



Eich cyf/Your ref P-06-1519
Ein cyf/Our ref KSNWT/01624/25

Carolyn Thomas MS
Chair - Petitions committee

20 October 2025

Dear Carolyn,

Thank you for your letter of 2 October regarding Petition P-06-1519 Implement safety measures at the A477 Red Roses junction to reduce accidents and stop any fatalities.

Monitoring of road safety at this location is carried out through regular annual collision cluster analysis, using validated police-provided data. This is the standard approach across the Strategic Road Network (SRN) in Wales.

The police record information about incidents they attend and periodically provide data related to personal injury collisions to Welsh Government to enable us to determine whether further mitigation measures are required at specific areas, such as a change in speed limit or engineering measures to improve road safety. We do not receive information related to incidents where there have been no personal injuries. In addition, any incidents that aren't reported to the police will not be recorded.

Incidents involving property damage only (e.g. sign strikes), near misses, or minor shunts, unless reported and involving injury, are not captured in the dataset used for safety assessments. Data from external sources, such as Carmarthenshire County Council or insurance companies is not routinely included.

We do not routinely monitor all sections of the network via CCTV. At this location, a high-mast CCTV survey was undertaken over a 7-day period (24 hours per day) from 15 December 2021 to 21 December 2021. This survey included a turning movement analysis and speed survey.

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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.

Future monitoring will continue to be based on recorded accident statistics. A new CCTV survey will be undertaken at this location to assess the effectiveness of recently implemented short-term measures at the site following a short bedding-in period for drivers to become familiar with the changes.

In terms of alternative methods of monitoring, the use of elevated vantage points, such as nearby bridges, requires appropriate permissions. Equipment placement on a bridge must comply with safety and access regulations, making installations more complex. At present, the number of recorded collisions at this location does not justify prioritising it over other SRN sites in Wales for enhanced monitoring. Future speed monitoring will be considered and guided by updated incident data.

Street lighting assessments are typically undertaken where there is evidence of multiple night-time incidents. At Red Roses junction, only one such incident has been recorded. The current data does not suggest a need for carrying out the assessment and does not suggest a need to prioritise a street lighting assessment or installation at this location over other sites. Any future assessment should be carried out in accordance with the Design Manual for Roads and Bridges (DMRB), subject to the availability of funding and the appointment of specialist consultants.

However, in view of the concerns raised, I have asked my officials to commission a street lighting assessment at Red Roses junction when funding becomes available, to determine whether street lighting is justified at this location based on safety considerations.

With regards to a full road-width pressure strip (speed tubes), this would be logistically challenging and potentially unreliable. A laser-based 'box' system would be a more practical alternative as they are simpler to install, less susceptible to damage, and provide reliable speed data.

A speed survey would normally be commissioned if speeding concerns persist once the new traffic management measures have been installed and an appropriate settling-in period has passed. However, due to the concerns raised, my officials will arrange the installation of appropriate speed monitoring equipment to assess driver behaviour and the effectiveness of the measures following a bedding in period.

I understand the concerns raised regarding the sharp 90-degree left turn off the main A-road at the bottom of a hill, and the suggestion to introduce a slip road or modify the verge to ease the turning angle.

As discussed during the petitioner's meeting with my officials, the junction was designed in accordance with the DMRB applicable at the time. Any proposal to alter the geometry, such as "cutting off the corner" to reduce the severity of the turn, would constitute a Departure from Standard, requiring formal submission to and approval by the Departures Panel. Such approval is unlikely, as introducing a non-standard design element could increase both liability and safety risks.

To meet current standards, a full diverge lane would likely be required. This would involve:

- Acquisition of additional land;
- Extension of the existing large culvert; and
- Diversion of services, including the Local Full Fibre Network (LFFN)

These requirements make modification of the junction significantly complex at this location. Given the lack of injury recorded collisions at present, the junction does not meet the criteria for prioritisation for this level of intervention over other locations on the SRN in Wales.

I hope this clarifies the current position and goes some way to addressing the concerns raised.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Ken Skates', with a stylized flourish extending to the right.

Ken Skates AS/MS

Ysgrifennydd y Cabinet dros Drafnidiaeth a Gogledd Cymru
Cabinet Secretary for Transport and North Wales