

Wylfa Newydd Project

**6.3.19 ES Volume C - Road traffic-related effects (project-wide) App C2-4 - DCO TA
Appendix E - Accident Analysis**

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1 Introduction and Methodology

1.1 Introduction

1.1.1 The purpose of this document is to present the method used to calculate baseline and future accidents and casualties used in the assessment of the Wylfa Newydd Development Consent Order (DCO) Project. The document also provides a summary of the baseline accidents and casualties that have informed that assessment.

1.2 Methodology

1.2.1 Accident analysis has been based on STATS 19 data Department for Transport (RD1), for the period 1 January 2011 to 31 December 2015. This is the most recent complete five-year calendar period for which data was available at the time the assessment was completed. The review of accidents was based upon 44 sections of road, determined by combining links in the Strategic Traffic Model (see table 1-1 and figure 1-1). A map showing all accidents included in the baseline assessment is included as figure 1-2.

1.2.2 It should be noted that the four proposed A5025 Off-line Highway Improvement sections have not been considered as part of this assessment. However, they have been assessed separately so are included in table 1-1.

Figure 1-1 Wylfa Newydd Project Assessment Sections

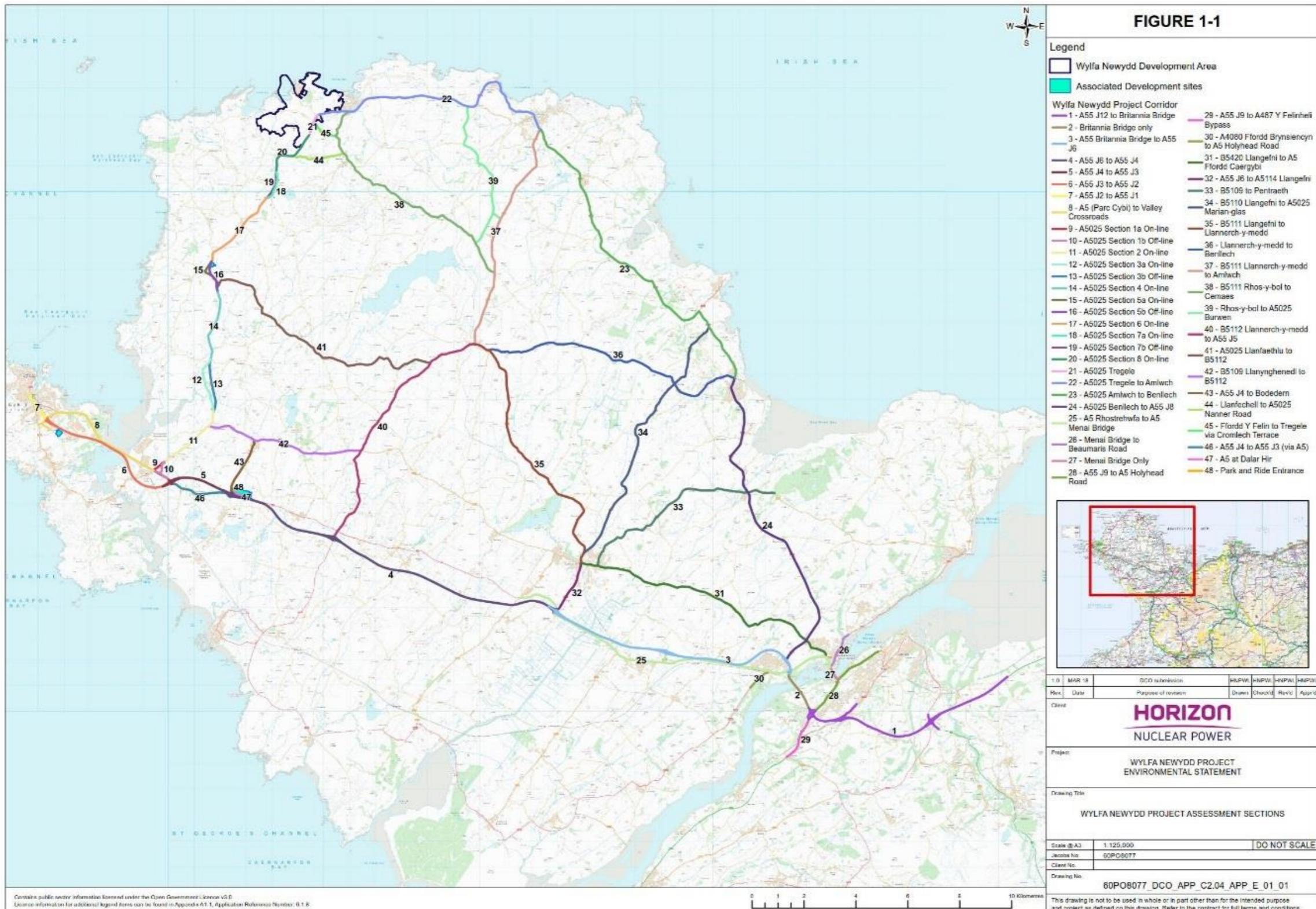


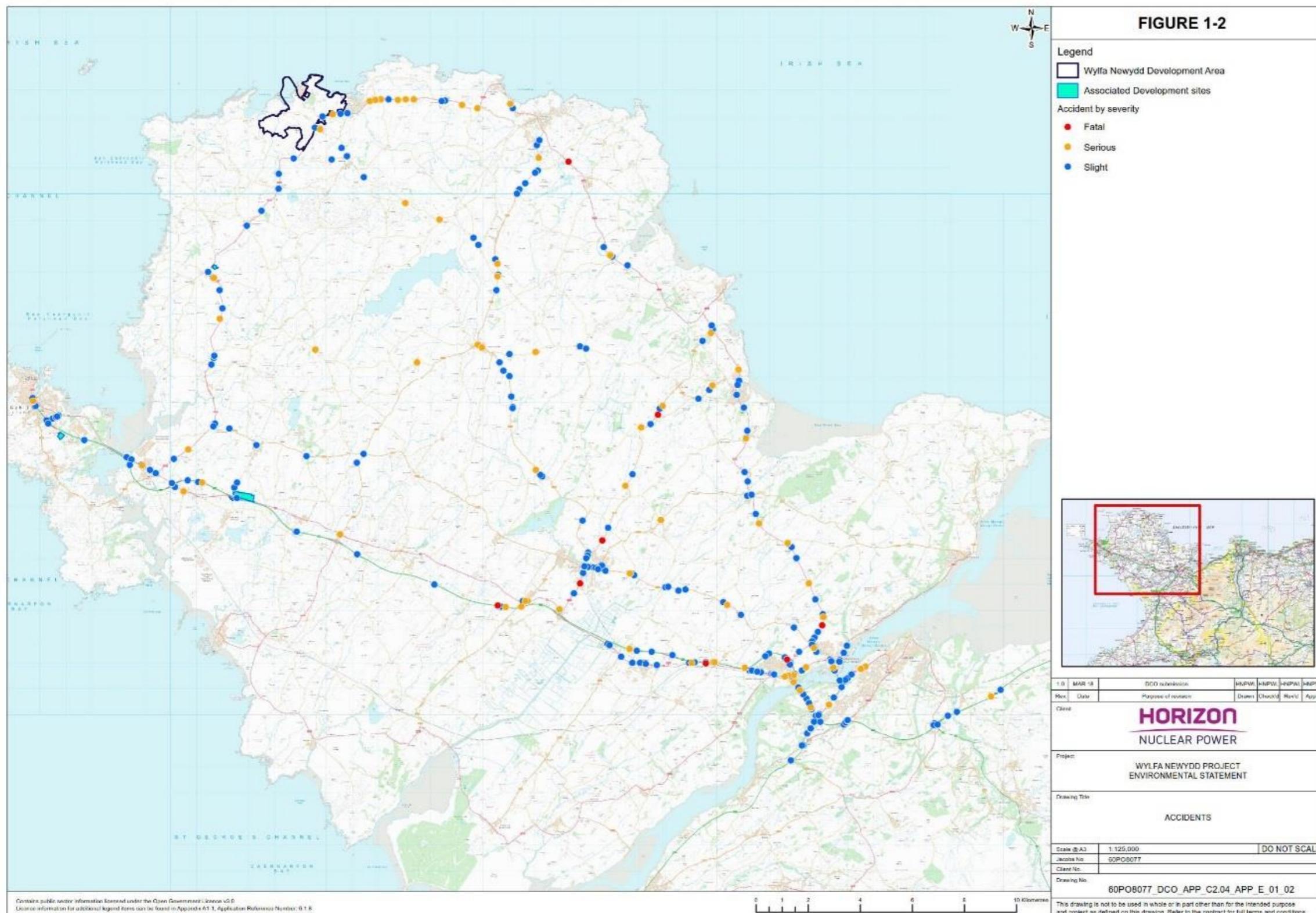
Table 1-1 Assessed road sections

Number	Location
1	A55 J12 to Britannia Bridge
2	Britannia Bridge only
3	Britannia Bridge to A55 J6
4	A55 J6 to A55 J4
5	A55 J4 to A55 J3
6	A55 J3 to A55 J2
7	A55 J2 to A55 J1
8	A5 (Parc Cybi) to Valley Crossroads
9	A5025 Section 1a On-line
10	A5025 Section 1b Offline*
11	A5025 Section 2 On-line
12	A5025 Section 3a On-line
13	A5025 Section 3b Offline*
14	A5025 Section 4 On-line
15	A5025 Section 5a On-line
16	A5025 Section 5b Offline*
17	A5025 Section 6 On-line
18	A5025 Section 7a On-line
19	A5025 Section 7b Offline*
20	A5025 Section 8 On-line
21	A5025 Section 9 On-line
22	A5025 Tregele to Amlwch
23	A5025 Amlwch to Benllech
24	A5025 Benllech to A55 J8
25	A5 Rhosrehwfa to A5 Menai Bridge
26	Menai Bridge to A545 Beaumaris Road
27	Menai Bridge only
28	A55 J9 to A5 Holyhead Roads
29	A55 J9 to A487 Y Felinheli Bypass
30	A4080 Ffordd Brynsiencyn to A5 Holyhead
31	B5420 Llangefni to A5 Ffordd Caergybi
32	A55 J6 to A5114 Llangefni

Number	Location
33	B5109 to Pentraeth
34	B5110 Llangefni to A5025 Marian glas
35	B5111 Llangefni to Llannerch y medd
36	Llannerch y medd to Benllech
37	B5111 Llannerch-y-medd to Amlwch
38	B5111 Rhos-y-bol to Cemaes
39	Rhos-y-bol to A5025 Burwen
40	B5112 Llannerch y medd to A55 J5
41	A5025 Llanfaethlu to B5112
42	B5109 Llanyngchedl to B5112
43	A55 J4 to Bodedern
44	Llanfechell to A5025 Nanner Road
45	Ffordd-Y-Felin to Tregele via Cromlech Terrace
46	A55 J4 to A55 J3 via A5
47	A5 at Dalar Hir
48	Junction 4 overbridge

*A5025 Off-line Highway Improvement sections are not included as part of this assessment

Figure 1-2 Accidents included in the baseline assessment



1.2.3 The severity classification for accidents and casualties is based on STATS 20 - Instructions for the completion of Road Accident Reports (RD2):

- Fatal: includes only those cases where death occurs in less than 30 days as a result of the accident. Fatal does not include death from natural causes or suicide.
- Serious: examples are fractures, internal injury, severe cuts, crushing, burns (excluding friction burns), concussion, severe general shock requiring hospital treatment, detention in hospital as an in-patient (either immediately or later), injuries to casualties who die 30 or more days after the accident from injuries sustained in that accident.
- Slight: examples are sprains that do not necessarily require medical treatment, neck whiplash injury bruises, slight cuts and slight shock requiring roadside attention.

1.2.4 The criterion used to identify a potential accident cluster site requires that there are at least four personal injury accidents in a three-year period within a 100m diameter (RD3). For the purposes of this analysis the centre of any cluster was assumed to be the location of an accident. If accidents have occurred at different levels of a 'grade separated' junction they are not considered part of a cluster.

1.2.5 Analysis of clusters indicates that the personal injury accident records do not demonstrate strong correlation of causes that would be of relevance to the Wylfa Newydd Project.

1.2.6 A Heavy Goods Vehicle (HGV) is taken to be a vehicle classed as exceeding 7.5 tonnes.

1.2.7 Although the proposed A5025 Off-line Highway Improvements are not assessed within this document, the methodology for assessment is as follows. For the proposed A5025 Off-line Highway Improvements, the calculation of accidents could not be based on historical observations. In these cases forecast accidents were derived based on a review of Department for Transport (DfT) accident rates from COBA-LT software, adjusted to account for the comparatively low accident rates on the existing A5025. A comparison of accident rates is provided in table 1-2 to highlight the case for this adjustment. In the absence of more appropriate information, local casualty proportions were used based on historical trends from nearby existing sections of the A5025. This approach is consistent with the use of local adjusted accident rates for the Off-line sections.

Table 1-2 Comparison of accident rates

Speed Limit (mph)	DfT default accident rate	Local historic accident rate for A5025	Local accident rate as a % of DfT default
40 and below	0.143	0.082	57%
Greater than 40	0.244	0.191	78%

2 Baseline assessment of existing sections

2.1.1 The following includes a summary of the baseline assessment of the 44 existing sections (excluding the off-line sections).

2.2 A55 Junction 12 to Britannia Bridge

Recorded accidents

2.2.1 The A55 Junction 12 to Britannia Bridge section is between Junction 9 and Junction 12 of the A55. A summary of the personal injury accident data for the section is presented in table 2-1.

2.2.2 Over the five-year period studied, 23 personal injury accidents were recorded. Of these, 22 accidents were recorded as slight and one accident recorded as serious. This generates a total of 4.6 accidents per year on average, of which 4.4 are slight and 0.2 are serious.

Table 2-1 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	4	4	17.4%
2012	0	0	6	6	26.1%
2013	0	0	7	7	30.5%
2014	0	0	3	3	13.0%
2015	0	1	2	3	13.0%
Total	0	1	22	23	100.0%
Average personal injury accidents over the five-year period	0	0.2	4.4	4.6	-
Percentage	0.0%	4.3%	95.7%	100.0%	-

2.2.3 An accident cluster was identified on the westbound off-slip of A55 Junction 11 at the roundabout with the A5; the personal injury accidents are provided in table 2-2. All of the accidents occurred in good driving conditions, based on the accident records it would appear that the accidents are 'shunt' type while pulling onto the roundabout and are therefore likely to be caused by driver error.

2.2.4 Upon closer review the cluster accident records do not demonstrate strong correlation of causes that would be of relevance to the Wylfa Newydd Project.

Table 2-2 Summary of accidents in cluster at A55 junction 11

Accident	Severity	Vehicles	Drivers	Light	Road
201260N006577	Slight	<ul style="list-style-type: none"> • Motorcycle over 500cc • Car 	<ul style="list-style-type: none"> • Male 47 • Female 24 	Dark, lit	Dry
		Motorcycle struck the rear of the car as they pulled away at the junction			
201360P024284	Slight	<ul style="list-style-type: none"> • Car • Car 	<ul style="list-style-type: none"> • Male 32 • Female 50 	Daylight	Dry
		First car struck second car in rear as both turned left			
201360P146762	Slight	<ul style="list-style-type: none"> • Car • Car 	<ul style="list-style-type: none"> • Female 30 • Female 30 	Daylight	Dry
		First car struck second car in rear as they pulled away at the junction			
201460R131187	Slight	<ul style="list-style-type: none"> • Car • Car 	<ul style="list-style-type: none"> • Unknown • Female 26 	Daylight	Dry
		First car struck second car in rear as they pulled away at the junction			

Vehicles involved in accidents

2.2.5 Table 2-3 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that 47 vehicles were involved in the 23 recorded accidents over the five-year period. This generates on average a total of two vehicles per accident across the five-year time period.

2.2.6 Accident analysis shows that there was one accident recorded that involved HGVs within the five-year period, 2% of all vehicles involved in accidents.

Table 2-3 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	1	0	1	2.1%
Powered two-wheeler	1	2	0	0	0	3	6.4%
Car	6	12	11	5	5	39	83.0%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	1	1	2.1%
Van/goods vehicles 3.5 tonnes or under	0	0	2	0	0	2	4.3%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	1	0	0	1	2.1%
Other vehicle	0	0	0	0	0	0	0.0%
Total	7	14	14	6	6	47	100.0%
Average	0.3	0.6	0.6	0.3	0.3	2.0	-
Percentage	14.9%	29.8%	29.8%	12.8%	12.8%	100.0%	-

Casualties involved in accidents

2.2.7 Table 2-4 summarises the casualties by severity over the five-year period, showing that there were 32 casualties involved in the 23 accidents along this section. Of these, 97% were recorded as slight and 3% as serious. There were no fatal casualties.

Table 2-4 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	5	5	15.6%
2012	0	0	14	14	43.8%
2013	0	0	7	7	21.9%
2014	0	0	3	3	9.4%
2015	0	1	2	3	9.4%
Total	0	1	31	32	100.0%
Average casualties over the five-year period	0.0	0.2	6.2	6.4	-
Percentage	0.0%	3.1%	96.9%	100.0%	-

2.2.8 A review of the accident records showed that there was one NMU involved in one accident within the five-year period. Recorded as slight, the NMU accident involved a cyclist and occurred in 2014. This generates a total of 0.2 NMU accidents per year on average.

2.3 Britannia Bridge only

Recorded accidents

2.3.1 The Britannia Bridge only section is between Junction 8 and Junction 9 of the A55. A summary of the personal injury accident data for the section is presented in table 2-5.

2.3.2 Over the five-year period studied, 13 personal injury accidents were recorded. Of these, 10 accidents were recorded as slight and three recorded as serious. This generates a total of 2.6 accidents per year on average, of which two were slight and 0.6 were serious.

Table 2-5 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	2	2	4	30.7%
2012	0	1	5	6	46.2%
2013	0	0	1	1	7.7%
2014	0	0	1	1	7.7%
2015	0	0	1	1	7.7%
Total	0	3	10	13	100.0%
Average personal injury accidents over the five-year period	0.0	0.6	2.0	2.6	-
Percentage	0.0%	23.1%	76.9%	100.0%	-

2.3.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.3.4 Table 2-6 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that 32 vehicles were involved in the 13 recorded accidents over the five-year period. This generates on average a total of 2.4 vehicles per accident across the five-year time period.

2.3.5 Accident analysis shows that there were three recorded accidents that involved HGVs within the five-year period, 9% of all vehicles involved in accidents.

Table 2-6 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	1	0	0	0	0	1	3.1%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	5	10	3	2	2	22	68.8%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	1	4	0	0	0	5	15.6%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	1	1	3.1%
Goods 7.5 tonnes and over	1	2	0	0	0	3	9.4%
Other vehicle	0	0	0	0	0	0	0.0%
Total	8	16	3	2	3	32	100.0%
Average	0.6	1.2	0.2	0.2	0.2	2.4	-
Percentage	25.0%	50.0%	9.4%	6.2%	9.4%	100.0%	-

Casualties involved in accidents

2.3.6 Table 2-7 summarises the casualties by severity over the five-year period, showing that there were 24 casualties involved in the 13 accidents along this section. Of these, 88% were recorded as slight and 13% as serious. There were no fatal casualties.

Table 2-7 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	2	7	9	37.5%
2012	0	1	7	8	33.3%
2013	0	0	4	4	16.7%
2014	0	0	1	1	4.2%
2015	0	0	2	2	8.3%
Total	0	3	21	24	100.0%
Average casualties over the five-year period	0.0	0.6	4.2	4.8	-
Percentage	0.0%	12.5%	87.5%	100.0%	-

2.3.7 A review of the accident records showed that there was one NMU involved in one of the 13 accidents within the five-year period. Recorded as serious, the NMU accident involved a cyclist and occurred in 2011. This generates a total of 0.2 NMU accidents per year on average.

2.4 Britannia Bridge to A55 Junction 6

Recorded accidents

2.4.1 The Britannia Bridge to A55 Junction 6 section is between Junction 6 and Junction 8 of the A55. A summary of the personal injury accident data for the section is presented in table 2-8.

2.4.2 Over the five-year period studied, 23 personal injury accidents were recorded. Of these, 17 accidents were recorded as slight, five accidents recorded as serious and one accident recorded as fatal. This generates a total of 4.6 accidents per year on average, of which 3.4 are slight, one is serious and 0.2 are fatal.

Table 2-8 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	2	5	7	30.4%
2012	0	0	4	4	17.4%
2013	0	2	2	4	17.4%
2014	0	1	2	3	13.0%
2015	1	0	4	5	21.8%
Total	1	5	17	23	100.0%
Average personal injury accidents over the five-year period	0.2	1.0	3.4	4.6	-
Percentage	4.3%	21.8%	73.9%	100.0%	-

2.4.3 An accident cluster was identified at Junction 8, primarily on the eastbound off-slip. There were five accidents in the cluster based on the criteria set out in section 1 (table 2-9). A review of the accident records indicates that in three cases the accidents occurred in good driving conditions and that they were shunt type accidents. The two exceptions to this are a head on collision that occurred on the over-bridge and a Light Goods Vehicle (LGV) striking a passing car.

2.4.4 Upon closer review the cluster accident records do not demonstrate strong correlation of causes that would be of relevance to the Wylfa Newydd Project.

Table 2-9 Summary of accidents in cluster at A55 junction 8

Accident	Severity	Vehicles	Drivers	Light	Road
201160M137395	Slight	<ul style="list-style-type: none"> • Car • Car 	<ul style="list-style-type: none"> • Male 62 • Female 78 	Daylight	Dry
	First car struck second car in rear as they pulled away at the junction				
201160M197669	Slight	<ul style="list-style-type: none"> • Car • Car 	<ul style="list-style-type: none"> • Male 50 • Female 68 	Daylight	Dry
	First car struck second car in rear as they pulled away at the junction				
201160M211376	Slight	<ul style="list-style-type: none"> • LGV • Car 	<ul style="list-style-type: none"> • Male 30 • Female 53 	Dark, lit	Dry
	LGV, pulling right out of junction, struck car going across face of junction				
201260N176812	Slight	<ul style="list-style-type: none"> • Car • Car 	<ul style="list-style-type: none"> • Male 54 • Female 27 	Dark, lit	Dry
	First car struck second car in rear as they pulled away at the junction				
201260N204487	Slight	<ul style="list-style-type: none"> • Car • Car 	<ul style="list-style-type: none"> • Male 21 • Female 41 	Daylight	Frost/ice
	Apparent head on collision, although frosty/ icy there was no skidding				

Vehicles involved in accidents

2.4.5 Table 2-10 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that 42 vehicles were involved in the 23 recorded accidents over the five-year period. This generates on average a total of 1.8 vehicles per accident across the five-year time period.

2.4.6 Accident analysis shows that a single HGV vehicle was involved in one accident within the five-year period, 2% of all vehicles involved in accidents.

Table 2-10 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	2	0	0	0	1	3	7.1%
Powered two-wheeler	0	0	0	1	3	4	9.5%
Car	9	7	4	3	7	30	71.4%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	1	0	0	0	0	1	2.4%
Van/goods vehicles 3.5 tonnes or under	2	1	0	0	0	3	7.2%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	1	0	1	2.4%
Other vehicle	0	0	0	0	0	0	0.0%
Total	14	8	4	5	11	42	100.0%
Average	0.6	0.3	0.2	0.2	0.5	1.8	-
Percentage	33.3%	19.0%	9.5%	11.9%	26.3%	100.0%	-

2.4.7 Table 2-11 summarises the casualties by severity over the five-year period, showing that there were 26 casualties involved in the 23 accidents along this section. Of these, 73% were recorded as slight, 23% as serious and 4% as fatal.

Table 2-11 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	2	6	8	30.9%
2012	0	0	5	15	19.2%
2013	0	3	2	5	19.2%
2014	0	1	2	3	11.5%
2015	1	0	4	5	19.2%
Total	1	6	19	26	100.0%
Average casualties over the five-year period	0.2	1.2	3.8	5.2	-
Percentage	3.8%	23.1%	73.1%	100.0%	-

2.4.8 A review of the accident records showed that there were three NMUs involved in three separate accidents within the five-year period. The NMUs were all cyclists, two accidents occurred in 2011, of which one was classified as serious and the other as slight. The third accident involving an NMU occurred in 2015 which was classified as slight. This generates a total of 0.6 NMU accidents per year on average.

2.5 A55 Junction 6 to A55 Junction 4

Recorded accidents

2.5.1 The A55 Junction 6 to A55 Junction 4 section is between Junction 6 and Junction 4 of the A55. A summary of the personal injury accident data for the section is presented in table 2-12.

2.5.2 Over the five-year period studied, nine personal injury accidents were recorded. Of these, one accident was recorded as fatal, two accidents were recorded as serious and six accidents recorded as slight. This generates a total of 1.8 accidents per year on average of which 0.2 are fatal, 0.4 are serious and 1.2 are slight.

Table 2-12 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	1	2	0	3	33.3%
2012	0	0	1	1	11.1%
2013	0	0	1	1	11.1%
2014	0	0	0	0	0.0%
2015	0	0	4	4	44.5%
Total	1	2	6	9	100.0%
Average personal injury accidents over the five-year period	0.2	0.4	1.2	1.8	-
Percentage	11.1%	22.2%	66.7%	100.0%	-

2.5.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.5.4 Table 2-13 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that 16 vehicles were involved in the nine recorded accidents over the five-year period. This generates a total of one vehicle per year on average.

2.5.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-13 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	2	0	0	0	0	2	12.5%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	3	1	2	0	4	10	62.4%
Minibus (8-16 passenger seats)	0	0	0	0	2	2	12.5%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	1	0	0	0	1	6.3%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	1	0	0	0	0	1	6.3%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	6	2	2	0	6	16	100.0%
Average	0.7	0.2	0.2	0.0	0.7	1.8	-
Percentage	37.5%	12.5%	12.5%	0.0%	37.5%	100.0%	-

Casualties involved in accidents

2.5.6 Table 2-14 summarises the casualties by severity over the five-year period, showing that there were 32 casualties involved in the nine accidents along this section. Of these, 71% were recorded as slight, 21% recorded as serious and 7% as fatal.

Table 2-14 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	1	3	3	7	50.0%
2012	0	0	1	1	7.1%
2013	0	0	1	1	7.1%
2014	0	0	0	0	0.0%
2015	0	0	5	5	35.8%
Total	1	3	10	14	100.0%
Average casualties over the five-year period	0.2	0.6	2.0	2.8	-
Percentage	7.1%	21.4%	71.5%	100.0%	-

2.5.7 A review of the accident records showed that there were two NMUs involved in one accident each within the five-year period. Of these, one accident was recorded as fatal and the other as serious. The NMUs were cyclists and the accidents both occurred in 2011. This generates a total of 0.4 NMU accidents per year on average of which 0.2 were fatal and 0.2 were serious.

2.6 A55 Junction 4 to A55 Junction 3

Recorded accidents

2.6.1 The A55 Junction 4 to A55 Junction 3 section is between Junction 4 and Junction 3 of the A55. A summary of the personal injury accident data for the section is presented in table 2-15.

2.6.2 Over the five-year period studied, three personal injury accidents were recorded.

Table 2-15 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	2	2	66.7%
2014	0	0	0	0	0.0%
2015	0	1	0	1	33.3%
Total	0	1	2	3	100.0%
Average personal injury accidents over the five-year period	0	0.2	0.4	0.6	-
Percentage	0.0%	33.3%	66.7%	100.0%	-

2.6.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.6.4 Table 2-16 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that eight vehicles were involved in the three recorded accidents over the five-year period. This generates on average a total of 2.7 vehicles per accident across the five-year time period.

2.6.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-16 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	0	0	1	1	12.5%
Car	0	0	3	0	4	7	87.5%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	0	0	3	0	5	8	100.0%
Average	0.0	0.0	1.0	0.0	1.7	2.7	-
Percentage	0.0%	0.0%	37.5%	0.0%	62.5%	100.0%	-

Casualties involved in accidents

2.6.6 Table 2-17 summarises the casualties by severity over the five-year period, showing that there were seven casualties involved in the three accidents along this section. Of these, 86% were recorded as slight and 14% as serious. There were no fatal casualties.

Table 2-17 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	5	5	71.4%
2014	0	0	0	0	0.0%
2015	0	1	1	2	28.6%
Total	0	1	6	7	100.0%
Average casualties over the five-year period	0.0	0.2	1.2	1.4	-
Percentage	0.0%	14.3%	85.7%	100.0%	-

2.6.7 A review of the accident records showed that there were no NMU accidents recorded within the five-year period.

2.7 A55 Junction 3 to A55 Junction 2

Recorded accidents

2.7.1 The A55 Junction 3 to A55 Junction 2 section is between Junction 3 and Junction 2 of the A55. A summary of the personal injury accident data for the section is presented in table 2-18.

2.7.2 Over the five-year period studied, three personal injury accidents were recorded. Of these, one accident occurred each year between 2013 and 2015. This generates a total of 0.6 accidents per year on average, all of which are slight.

Table 2-18 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	1	1	33.3%
2014	0	0	1	1	33.3%
2015	0	0	1	1	33.3%
Total	0	0	3	3	100.0%
Average personal injury accidents over the five-year period	0.0	0.0	0.6	0.6	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.7.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.7.4 Table 2-19 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that four vehicles were involved in the three recorded accidents over the five-year period. This generates on average a total of 1.3 vehicles per accident across the time period.

2.7.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-19 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	0	0	1	1	2	4	100.0%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	0	0	1	1	2	4	100.0%
Average	0.0	0.0	0.3	0.3	0.7	1.3	-
Percentage	0.0%	0.0%	25.0%	25.0%	50.0%	100.0%	-

Casualties involved in accidents

2.7.6 Table 2-20 summarises the casualties by severity over the five-year period, showing that there were four casualties involved in the three accidents along this section. All casualties were recorded as slight. There were no serious or fatal casualties.

Table 2-20 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	1	1	25.0%
2014	0	0	2	2	50.0%
2015	0	0	1	1	25.0%
Total	0	0	4	4	100.0%
Average casualties over the five-year period	0.0	0.0	0.8	0.8	-
Percentage	0%	0%	100%	100%	-

2.7.7 A review of the accident records showed that there was one NMU involved in one accident within the five-year period. Recorded as slight, the NMU accident involved a pedestrian and occurred in 2013. This generates a total of 0.2 NMU accidents per year on average.

2.8 A55 Junction 2 to A55 Junction 1

Recorded accidents

2.8.1 The A55 Junction 2 to A55 Junction 1 section is between Junction 2 and Junction 1 of the A55. A summary of the personal injury accident data for the section is presented in table 2-21.

2.8.2 Over the five-year period studied, nine personal injury accidents were recorded. Of these, two accidents were recorded as serious and seven accidents were recorded as slight. This generates a total of 1.8 accidents per year on average, of which 0.4 are serious and 1.4 are slight.

Table 2-21 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	1	1	11.1%
2012	0	1	1	2	22.2%
2013	0	0	1	1	11.1%
2014	0	1	0	1	11.1%
2015	0	0	4	4	44.5%
Total	0	2	7	9	100.0%
Average personal injury accidents over the five-year period	0.0	0.4	1.4	1.8	-
Percentage	0.0%	22.2%	77.8%	100.0%	-

2.8.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.8.4 Table 2-22 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that 18 vehicles were involved in the nine recorded accidents over the five-year period. This generates on average a total of two vehicles per accident across the five-year time period.

2.8.5 Accident analysis shows that there was one accident recorded that involved an HGV within the five-year period, 6% of all vehicles involved in accidents.

Table 2-22 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	0	0	3	3	16.6%
Car	2	2	2	1	5	12	66.6%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	1	0	0	0	1	5.6%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	1	0	1	5.6%
Goods 7.5 tonnes and over	0	0	0	0	1	1	5.6%
Other vehicle	0	0	0	0	0	0	0.0%
Total	2	3	2	2	9	18	100.0%
Average	0.2	0.3	0.2	0.2	1.0	2.0	-
Percentage	11.1%	16.7%	11.1%	11.1%	50.0%	100/0%	-

Casualties involved in accidents

2.8.6 Table 2-23 summarises the casualties by severity over the five-year period, showing that there were 12 casualties involved in the nine accidents along this section. Of these, 83% were recorded as slight and 17% as serious. There were no fatal casualties.

Table 2-23 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	3	3	25.0%
2012	0	1	1	2	16.7%
2013	0	0	1	1	8.3%
2014	0	1	0	1	8.3%
2015	0	0	5	5	41.7%
Total	0	2	10	12	100.0%
Average casualties over the five-year period	0.0	0.4	2.0	2.4	-
Percentage	0.0%	16.7%	83.3%	100.0%	-

2.8.7 A review of the accident records showed that there was one NMU involved in one accident within the five-year period. Recorded as slight, the NMU accident involved a pedestrian and occurred at a crossing in 2012. This generates a total of 0.2 NMU accidents per year on average.

2.9 A5 (Parc Cybi) to Valley Crossroads

Recorded accidents

2.9.1 The A5 (Parc Cybi) to Valley Crossroads section is between Parc Cybi Holyhead Junction 9 and the crossroads between A5 Holyhead Road and B4545/A5025. A summary of the personal injury accident data for the section is presented in table-24.

2.9.2 Over the five-year period studied, 10 personal injury accidents were recorded. Of these, one accident was recorded as serious and nine accidents were recorded as slight. This generates a total of 2.0 accidents per year on average, of which 0.2 are serious and 1.8 are slight.

Table 2-24 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	1	3	4	40.0%
2012	0	0	2	2	20.0%
2013	0	0	1	1	10.0%
2014	0	0	3	3	30.0%
2015	0	0	0	0	0.0%
Total	0	1	9	10	100.0%
Average personal injury accidents over the five-year period	0.0	0.2	1.8	2.0	-
Percentage	0.0%	10.0%	90.0%	100.0%	-

2.9.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.9.4 Table 2-25 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that 20 vehicles were involved in the 10 recorded accidents over the five-year period. This generates on average a total of two vehicles per accident across the five-year time period.

2.9.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-25 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	1	0	0	0	0	1	5.0%
Powered two-wheeler	1	0	0	0	0	1	5.0%
Car	7	4	1	6	0	18	90.0%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	9	4	1	6	0	20	100.0%
Average	0.9	0.4	0.1	0.6	0.0	2.0	-
Percentage	45.0%	20.0%	5.0%	30.0%	0.0%	100.0%	-

Casualties involved in accidents

2.9.6 Table 2-26 summarises the casualties by severity over the five-year period, showing that there were 14 casualties involved in the 10 accidents along this section. Of these, 93% were recorded as slight and 7% as serious. There were no fatal casualties.

Table 2-26 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	1	5	6	42.9%
2012	0	0	3	3	21.4%
2013	0	0	1	1	7.1%
2014	0	0	4	4	28.6%
2015	0	0	0	0	0.0%
Total	0	1	13	14	100.0%
Average casualties over the five-year period	0.0	0.2	2.6	2.8	-
Percentage	0.0%	7.1%	92.9%	100.0%	-

2.9.7 A review of the accident records showed that there were two accidents involving NMUs within the five-year period. The NMUs were a cyclist and a pedestrian. The accident involving the pedestrian occurred at a crossing in 2013 and it was recorded as slight, whilst the accident involving the cyclist occurred in 2011 and was recorded as serious. This generates a total of 0.4 NMU accidents per year on average.

2.10 A5025 Section 1a On-line

Recorded accidents

2.10.1 The A5025 Section 1a On-line is between Junction 5 and A5025 towards Llanynghenedl. A summary of the personal injury accident data for the section is presented in table 2-27.

2.10.2 Over the five-year period studied, one personal injury accident was recorded. The accident occurred in 2012 and was recorded as slight. This generates a total of 0.2 accidents per year on average, all of which are slight.

Table 2-27 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	0	0	0.0%
2012	0	0	1	1	100.0%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	0	1	1	100.0%
Average personal injury accidents over the five-year period	0	0	0.2	0.2	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.10.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.10.4 Table 2-28 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that one vehicle was involved in the recorded accident over the five-year period. This generates on average a total of one vehicle per accident across the five-year time period.

2.10.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-28 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	0	0	0	0	0	0	0.0%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	1	0	0	0	1	100.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	0	1	0	0	0	1	100.0%
Average	0.0	1.0	0.0	0.0	0.0	1.0	-
Percentage	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	-

Casualties involved in accidents

2.10.6 Table 2-29 summarises the casualties by severity over the five-year period, showing that there was one casualty involved in an accident along this section, which was recorded as slight. There were no serious or fatal casualties.

Table 2-29 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	0	0	0.0%
2012	0	0	1	1	100.0%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	0	1	1	100.0%
Average casualties over the five-year period	0.0	0.0	0.2	0.2	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.10.7 A review of the accident records showed that there were no NMU accidents recorded within the five-year period.

2.11 A5025 Section 2 On-line

Recorded accidents

2.11.1 The A5025 Section 2 is between the A5025 near Valley and the A5025 near Llanynghenedl. A summary of the personal injury accident data for the section is presented in table 2-30.

2.11.2 Over the five-year period studied, four personal injury accidents were recorded. Of which, three accidents were recorded as slight and one accident was recorded as serious. This generates a total of 0.8 accidents per year on average, of which 0.6 were slight and 0.2 were serious.

Table 2-30 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	0	0	0.0%
2012	0	1	0	1	25.0%
2013	0	0	0	0	0.0%
2014	0	0	2	2	50.0%
2015	0	0	1	1	25.0%
Total	0	1	3	4	100.0%
Average personal injury accidents over the five-year period	0	0.2	0.6	0.8	-
Percentage	0.0%	25.0%	75.0%	100.0%	-

2.11.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.11.4 Table 2-31 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that eight vehicles were involved in the four recorded accidents over the five-year period. This generates on average a total of two vehicles per accident across the five-year time period.

2.11.5 Accident analysis shows that there was one accident recorded that involved HGVs within the five-year period, 13% of all vehicles involved in accidents.

Table 2-31 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	0	1	0	2	3	6	75.0%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	1	0	1	12.5%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	1	0	1	12.5%
Other vehicle	0	0	0	0	0	0	0.0%
Total	0	1	0	4	3	8	100.0%
Average	0.0	0.3	0.0	1.0	0.8	2.0	-
Percentage	0.0%	12.5%	0.0%	50.0%	37.5%	100.0%	-

Casualties involved in accidents

2.11.6 Table 2-32 summarises the casualties by severity over the five-year period, showing that there were seven casualties involved in the four accidents along this section. Of which, 86% were recorded as slight and 14% as serious. There were no fatal casualties.

Table 2-32 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	0	0	0.0%
2012	0	1	1	2	28.6%
2013	0	0	0	0	0.0%
2014	0	0	3	3	42.8%
2015	0	0	2	2	28.6%
Total	0	1	6	7	100.0%
Average casualties over the five-year period	0.0	0.2	1.2	1.4	-
Percentage	0.0%	14.3%	85.7%	100.0%	-

2.11.7 A review of the accident records showed that there were no NMU accidents recorded within the five-year period.

2.12 A5025 Section 3a On-line

Recorded accidents

2.12.1 The A5025 Section 3a On-line stretches approximately 2.4km between the A5025 West near Llanyngunedl and a junction with an unnamed road leading to Llanfigael. A summary of the personal injury accident data for the section is presented in table 2-33.

2.12.2 Over the five-year period studied, one personal injury accident was recorded. The accident occurred in 2015 and was recorded as slight. This generates a total of 0.2 accidents per year on average, all of which are slight.

Table 2-33 Summary of five-year person injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	0	1	1	100.0%
Total	0	0	1	1	100.0%
Average personal injury accidents over the five-year period	0	0	0.2	0.2	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.12.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.12.4 Table 2-34 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that one vehicle was involved in the recorded accident over the five-year period. This generates a total of one vehicle per accident across the five-year time period.

2.12.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-34 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	0	0	0	0	1	1	100.0%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	0	0	0	0	1	1	100.0%
Average	0.0	0.0	0.0	0.0	1.0	1.0	-
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	-

Casualties involved in accidents

2.12.6 Table 2-35 summarises the casualties by severity over the five-year period, showing that there were two casualties involved in the accident along this section. Both were recorded as slight. There were no serious or fatal casualties.

Table 2-35 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	0	2	2	100.0%
Total	0	0	2	2	100.0%
Average casualties over the five-year period	0.0	0.0	0.4	0.4	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.12.7 A review of the accident records showed that there were no NMU accidents recorded within the five-year period.

2.13 A5025 Section 4 On-line

Recorded accidents

2.13.1 The A5025 Section 4 stretches for approximately 3.2km between the A5025 West at a junction with an unnamed road west of Llanfigael and a site just south of Llanfaethlu. A summary of the personal injury accident data for the section is presented in table 2-36.

2.13.2 Over the five-year period studied, four personal injury accidents were recorded. Of which, one accident was recorded as serious and three accidents were recorded as slight. This generates a total of 0.8 accidents per year on average, of which 0.2 are serious and 0.6 are slight.

Table 2-36 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	0	0	0.0%
2012	0	0	2	2	50.0%
2013	0	0	0	0	0.0%
2014	0	0	1	1	25.0%
2015	0	1	0	1	25.0%
Total	0	1	3	4	100.0%
Average personal injury accidents over the five-year period	0	0.2	0.6	0.8	-
Percentage	0.0%	25.0%	75.0%	100.0%	-

2.13.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.13.4 Table 2-37 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that seven vehicles were involved in the four recorded accidents over the five-year period. This generates on average a total of 1.8 vehicles per accident across the five-year time period.

2.13.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-37 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	0	2	0	2	1	5	71.4%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	1	0	0	0	1	14.3%
Van/goods vehicles 3.5 tonnes or under	0	1	0	0	0	1	14.3%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	0	4	0	2	1	7	100.0%
Average	0.0	1.0	0.0	0.5	0.3	1.8	-
Percentage	0.0%	57.1%	0.0%	28.6%	14.3%	100.0%	-

Casualties involved in accidents

2.13.6 Table 2-38 summarises the casualties by severity over the five-year period, showing that there were five casualties involved in the four accidents along this section. Of which, 80% were recorded as slight and 20% were recorded as serious. There were no fatal casualties.

Table 2-38 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	0	0	0.0%
2012	0	0	3	3	60.0%
2013	0	0	0	0	0.0%
2014	0	0	1	1	20.0%
2015	0	1	0	1	20.0%
Total	0	1	4	5	100.0%
Average casualties over the five-year period	0.0	0.2	0.8	1.0	-
Percentage	0.0%	20.0%	80.0%	100.0%	-

2.13.7 A review of the accident records showed that there were no NMU accidents recorded within the five-year period.

2.14 A5025 Section 5a On-line

Recorded accidents

2.14.1 The A5025 Section 5a is between the A5025 in Llanfaethlu and the A5025 Lon Las. A summary of the personal injury accident data for the section is presented in table 2-39.

2.14.2 Over the five-year period studied, five personal injury accidents were recorded. Of which, one accident was recorded as serious and four accidents were recorded as slight. This generates a total of 1.0 accident per year on average, of which 0.2 are serious and 0.8 are slight.

Table 2-39 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	0	0	0.0%
2012	0	0	1	1	20.0%
2013	0	0	1	1	20.0%
2014	0	0	1	1	20.0%
2015	0	1	1	2	40.0%
Total	0	1	4	5	100.0%
Average personal injury accidents over the five-year period	0	0.2	0.8	1.0	-
Percentage	0.0%	20.0%	80.0%	100.0%	-

2.14.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.14.4 Table 2-40 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that eight vehicles were involved in the five recorded accidents over the five-year period. This generates on average a total of 1.6 vehicles per accident across the five-year time period.

2.14.5 Accident analysis shows that there was one accident recorded that involved an HGV within the five-year period, 13% of all vehicles involved in accidents.

Table 2-40 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	0	1	1	1	4	7	87.5%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	1	0	0	0	1	12.5%
Other vehicle	0	0	0	0	0	0	0.0%
Total	0	2	1	1	4	8	100.0%
Average	0.0	0.4	0.2	0.2	0.8	1.6	-
Percentage	0.0%	25%	12.5%	12.5%	50%	100%	-

Casualties involved in accidents

2.14.6 Table 2-41 summarises the casualties by severity over the five-year period, showing that there were nine casualties involved in the five accidents along this section. Of which, 89% were recorded as slight and 11% as serious. There were no fatal casualties.

Table 2-41 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	0	0	0%
2012	0	0	2	2	22.2%
2013	0	0	1	1	11.1%
2014	0	0	1	1	11.1%
2015	0	1	4	5	55.6%
Total	0	1	8	9	100.0%
Average casualties over the five-year period	0.0	0.2	1.6	1.8	-
Percentage	0.0%	11.1%	88.9%	100.0%	-

2.14.7 A review of the accident records showed that there were no NMU accidents recorded within the five-year period.

2.15 A5025 Section 6 On-line

Recorded accidents

2.15.1 The A5025 Section 6 On-line is between A5025 Lon Las and the A5025 at Llyn Llygeirian. A summary of the personal injury accident data for the section is presented in table 2-42.

2.15.2 Over the five-year period studied, two personal injury accidents were recorded. This generates a total of 0.4 accidents per year on average, all of which are slight.

Table 2-42 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	1	1	50.0%
2012	0	0	0	0	0.0%
2013	0	0	0	0	0.0%
2014	0	0	1	1	50.0%
2015	0	0	0	0	0.0%
Total	0	0	2	2	100.0%
Average personal injury accidents over the five-year period	0	0	0.4	0.4	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.15.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.15.4 Table 2-43 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that three vehicles were involved in the recorded accident over the five-year period. This generates on average a total of 1.5 vehicles per accident across the five-year time period.

2.15.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-43 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	1	0	0	0	0	1	33.3%
Powered two-wheeler	0	0	0	1	0	1	33.3%
Car	1	0	0	0	0	1	33.3%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	2	0	0	1	0	3	100.0%
Average	0.1	0.0	0.0	0.1	0.0	0.2	-
Percentage	66.7%	0.0%	0.0%	33.3%	0.0%	100.0%	-

Casualties involved in accidents

2.15.6 Table 2-44 summarises the casualties by severity over the five-year period, showing that there were two casualties involved in the two accidents along this section. All were recorded as slight. There were no serious or fatal casualties.

Table 2-44 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	1	1	50.0%
2012	0	0	0	0	0.0%
2013	0	0	0	0	0.0%
2014	0	0	1	1	50.0%
2015	0	0	0	0	0.0%
Total	0	0	2	2	100.0%
Average casualties over the five-year period	0.0	0.0	0.4	0.4	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.15.7 A review of the accident records showed that there was one NMU involved in one accident within the five-year period. Recorded as slight the NMU accident involved a cyclist and occurred in 2011. This generates a total of 0.2 NMU accidents per year on average.

2.16 A5025 Section 7a On-line

Recorded accidents

2.16.1 A5025 Section 7a On-line is between the A5025 Llanrhuddlad and Llanrhwyrus. A summary of the personal injury accident data for the section is presented in table 2-45.

2.16.2 Over the five-year period studied, one personal injury accident was recorded over the five-year period. The accident occurred in 2013 and was recorded as slight. This generates a total of 0.2 accidents per year on average, all of which are slight.

Table 2-45 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	1	1	100.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	0	1	1	100.0%
Average personal injury accidents over the five-year period	0	0	0.2	0.2	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.16.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.16.4 Table 2-46 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that two vehicles were involved in the recorded accident over the five-year period. This generates on average a total of two vehicles per accident across the five-year time period.

2.16.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-46 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	0	0	2	0	0	2	100.0%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	0	0	2	0	0	2	100.0%
Average	0.0	0.0	2.0	0.0	0.0	2.0	-
Percentage	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%	-

Casualties involved in accidents

2.16.6 Table 2-47 summarises the casualties by severity over the five-year period, showing that there were two casualties involved in the accident along this section. Both were recorded as slight. There were no serious or fatal casualties.

Table 2-47 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	2	2	100.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	0	2	2	100.0%
Average casualties over the five-year period	0.0	0.0	0.4	0.4	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.16.7 A review of the accident records showed that there were no NMU accidents recorded within the five-year period.

2.17 A5025 Section 8 On-line

Recorded accidents

2.17.1 The A5025 Section 8 On-line is between the A5025 Llanrhwydrus and Tregele. A summary of the personal injury accident data for the section is presented in table 2-48.

2.17.2 Over the five-year period studied, two personal injury accidents were recorded. This generates a total of 0.4 accidents per year on average, all of which are slight.

Table 2-48 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	0	0	0.0%
2012	0	0	1	1	50.0%
2013	0	0	1	1	50.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	0	2	2	100.0%
Average personal injury accidents over the five-year period	0	0	0.4	0.4	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.17.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.17.4 Table 2-49 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that three vehicles were involved in the two recorded accidents over the five-year period. This generates on average a total of 1.5 vehicles per accident across the five-year time period.

2.17.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-49 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	0	2	1	0	0	3	100.0%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	0	2	1	0	0	3	100.0%
Average	0.0	1.0	0.5	0.0	0.0	1.5	-
Percentage	0.0%	66.7%	33.3%	0.0%	0.0%	100.0%	-

Casualties involved in accidents

2.17.6 Table 2-50 summarises the casualties by severity over the five-year period, showing that there were three casualties involved in the two accidents along this section. All were recorded as slight. There were no serious or fatal casualties.

Table 2-50 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	0	0	0.0%
2012	0	0	1	1	33.3%
2013	0	0	2	2	66.7%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	0	3	3	100.0%
Average casualties over the five-year period	0.0	0.0	0.6	0.6	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.17.7 A review of the accident records showed that there were no NMU accidents recorded within the five-year period.

2.18 A5025 Section 9 On-line

Recorded accidents

2.18.1 The A5025 Section 9 On-line is along the A5025 crossing Tregele. A summary of the personal injury accident data for the section is presented in table 2-51.

2.18.2 Over the five-year period studied, one personal injury accident was recorded. The accident occurred in 2012. This generates a total of 0.2 accidents per year on average, all of which are slight.

Table 2-51 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	0	0	0.0%
2012	0	0	1	1	100.0%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	0	1	1	100.0%
Average personal injury accidents over the five-year period	0	0	0.2	0.2	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.18.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.18.4 Table 2-52 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that two vehicles were involved in the recorded accident over the five-year period. This generates on average a total of two vehicles per accident across the five-year time period.

2.18.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-52 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	0	2	0	0	0	2	100.0%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	0	2	0	0	0	2	100.0%
Average	0.0	2.0	0.0	0.0	0.0	2.0	-
Percentage	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	-

Casualties involved in accidents

2.18.6 Table 2-53 summarises the casualties by severity over the five-year period, showing that there were three casualties involved in the accidents along this section. All were recorded as slight. There were no serious or fatal casualties.

Table 2-53 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	0	0	0.0%
2012	0	0	3	3	100.0%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	0	3	3	100.0%
Average casualties over the five-year period	0.0	0.0	0.6	0.6	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.18.7 A review of the accident records showed that there were no NMU accidents recorded within the five-year period.

2.19 A5025 Tregele to Amlwch

Recorded accidents

2.19.1 The A5025 Tregele to Amlwch section is on the A5025 between the proposed site access road and the roundabout to the south of Amlwch. A summary of the personal injury accident data for the section is presented in table 2-54.

2.19.2 Over the five-year period studied, 17 personal injury accidents were recorded. Of which, 10 accidents were recorded as serious and seven accidents were recorded as slight. This generates a total of 3.4 accidents per year on average, of which 2.0 are serious and 1.4 are slight.

Table 2-54 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	1	1	5.9%
2012	0	2	2	4	23.6%
2013	0	1	2	3	17.6%
2014	0	6	0	6	35.3%
2015	0	1	2	3	17.6%
Total	0	10	7	17	100.0%
Average personal injury accidents over the five-year period	0.0	2.0	1.4	3.4	-
Percentage	0.0%	58.8%	41.2%	100.0%	-

2.19.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.19.4 Table 2-55 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that 26 vehicles were involved in the 17 recorded accidents over the five-year period. This generates on average a total of 1.5 vehicles per accident across the five-year time period.

2.19.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-55 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	1	1	0	2	7.7%
Powered two-wheeler	0	1	1	3	0	5	19.2%
Car	1	3	3	6	4	17	65.4%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	1	0	1	0	2	7.7%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	1	5	5	11	4	26	100.0%
Average	0.1	0.3	0.3	0.6	0.2	1.5	-
Percentage	3.8%	19.2%	19.2%	42.4%	15.4%	100.0%	-

Casualties involved in accidents

2.19.6 Table 2-56 summarises the casualties by severity over the five-year period, showing that there were 25 casualties involved in the 17 accidents along this section. Of which, 56% were recorded as slight and 44% as serious. There were no fatal casualties.

Table 2-56 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	2	2	8.0%
2012	0	2	4	6	24.0%
2013	0	1	3	4	16.0%
2014	0	7	2	9	36.0%
2015	0	1	3	4	16.0%
Total	0	11	14	25	100.0%
Average casualties over the five-year period	0.0	2.2	2.8	5.0	-
Percentage	0.0%	44.0%	56.0%	100.0%	-

2.19.7 A review of the accident records showed that there were three NMUs involved in three separate accidents within the five-year period. The NMUs involved were two cyclists and one pedestrian. The pedestrian and one of the cyclists were recorded as serious accidents, occurring in 2012 and 2013 respectively. The other cyclist accident was recorded as slight and occurred in 2014. This generates a total of 0.6 NMU accidents per year on average.

2.20 A5025 Amlwch to Benllech

Recorded accidents

2.20.1 The A5025 Amlwch to Benllech section is between Junction B5111/A5025 and Junction B5108 Beach Road/A5025. A summary of the personal injury accident data for the section is presented in table 2-57.

2.20.2 Over the five-year period studied, three personal injury accidents were recorded. Of which, one accident was recorded as fatal, one accident was recorded as serious and the remaining accident recorded as slight. This generates a total of 0.6 accidents per year on average, of which 0.2 are fatal, 0.2 are serious and 0.2 are slight.

Table 2-57 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	1	1	1	3	100.0%
2012	0	0	0	0	0.0%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	1	1	1	3	100.0%
Average personal injury accidents over the five-year period	0.2	0.2	0.2	0.6	-
Percentage	33.3%	33.3%	33.3%	100.0%	-

2.20.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.20.4 Table 2-58 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that 15 vehicles were involved in the three recorded accidents over the five-year period. This generates on average a total of five vehicles per accident across the five-year time period.

2.20.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-58 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	1	0	0	1	6.7%
Car	6	0	2	5	0	13	86.6%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	1	0	0	0	0	1	6.7%
Total	7	0	3	5	0	15	100.0%
Average	2.3	0.0	1.0	1.7	0.0	5.0	-
Percentage	46.7%	0.0%	20.0%	33.3%	0.0%	100.0%	-

Casualties involved in accidents

2.20.6 Table 2-59 summarises the casualties by severity over the five-year period, showing that there were 15 casualties involved in the three accidents along this section. Of which, 67% were recorded as slight, 20% as serious and 13% as fatal.

Table 2-59 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	2	2	4	26.7%
2012	0	0	0	0	0.0%
2013	2	0	3	5	33.3%
2014	0	1	5	6	40.0%
2015	0	0	0	0	0.0%
Total	2	3	10	15	100.0%
Average casualties over the five-year period	0.4	0.6	2.0	3.0	-
Percentage	13.3%	20.0%	66.7%	100.0%	-

2.20.7 A review of the accident records showed that there were two NMUs involved in two separate accidents within the five-year period. The NMUs were two pedestrians. The accidents were recorded as fatal and serious and occurred in 2011 and 2013, respectively. This generates a total of 0.4 NMU accidents per year on average.

2.21 A5025 Benllech to A55 Junction 8

Recorded accidents

2.21.1 The A5025 Benllech to A55 Junction 8 section is between Junction B5108 Beach Road/A5025 and Junction 8. A summary of the personal injury accident data for the section is presented in table 2-60.

2.21.2 Over the five-year period studied, 31 personal injury accidents were recorded. Of which, one accident was recorded as fatal, five were recorded as serious and 25 were recorded as slight. This generates a total of 6.2 accidents per year on average of which 0.2 are fatal, 1.0 are serious and 5.0 are slight.

Table 2-60 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	1	1	7	9	29.0%
2012	0	2	6	8	25.8%
2013	0	0	6	6	19.4%
2014	0	2	3	5	16.1%
2015	0	0	3	3	9.7%
Total	1	5	25	31	100.0%
Average personal injury accidents over the five-year period	0.2	1.0	5.0	6.2	-
Percentage	3.2%	16.1%	80.7%	100.0%	-

2.21.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.21.4 Table 2-61 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that 65 vehicles were involved in the 31 recorded accidents over the five-year period. This generates on average a total of 2.1 vehicles per accident across the five-year time period.

2.21.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-61 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	15	15	12	10	7	59	90.8%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	1	0	1	0	0	2	3.1%
Agricultural vehicle	0	0	0	0	0	0	1.5%
Van/goods vehicles 3.5 tonnes or under	2	1	0	0	0	3	4.6%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	19	16	13	10	7	65	100.0%
Average	0.6	0.5	0.4	0.3	0.2	2.1	-
Percentage	29.2%	24.6%	20.0%	15.4%	10.8%	100.0%	-

Casualties involved in accidents

2.21.6 Table 2-62 summarises the casualties by severity over the five-year period, showing that there were 54 casualties involved in the 31 accidents along this section. Of which, 85% were recorded as slight, 13% as serious and 2% as fatal.

Table 2-62 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	1	3	12	16	29.6%
2012	0	2	8	10	18.5%
2013	0	0	10	10	18.5%
2014	0	2	7	9	16.7%
2015	0	0	9	9	16.7%
Total	1	7	46	54	100.0%
Average casualties over the five-year period	0.2	1.4	9.2	10.8	-
Percentage	1.9%	13.0%	85.1%	100.0%	-

2.21.7 A review of the accident records showed that there were four NMUs involved in four separate accidents within the five-year period. One NMU accident was recorded as serious and the remaining three NMU accidents were recorded as slight. All of the NMUs involved in accidents along this section were pedestrians. One accident occurred at a crossing. This generates a total of 0.8 NMU accidents per year on average.

2.22 A5 Rhostrehwfa to A5 Menai Bridge

Recorded accidents

2.22.1 The A5 Rhostrehwfa to A5 Menai Bridge section is between the A5 at Rhostrehwfa and the A5 at Menai Bridge. A summary of the personal injury accident data for the section is presented in table 2-63.

2.22.2 Over the five-year period studied, 36 personal injury accidents were recorded. Of which, one accident was recorded as fatal, nine accidents were recorded as serious and 26 accidents were recorded as slight. This generates a total of 7.2 accidents per year on average, of which 0.2 are fatal, 1.8 are serious and 5.2 are slight.

Table 2-63 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	1	0	6	7	19.4%
2012	0	2	3	5	13.9%
2013	0	0	5	5	13.9%
2014	0	1	6	7	19.4%
2015	0	6	6	12	33.4%
Total	1	9	26	36	100.0%
Average personal injury accidents over the five-year period	0.2	1.8	5.2	7.2	-
Percentage	2.8%	25.0%	72.2%	100.0%	-

2.22.3 An accident cluster was identified on the A5 northbound approach to the roundabout junction with the B5420 Dale Street. There were four personal injury accidents recorded at this location (table 2-64). The accident records indicate that of the four accidents identified in the cluster one of them occurred at a separate junction. Of the other three accidents, two occurred because the driver of a car pulled out onto the roundabout without seeing a second vehicle and one accident was a 'shunt' type.

2.22.4 Upon closer review, the cluster accident records do not demonstrate strong correlation of causes that would be of relevance to the Wylfa Newydd Project.

Table 2-64 Summary of accidents in cluster at Menai Bridge

Accident	Severity	Vehicles	Drivers	Light	Road
201160M128206	Slight	<ul style="list-style-type: none"> • Car • Motorcycle over 125cc 	<ul style="list-style-type: none"> • Female 23 • Male 39 	Daylight	Dry
As the car moved off it struck the motorcycle on the roundabout					
201160M133672	Slight	<ul style="list-style-type: none"> • Car • Car 	<ul style="list-style-type: none"> • Male 24 • Male 40 	Daylight	Wet or damp
First car struck second car in rear while it was parked. Occurred at the entrance to the petrol filling station.					
201160M173497	Slight	<ul style="list-style-type: none"> • Car • Taxi/ private hire 	<ul style="list-style-type: none"> • Male 21 • Male 35 	Daylight	Wet or damp
Taxi slowing down on approach to roundabout struck in the rear by the car					
201360P038306	Slight	<ul style="list-style-type: none"> • Car • Pedal cycle 	<ul style="list-style-type: none"> • Female 57 • Female 21 	Dark, lit	Dry
Car pulled out onto roundabout in front of pedal cycle, pedal cycle struck car on offside					

Vehicles involved in accidents

2.22.5 Table 2-65 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that 73 vehicles were involved in the 36 recorded accidents over the five-year period. This generates on average a total of 2.1 vehicles per accident across the five-year time period.

2.22.6 Accident analysis shows that there was one accident recorded that involved an HGV within the five-year period, 1% of all vehicles involved in accidents.

Table 2-65 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	1	0	4	5	6.8%
Powered two-wheeler	2	0	0	1	0	3	4.1%
Car	10	11	9	9	19	58	79.5%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	1	1	2	2.7%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	2	0	2	2.7%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	1	0	0	0	0	1	1.4%
Goods 7.5 tonnes and over	0	0	0	1	0	1	1.4%
Other vehicle	0	0	0	1	0	1	1.4%
Total	13	11	10	15	24	73	100.0%
Average	0.4	0.3	0.3	0.4	0.7	2.1	-
Percentage	17.8%	15.1%	13.7%	20.5%	32.9%	100.0%	-

Casualties involved in accidents

2.22.7 Table 2-66 summarises the casualties by severity over the five-year period, showing that there were 54 casualties involved in the 36 accidents along this section. Of which, 72% were recorded as slight, 26% were recorded as serious and 2% were recorded as fatal.

Table 2-66 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	1	3	8	12	22.2%
2012	0	2	3	5	9.3%
2013	0	0	7	7	13.0%
2014	0	2	10	12	22.2%
2015	0	7	11	18	33.3%
Total	1	14	39	54	100.0%
Average casualties over the five-year period	0.2	2.8	7.8	10.8	-
Percentage	1.9%	25.9%	72.2%	100.0%	-

2.22.8 A review of the accident records showed that there were eight NMU accidents recorded within the five-year period, six of which were slight, and two of which were serious. There were three pedestrians and five cyclists involved in the accidents, whilst one pedestrian was involved in an accident at a crossing. This generates a total of 1.6 accidents per year on average, of which 0.4 are serious and 1.2 are slight.

2.23 Menai Bridge to A545 Beaumaris Road

Recorded accidents

2.23.1 The Menai Bridge to A545 Beaumaris Road section is between the A5 at Menai Bridge and the A545 Beaumaris road. A summary of the personal injury accident data for the section is presented in table 2-67.

2.23.2 Over the five-year period studied, five personal injury accidents were recorded. Of which, all accidents were recorded as slight. This generates a total of 1 accident per year on average, all of which are slight.

Table 2-67 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	2	2	40.0%
2012	0	0	2	2	40.0%
2013	0	0	1	1	20.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	0	5	5	100.0%
Average personal injury accidents over the five-year period	0.0	0.0	1.0	1.0	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.23.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.23.4 Table 2-68 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that nine vehicles were involved in the five recorded accidents over the five-year period. This generates on average a total of 1.8 vehicles per accident across the five-year time period.

2.23.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-68 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	1	1	0	0	0	2	22.2%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	2	3	2	0	0	7	77.8%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	3	4	2	0	0	9	100.0%
Average	0.6	0.8	0.4	0.0	0.0	1.8	-
Percentage	33.4%	44.4%	22.2%	0.0%	0.0%	100.0%	-

Casualties involved in accidents

2.23.6 Table 2-69 summarises the casualties by severity over the five-year period, showing that there were five casualties involved in the five accidents along this section. All were recorded as slight. There were no serious or fatal casualties.

Table 2-69 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	2	2	40.0%
2012	0	0	2	2	40.0%
2013	0	0	1	1	20.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	0	5	5	100.0%
Average casualties over the five-year period	0.0	0.0	1.0	1.0	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.23.7 A review of the accident records showed that there were three NMU accidents recorded within the five-year period. All NMU accidents along this section were recorded as slight, involving one pedestrian and two cyclists. This generates a total of 0.6 NMU accidents per year on average.

2.24 Menai Bridge only

Recorded accidents

2.24.1 The Menai Bridge only section is between the junction of the A545/A5 and the junction of the A487/A5 Holyhead Road. A summary of the personal injury accident data for the section is presented in table 2-70.

2.24.2 Over the five-year period studied, one personal injury accident was recorded. The accident occurred in 2015 and was recorded as slight. This generates a total of 0.2 accidents per year on average, all of which are slight.

Table 2-70 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	0	1	1	100.0%
Total	0	0	1	1	100.0%
Average personal injury accidents over the five-year period	0	0	0.2	0.2	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.24.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.24.4 Table 2-71 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that two vehicles were involved in the recorded accident over the five-year period. A car and a bus or coach (with 17 or more passenger seats) were involved in the accident. This generates on average a total of two vehicles per accident across the five-year time period.

2.24.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-71 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	0	0	0	0	1	1	50.0%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	1	1	50.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	0	0	0	0	2	2	100.0%
Average	0.0	0.0	0.0	0.0	2.0	2.0	-
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	-

Casualties involved in accidents

2.24.6 Table 2-72 summarises the casualties by severity over the five-year period, showing that there was one casualty involved in the accident along this section. It was recorded as slight. There were no serious or fatal casualties.

Table 2-72 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	0	1	1	100.0%
Total	0	0	1	1	100.0%
Average casualties over the five-year period	0.0	0.0	0.2	0.2	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.24.7 A review of the accident records showed that there were no NMU accidents recorded within the five-year period.

2.25 A55 Junction 9 to A5 Holyhead Road

Recorded accidents

2.25.2 The A55 Junction 9 to A5 Holyhead Road section is between Junction 9 and the Holyhead Road/Ffordd Siliwen Junction. A summary of the personal injury accident data for the section is presented in table 2-73.

2.25.3 Over the five-year period studied, nine personal injury accidents were recorded. Of which, three accidents were recorded as serious and six accidents were recorded as slight. This generates a total of 1.8 accidents per year on average, of which 0.6 are serious and 1.2 are slight.

Table 2-73 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	3	3	33.4%
2012	0	1	1	2	22.2%
2013	0	0	0	0	0.0%
2014	0	1	1	2	22.2%
2015	0	1	1	2	22.2%
Total	0	3	6	9	100.0%
Average personal injury accidents over the five-year period	0.0	0.6	1.2	1.8	-
Percentage	0.0%	33.3%	67.7%	100.0%	-

2.25.4 No accident clusters were identified along this section.

Vehicles involved in accidents

2.25.5 Table 2-74 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that 19 vehicles were involved in the nine recorded accidents over the five-year period. This generates on average a total of 2.1 vehicles per accident across the five-year time period.

2.25.6 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-74 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	1	1	0	0	0	2	10.5%
Powered two-wheeler	0	0	0	1	1	2	10.5%
Car	5	3	0	3	3	14	73.7%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	1	0	0	0	0	1	5.3%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	7	4	0	4	4	19	100.0%
Average	0.8	0.4	0.0	0.4	0.4	2.1	-
Percentage	36.7%	21.1%	0.0%	21.1%	21.1%	100.0%	-

Casualties involved in accidents

2.25.7 Table 2-75 summarises the casualties by severity over the five-year period, showing that there were 15 casualties involved in the nine accidents along this section. Of which, 80% were recorded as slight and 20% were recorded as serious. There were no fatal casualties.

Table 2-75 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	3	3	20.0%
2012	0	1	4	5	33.3%
2013	0	0	0	0	0.0%
2014	0	1	2	3	20.0%
2015	0	1	3	4	26.7%
Total	0	3	12	15	100.0%
Average casualties over the five-year period	0.0	0.6	2.4	3.0	-
Percentage	0.0%	20.0%	80.0%	100.0%	-

2.25.8 A review of the accident records showed that there were two NMU accidents recorded within the five-year period. Both accidents were recorded as slight and involved two cyclists one recorded in 2011 and one in 2012. This generates a total of 0.4 NMU accidents per year on average.

2.26 A55 Junction 9 to A487 Y Felinheli Bypass

Recorded accidents

2.26.1 The A55 Junction 9 to A487 Y Felinheli Bypass section is between Junction 9 of the A55 and the A487 Y Felinheli Bypass. A summary of the personal injury accident data for the section is presented in table 2-76.

2.26.2 Over the five-year period studied, 14 personal injury accidents were recorded. Of which, all accidents were recorded as slight. This generates a total of 2.8 accidents per year on average, all of which are slight.

Table 2-76 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	1	1	7.1%
2012	0	0	2	2	14.3%
2013	0	0	3	3	21.4%
2014	0	0	6	6	42.9%
2015	0	0	2	2	14.3%
Total	0	0	14	14	100.0%
Average personal injury accidents over the five-year period	0	0	2.8	2.8	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.26.3 Two accident clusters were identified on the A487. The first cluster is located at the priority junction with Penrhos Road. At this location there was a total of five accidents, with combinations for a qualifying cluster including four accidents from 2012 to 2014 or four accidents from 2013 to 2015. The most recent cluster (as defined in section 1.2) was used and includes four personal injury accidents (table 2-77). In the first accident there is no clear cause. In the remaining three the available information suggests that drivers made a poor judgement or observation.

2.26.4 Upon closer review the cluster accident records do not demonstrate strong correlation of causes that would be of relevance to the Wylfa Newydd Project.

Table 2-77 Summary of accidents in cluster at Penrhos Road

Accident	Severity	Vehicles	Drivers	Light	Road
201360P175897	Slight	• Car	• Male 42	Daylight	Dry
	No clear cause, single vehicle did not strike anything				
201460R060901	Slight	• Car • Car	• Male 82 • Female 52	Daylight	Wet or damp
	First car turning right (likely into Penrhos Road) pulled into path of second car				
201460R121871	Slight	• Car • Car	• Male 55 • Male 45	Daylight	Dry
	First car turning right (likely out of Penrhos Road) pulled into nearside of second car				
201560S020151	Slight	• LGV • Car • Car	• Male 26 • Male 51 • Male 36	Dark, lit	Dry
	LGV turning right (likely into Penrhos Road) pulled into path of car, available information suggests this may have caused a second car to collide with the rear of the first car				

2.26.5 The second cluster is located at the roundabout of the A487/ A4087 Caernarfon Road/ B4547 Stryd Bangor. As at the first cluster on the A487, there are two potential clusters based on six accidents between 2012 and 2015; again the most recent has been chosen for relevance. The second accident cluster is therefore based on five accidents between 2013 and 2015 (table 2-78).

2.26.6 The accident records for the cluster at this second location suggest that there may be a specific issue relating to the vulnerability of motorcycles however, this would not be particularly relevant to traffic associated with the Wylfa Newydd Project. Those accidents involving only cars have no apparent common cause.

2.26.7 Upon closer review the cluster accident records do not demonstrate strong correlation of causes that would be of relevance to the Wylfa Newydd Project.

Table 2-78 Summary of accidents in cluster at A4087 Caernarfon Road

Accident	Severity	Vehicles	Drivers	Light	Road
201360P078623	Slight	<ul style="list-style-type: none"> • Car • Motorcycle over 500cc 	<ul style="list-style-type: none"> • Unknown • Male 36 	Daylight	Dry
Information suggest poor observation by car driver while on the roundabout, resulting in the motorcycle colliding with the offside of the car					
201460R069699	Slight	<ul style="list-style-type: none"> • Car • Motorcycle over 500cc 	<ul style="list-style-type: none"> • Male 51 • Male 61 	Daylight	Dry
Car, on the roundabout, changed lane towards the centre of the roundabout and 'side swiped' the motorcycle					
201460R072067	Slight	<ul style="list-style-type: none"> • Car • Car 	<ul style="list-style-type: none"> • Male 52 • Female 47 	Daylight	Dry
First car drove into the rear of the second car as it was slowing					
201460R088997	Slight	<ul style="list-style-type: none"> • Car 	<ul style="list-style-type: none"> • Male 69 	Dark, lit	Wet or damp
Single vehicle accident, collided with a road sign with the accident record suggesting the driver overshot the junction and mounted the central island					
201560S118897	Slight	<ul style="list-style-type: none"> • Car • Car 	<ul style="list-style-type: none"> • Male 52 • Male 29 	Dark, lit	Dry
Accident records suggest a head on collision					

Vehicles involved in accidents

2.26.8 Table 2-79 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that 25 vehicles were involved in the 14 recorded accidents over the five-year period. This generates on average a total of 1.8 vehicles per accident across the five-year time period.

2.26.9 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-79 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	1	1	0	2	8.0%
Car	1	3	5	9	4	22	88.0%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	1	1	4.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	1	3	6	10	5	25	100.0%
Average	0.1	0.2	0.4	0.7	0.4	1.8	-
Percentage	4.0%	12.0%	24.0%	40.0%	20.0%	100.0%	-

Casualties involved in accidents

2.26.10 Table 2-80 summarises the casualties by severity over the five-year period, showing that there were 24 casualties involved in the 14 accidents along this section. All casualties were recorded as slight. There were no serious or fatal casualties.

Table 2-80 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	6	6	25.0%
2012	0	0	2	2	8.3%
2013	0	0	4	4	16.7%
2014	0	0	8	8	33.3%
2015	0	0	4	4	16.7%
Total	0	0	24	24	100.0%
Average casualties over the five-year period	0	0	4.8	4.8	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.26.11 A review of the accident records showed that there were no NMU accidents recorded within the five-year period.

2.27 A4080 Ffordd Brynsiencyn to A5 Holyhead

Recorded accidents

2.27.1 The A4080 Ffordd Brynsiencyn to A5 Holyhead section is between the A4080 at Ffordd Brynsiencyn and an unnamed road towards the A5 Holyhead Road. A summary of the personal injury accident data for the section is presented in table 2-81.

2.27.2 Over the five-year period studied, one personal injury accident was recorded. The accident occurred in 2013 and it was recorded as slight. This generates a total of 0.2 accidents per year on average, all of which are slight.

Table 2-81 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	1	1	100.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	0	1	1	100.0%
Average personal injury accidents over the five-year period	0	0	0.2	0.2	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.27.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.27.4 Table 2-82 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that two vehicles were involved in the recorded accident over the five-year period, these were a car and a cyclist. This generates on average a total of two vehicles per accident across the five-year time period.

2.27.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-82 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	1	0	0	1	50.0%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	0	0	1	0	0	1	50.0%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	0	0	2	0	0	2	100.0%
Average	0	0	2.0	0	0	0	-
Percentage	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%	-

Casualties involved in accidents

2.27.6 Table 2-83 summarises the casualties by severity over the five-year period, showing that there was one casualty involved in the accident along this section. The accident was recorded as slight. There were no serious or fatal casualties.

Table 2-83 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	1	1	100.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	0	1	1	100.0%
Average casualties over the five-year period	0	0	0.2	0.2	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.27.7 A review of the accident records showed that there was one NMU accident recorded within the five-year period. Recorded as slight, the NMU accident involved a cyclist and occurred in 2013. This generates a total of 0.2 NMU accidents per year on average.

2.28 B5420 Llangefni to A5 Ffordd Caergybi

Recorded accidents

2.28.1 The B5420 Llangefni to A5 Ffordd Caergybi section follows the B5420 Pentraeth Road between its junction with the A5114 at Llangefni and its junction with the A5 Ffordd Caergybi. A summary of the personal injury accident data for the section is presented in table 2-84.

2.28.2 Over the five-year period studied, 25 personal injury accidents were recorded. Of which, 22 accidents were recorded as slight and three accidents were recorded as serious. This generates a total of five accidents per year on average, of which 4.4 are slight and 0.6 are serious.

Table 2-84 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	4	4	16.0%
2012	0	2	5	7	28.0%
2013	0	0	5	5	20.0%
2014	0	1	3	4	16.0%
2015	0	0	5	5	20.0%
Total	0	3	22	25	100.0%
Average personal injury accidents over the five-year period	0	0.6	4.4	5	-
Percentage	0.0%	12.0%	88.0%	100.0%	-

2.28.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.28.4 Table 2-85 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that 39 vehicles were involved in the 25 recorded accidents over the five-year period. This generates on average a total of 1.6 vehicles per accident across the five-year time period.

2.28.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-85 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	1	0	0	0	1	2.6%
Car	5	10	7	7	8	37	94.8%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	1	0	0	1	2.6%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	5	11	8	7	8	39	100.0%
Average	0.2	0.4	0.3	0.3	0.3	1.6	-
Percentage	12.8%	28.3%	20.5%	17.9%	20.5%	100.0%	-

Casualties involved in accidents

2.28.6 Table 2-86 summarises the casualties by severity over the five-year period, showing that there were 34 casualties involved in the 25 accidents along this section. Of which, 88% were recorded as slight and 12% were recorded as serious. There were no fatal casualties.

Table 2-86 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	6	6	17.6%
2012	0	3	5	8	23.5%
2013	0	0	5	5	14.8%
2014	0	1	8	9	26.5%
2015	0	0	6	6	17.6%
Total	0	4	30	34	100.0%
Average casualties over the five-year period	0	0.8	6	6.8	-
Percentage	0.0%	11.8%	88.2%	100.0%	-

2.28.7 A review of the accident records showed that there were four NMU accidents recorded within the five-year period. All of the NMU accidents along this section involved pedestrians. Of which, three were recorded as slight and one was recorded as serious. This generates a total of 0.8 NMU accidents per year on average.

2.29 A55 Junction 6 to A5114 Llangefni

Recorded accidents

2.29.1 The A55 Junction 6 to A5114 Llangefni section is between the A5114 to Llangefni and the A55 Junction 6. A summary of the personal injury accident data for the section is presented in table 2-87.

2.29.2 Over the five-year period studied, five personal injury accidents were recorded. Of which, four were recorded as slight and one recorded as fatal. This generates a total of 1 accident per year on average, of which are 0.8 slight and 0.2 are fatal.

Table 2-87 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	1	0	2	3	60.0%
2012	0	0	1	1	20.0%
2013	0	0	1	1	20.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	1	0	4	5	100.0%
Average personal injury accidents over the five-year period	0.2	0	0.8	1	-
Percentage	20.0%	0.0%	80.0%	100.0%	-

2.29.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.29.4 Table 2-88 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that 14 vehicles were involved in recorded accidents over the five-year period. This generates on average a total of 2.8 vehicles per accident across the five-year time period.

2.29.5 Accident analysis shows that there was one accident recorded that involved a HGV within the five-year period, 7% of all vehicles involved in accidents.

Table 2-88 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	10	2	1	0	0	13	92.9%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	1	0	0	1	7.1%
Other vehicle	0	0	0	0	0	0	0.0%
Total	10	2	2	0	0	14	100.0%
Average	2.0	0.4	0.4	0	0	2.8	-
Percentage	71.4%	14.3%	14.3%	0.0%	0.0%	100.0%	-

Casualties involved in accidents

2.29.6 Table 2-89 summarises the casualties by severity over the five-year period, showing that there were seven casualties involved in the five accidents along this section. Of which, 86% were recorded as slight and 14% as fatal. There were no serious casualties.

Table 2-89 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	1	0	3	4	57.1%
2012	0	0	2	2	28.6%
2013	0	0	1	1	14.3%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	1	0	6	7	100.0%
Average casualties over the five-year period	0.2	0	1.2	1.4	-
Percentage	14.3%	0.0%	85.7%	100.0%	-

2.29.7 A review of the accident records showed that there was one NMU accident in 2011. The accident was recorded as fatal and involved a pedestrian. This generates a total of 0.2 NMU accidents per year on average.

2.30 B5109 to Pentraeth

Recorded accidents

2.30.1 The B5109 to Pentraeth section is between its junction with the B5420 and its junction with the A5025 at Pentraeth. A summary of the personal injury accident data for the section is presented in table 2-90.

2.30.2 Over the five-year period studied, four personal injury accidents were recorded. Of which, three accidents were recorded as slight and one accident recorded as serious. This generates a total of 0.8 accidents per year on average, of which 0.6 are slight and 0.2 of which are serious.

Table 2-90 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	2	2	50.0%
2012	0	1	0	1	25.0%
2013	0	0	1	1	25.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	1	3	4	100.0%
Average personal injury accidents over the five-year period	0	0.2	0.6	0.8	-
Percentage	0.0%	25.0%	75.0%	100.0%	-

2.30.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.30.4 Table 2-91 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that six vehicles were involved in the four recorded accidents over the five-year period. This generates on average a total of 1.6 vehicles per accident across the five-year time period.

2.30.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-91 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	1	0	0	1	16.7%
Powered two-wheeler	1	0	0	0	0	1	16.7%
Car	2	1	1	0	0	4	66.6%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	3	1	2	0	0	6	100.0%
Average	0.8	0.3	0.5	0.0	0.0	1.6	-
Percentage	50.0%	16.7%	33.3%	0.0%	0.0%	100.0%	-

Casualties involved in accidents

2.30.6 Table 2-92 summarises the casualties by severity over the five-year period, showing that there were five casualties involved in the four accidents along this section. Of which, 80% were recorded as slight and 20% were recorded as serious. There were no fatal casualties.

Table 2-92 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	2	2	40.0%
2012	0	1	1	2	40.0%
2013	0	0	1	1	20.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	1	4	5	100.0%
Average casualties over the five-year period	0	0.2	0.8	1	-
Percentage	0.0%	20.0%	80.0%	100.0%	-

2.30.7 A review of the accident records showed that there were three NMUs involved in three separate accidents within the five-year period, all of which were recorded as slight. Occuring in 2011 and 2012, two of the accidents involved pedestrians. The remaining NMU accident involved a cyclist and occurred in 2013. This generates a total of 0.6 NMU accidents per year on average.

2.31 B5110 Llangefni to A5025 Marian-glas

Recorded accidents

2.31.1 The B5110 Llangefni to A5025 Marian-glas section is between its junction with Church Street, Llangefni and its junction with the A5025. A summary of the personal injury accident data for the section is presented in table 2-93.

2.31.2 Over the five-year period studied, 11 personal injury accidents were recorded. Of which, five accidents were recorded as slight, four as serious and two as fatal. This generates a total of 2.2 accidents per year on average, of which one is slight, 0.8 of which are serious, and 0.4 of are fatal.

Table 2-93 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	1	3	4	36.3%
2012	1	1	0	2	18.2%
2013	0	1	1	2	18.2%
2014	0	1	0	1	9.1%
2015	1	0	1	2	18.2%
Total	2	4	5	11	100.0%
Average personal injury accidents over the five-year period	0.4	0.8	1	2.2	-
Percentage	18.2%	36.4%	45.4%	100.0%	-

2.31.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.31.4 Table 2-94 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that 22 vehicles were involved in the recorded accidents over the five-year period. This generates on average a total of two vehicles per accident across the five-year time period.

2.31.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-94 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	1	0	0	0	1	4.5%
Car	7	3	4	1	3	18	81.8%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	1	0	0	1	2	9.2%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	1	0	0	0	1	4.5%
Total	7	6	4	1	4	22	100.0%
Average	0.6	0.5	0.4	0.1	0.4	2.0	-
Percentage	31.8%	27.3%	18.2%	4.5%	18.2%	100.0%	-

Casualties involved in accidents

2.31.6 Table 2-95 summarises the casualties by severity over the five-year period, showing that there were 19 casualties involved in the 11 accidents along this section. Of which, 42% of which were recorded as slight, 47% as serious, and 11% as fatal.

Table 2-95 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	1	4	5	26.3%
2012	1	2	0	3	15.8%
2013	0	4	2	6	31.6%
2014	0	2	0	2	10.5%
2015	1	0	2	3	15.8%
Total	2	9	8	19	100.0%
Average casualties over the five-year period	0.4	1.8	1.6	3.8	-
Percentage	10.5%	47.4%	42.1%	100.0%	-

2.31.7 A review of the accident records showed that there were no NMU accidents recorded within the five-year period.

2.32 B5111 Llangefni to Llannerch-y-medd

Recorded accidents

2.32.1 The B5111 Llangefni to Llannerch-y-medd section is between its junction with the B5110 at Llangefni and its junction with the B5112. A summary of the personal injury accident data for the section is presented in table 2-96.

2.32.2 Over the five-year period studied, 14 personal injury accidents were recorded. Of which, 12 accidents were recorded as slight and two accidents recorded as serious. This generates a total of 2.8 accidents per year on average, of which 2.4 are slight and 0.4 are serious.

Table 2-96 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	1	1	7.1%
2012	0	0	3	3	21.4%
2013	0	0	2	2	14.3%
2014	0	1	4	5	35.8%
2015	0	1	2	3	21.4%
Total	0	2	12	14	100.0%
Average personal injury accidents over the five-year period	0	0.4	2.4	2.8	-
Percentage	0.0%	14.3%	85.7%	100.0%	-

2.32.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.32.4 Table 2-97 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that 21 vehicles were involved in the recorded accidents over the five-year period. This generates on average a total of 1.5 vehicles per accident across the five-year time period.

2.32.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-97 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	1	0	1	4.8%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	1	3	2	7	5	18	85.6%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	1	0	0	0	1	4.8%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	1	0	0	1	4.8%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	1	4	3	8	5	21	100.0%
Average	0.1	0.3	0.2	0.6	0.4	1.5	-
Percentage	4.8%	19.0%	14.3%	38.1%	23.8%	100.0%	-

Casualties involved in accidents

2.32.6 Table 2-98 summarises the casualties by severity over the five-year period, showing that there were 21 casualties involved in the 14 accidents along this section. Of which, 90% were recorded as slight and 10% were recorded as serious. There were no fatal casualties.

Table 2-98 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	1	1	4.8%
2012	0	0	3	3	14.3%
2013	0	0	2	2	9.5%
2014	0	1	8	9	42.8%
2015	0	1	5	6	28.6%
Total	0	2	19	21	100.0%
Average casualties over the five-year period	0	0.4	3.8	4.2	-
Percentage	0.0%	10.0%	90.0%	100.0%	-

2.32.7 A review of the accident records showed that there were two NMU accidents recorded over the five-year period. Recorded as slight, one involved a pedestrian and occurred in 2013. The other accident, recorded as serious, involved a cyclist and occurred in 2014. This generates a total of 0.4 NMU accidents per year on average.

2.33 Llannerch-y-medd to Benllech

Recorded accidents

2.33.1 The Llannerch-y-medd to Benllech section is between the B5111 near Bachau and the A5025 via the B5108. A summary of the personal injury accident data for the section is presented in table 2-99.

2.33.2 Over the five-year period studied, eight accidents were recorded. Of which, six accidents were recorded as slight and two accidents were recorded as serious. This generates a total of 1.6 accidents per year on average, of which 1.2 are slight and 0.4 are serious.

Table 2-99 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	1	1	12.5%
2012	0	0	1	1	12.5%
2013	0	1	1	2	25%
2014	0	0	1	1	12.5%
2015	0	1	2	3	37.5%
Total	0	2	6	8	100.0%
Average personal injury accidents over the five-year period	0	0.4	1.2	1.6	-
Percentage	0.0%	25.0%	75.0%	100.0%	-

2.33.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.33.4 Table 2-100 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that 13 vehicles were involved in the eight recorded accidents over the five-year period. This generates on average a total of 1.7 vehicles per accident across the five-year time period.

2.33.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-100 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	1	2	3	2	3	11	84.6%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	1	1	7.7%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	1	1	7.7%
Total	1	2	3	2	5	13	100.0%
Average	0.1	0.3	0.4	0.3	0.6	1.7	-
Percentage	7.7%	15.4%	23.1%	15.4%	38.4%	100.0%	-

Casualties involved in accidents

2.33.6 Table 2-101 summarises the casualties by severity over the five-year period, showing that there were 15 casualties involved in the eight accidents along this section. Of which, 87% were recorded as slight and 13% were recorded as serious. There were no fatal casualties.

Table 2-101 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	1	1	6.7%
2012	0	0	1	1	6.7%
2013	0	1	1	2	13.3%
2014	0	0	5	5	33.3%
2015	0	1	5	6	40.0%
Total	0	2	13	15	100.0%
Average casualties over the five-year period	0	0.4	2.6	3	-
Percentage	0.0%	13.3%	86.7%	100.0%	-

2.33.7 A review of the accident records showed that there was one NMU accident recorded over the five-year period. Recorded as slight, the accident involved a pedestrian and occurred in 2011. This generates a total of 0.2 NMU accidents per year on average.

2.34 B5111 Llannerch-y-medd to Amlwch

Recorded accidents

2.34.1 The B5111 Llannerch-y-medd to Amlwch section is between the junction with the B1152 at Llannerch-y-medd and ends at a roundabout with the A5025, south of Amlwch. A summary of the personal injury accident data for the section is presented in table 2-102.

2.34.2 Over the five-year period studied, 15 personal injury accidents were recorded. Of which, 11 were recorded as slight and four were recorded as serious. This generates a total of three accidents per year on average, of which 2.2 are slight and 0.8 are serious.

Table 2-102 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	1	5	6	40.0%
2012	0	2	0	2	13.3%
2013	0	1	4	5	33.3%
2014	0	0	1	1	6.7%
2015	0	0	1	1	6.7%
Total	0	4	11	15	100.0%
Average personal injury accidents over the five-year period	0	0.8	2.2	3	-
Percentage	0.0%	26.7%	73.3%	100.0%	-

2.34.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.34.4 Table 2-103 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that 21 vehicles were involved in the 15 recorded accidents over the five-year period. This generates on average a total of 1.4 vehicles per accident across the five-year time period.

2.34.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-103 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	9	2	6	2	1	20	95.2%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	1	0	0	1	4.8%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	9	2	7	2	1	21	100.0%
Average	0.6	0.1	0.5	0.1	0.1	1.4	-
Percentage	42.9%	9.5%	33.3%	9.5%	4.8%	100.0%	-

Casualties involved in accidents

2.34.6 Table 2-104 summarises the casualties by severity over the five-year period, showing that there were 22 casualties involved in the 15 accidents along this section. Of which, 77% of which were recorded as slight and 23% of which were recorded as serious. There were no fatal casualties.

Table 2-104 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	1	9	10	45.6%
2012	0	2	1	3	13.6%
2013	0	2	5	7	31.8%
2014	0	0	1	1	4.5%
2015	0	0	1	1	4.5%
Total	0	5	17	22	100.0%
Average casualties over the five-year period	0.0	1.0	3.4	4.4	-
Percentage	0.0%	22.7%	77.3%	100.0%	-

2.34.7 A review of the accident records shows that there were two NMU accidents recorded within the five-year period. Recorded as slight and serious, the accidents involved pedestrians and occurred in 2011 and 2012 respectively. This generates a total of 0.4 NMU accidents per year on average.

2.35 B5111 Rhos-y-bol to Cemaes

Recorded accidents

2.35.1 The B5111 Rhos-y-bol to Cemaes section connects the A5025 and B5111 via Ffordd-y-felin and Brynnddu Road. A summary of the personal injury accident data for the section is presented in table 2-105.

2.35.2 Over the five-year period studied, seven personal injury accidents were recorded. Of which, five accidents were recorded as slight and two accidents were recorded as serious. This generates a total of 1.4 accidents per year on average, of which one is slight and 0.4 are serious.

Table 2-105 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	1	1	2	28.6%
2012	0	1	0	1	14.3%
2013	0	0	2	2	28.6%
2014	0	0	0	0	0.0%
2015	0	0	2	2	28.6%
Total	0	2	5	7	100.0%
Average personal injury accidents over the five-year period	0	0.4	1	1.4	-
Percentage	0.0%	28.6%	71.4%	100.0%	-

2.35.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.35.4 Table 2-106 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that 10 vehicles were involved in the recorded accidents over the five-year period. This generates on average a total of 1.4 vehicles per accident across the five-year time period.

2.35.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-106 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	1	0	0	0	0	1	10.0%
Car	2	1	3	0	2	8	80.0%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	1	0	0	0	0	1	10.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	4	1	3	0	2	10	100.0%
Average	0.6	0.1	0.4	0.0	0.3	1.4	-
Percentage	40.0%	10.0%	30.0%	0.0%	20.0%	100.0%	-

Casualties involved in accidents

2.35.6 Table 2-107 summarises the casualties by severity over the five-year period, showing that there were 10 casualties involved in the seven accidents along this section. Of which, 80% of which were recorded as slight and 20% were recorded as serious. There were no fatal casualties.

Table 2-107 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	1	1	2	20.0%
2012	0	1	1	2	20.0%
2013	0	0	3	3	30.0%
2014	0	0	0	0	0.0%
2015	0	0	3	3	30.0%
Total	0	2	8	10	100.0%
Average casualties over the five-year period	0	0.4	1.6	2	-
Percentage	0.0%	20.0%	80.0%	100.0%	-

2.35.7 A review of the accident records showed that there was one NMU involved in one accident within the five-year period. Recorded as slight, the NMU accident involved a pedestrian and occurred in 2015. This generates a total of 0.2 NMU accidents per year on average.

2.36 Rhos-y-bol to A5025 Burwen

Recorded accidents

2.36.1 The Rhos-y-bol to A5025 Burwen section is between Brynnddu Road and the A5025 near Burwen. A summary of the personal injury accident data for the section is presented in table 2-108.

2.36.2 No personal injury accidents were recorded over the five-year period.

Table 2-108 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	0	0	0	0.0%
Average personal injury accidents over the five-year period	0	0	0	0	-
Percentage	0.0%	0.0%	0.0%	0.0%	-

2.36.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.36.4 Table 2-109 summarises the recorded personal injury accidents by vehicle type; this includes motorised users and cyclists. It shows that no vehicles were involved in an accident over the five-year period.

2.36.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-109 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	0	0	0	0	0	0	0.0%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	0	0	0	0	0	0	0.0%
Average	0	0	0	0	0	0	-
Percentage	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-

Casualties involved in accidents

2.36.6 Table 2-110 summarises the casualties by severity over the five-year period. There were no recorded casualties.

Table 2-110 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	0	0	0	0.0%
Percentage	0%	0%	0%	0%	-

2.36.7 A review of the accident records showed that there were no NMU accidents recorded within the five-year period.

2.37 B5112 Llannerch-y-medd to A55 Junction 5

Recorded accidents

2.37.1 The B5112 Llannerch-y-medd to A55 Junction 5 section is between the Market Square roundabout with Twr Cuhelyn Street and Junction 5 of the A55. A summary of the personal injury accident data for the section is presented in table 2-111.

2.37.2 Over the five-year period, five personal injury accidents were recorded. Of which, two accidents were recorded as slight and three accidents were recorded as serious. This generates a total of one accident per year on average, of which 0.4 are slight and 0.6 are serious.

Table 2-111 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	2	1	3	60.0%
2012	0	0	0	0	0.0%
2013	0	0	1	1	20.0%
2014	0	1	0	1	20.0%
2015	0	0	0	0	0.0%
Total	0	3	2	5	100.0%
Average personal injury accidents over the five-year period	0	0.6	0.4	1.0	-
Percentage	0.0%	60.0%	40.0%	100.0%	-

2.37.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.37.4 Table 2-112 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that 11 vehicles were involved in the five recorded accidents over the five-year period. This generates on average a total of 2.2 vehicles per accident across the five-year time period.

2.37.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-112 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	1	0	1	9.1%
Powered two-wheeler	1	0	0	0	0	1	9.1%
Car	6	0	2	1	0	9	81.8%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	7	0	2	2	0	11	100.0%
Average	1.4	0.0	0.4	0.4	0.0	2.2	-
Percentage	63.6%	0.0%	18.2%	18.2%	0.0%	100.0%	-

Casualties involved in accidents

2.37.6 Table 2-113 summarises the casualties by severity over the five-year period, showing that there were nine casualties involved in the five accidents along this section. Of which, 67% were recorded as slight and 33% were recorded as serious. There were no fatal casualties.

Table 2-113 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	2	3	5	55.6%
2012	0	0	0	0	0.0%
2013	0	0	3	3	33.3%
2014	0	1	0	1	11.1%
2015	0	0	0	0	0.0%
Total	0	3	6	9	100.0%
Average casualties over the five-year period	0	0.6	1.2	1.8	-
Percentage	0.0%	33.3%	66.7%	100.0%	-

2.37.7 A review of the accident records showed that there was one NMU accident recorded within the five-year period. Recorded as serious, the NMU accident involved a cyclist and occurred in 2014. This generates a total of 0.2 NMU accidents per year on average.

2.38 A5025 Llanfaethlu to B5112

Recorded accidents

2.38.1 The A5025 Llanfaethlu to B5112 section is between the A5025 south of Llanfaethlu and the B5112, approximately one mile west of Llannerch-y-medd. A summary of the personal injury accident data for the section is presented in table 2-114.

2.38.2 Over the five-year period studied, two personal injury accidents were recorded. Both accidents occurred in 2014 and were recorded as serious. This generates a total of 0.4 accidents per year on average.

Table 2-114 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	0	0	0.0%
2014	0	2	0	2	100.0%
2015	0	0	0	0	0.0%
Total	0	2	0	2	100.0%
Average personal injury accidents over the five-year period	0	0.4	0	0.4	-
Percentage	0.0%	100.0%	0.0%	100.0%	-

2.38.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.38.4 Table 2-115 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that three vehicles were involved in the recorded accidents over the five-year period. This generates on average a total of 1.5 vehicles per accident across the five-year time period.

2.38.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-115 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	0	1	0	1	33.3%
Car	0	0	0	1	0	1	33.3%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	1	0	1	33.3%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	0	0	0	3	0	3	100.0%
Average	0	0	0	1.5	0	1.5	-
Percentage	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	-

Casualties involved in accidents

2.38.6 Table 2-116 summarises the casualties by severity over the five-year period, showing that there were five casualties involved in the two accidents along this section. Of which, 60% of which were recorded as slight and 40% were recorded as serious. There were no fatal casualties.

Table 2-116 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	0	0	0.0%
2014	0	2	3	5	100.0%
2015	0	0	0	0	0.0%
Total	0	2	3	5	100.0%
Average casualties over the five-year period	0	0.4	0.6	1	-
Percentage	0.0%	40.0%	60.0%	100.0%	-

2.38.7 A review of the accident records showed that there were no NMU accidents recorded within the five-year period.

2.39 B5109 Llanyngchedl to B5112

Recorded accidents

2.39.2 The B5109 Llanyngchedl to B5112 section is between Valley and the B5112 at Trefor via the A5025 and the B5109. A summary of the personal injury accident data for the section is presented in table 2-117.

2.39.3 Over the five-year period studied, three personal injury accidents were recorded. All of these accidents were recorded as slight. This generates a total of 0.6 accidents per year on average, all of which are slight.

Table 2-117 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	1	1	33.3%
2014	0	0	1	1	33.3%
2015	0	0	1	1	33.3%
Total	0	0	3	3	100.0%
Average personal injury accidents over the five-year period	0	0	0.6	0.6	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.39.4 No accident clusters were identified along this section.

Vehicles involved in accidents

2.39.5 Table 2-118 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that five vehicles were involved in the recorded accidents over the five-year period, all of which were cars. This generates on average a total of 1.7 vehicles per accident across the five-year time period.

2.39.6 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-118 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	0	0	2	1	2	5	100.0%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	0	0	2	1	2	5	100.0%
Average	0	0	0.7	0.3	0.7	1.7	-
Percentage	0.0%	0.0%	40.0%	20.0%	40.0%	100.0%	-

Casualties involved in accidents

2.39.7 Table 2-119 summarises the casualties by severity over the five-year period, showing that there were five casualties involved in the three accidents along this section. All accidents were recorded as slight. There were no fatal or serious accidents.

Table 2-119 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	3	3	60.0%
2014	0	0	1	1	20.0%
2015	0	0	1	1	20.0%
Total	0	0	5	5	100.0%
Average casualties over the five-year period	0	0	1	1	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.39.8 A review of the accident records showed that there were no NMU accidents recorded within the five-year period.

2.40 A55 Junction 4 to Bodedern

Recorded accidents

2.40.1 The A55 Junction 4 to Bodedern section is between Junction 4 and Bodedern via London Road. A summary of the personal injury accident data for the section is presented in table 2-120.

2.40.2 Over the five-year period studied, three personal injury accidents were recorded. All of these accidents were recorded as slight. This generates a total of 0.6 accidents per year on average, all of which are slight.

Table 2-120 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	1	1	33.3%
2012	0	0	1	1	33.3%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	0	1	1	33.3%
Total	0	0	3	3	100.0%
Average personal injury accidents over the five-year period	0	0	0.6	0.6	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.40.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.40.4 Table 2-121 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that five vehicles were involved in the recorded accidents over the five-year period. This generates on average a total of 1.7 vehicles per accident across the five-year time period.

2.40.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-121 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	1	0	0	0	0	1	20.0%
Car	1	1	0	0	1	3	60.0%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	1	1	20.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	2	1	0	0	2	5	100.0%
Average	0.7	0.3	0.0	0.0	0.7	1.7	-
Percentage	40.0%	20.0%	0.0%	0.0%	40.0%	100.0%	-

Casualties involved in accidents

2.40.6 Table 2-122 summarises the casualties by severity over the five-year period, showing that there were three casualties involved in the three accidents along this section. All accidents were recorded as slight. There were no serious or fatal casualties.

Table 2-122 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	1	1	33.3%
2012	0	0	1	1	33.3%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	0	1	1	33.3%
Total	0	0	3	3	100.0%
Average casualties over the five-year period	0	0	0.6	0.6	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.40.7 A review of the accident records showed that there were no NMU accidents recorded within the five-year period.

2.41 Llanfechell to A5025 Nanner Road

Recorded accidents

2.41.1 The Llanfechell to A5025 Nanner Road section is between Brynndu Road, Llanfechell and the A5025 Nanner Road. A summary of the personal injury accident data for the section is presented in table 2-123.

2.41.2 Over the five-year period studied, one personal injury accident was recorded. The accident occurred in 2011 and was recorded as slight. This generates a total of 0.2 accidents per year on average.

Table 2-123 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	1	1	100.0%
2012	0	0	0	0	0.0%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	0	1	1	100.0%
Average personal injury accidents over the five-year period	0	0	0.2	0.2	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.41.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.41.4 Table 2-124 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that two vehicles were involved in the recorded accident over the five-year period. This generates on average a total of two vehicles per accident across the five-year time period.

2.41.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-124 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	1	0	0	0	0	1	50.0%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	1	0	0	0	0	1	50.0%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	2	0	0	0	0	2	100.0%
Average	2.0	0	0	0	0	2.0	-
Percentage	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	-

Casualties involved in accidents

2.41.6 Table 2-125 summarises the casualties by severity over the five-year period, showing that there was one casualty involved in the accident along this section. The accident was recorded as slight. There were no serious or fatal casualties.

Table 2-125 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	1	1	100.0%
2012	0	0	0	0	0.0%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	0	1	1	100.0%
Average casualties over the five-year period	0	0	0.2	0.2	-
Percentage	0.0%	0.0%	100.0%	100.0%	-

2.41.7 A review of the accident records showed that there was one NMU accident recorded within the five-year period. Recorded as slight, the accident involved a cyclist and occurred in 2011. This generates a total of 0.2 NMU accidents per year on average.

2.42 Ffordd-y-Felin to Tregele via Cromlech Terrace

Recorded accidents

2.42.1 The Ffordd-y-Felin to Tregele via Cromlech Terrace section is between Ffordd-Y-Felin between Cemaes and Llanfachell and the A5025 at Tregele. A summary of the personal injury accident data for the section is presented in table 2-126.

2.42.2 Over the five-year period studied, one personal injury accident was recorded. The accident occurred in 2015 and was recorded as serious. This generates a total of 0.2 accidents per year on average.

Table 2-126 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	1	0	1	100.0%
Total	0	1	0	1	100.0%
Average personal injury accidents over the five-year period	0	0.2	0	0.2	-
Percentage	0.0%	100.0%	0.0%	100.0%	-

2.42.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.42.4 Table 2-127 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that one vehicle was involved in the recorded accident over the five-year period. This generates on average a total of one vehicle per accident across the five-year time period.

2.42.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-127 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	0	0	0	0	1	1	100.0%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	0	0	0	0	1	1	100.0%
Average	0	0	0	0	0.1	0.1	-
Percentage	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	-

Casualties involved in accidents

2.42.6 Table 2-128 summarises the casualties by severity over the five-year period, showing that there was one casualty involved in the accident along this section. The accident was recorded as serious. There were no slight or fatal casualties.

Table 2-128 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	1	0	1	100.0%
Total	0	1	0	1	100.0%
Average casualties over the five-year period	0	0.2	0	0.2	-
Percentage	0.0%	100.0%	0.0%	100.0%	-

2.42.7 A review of the accident records showed that there were no NMU accidents recorded within the five-year period.

2.43 A55 Junction 4 to A55 Junction 3 via A5

Recorded accidents

2.43.1 The A55 Junction 4 to A55 Junction 3 via A5 section passes through Caergeiliog. A summary of the personal injury accident data for the section is presented in table 2-129.

2.43.2 Over the five-year period studied, two personal injury accidents were recorded. Of which, one accident was recorded as slight and one accident was recorded as serious. This generates a total of 0.4 accidents per year on average, of which 0.2 were slight and 0.2 were serious.

Table 2-129 Summary of accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	1	1	2	100.0%
2012	0	0	0	0	0.0%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	1	1	2	100.0%
Average personal injury accidents over the five-year period	0	0.2	0.2	0.4	-
Percentage	0.0%	50.0%	50.0%	100.0%	-

2.43.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.43.4 Table 2-130 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that three vehicles were involved in the two recorded accidents over the five-year period. This generates on average a total of 1.5 vehicles per accident across the five-year time period.

2.43.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-130 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	1	0	0	0	0	1	33.3%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	2	0	0	0	0	2	66.7%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	3	0	0	0	0	3	100.0%
Average	1.5	0.0	0.0	0.0	0.0	1.5	-
Percentage	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	-

Casualties involved in accidents

2.43.6 Table 2-131 summarises the casualties by severity over the five-year period, showing that there were two casualties involved in the two accidents along this section. Of which, 50% were recorded as slight and 50% were recorded as serious. There were no fatal casualties.

Table 2-131 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	1	1	2	100.0%
2012	0	0	0	0	0.0%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	1	1	2	100.0%
Average casualties over the five-year period	0	0.2	0.2	0.4	-
Percentage	0.0%	50.0%	50.0%	100.0%	-

2.43.7 A review of the accident records showed that there were no NMU accidents recorded within the five-year period.

2.44 A5 at Dalar Hir

Recorded accidents

2.44.1 The A5 at Dalar Hir section approaches Junction 4 of the A55. A summary of the personal injury accident data for the section is presented in table 2-132.

2.44.2 No personal injury accidents were recorded over the five-year period.

Table 2-132 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	0	0	0	0.0%
Average personal injury accidents over the five-year period	0	0	0	0	-
Percentage	0.0%	0.0%	0.0%	0.0%	-

2.44.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.44.4 Table 2-133 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that no vehicles were involved in an accident over the five-year period.

2.44.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-133 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	0	0	0	0	0	0	0.0%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	0	0	0	0	0	0	0.0%
Average	0	0	0	0	0	0	-
Percentage	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-

Casualties involved in accidents

2.44.6 Table 2-134 summarises the casualties by severity over the five-year period. There were no recorded casualties.

Table 2-134 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	0	0	0	0.0%
Average casualties over the five-year period	0	0	0	0	-
Percentage	0.0%	0.0%	0.0%	0.0%	-

2.44.7 A review of the accident records showed that there were no NMU accidents recorded within the five-year period.

2.45 Junction 4 overbridge

Recorded accidents

2.45.1 The Junction 4 overbridge section crosses the A5 at Holyhead Road. A summary of the personal injury accident data for the section is presented in table 2-135.

2.45.2 No personal injury accidents were recorded over the five-year period.

Table 2-135 Summary of five-year personal injury accidents

Year	Fatal	Serious	Slight	Total	Percentage of five-year total
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	0	0	0	0.0%
Average personal injury accidents over the five-year period	0	0	0	0	-
Percentage	0.0%	0.0%	0.0%	0.0%	-

2.45.3 No accident clusters were identified along this section.

Vehicles involved in accidents

2.45.4 Table 2-136 summarises the recorded personal injury accidents by vehicle type; this includes both motorised users and cyclists. It shows that no vehicles were involved in an accident over the five-year period.

2.45.5 Accident analysis shows that there were no accidents recorded that involved HGVs within the five-year period.

Table 2-136 Summary of accidents based on vehicle type

Vehicle type	2011	2012	2013	2014	2015	Total	Percentage of five-year total
Pedal cycle	0	0	0	0	0	0	0.0%
Powered two-wheeler	0	0	0	0	0	0	0.0%
Car	0	0	0	0	0	0	0.0%
Minibus (8-16 passenger seats)	0	0	0	0	0	0	0.0%
Bus or coach (17 or more passenger seats)	0	0	0	0	0	0	0.0%
Agricultural vehicle	0	0	0	0	0	0	0.0%
Van/goods vehicles 3.5 tonnes or under	0	0	0	0	0	0	0.0%
Goods vehicles over 3.5 tonnes and under 7.5 tonnes	0	0	0	0	0	0	0.0%
Goods 7.5 tonnes and over	0	0	0	0	0	0	0.0%
Other vehicle	0	0	0	0	0	0	0.0%
Total	0	0	0	0	0	0	0.0%
Average	0	0	0	0	0	0	-
Percentage	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-

Casualties involved in accidents

2.45.6 Table 2-137 summarises the casualties by severity over the five-year period. There were no recorded casualties.

Table 2-137 Summary of casualties based on severity

Year	Accident severity (2011-2015)				
	Fatal	Serious	Slight	Total	Percentage
2011	0	0	0	0	0.0%
2012	0	0	0	0	0.0%
2013	0	0	0	0	0.0%
2014	0	0	0	0	0.0%
2015	0	0	0	0	0.0%
Total	0	0	0	0	0.0%
Average casualties over the five-year period	0	0	0	0	-
Percentage	0.0%	0.0%	0.0%	0.0%	-

2.45.7 A review of the accident records showed that there were no NMU accidents recorded within the five-year period.

3 Summary

- 3.1.1 Analysis of personal injury accidents, to determine the baseline for the Wylfa Newydd Project, was completed for 44 road sections using STATS 19 data. The data used was for the period 1 January 2011 to 31 December 2015, the most recent complete five-year calendar period for which data was available at the time the assessment was completed.
- 3.1.2 In total there were 338 personal injury accidents; eight were fatal, 73 were serious and 257 were slight. There were 624 vehicles involved in the accidents, which included 503 cars or taxis, 37 LGVs or HGVs, 33 motorcycles and 26 were pedal cycles. A total of 513 casualties occurred as a result of the accidents. This total consisted of nine fatal, 90 serious and 414 slight casualties.
- 3.1.3 Accident cluster analysis was undertaken based upon the definition set out by Welsh Government, that there are at least four personal injury accidents in a three-year period within a 100m diameter.
- 3.1.4 Accident clusters were identified on the following assessed road sections
 - A55 Junction 12 to Britannia Bridge at A55 Junction 11;
 - Britannia Bridge to A55 Junction 6 at A55 Junction 8;
 - A5 Rhostrewhfa to A5 Menai Bridge in Menai Bridge; and
 - A55 Junction 9 to A487 Y Felinheli Bypass (two clusters, one at Penrhos Road and one at A4087 Caernarfon Road).
- 3.1.5 The analysis of clusters at these locations indicates that in the majority of cases the accidents are likely to have occurred because of poor observation, with vehicles pulling in front of or colliding with the side of other vehicles in spite of generally good light and road conditions. Based on this analysis the records for personal injury accidents included in clusters do not demonstrate strong correlation of causes that would be of relevance to the Wylfa Newydd Project.

4 References

	Reference
RD1	Department for Transport. (2017). <i>Road Safety Data</i> . [Online]. [Accessed: 23 June, 2017]. Available from: https://data.gov.uk/dataset/road-accidents-safety-data
RD2	Department for Transport. (2011). STATS 20: <i>Instructions for the Completion of Road Accident Reports from non-CRASH Sources</i> . [Online]. [Accessed: 23 June, 2017]. Available from: https://www.cycling-embassy.org.uk/sites/cycling-embassy.org.uk/files/documents/stats20-instructions-for-the-completion-of-road-accident-report-form-stats19-2011.pdf
RD3	Welsh Government. (2016). <i>Accident cluster sites and fatal road accidents on the Welsh Trans-European Network – Transport</i> . [Online]. [Accessed: 23 June, 2017]. Available from: http://gov.wales/statistics-and-research/accident-cluster-sites-fatal-road-accidents/?lang=en

Purpose

The purpose of this spreadsheet is to provide the results of the accident analysis that was carried out to assess the transport impact associated with the potential change in traffic accidents associated with construction and operation of the Wylfa Newydd DCO Project. This is in support of both the Environmental Statement for the project and the Transport Assessment.

This spreadsheet does not provide a detailed overview of baseline conditions or of the method used to calculate the results provided, this is provided in the supporting Accident Analysis Summary, document number HNP-EPC-ENG-SDD-S10-1002-00001

CRA-V

Project Title		Project Code	Client	
Wylfa Newydd DCO Project		60PO8077	Horizon Nuclear Power Limited	
Originator	Mark Fleming	Date	19/10/2017	Revision
Checker	Hayden Taylor	Date	19/10/2017	Status
Reviewer	Hayden Taylor	Date	19/10/2017	

Assumptions/ Caveats

Accident analysis was based upon the average of data for 1 January 2011 to 31 December 2015 inclusive of STATS 19 data from the Department for Transport. This is the most recent complete five-year calendar period for which data are available. The review of accidents was based upon 48 sections, based on the road network used in the Strategic Traffic Model.

Future year accidents and casualties were calculated, with the following years assessed:

- 2020 opening of A5025 Off-line Highway Improvements;
 - with project without A5025 Off-line Improvements
 - with project with A5025 Off-line improvements
- 2023 peak of Power Station construction; and
- 2033 peak of operation.

A more detailed overview of the method is provided in the Accident Analysis Summary, document number HNP-EPC-ENG-SDD-S10-1002-00001, included alongside this spreadsheet.

Code	Sections	AADT 2016 Baseline	AADT 2020 Baseline	AADT 2023 Baseline	AADT 2033 Baseline	AADT 2020 WNP No Bypasses	AADT 2020 WNP With Bypasses	AADT 2023 WNP With Bypasses	AADT 2033 WNP With Bypasses	Factor 2016 to 2020	Factor 2016 to 2023	Factor 2016 to 2033	Factor 2020 to 2020 WNP No Bypasses	Factor 2020 to 2020 WNP With Bypasses	Factor 2023 to 2023 WNP With Bypasses	Factor 2033 to 2033 WNP With Bypasses
1	A55 J12 to Britannia Bridge	40,471	43,157	44,286	49,397	43,796	43,796	45,303	49,834	1.07	1.09	1.22	1.01	1.01	1.02	1.01
2	Britannia Bridge Only	34,442	37,006	37,930	43,432	38,166	38,166	39,605	44,342	1.07	1.10	1.26	1.03	1.03	1.04	1.02
3	Britannia Bridge to A55 J6	24,376	26,379	27,031	31,696	27,539	27,539	28,706	32,607	1.08	1.11	1.30	1.04	1.04	1.06	1.03
4	A55 J4 to A55 J6	16,716	18,260	18,676	24,678	19,697	19,697	20,764	25,856	1.09	1.12	1.48	1.08	1.08	1.11	1.05
5	A55 J3 to A55 J4	16,755	18,294	18,712	24,720	19,396	19,396	20,425	25,898	1.09	1.12	1.48	1.06	1.06	1.09	1.05
6	A55 J2 to A55 J3	12,936	13,595	13,914	20,827	13,965	13,965	14,476	21,192	1.05	1.08	1.61	1.03	1.03	1.04	1.02
7	A55 J1 to A55 J2	10,022	10,665	10,921	12,552	10,864	10,864	11,280	12,926	1.06	1.09	1.25	1.02	1.02	1.03	1.03
8	A5 (Parc Cybi) to Valley Crossroads	11,077	11,821	12,102	12,961	11,821	11,821	12,102	12,961	1.07	1.09	1.17	1.00	1.00	1.00	1.00
9	A5025 Section 1b Offline	0	0	0	0	0	6,957	7,869	9,132	No Traffic	No Traffic	No Traffic	No Traffic	No Traffic	No Traffic	No Traffic
10	A5025 Section 1a Online	7,257	8,247	8,405	9,966	9,336	5,310	5,732	6,495	1.14	1.16	1.37	1.13	0.64	0.68	0.65
11	A5025 Section 2 Online	5,611	5,910	6,034	7,491	6,957	6,957	7,869	9,132	1.05	1.08	1.34	1.18	1.18	1.30	1.22
12	A5025 Section 3a Online	5,371	5,690	5,810	6,673	6,741	6,741	7,644	8,361	1.06	1.08	1.24	1.18	1.18	1.32	1.25
13	A5025 Section 3b Offline	0	0	0	0	0	4,825	5,777	6,263	No Traffic	No Traffic	No Traffic	No Traffic	No Traffic	No Traffic	No Traffic
14	A5025 Section 4 Online	4,030	4,337	4,420	5,073	5,319	5,319	6,308	6,854	1.08	1.10	1.26	1.23	1.23	1.43	1.35
15	A5025 Section 5b Offline	0	0	0	0	0	5,240	6,236	6,780	No Traffic	No Traffic	No Traffic	No Traffic	No Traffic	No Traffic	No Traffic
16	A5025 Section 5a Online	4,030	4,337	4,420	5,073	5,319	5,240	6,236	6,780	1.08	1.10	1.26	1.23	1.21	1.41	1.34
17	A5025 Section 6 Online	3,554	3,862	3,934	4,552	4,842	4,842	5,776	6,327	1.09	1.11	1.28	1.25	1.25	1.47	1.39
18	A5025 Section 7b Offline	0	0	0	0	0	3,820	4,794	5,260	No Traffic	No Traffic	No Traffic	No Traffic	No Traffic	No Traffic	No Traffic
19	A5025 Section 7a Online	2,956	3,189	3,241	3,799	4,106	298	304	329	1.08	1.10	1.28	1.29	0.09	0.09	0.09
20	A5025 Section 8 Online	2,952	3,123	3,172	3,719	4,038	4,038	5,016	5,494	1.06	1.07	1.26	1.29	1.29	1.58	1.48
21	A5025 Tregele	3,184	3,378	3,438	4,019	4,068	4,068	4,700	4,953	1.06	1.08	1.26	1.20	1.20	1.37	1.23
22	A5025 Tregele to Amlwch	4,791	5,017	5,139	6,285	5,148	5,148	5,370	6,524	1.05	1.07	1.31	1.03	1.03	1.04	1.04
23	A5025 Amlwch to Benllech	7,462	7,821	8,010	8,579	7,926	7,926	8,199	8,742	1.05	1.07	1.15	1.01	1.01	1.02	1.02
24	A5025 Benllech to A55 J8	15,510	16,363	16,786	18,241	16,469	16,469	16,968	18,306	1.05	1.08	1.18	1.01	1.01	1.01	1.00
25	A5 Rhosrohwyfa to A5 Menai Bridge	12,022	12,665	12,970	13,908	12,665	12,665	12,970	13,908	1.05	1.08	1.16	1.00	1.00	1.00	1.00
26	Menai Bridge to A545 Beaumaris Road	6,906	7,258	7,424	7,935	7,258	7,258	7,424	7,935	1.05	1.08	1.15	1.00	1.00	1.00	1.00
27	Menai Bridge Only	13,633	14,345	14,680	15,705	14,345	14,345	14,680	15,705	1.05	1.08	1.15	1.00	1.00	1.00	1.00
28	A55 J9 to A5 Holyhead Road	19,422	20,502	21,023	22,653	20,526	20,526	21,058	22,671	1.06	1.08	1.17	1.00	1.00	1.00	1.00
29	A55 J9 to A487 Y Felinheli Bypass	18,767	19,986	20,511	22,680	20,259	20,259	20,853	22,914	1.06	1.09	1.21	1.01	1.01	1.02	1.01
30	A4080 Ffordd Brynsiencyn to A5 Holyhead Road	4,790	5,051	5,171	5,541	5,051	5,051	5,171	5,541	1.05	1.08	1.16	1.00	1.00	1.00	1.00
31	B5420 Llangefni to A5 Ffordd Caergybi	11,888	12,457	12,764	14,000	12,510	12,510	12,844	14,038	1.05	1.07	1.18	1.00	1.00	1.01	1.00
32	A55 J6 to A5114 Llangefni	13,739	14,385	14,757	16,479	14,492	14,492	14,917	16,556	1.05	1.07	1.20	1.01	1.01	1.01	1.00
33	B5109 to Pentraeth	2,294	2,421	2,486	2,686	2,421	2,421	2,486	2,686	1.06	1.08	1.17	1.00	1.00	1.00	1.00
34	B5110 Llangefni to A5025 Marian-glas	1,823	1,918	1,965	2,211	1,921	1,921	1,968	2,211	1.05	1.08	1.21	1.00	1.00	1.00	1.00
35	B5111 Llangefni to Llannerch-y-medd	4,150	4,380	4,496	4,853	4,383	4,383	4,501	4,853	1.06	1.08	1.17	1.00	1.00	1.00	1.00
36	Llannerch-y-medd to Benllech	2,258	2,373	2,432	2,876	2,415	2,415	2,482	2,876	1.05	1.08	1.27	1.02	1.02	1.02	1.00
37	B5111 Llannerch-y-medd to Amlwch	3,807	3,979	4,082	5,185	4,024	4,024	4,160	5,264	1.05	1.07	1.36	1.01	1.01	1.02	1.02
38	B5111 Rhos-y-bol to Cemaes	2,174	2,295	2,353	2,526	2,327	2,327	2,421	2,605	1.06	1.08	1.16	1.01	1.01	1.03	1.03
39	Rhos-y-bol to A5025 Burwen	994	1,000	1,026	1,100	1,028	1,028	1,088	1,178	1.01	1.03	1.11	1.03	1.03	1.06	1.07
40	B5112 Llannerch-y-medd to A55 J5	3,026	3,198	3,281	4,586	3,210	3,210	3,293	4,586	1.06	1.08	1.52	1.00	1.00	1.00	1.00
41	A5025 Llanfaethlu to B5112	291	340	349	379	430	430	351	379	1.17	1.20	1.31	1.27	1.27	1.00	1.00
42	B5109 Llanyngenedl to B5112	2,362	2,492	2,556												

ID	Future Accidents Data shown as per average	2016 Baseline					2020 Baseline					2023 Baseline					2033 Baseline					2020 WNP No Bypasses					2020 WNP With Bypasses					2023 WNP With Bypasses					2033 WNP With Bypasses				
		Section	Fatal	Serious	Slight	2011-15Total	Avg	Fatal	Serious	Slight	2011-20Total	Avg	Fatal	Serious	Slight	2011-23Total	Avg	Fatal	Serious	Slight	2011-33Total	Avg	Fatal	Serious	Slight	2011-20Total	Avg	Fatal	Serious	Slight	2011-23Total	Avg	Fatal	Serious	Slight	2011-33Avg					
1	A55 J12 to Britannia Bridge		0.0	0.2	4.4	4.6	0.0	0.2	4.7	4.9	0.0	0.2	4.8	5.0	0.0	0.2	5.4	5.6	0.0	0.2	4.8	5.0	0.0	0.2	4.8	5.0	0.0	0.2	4.9	5.1	0.0	0.2	5.4	5.7							
2	Britannia Bridge Only		0.0	0.6	2.0	2.6	0.0	0.6	2.1	2.8	0.0	0.7	2.2	2.9	0.0	0.8	2.5	3.3	0.0	0.7	2.2	2.9	0.0	0.7	2.3	3.0	0.0	0.8	2.6	3.3											
3	Britannia Bridge to A55 J6		0.2	1.0	3.4	4.6	0.2	1.1	3.7	5.0	0.2	1.1	3.8	5.1	0.3	1.3	4.4	6.0	0.2	1.1	3.8	5.2	0.2	1.1	3.8	5.2	0.2	1.2	4.0	5.4	0.3	1.3	4.5	6.2							
4	A55 J4 to A55 J6		0.2	0.4	1.2	1.8	0.2	0.4	1.3	2.0	0.2	0.4	1.3	2.0	0.3	0.6	1.8	2.7	0.2	0.5	1.4	2.1	0.2	0.5	1.4	2.1	0.2	0.5	1.5	2.2	0.3	0.6	1.9	2.8							
5	A55 J3 to A55 J4		0.0	0.2	0.4	0.6	0.0	0.2	0.4	0.7	0.0	0.2	0.4	0.7	0.0	0.3	0.6	0.9	0.0	0.2	0.5	0.7	0.0	0.2	0.5	0.7	0.0	0.2	0.5	0.7	0.0	0.3	0.6	0.9							
6	A55 J2 to A55 J3		0.0	0.0	0.6	0.6	0.0	0.0	0.6	0.6	0.0	0.0	0.6	0.6	0.0	0.0	1.0	1.0	0.0	0.0	0.6	0.6	0.0	0.0	0.6	0.6	0.0	0.0	0.7	0.7	0.0	0.0	1.0	1.0							
7	A55 J1 to A55 J2		0.0	0.4	1.4	1.8	0.0	0.4	1.5	1.9	0.0	0.4	1.5	2.0	0.0	0.5	1.8	2.3	0.0	0.4	1.5	2.0	0.0	0.4	1.5	2.0	0.0	0.5	1.6	2.0	0.0	0.5	1.8	2.3							
8	A5 (Parc Cybi) to Valley Crossroads		0.0	0.2	1.8	2.0	0.0	0.2	1.9	2.1	0.0	0.2	2.0	2.2	0.0	0.2	2.1	2.3	0.0	0.2	1.9	2.1	0.0	0.2	2.0	2.2	0.0	0.2	2.1	2.3	0.0	0.2	2.1	2.3							
9	A5025 Section 1b Offline																																				0.5				
10	A5025 Section 1a Online		0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.3	0.3	0.0	0.0	0.3	0.3	0.0	0.0	0.1	0.1	0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2							
11	A5025 Section 2 Online		0.0	0.2	0.6	0.8	0.0	0.2	0.6	0.8	0.0	0.2	0.6	0.9	0.0	0.3	0.8	1.1	0.0	0.2	0.7	1.0	0.0	0.2	0.7	1.0	0.0	0.3	0.8	1.1	0.0	0.3	1.0	1.3							
12	A5025 Section 3a Online		0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.3	0.3	0.0	0.0	0.3	0.3	0.0	0.0	0.3	0.3	0.0	0.0	0.3	0.3							
13	A5025 Section 3b Offline																																				0.3				
14	A5025 Section 4 Online		0.0	0.2	0.6	0.8	0.0	0.2	0.6	0.9	0.0	0.2	0.7	0.9	0.0	0.3	0.8	1.0	0.0	0.3	0.8	1.1	0.0	0.3	0.8	1.1	0.0	0.3	0.9	1.3	0.0	0.3	1.0	1.4							
15	A5025 Section 5b Offline																																				0.3				
16	A5025 Section 5a Online		0.0	0.2	0.8	1.0	0.0	0.2	0.9	1.1	0.0	0.2	0.9	1.1	0.0	0.3	1.0	1.3	0.0	0.3	1.1	1.3	0.0	0.3	1.0	1.3	0.0	0.3	1.2	1.5	0.0	0.3	1.3	1.7							
17	A5025 Section 6 Online		0.0	0.0	0.4	0.4	0.0	0.0	0.4	0.4	0.0	0.0	0.4	0.4	0.0	0.0	0.5	0.5	0.0	0.0	0.5	0.5	0.0	0.0	0.5	0.5	0.0	0.0	0.7	0.7	0.0	0.0	0.7	0.7							
18	A5025 Section 7b Offline																																				0.1				
19	A5025 Section 7a Online		0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.3	0.3	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
20	A5025 Section 8 Online		0.0	0.0	0.4	0.4	0.0	0.0	0.4	0.4	0.0	0.0	0.4	0.4	0.0	0.0	0.5	0.5	0.0	0.0	0.5	0.5	0.0	0.0	0.5	0.5	0.0	0.0	0.7	0.7	0.0	0.0	0.7	0.7							
21	A5025 Tregele		0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.3	0.3	0.0	0.0	0.3	0.3	0.0	0.0	0.3	0.3	0.0	0.0	0.3	0.3	0.0	0.0	0.3	0.3							
22	A5025 Tregele to Amlwch		0.0	2.0	1.4	3.4	0.0	2.1	1.5	3.6	0.0	2.1	1.5	3.6	0.0	2.6	1.8	4.5	0.0	2.1	1.5	3.7	0.0	2.1	1.5	3.7	0.0	2.2	1.6	3.8	0.0	2.7	1.9	4.6							
23	A5025 Amlwch to Benllech		0.2	0.2	0.2	0.6	0.2	0.2	0.2	0.6	0.2	0.2	0.2	0.6	0.2	0.2	0.2	0.7	0.2	0.2	0.2	0.6	0.2	0.2	0.2	0.6	0.2	0.2	0.2	0.7	0.2	0.2	0.2	0.7	0.2						
24	A5025 Benllech to A55 J8		0.2	1.0	5.0	6.2	0.2	1.1	5.3	6.5	0.2	1.1	5.4	6.7	0.2	1.2	5.9	7.3	0.2	1.1	5.3	6.6	0.2	1.1	5.5	6.6	0.2	1.1	5.5	6.8	0.2	1.2	5.9	7.3							
25	A5 Rhosdrohwyfa to A5 Menai Bridge		0.2	1.8	5.2	7.2	0.2	1.9	5.5	7.6	0.2	1.9	5.6	7.8	0.2	2.1	6.0	8.3	0.2	1.9	5.5	7.6	0.2	1.9	5.5	7.6	0.2	1.9	5.6	7.8	0.2	2.1	6.0	8.3							
26	Menai Bridge to A545 Beaumaris Road		0.0	0.0	1.0	1.0	0.0	0.0	1.1	1.1	0.0	0.0	1.1	1.1	0.0	0.0	1.1	1.1	0.0	0.0	1.1	1.1	0.0	0.0	1.1	1.1	0.0	0.0	1.1	1.1	0.0	0.0	1.1	1.1							
27	Menai Bridge Only		0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.3	0.3	0.0	0.0	0.3	0.3	0.0	0.0	0.3	0.3	0.0	0.0	0.3	0.3	0.0	0.0	0.3	0.3							
28	A55 J9 to A55 Holyhead Road		0.0	0.6	1.2	1.8	0.0	0.6	1.3	1.9	0.0	0.6	1.3	1.9	0.0	0.7	1.4	2.1	0.0	0.6	1.3	1.9	0.0	0.6	1.3	1.9	0.0	0.7	1.4	2.1	0.0	0.7	1.4	2.1							
29	A55 J9 to A487 Y Felinheli Bypass		0.0	0.0	2.8	2.8	0.0	0.0	3.0	3.0	0.0	0.0	3.1	3.1	0.0	0.0	3.4	3.4	0.0	0.0	3.0	3.0	0.0	0.0	3.0	3.0	0.0	0.0	3.1	3.4	0.0	0.0	3.4	3.4							
30	A4080 Ffordd Brynsefyngi to A55 Holyhead Road		0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2							
31	B5420 Llangefni to A5 Ffordd Caergybi		0.0	0.6	4.4	5.0	0.0	0.6	4.6	5.2	0.0	0.6	4.7	5.4	0.0	0.7	5.2	5.9	0.0	0.6	4.6	5.3	0.0	0.6	4.6	5.3	0.0	0.6	4.8	5.4	0.0	0.7	5.2	5.9							
32	A55 J6 to A5114 Llangefni		0.2	0.0	0.8	1.0	0.2	0.0	0.8	1.0	0.2	0.0	0.9	1.1	0.2	0.0	1.0	1.2	0.2	0.0	0.8	1.1	0.2	0.0	0.8	1.1	0.2	0.0	0.9	1.1	0.2	0.0	1.0	1.2							
33	B5109 to Pentraeth		0.0	0.2	0.6	0.8	0.0	0.2	0.6	0.8	0.0	0.2	0.7	0.9	0.0	0.2	0.7	0.9	0.0	0.2	0.6	0.8	0.0	0.2	0.6	0.8	0.0	0.2	0.7	0.9	0.0	0.2	0.7	0.9							
34	B5110 Llangefni to A5025 Marian-glas		0.4	0.8	1.0	2.2	0.4	0.8	1.1	2.3	0.4	0.9	1.1	2.4	0.5	1.0	1.2	2.7	0.4	0.8	1.1	2.3	0.4	0.8	1.1	2.3	0.4	0.9	1.1	2.4	0.5	1.0	1.2	2.7							
35	B5111 Llangefni to Llannerch-y-medd		0.0	0.4	2.4	2.8	0.0	0.4	2.5	3.0	0.0	0.4	2.6	3.0	0.0	0.5	2.8	3.3	0.0	0.4	2.5	3.0	0.0	0.4	2.5	3.0	0.0	0.4	2.6	3.0	0.0	0.5	2.8	3.3							
36	Llannerch-y-medd to Benllech		0.0	0.4	1.2	1.6	0.0	0.4	1.3	1.7	0.0	0.4	1.3	1.7	0.0	0.5	1.5	2.0	0.0	0.4	1.3	1.7	0.0	0.4	1.3	1.7	0.0	0.4	1.3	1.8	0.0	0.5	1.5	2.0							
37	B5111 Llannerch-y-medd to Amlwch		0.0	0.8	2.2	3.0	0.0	0.8	2.3	3.1	0.0	0.9	2.4	3.2	0.0	1.1	3.0	4.1	0.0	0.8	2.3	3.2	0.0	0.8	2.3	3.2	0.0	0.9	2.4	3.3	0.0	1.1	3.0	4.1							
38	B5111 Rhos-y-bol to Cemaes		0.0	0.4	1.0	1.4	0.0	0.4	1.1	1.5	0.0	0.4	1.1	1.5	0.0	0.5	1.2	1.6	0.0	0.4	1.1	1.5	0.0	0.4	1.1	1.5	0.0	0.4	1.1	1.6	0.0	0.5	1.2	1.7							
39	Rhos-y-bol to A5025 Burwen		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
40	B5112 Llannerch-y-medd to A55 J5		0.0	0.6	0.4	1.0	0.0	0.6	0.4	1.1	0.0	0.7	0.4	1.1	0.0	0.9	0.6	1.5	0.0	0.6	0.4	1.1	0.0</																		

	Future Accidents Data shown as per average	% Change 2020 to 2020 WNP No Bypasses				% Change 2020 to 2020 WNP With Bypasses				% Change 2023 to 2023 WNP With Bypasses				% Change 2033 to 2033 WNP With Bypasses			
		Fatal	Serious	Slight	Total%	Fatal	Serious	Slight	Total%	Fatal	Serious	Slight	Total%	Fatal	Serious	Slight	Total%
ID	Section																
1	A55 J12 to Britannia Bridge	0%	1%	1%	1%	0%	1%	1%	1%	0%	2%	2%	2%	0%	1%	1%	1%
2	Britannia Bridge Only	0%	3%	3%	3%	0%	3%	3%	3%	0%	4%	4%	4%	0%	2%	2%	2%
3	Britannia Bridge to A55 J6	4%	4%	4%	4%	4%	4%	4%	4%	6%	6%	6%	6%	3%	3%	3%	3%
4	A55 J4 to A55 J6	8%	8%	8%	8%	8%	8%	8%	8%	11%	11%	11%	11%	5%	5%	5%	5%
5	A55 J3 to A55 J4	0%	6%	6%	6%	0%	6%	6%	6%	0%	9%	9%	9%	0%	5%	5%	5%
6	A55 J2 to A55 J3	0%	0%	3%	3%	0%	0%	3%	3%	0%	0%	4%	4%	0%	0%	2%	2%
7	A55 J1 to A55 J2	0%	2%	2%	2%	0%	2%	2%	2%	0%	3%	3%	3%	0%	3%	3%	3%
8	A5 (Parc Cybi) to Valley Crossroads	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
9	A5025 Section 1b Offline																
10	A5025 Section 1a Online	0%	0%	13%	13%	0%	0%	-36%	-36%	0%	0%	-32%	-32%	0%	0%	-35%	-35%
11	A5025 Section 2 Online	0%	18%	18%	18%	0%	18%	18%	18%	0%	30%	30%	30%	0%	22%	22%	22%
12	A5025 Section 3a Online	0%	0%	18%	18%	0%	0%	18%	18%	0%	0%	32%	32%	0%	0%	25%	25%
13	A5025 Section 3b Offline																
14	A5025 Section 4 Online	0%	23%	23%	23%	0%	23%	23%	23%	0%	43%	43%	43%	0%	35%	35%	35%
15	A5025 Section 5b Offline																
16	A5025 Section 5a Online	0%	23%	23%	23%	0%	21%	21%	21%	0%	41%	41%	41%	0%	34%	34%	34%
17	A5025 Section 6 Online	0%	0%	25%	25%	0%	0%	25%	25%	0%	0%	47%	47%	0%	0%	39%	39%
18	A5025 Section 7b Offline																
19	A5025 Section 7a Online	0%	0%	29%	29%	0%	0%	-91%	-91%	0%	0%	-91%	-91%	0%	0%	-91%	-91%
20	A5025 Section 8 Online	0%	0%	29%	29%	0%	0%	29%	29%	0%	0%	58%	58%	0%	0%	48%	48%
21	A5025 Tregele	0%	0%	20%	20%	0%	0%	20%	20%	0%	0%	37%	37%	0%	0%	23%	23%
22	A5025 Tregele to Amlwch	0%	3%	3%	3%	0%	3%	3%	3%	0%	4%	4%	4%	0%	4%	4%	4%
23	A5025 Amlwch to Benllech	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%	2%	2%	2%	2%	2%
24	A5025 Benllech to A55 J8	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%
25	A5 Rhosrohyfa to A5 Menai Bridge	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
26	Menai Bridge to A545 Beaumaris Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
27	Menai Bridge Only	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
28	A55 J9 to A5 Holyhead Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
29	A55 J9 to A487 Y Felinheli Bypass	0%	0%	1%	1%	0%	0%	1%	1%	0%	0%	2%	2%	0%	0%	1%	1%
30	A4080 Ffordd Brynsiencyn to A5 Holyhead Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
31	B5420 Llangefni to A5 Ffordd Caergybi	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	1%	0%	0%	0%	0%
32	A55 J6 to A5114 Llangefni	1%	0%	1%	1%	1%	0%	1%	1%	1%	0%	1%	1%	0%	0%	0%	0%
33	B5109 to Pentraeth	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
34	B5110 Llangefni to A5025 Marian-glas	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
35	B5111 Llangefni to Llannerch-y-medd	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
36	Llannerch-y-medd to Benllech	0%	2%	2%	2%	0%	2%	2%	2%	0%	2%	2%	2%	0%	0%	0%	0%
37	B5111 Llannerch-y-medd to Amlwch	0%	1%	1%	1%	0%	1%	1%	1%	0%	2%	2%	2%	0%	2%	2%	2%
38	B5111 Rhos-y-bol to Cemaes	0%	1%	1%	1%	0%	1%	1%	1%	0%	3%	3%	3%	0%	3%	3%	3%
39	Rhos-y-bol to A5025 Burwen	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
40	B5112 Llannerch-y-medd to A55 J5	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
41	A5025 Llanfaethlu to B5112	0%	27%	0%	27%	0%	27%	0%	27%	0%	0%	0%	0%	0%	0%	0%	0%
42	B5109 Llanyngenedl to B5112	0%	0%	2%	2%	0%	0%	2%	2%	0%	0%	2%	2%	0%	0%	0%	0%
43	A55 J4 to Bodedern	0%	0%	2%	2%	0%	0%	2%	2%	0%	0%	2%	2%	0%	0%	0%	0%
44	Llanfechell to A5025 Nanner Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
45	Ffordd-y-Felin to Tregele via Cromlech Terrace	0%	4%	0%	4%	0%	4%	0%	4%	0%	8%	0%	8%	0%	8%	0%	8%
46	A55 J4 to A55 J3 (via A5)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
47	A5 at Dalar Hir	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
48	Dalar Hir entrance	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Total	1%	3%	3%	3%	1%	3%	4%	3%	2%	4%	6%	5%	1%	3%	4%	4%

Future Casualties Data shown as per average			2016 Baseline				2020 Baseline				2023 Baseline				2033 Baseline				2020 WNP No Bypasses				2020 WNP With Bypasses				2023 WNP With Bypasses				2033 WNP With Bypasses								
ID	Section		Fatal	Serious	Slight	2011-15TotalAvg	Fatal	Serious	Slight	2011-20TotalAvg	Fatal	Serious	Slight	2011-23TotalAvg	Fatal	Serious	Slight	2011-33TotalAvg	Fatal	Serious	Slight	2011-20TotalAvg	Fatal	Serious	Slight	2011-23TotalAvg	Fatal	Serious	Slight	2011-23TotalAvg	Fatal	Serious	Slight	2011-33Avg					
1	A55 J12 to Britannia Bridge		0.0	0.2	6.2	6.4	0.0	0.2	6.6	6.8	0.0	0.2	6.8	7.0	0.0	0.2	6.7	6.9	0.0	0.2	6.7	6.9	0.0	0.2	6.9	7.1	0.0	0.2	7.6	7.8									
2	Britannia Bridge Only		0.0	0.6	4.2	4.8	0.0	0.6	4.5	5.1	0.0	0.7	4.6	5.3	0.0	0.8	5.3	6.1	0.0	0.7	4.7	5.4	0.0	0.7	4.7	5.4	0.0	0.7	4.8	5.5	0.0	0.8	5.4	6.2					
3	Britannia Bridge to A55 J6		0.2	1.2	3.8	5.2	0.2	1.3	4.1	5.6	0.2	1.3	4.2	5.7	0.3	1.6	4.9	6.8	0.2	1.4	4.3	5.9	0.2	1.4	4.3	5.9	0.2	1.4	4.5	6.1	0.3	1.6	5.1	7.0					
4	A55 J4 to A55 J6		0.2	0.6	2.0	2.8	0.2	0.7	2.2	3.1	0.2	0.7	2.2	3.1	0.3	0.9	3.0	4.2	0.2	0.7	2.4	3.3	0.2	0.7	2.4	3.3	0.2	0.7	2.5	3.4	0.3	0.9	3.1	4.3					
5	A55 J3 to A55 J4		0.0	0.2	1.2	1.4	0.0	0.2	1.3	1.5	0.0	0.2	1.3	1.5	0.0	0.3	1.8	2.1	0.0	0.2	1.4	1.6	0.0	0.2	1.4	1.6	0.0	0.2	1.5	1.7	0.0	0.3	1.9	2.2					
6	A55 J2 to A55 J3		0.0	0.0	0.6	0.6	0.0	0.0	0.6	0.6	0.0	0.0	0.6	0.6	0.0	0.0	1.0	1.0	0.0	0.0	0.6	0.6	0.0	0.0	0.6	0.6	0.0	0.0	0.7	0.7	0.0	0.0	1.0	1.0					
7	A55 J1 to A55 J2		0.0	0.4	2.0	2.4	0.0	0.4	2.1	2.5	0.0	0.4	2.2	2.6	0.0	0.5	2.5	3.0	0.0	0.4	2.2	2.6	0.0	0.5	2.3	2.8	0.0	0.5	2.6	3.1	0.0	0.2	3.0	3.2					
8	A5 (Pant Cybi) to Valley Crossroads		0.0	0.2	2.6	2.8	0.0	0.2	2.8	3.0	0.0	0.2	2.8	3.0	0.0	0.2	3.0	3.2	0.0	0.2	2.8	3.0	0.0	0.2	2.8	3.0	0.0	0.2	3.0	3.0	0.0	0.2	3.0	3.2					
9	A5025 Section 1b Offline																																				0.5		
10	A5025 Section 1a Online		0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.3	0.3	0.0	0.0	0.1	0.1	0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2	0.0	0.0	0.2	0.2					
11	A5025 Section 2 Online		0.0	0.2	1.2	1.4	0.0	0.2	1.3	1.5	0.0	0.2	1.3	1.5	0.0	0.3	1.6	1.9	0.0	0.2	1.5	1.7	0.0	0.2	1.5	1.7	0.0	0.3	2.0	2.0	0.0	0.3	2.0	2.3					
12	A5025 Section 3a Online		0.0	0.0	0.4	0.4	0.0	0.0	0.4	0.4	0.0	0.0	0.4	0.4	0.0	0.0	0.5	0.5	0.0	0.0	0.5	0.5	0.0	0.0	0.6	0.6	0.0	0.0	0.6	0.6	0.0	0.0	0.6	0.6					
13	A5025 Section 3b Offline																																				0.6		
14	A5025 Section 4 Online		0.0	0.2	0.8	1.0	0.0	0.2	0.9	1.1	0.0	0.2	0.9	1.1	0.0	0.3	1.0	1.3	0.0	0.3	1.1	1.4	0.0	0.3	1.1	1.4	0.0	0.3	1.3	1.6	0.0	0.3	1.4	1.7					
15	A5025 Section 5b Offline																																				0.9		
16	A5025 Section 5a Online		0.0	0.2	1.6	1.8	0.0	0.2	1.7	1.9	0.0	0.2	1.8	2.0	0.0	0.3	2.0	2.3	0.0	0.3	2.1	2.4	0.0	0.3	2.1	2.4	0.0	0.3	2.5	2.8	0.0	0.3	2.7	3.0					
17	A5025 Section 6 Online		0.0	0.0	0.4	0.4	0.0	0.0	0.4	0.4	0.0	0.0	0.4	0.4	0.0	0.0	0.5	0.5	0.0	0.0	0.5	0.5	0.0	0.0	0.7	0.7	0.0	0.0	0.7	0.7	0.0	0.0	0.7	0.7					
18	A5025 Section 7b Offline																																				0.2		
19	A5025 Section 7a Online		0.0	0.0	0.4	0.4	0.0	0.0	0.4	0.4	0.0	0.0	0.4	0.4	0.0	0.0	0.5	0.5	0.0	0.0	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
20	A5025 Section 8 Online		0.0	0.0	0.6	0.6	0.0	0.0	0.6	0.6	0.0	0.0	0.6	0.6	0.0	0.0	0.6	0.6	0.0	0.0	0.8	0.8	0.0	0.0	0.8	0.8	0.0	0.0	1.0	1.0	0.0	0.0	1.1	1.1					
21	A5025 Tregelte		0.0	0.0	0.6	0.6	0.0	0.0	0.6	0.6	0.0	0.0	0.6	0.6	0.0	0.0	0.8	0.8	0.0	0.0	0.8	0.8	0.0	0.0	0.8	0.8	0.0	0.0	0.9	0.9	0.0	0.0	0.9	0.9					
22	A5025 Tregelte to Amlwch		0.0	0.2	2.8	5.0	0.0	0.2	2.3	5.2	0.0	0.2	4.0	5.4	0.0	0.2	3.7	6.6	0.0	0.2	4.0	5.4	0.0	0.2	4.0	5.4	0.0	0.2	3.1	5.6	0.0	0.2	3.8	6.8					
23	A5025 Amlwch to Benllech		0.4	0.6	2.0	3.0	0.4	0.6	2.1	3.1	0.4	0.6	2.1	3.1	0.5	0.7	2.3	3.5	0.4	0.6	2.1	3.1	0.4	0.6	2.1	3.1	0.4	0.6	2.2	3.3	0.5	0.7	2.3	3.5					
24	A5025 Benllech to A55 J8		0.2	1.4	9.2	10.8	0.2	1.5	9.7	11.4	0.2	1.5	10.0	11.7	0.2	1.6	10.8	12.6	0.2	1.5	9.8	11.5	0.2	1.5	10.1	11.8	0.2	1.7	10.9	12.8									
25	A5 Rh																																						

App C2.04 - Percentage Change in Casualties

	Future Casualties Data shown as per average	% Change 2020 to 2020 WNP No Bypasses					% Change 2020 to 2020 WNP With Bypasses					% Change 2023 to 2023 WNP With Bypasses					% Change 2033 to 2033 WNP With Bypasses					
ID	Section	Fatal	Serious	Slight	Total%	Fatal	Serious	Slight	Total%	Fatal	Serious	Slight	Total%	Fatal	Serious	Slight	Total%	Fatal	Serious	Slight	Total%	
1	A55 J12 to Britannia Bridge	0%	0%	2%	1%	0%	0%	2%	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
2	Britannia Bridge Only	0%	17%	4%	6%	0%	17%	4%	6%	0%	0%	0%	4%	4%	0%	0%	0%	0%	0%	2%	2%	2%
3	Britannia Bridge to A55 J6	0%	8%	5%	5%	0%	8%	5%	5%	0%	8%	7%	7%	0%	0%	0%	0%	0%	0%	4%	3%	3%
4	A55 J4 to A55 J6	0%	0%	9%	6%	0%	0%	9%	6%	0%	0%	14%	10%	0%	0%	0%	0%	0%	0%	3%	2%	2%
5	A55 J3 to A55 J4	0%	0%	8%	7%	0%	0%	8%	7%	0%	0%	15%	13%	0%	0%	0%	0%	0%	0%	6%	5%	5%
6	A55 J2 to A55 J3	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%
7	A55 J1 to A55 J2	0%	0%	5%	4%	0%	0%	5%	4%	0%	25%	5%	8%	0%	0%	0%	0%	0%	0%	4%	3%	3%
8	A5 (Parc Cybi) to Valley Crossroads	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
9	A5025 Section 1b Offline																					
10	A5025 Section 1a Online	0%	0%	50%	50%	0%	0%	-50%	-50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-33%	-33%	-33%
11	A5025 Section 2 Online	0%	0%	15%	13%	0%	0%	15%	13%	0%	50%	31%	33%	0%	0%	0%	0%	0%	0%	25%	21%	21%
12	A5025 Section 3a Online	0%	0%	25%	25%	0%	0%	25%	25%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%	20%	20%	20%
13	A5025 Section 3b Offline																					
14	A5025 Section 4 Online	0%	50%	22%	27%	0%	50%	22%	27%	0%	50%	44%	45%	0%	0%	0%	0%	0%	0%	40%	31%	31%
15	A5025 Section 5b Offline																					
16	A5025 Section 5a Online	0%	50%	24%	26%	0%	50%	24%	26%	0%	50%	39%	40%	0%	0%	0%	0%	0%	0%	35%	30%	30%
17	A5025 Section 6 Online	0%	0%	25%	25%	0%	0%	25%	25%	0%	0%	75%	75%	0%	0%	0%	0%	0%	0%	40%	40%	40%
18	A5025 Section 7b Offline																					
19	A5025 Section 7a Online	0%	0%	50%	50%	0%	0%	-100%	-100%	0%	0%	-100%	-100%	0%	0%	0%	0%	0%	0%	-100%	-100%	-100%
20	A5025 Section 8 Online	0%	0%	33%	33%	0%	0%	33%	33%	0%	0%	67%	67%	0%	0%	0%	0%	0%	0%	38%	38%	38%
21	A5025 Tregele	0%	0%	33%	33%	0%	0%	33%	33%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%	13%	13%	13%
22	A5025 Tregele to Amlwch	0%	4%	3%	4%	0%	4%	3%	4%	0%	4%	3%	4%	0%	4%	3%	4%	0%	0%	3%	3%	3%
23	A5025 Amlwch to Benllech	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	5%	6%	0%	0%	0%	0%	0%	0%	0%	0%
24	A5025 Benllech to A55 J8	0%	0%	1%	1%	0%	0%	1%	1%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	6%	1%	2%
25	A5 Rhostrohyfa to A5 Menai Bridge	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
26	Menai Bridge to A545 Beaumaris Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
27	Menai Bridge Only	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
28	A55 J9 to A5 Holyhead Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%
29	A55 J9 to A487 Y Felinheli Bypass	0%	0%	2%	2%	0%	0%	2%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	0%	2%	2%	2%
30	A4080 Ffordd Brynsiencyn to A5 Holyhead Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
31	B5420 Llangefni to A5 Ffordd Caergybi	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
32	A55 J6 to A5114 Llangefni	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
33	B5109 to Pentraeth	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
34	B5110 Llangefni to A5025 Marian-glas	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
35	B5111 Llangefni to Llannerch-y-medd	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
36	Llannerch-y-medd to Benllech	0%	0%	4%	3%	0%	0%	4%	3%	0%	0%	4%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%
37	B5111 Llannerch-y-medd to Amlwch	0%	10%	0%	2%	0%	10%	0%	2%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%	2%	2%	2%
38	B5111 Rhos-y-bol to Cemaes	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
39	Rhos-y-bol to A5025 Burwen	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
40	B5112 Llannerch-y-medd to A55 J5	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
41	A5025 Llanfaethlu to B5112	0%	20%	0%	20%	0%	20%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
42	B5109 Llanyngchedl to B5112	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
43	A55 J4 to Bodedern	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
44	Llanfechell to A5025 Nanner Road	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
45	Ffordd-y-Felin to Tregele via Cromlech Terrace	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	50%
46	A55 J4 to A55 J3																					