

## Accident Cluster Sites and Fatal Road Accidents on the Welsh Trans-European Network - Transport, 2012-2014 - Revised

**Please note the data in the key points has been amended due to an error in the calculations.**

### Introduction

This Statistical Bulletin sets out the location of identified accident cluster sites on the roads of the Trans-European Network-Transport (TEN-T) in Wales. The TEN-T in Wales represents a part of the overall Welsh trunk road network, 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 TEN-T (see 'Exclusions' below). The TEN-T network in Wales is mapped on page 3.

### Background

European Directive 2008/96/EC, requires the establishment and implementation of specific road safety procedures for roads of the TEN-T. 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 requires that road users be informed of locations with high accident concentrations. The objective of this Statistical Bulletin is, therefore, to publish the location of collision clusters on the TEN-T roads in Wales. These locations are updated annually. Care should be taken when interpreting these data as traffic volume is not presented.

### Key points

Between 2012 and 2014 there were 42<sup>(r)</sup> accident cluster sites recorded, there were 263 Personal Injury Collisions and 23<sup>(r)</sup> of these were classed as Killed or Seriously Injured (KSI) on the Welsh TEN-T road network.

1. In North Wales there were 4 accident cluster sites, two were on the A55 and there was one each on the A494 Ewloe to Deeside Park and on the A483 from Chirk to the Border. In total there were 22 unique accidents with a personal injury and 1 of these were classed as Killed or Seriously Injured.
2. In South Wales there were 38<sup>(r)</sup> accident cluster sites, 241 unique accidents with a personal Injury and 22<sup>(r)</sup> of these were classed as Killed or Seriously Injured. On the M4, there were 17 accident clusters and these mainly occurred at Motorway Junctions. There were 7 accident clusters sites on the A465 and a further 5 identified on the A48 between Pont Abraham and Carmarthen.

(r) Figures revised 5<sup>th</sup> April 2016.

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## **Trans European Network – Transport (TEN-T)**

The trans-European transport network (TEN-T) is a network which comprises roads, railway lines, inland waterways, inland and maritime ports, airports and rail-road terminals throughout the 28 Member States. This characteristic is a key factor for the network's efficient, safe and secure operation, using seamless transport chains for passengers and freight. It builds on existing and planned infrastructure in these. The TEN-T consists of two planning layers:

1. The comprehensive network. This is a multi-modal network of relatively high density which provides all European regions (including peripheral and outermost regions) with accessibility that supports further economic, social and territorial development as well as the mobility of people. Its planning has been based on a number of common criteria (e.g. volume thresholds for terminals or accessibility needs).
2. The core network. This is part of the comprehensive network, distinguished by its strategic importance for Major European and global transport flows.

### **TEN-T in Wales**

The TEN-T roads in Wales are shown on the map at page 3 and listed on page 5.

### **Accident Cluster Sites**

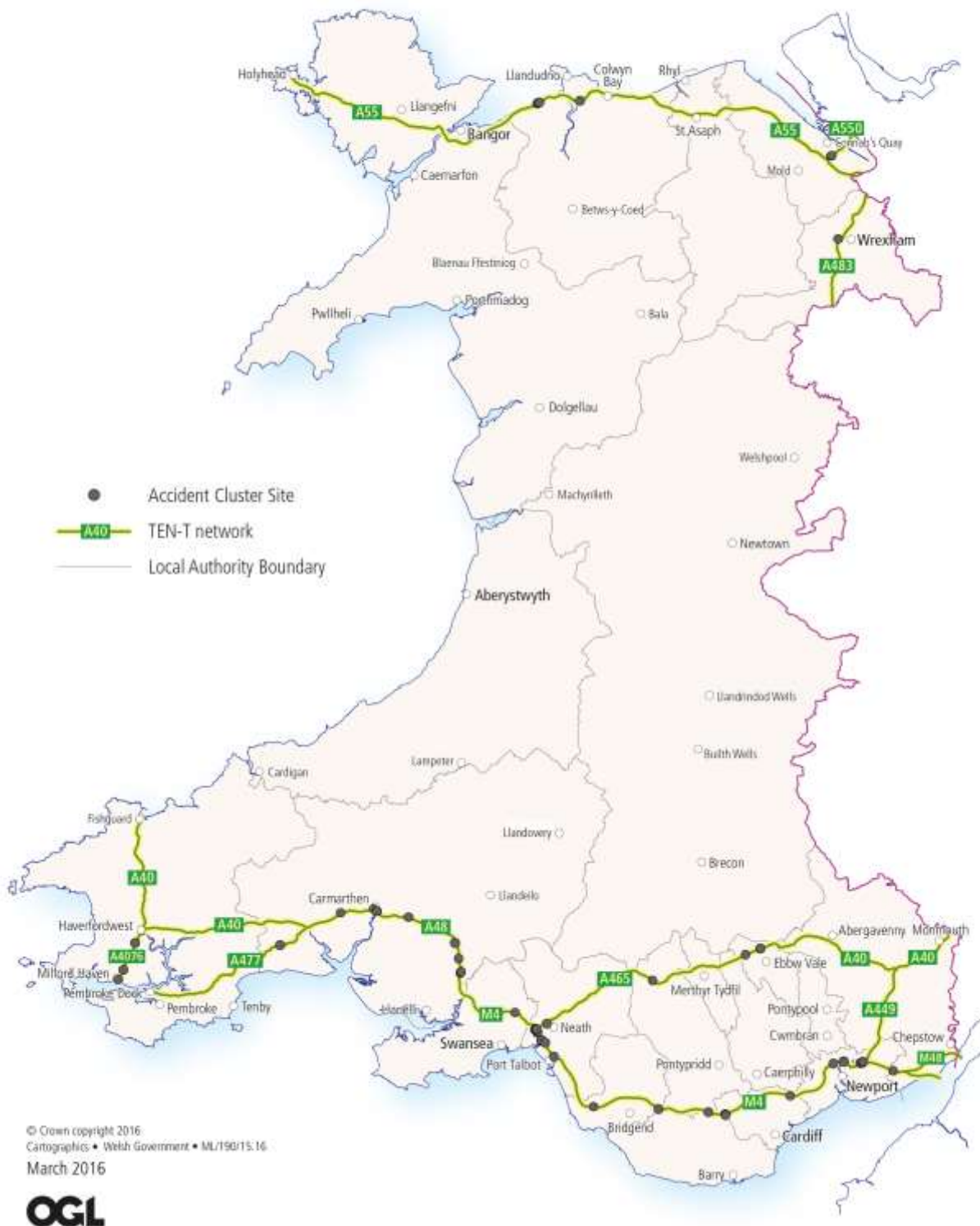
The criterion used to identify potential Cluster Sites for this Statistical Bulletin is that there were at least 4 personal injury accidents (collisions) in a 3-year period within a 100m diameter. The 3-year period covers 2012 to 2014 inclusive. Where tables are not provided for roads of the TEN-T routes detailed below, then no Cluster Sites have been identified.

In North Wales there were 2 accident clusters identified on the A55, one at Junction 16 at Penmaenmawr and Junction 19 at Llandudno Junction. One accident cluster site was identified on both the A494 Ewloe to Deeside Park and on the A483 Chirk to the English Border.

In South Wales there are 17 cluster sites identified on the M4. These were at Junction 33 Cardiff West, Junctions 23a and 25 between Magor and Newport, Junctions 41 to 45 in the Neath Port Talbot area and at Junction 49 at Pont Abraham. Along the A465 between Abergavenny and Neath 7 cluster sites were identified, 2 of which occurred near Junction 43 on M4 by Llandarcy. There are 2 accident clusters at the Coldra Interchange on the A449 and a further 5 sites on the A48 between Pont Abraham and Carmarthen at Pont Abraham and Cross Hands Roundabouts. Further west there were 3 cluster sites on both the A40 between Carmarthen and Fishguard and on the A4076 between Haverfordwest and Milford Haven.

A map showing the TEN-T roads in Wales is on the following page and the accident cluster sites are highlighted. The Accident Cluster Sites on the Welsh TEN-T network are shown in a series of tables that can be found at the following link: <http://gov.wales/statistics-and-research/accident-cluster-sites-fatal-road-accidents>

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## Methodology for identifying clusters

An example of a cluster site is illustrated below with the collisions recorded around Junction 33 Cardiff West along the M4. The map shows the number of collisions in the cluster over the 2012-14 period. Care should be taken when interpreting the cluster sites on the M4 as it is the busiest road in Wales in terms of traffic volume. The M4 measures 133 kilometres in Wales out of a total road network of 35,500 km<sup>1</sup> and in 2014 traffic volume on it was 3.51bn vehicle kilometres out of the total Welsh figure of nearly 28bn vehicle kilometres <sup>2</sup>.



## Exclusions

The purpose of this bulletin is to provide information on the high accident concentration sections on the TEN-T, 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.

<sup>1</sup> [Road Lengths & Conditions in Wales, 2014-15](#)

<sup>2</sup> [Road Traffic in Wales 2014](#)

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

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