



Llywodraeth Cymru
Welsh Government

9 July 2021

Ein cyf/Our ref ATISN 15226

Dear

Request for Information – ATISN 15226

I wrote to you on 21 June regarding your request for information sent on 13 June.

Information requested

You asked for the following information regarding the location with coordinates 51.77376307869509, -4.612627509558363, specifically the Red Roses junction of the A477 bypass:

1. The number of accidents or incidents (including relevant dates) that there have been at or within quarter of a mile of this junction since April 2014;
2. The number of fatalities there have been for each accident/incident;
3. The number of casualties there have been for each accident/incident and any further details recorded such as types of injury, ambulances called, paramedics called, admission to hospital.
4. What causes or considerations have been reported for each accident/incident, and which causes were considered the main, which were connected or lesser causes or considerations.
5. What improvements have been a) considered, b) made following each accident/incident. If improvements have been considered but not made, can you tell me the reasons for this.
6. What work (e.g. sign replacement) has been a) considered, b) made following each accident/incident. If work has been considered but not made, can you tell me the reasons for this.
7. What accident reports or recommendations have been provided to either the relevant Minister or MS responsible for that area e.g. transport or any Minister or MS who is elected for the relevant constituency or region.



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MEWN POBL | **IN PEOPLE**

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding .

Our Response

I can confirm the Welsh Government holds some information caught by your request.

For question 1, since 2014 there have been a total of 4 personal injury collisions recorded by the police at this junction. This includes validated police records up to the end of 2020, held by Welsh Government

For question 2, there were no fatalities recorded. All casualty severity were slight.

For question 3, a breakdown of casualty numbers by personal injury collision and severity and by year is shown in the table below, however, please note that we do not hold information regarding Ambulance attendance or hospital admissions:

Year	Casualty Numbers	Casualty Severity	Accident
2015	1	Slight	JUST OFF NEW BYPASS FROM CARMEN/A N/ALLANTEGCARMARTHENSHIRE/A
2018	3	Slight	SOUTH WEST OF RED ROSES JUNCTION RED ROSES CARMARTHENSHIRE
2018	2	Slight	RED ROSES BY-PASS OLD ROAD RED ROSES CARMARTHENSHIRE
2019	2	Slight	537M EAST OF RED ROSES RED ROSES CARMARTHENSHIRE
2020	0	-	-

For question 4, the main contributory factors that led to the personal injury collision as reported by the Police are shown in the table below for the four accidents. These are the main two principle causes:

Year	Casualty Numbers	Casualty Severity	Accident Location	Contributory Factor
2015	1	Slight	JUST OFF NEW BYPASS FROM	Failed to judge other person's path or

			CARMSN/A	speed
2018	3	Slight	SOUTH WEST OF RED ROSES JUNCTION	Junction overshoot, probably due to being nervous, uncertain or panic
2018	2	Slight	RED ROSES BY-PASS OLD ROAD RED ROSES CARMARTHENSHIRE	Slippery road (due to weather) and driver lost control
2019	2	Slight	537M EAST OF RED ROSES RED ROSES CARMARTHENSHIRE	Loss of control due to slippery road (due to weather)
2020	0	-	-	-

For question 5, I can confirm that additional signage on the westbound approach to the Red Roses junction was installed in 2016. This included an “advance junction ahead” warning sign, which would not normally be used due to the presence of the advanced directional signs. Also two “Keep your distance” informatory signs were added.

Further ‘left turning traffic ahead’ and ‘keep your distance’ signs were considered but the need for drivers to keep their distance is not confined to the junction area so distance plates were not deemed appropriate. Drivers are given ample warning that there could be left turning traffic ahead, there being a standard junction warning sign with distance plate, a very large advance direction sign, a large local direction sign and a flag sign on the junction splitter island. It was therefore considered extremely unlikely that an additional text sign would have any material impact on driver behaviour. Furthermore, it would add sign clutter.

For question 6, please see the table below which includes details of repair works undertaken/planned within the vicinity of the Red Roses junction:

Date	Damage	Causation
04/08/18	Damage direction sign and post	RTC
16/08/18	Damaged post (directional sign)	RTC
25/08/18	Damaged mammal fence in junction	RTC
27/01/20	Damaged speed limit and chevron signs	RTC
19/10/20	Damaged speed limit signs	RTC
01/04/21	Damaged kerbs/verge opposite junction	AIL overrun during road works
10/06/21	Damaged direction sign and post	RTC

At each of the above incidents, repairs were undertaken on a like for like basis. The data in this table records repairs necessary following all incident types, including those which may not have resulted from a personal injury collision.

For question 7, the A477 St Clears to Red Roses improvement was designed to the Design Manual for Roads and Bridges.

During the design process and following road opening the scheme was subject to independent Road Safety Audits (RSA). These were undertaken at the following stages:

Stage 1 RSA – Completion of Preliminary Design

Stage 2 RSA – Completion of Detailed Design

Stage 3 RSA – Completion of Construction

Stage 4 RSA – Post-opening monitoring at 12 months and 36 months

The Stage 3 RSA did not raise any issues relating to the Red Roses junction layout.

The Stage 4 RSA undertaken 12 months post opening identified four collisions along the scheme, none of these were in the vicinity of the Red Roses junction. The accident rate per million vehicle kilometres per year was recorded as 0.071 which is below the typical rate of 0.163 for this type of road and junctions. There were no recommendations to amend the scheme at the Red Roses junction.

Additional signage on the westbound approach to the Red Roses junction was installed in 2016. This included an “advance junction ahead” warning sign, which would not normally be used due to the presence of the advanced directional signs. Also two “Keep your distance” informatory signs were added. The purpose of which was to reduce the likelihood of rear shunt type accidents.

The Stage 4 RSA undertaken at 36 months post opening identified eight collisions, one in the vicinity of Red Roses junction. This was at approximate scheme Chainage 1200, some 825m east of the Red Roses junction (Chainage 325). This collision was a side swipe collision between two vehicles travelling in opposite directions at night. The accident rate per million vehicle kilometres per year during the period 1st June 2014 to the 31st May 2017 was recorded as 0.091, below the typical rate of 0.163 for this type of road and junctions.

The 36-month Stage 4 RSA did make some recommendations at the Red Roses junction as shown below.

5.3 PROBLEM

Location: Red Roses Junction

Summary: Following the scheme opening, there were reports of westbound traffic making illegal traffic manoeuvres at the Red Roses Junction. Consequently, video footage was recorded at the junction. Several incidents have been recorded showing vehicles travelling westbound entering the ghost island junction and crossing the double white line in order to overtake vehicles turning left into Red Roses junction. Additional 'keep your distance' signage was later installed on the approach to the junction.



Signs with the legend "Keep your distance" are erected, downstream from the junction warning sign, on the westbound approach to Red Roses junction.



Road users may not be aware of the specific reason for this guidance or may not have a measure of the distance to be maintained.

RECOMMENDATION

Provide further information, such as 'Left Turning Traffic Ahead', on the "Keep your distance" sign and erect distance plates with these signs.

Consideration of these recommendations has been provided in answer to Q5 above.

Next steps

If you are dissatisfied with the Welsh Government's handling of your request, you can ask for an internal review within 40 working days of the date of this response. Requests for an internal review should be addressed to the Welsh Government's Freedom of Information Officer at: Information Rights Unit, Welsh Government, Cathays Park, Cardiff, CF10 3NQ or Email: Freedom.ofinformation@gov.wales. Please remember to quote the ATISN reference number above.

You also have the right to complain to the Information Commissioner. The Information Commissioner can be contacted at: Information Commissioner's Office, Wycliffe

House, Water Lane, Wilmslow, Cheshire, SK9 5AF. However, please note that the Commissioner will not normally investigate a complaint until it has been through our own internal review process.

Yours sincerely