations on the TERN roads in Wales. These locations are updated annually.

### **TERN**

TERN covers motorways and high-quality roads, whether existing, new or to be adapted, which:

- play an important role in long-distance traffic; or
- bypass the main urban centres on the routes identified by the network; or
- provide interconnection with other modes of transport; or
- link landlocked and peripheral regions to central regions of the European Union.

A list of these roads in Wales is shown below.

### **Accident Cluster Sites**

The criterion used to identify potential Cluster Sites for this Statistical Bulletin is that there were at least 4 personal injury accidents (or collisions) in a 3-year period within a 100m radius. The 3-year period covers 2009 to 2011 inclusive. Where tables are not provided for the TERN routes detailed above, then no Cluster Sites have been identified. The accident cluster sites are shown in series of tables that can be found at the following link:

<http://wales.gov.uk/statistics-and-research/accident-cluster-sites-fatal-road-accidents/?lang=en>

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In addition, the following tables identify individual fatalities on these TERN routes during this 3-year period. The location of these fatalities can be found at the following link:  
<http://wales.gov.uk/statistics-and-research/accident-cluster-sites-fatal-road-accidents/?lang=en>

## **Exclusions**

The purpose of this bulletin is to provide information on the high accident concentration sections on the TERN, as required by the European Directive. It does not provide information on cluster sites and fatal collisions across all the trunk roads or country roads network (maintained by the Local Authorities). Additionally it does not reflect Welsh Government's priorities for addressing collision sites in Wales

**The following routes form the Welsh element of the Trans-European Road Network (TERN):**

|          |   |
|----------|---|
| M4:      | Entire length<br>(English border to Pont Abraham Roundabout)  |
| M48:     | Entire Length<br>(English border to M4 J23 Rogiet)  |
| A48(T):  | Pont Abraham to Carmarthen<br>(Pont Abraham Roundabout to Pensarn Roundabout junction with A40(T))          |
| A40(T):  | Carmarthen to Fishguard Harbour<br>(Pensarn Roundabout to Goodwick Roundabout)                              |
| A477(T): | St Clears to Pembroke Dock<br>(St Clears Roundabout junction with A40(T) to Waterloo Roundabout)            |
| A40(T):  | English Border to Abergavenny<br>(English border to Hardwick Roundabout junction with A465(T))              |
| A449(T): | Raglan to M4 Motorway<br>(Raglan junction with A40(T) to Coldra Roundabout junction with M4)                |
| A465(T): | Abergavenny to Neath<br>(Hardwick Roundabout junction with A40(T) to Llandarcy Roundabout junction with M4) |
| A55(T):  | English Border to Holyhead<br>(English Border to Holyhead port end of A55)                                  |
| A494(T): | Ewloe to Deeside Park<br>(Ewloe junction with A55(T) to Deeside Park Interchange with A550(T))              |
| A550(T): | Deeside Park to English Border<br>(Deeside Park Interchange with A494(T) to English border)                 |
| A5(T):   | English Border to Halton<br>(English border to Halton Roundabout junction with A483(T))                     |
| A483(T): | Chirk to English border<br>(Halton Roundabout junction with A5(T) to English border)                        |
| A4076:   | Haverfordwest to Milford Haven<br>(Salutation Square roundabout to Victoria Bridge roundabout)              |

## Key quality information: Stats19 data

Source: Road Casualties Wales

Status: National Statistics

**General description of road casualty data:** The statistics refer to casualties resulting from personal injury accidents on public roads reported to the police and forwarded to the Welsh Government. The police compile statistical data about road traffic accidents and casualties (called Stats19 data) for the Welsh Government and the Department for Transport (DfT). This follows police attendance at accidents that involve any personal injury, member of the public reporting personal injury accidents directly to the police. The figures are based on information available to the Welsh Government 14 weeks after the end of the latest quarter.

A casualty is defined as, a person killed or injured in an accident. One accident may give rise to several casualties. Casualties are subdivided into killed, seriously injured and slightly injured categories. Casualties reported as killed include only those cases where death occurs in less than 30 days as a result of the accident. They do not include those who died as a result of natural causes (e.g. heart attack) rather than as a result of the accident, nor do they include confirmed suicides.

**Identification of cluster sites:** The cluster site criterion of four personal injury accidents in three years in a 100m radius is contained in the Welsh Government document entitled "Guidelines for the Submission of Road Safety Schemes". Below is an extract from the section of this document that deals with the identification of sites:

"The assessment of the network should involve the study of collision patterns for a specified period (e.g. 3 years) according to location, circumstances and the vehicles and casualties involved and to subsequently compare them with national and regional averages .... The current criterion used for considering clusters is 4 personal injury collisions in a 3 year period within a 100m radius."

These sites, and the sites of fatal accidents, were identified using the 'Welsh Government Accident Recording and Analysis Program'.

**Uses of data:** There are a variety of organisations that use the Welsh road traffic accident and casualty data. The Welsh Government uses road traffic collision and casualty data to help set road safety policy.

Other users include Highway Authorities, covering the Welsh Government, which is responsible for the motorway and trunk road network, and local authorities, which are responsible for other roads in Wales. Other bodies involved in road safety include Safety Camera Partnerships, Trunk Road Agents, and Police & Community Safety Partnerships.

**Quality:** Other statistics about road accidents and casualties in Wales, together with an assessment of the quality of these data can be found from this link:

<http://wales.gov.uk/topics/statistics/theme/transport/accidents/lang=en>