Partners in UK offshore wind

MONA OFFSHORE WIND PROJECT

Environmental Statement

Volume 7, Annex 8.3: Personal injury accident locations

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Image of an offshore wind farm

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RPS

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Mona Offshore Wind Ltd.

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Glossary

Term	Meaning
Project terminology	
Annual Average Daily Traffic Flows (AADT)	The total volume of vehicular traffic on a section of highway for a year divided by 365 days.
Personal Injury Accident	An accident on the highway network leading to injury.
Rate per Billion Vehicle Kilometres	The number of personal injury accidents on a section of highway calculated to a common rate of one billion vehicle kilometres

Acronyms

Acronym	Description
AADT	Annual Average Daily Traffic Flows
PIA	Personal Injury Accidents

1 Personal injury accident locations

1.1.1.1 This traffic and transport technical report sets out a summary of Personal Injury Accidents (PIA) for the Mona Offshore Wind Project. The PIA rates are set out in Table 1.1 and have been used to define a baseline transport position as set out in Volume 3, Chapter 8: Traffic and transport of the Environmental Statement. The PIA have been obtained from www.crashmap.co.uk which is a database using official data published by the Department for Transport based on records submitted to them by police forces. Data has been obtained over the five-year period 2017 to 2021 inclusive, which is the latest period over which data is available.

1.1.1.2 The AADTs are derived from those set out in Volume 7, Annex 8.2 Base traffic flows (2022 AADTs). A comparison of those with average AADTs between 2017 and 2021 (including those years in which there were Covid-19 lockdowns and associated reduced traffic flows) to determine that the differences in PIA rates would be negligible and 2022 AADTs are suitable to undertake the assessment of personal injury accidents rates.

1.1.1.3 The PIA locations have been determined based upon the routeing of construction vehicles along the adjacent highway network and the sections of highway (highway links) that form this. Figure 1.1 of this annex presents the location of the highway link references listed in Table 1.1.

Table 1.1: Summary of PIA.

Link ref.	Description	Annual Average Daily Traffic Flows (AADT) (Total Vehicles)	Link length	Personal Injury Accidents (5 years)	Rate per Billion Vehicle Kilometres
L1	A55 between Junctions 27 and 27A	51,683	1.3	1	8
L2	A55 between Junctions 27 and 26	45,899	1.7	1	7
L3	A55 between Junctions 26 and 25	45,899	1.8	4	27
L4	A55 between Junctions 25 and 24A	45,899	2.5	2	10
L5	A55 between Junctions 24A and 24	45,899	2.7	4	18
L6	A55 between Junctions 24 and 23A	54,487	1.3	3	23
L7	A55 between Junctions 23A and 23	68,796	4.2	20	38
L8	A547 through Llanddulas	8,408	1.1	4	237
L9	A547 between Llanddulas and Parc Busnes Gogledd Cymru	6,847	2	0	0
L10	A547 between Parc Busnes Gogledd Cymru and A548 Chapel Street	9,256	1.2	9	444
L11	A547 between A548 Chapel Street and A55	5,955	0.8	3	345
L12	A548 Chapel Street between A547 and Lon Dirion	9,042	1	0	0
L13	A548 Chapel Street between Lon Dirion and Abergele Hospital	4,000	1	0	0

Link ref.	Description	Annual Average Daily Traffic Flows (AADT) (Total Vehicles)	Link length	Personal Injury Accidents (5 years)	Rate per Billion Vehicle Kilometres
L14	A548 Chapel Street between Abergele Hospital and B5381 Roman Road	2,919	1.8	4	417
L15	B5381 Roman Road between A548 and Moelfre	1,972	1.1	0	0
L16	B5381 Roman Road between Moelfre and Capel Carmel	1,554	1.3	1	271
L17	B5381 Roman Road between Capel Carmel and Roberts D a O	1,586	1.2	0	0
L18	B5381 Roman Road between Roberts D a O and Engine Hill	1,736	2.2	3	430
L19	B5381 Glascoed Road between Engine Hill and Ffordd William Morgan	1,745	2.4	3	393
L20	B5381 Glascoed Road between Ffordd William Morgan and National Grid Substation access	4,046	0.55	0	0
L21	Ffordd William Morgan between A55 and Carlton Court	3,481	0.75	2	420
L22	Ffordd William Morgan between Carlton Court and B5381 Glascoed Road	5,991	0.35	0	0
L23	Engine Hill between A55 and B5381 Glascoed Road	3,492	1.5	2	209

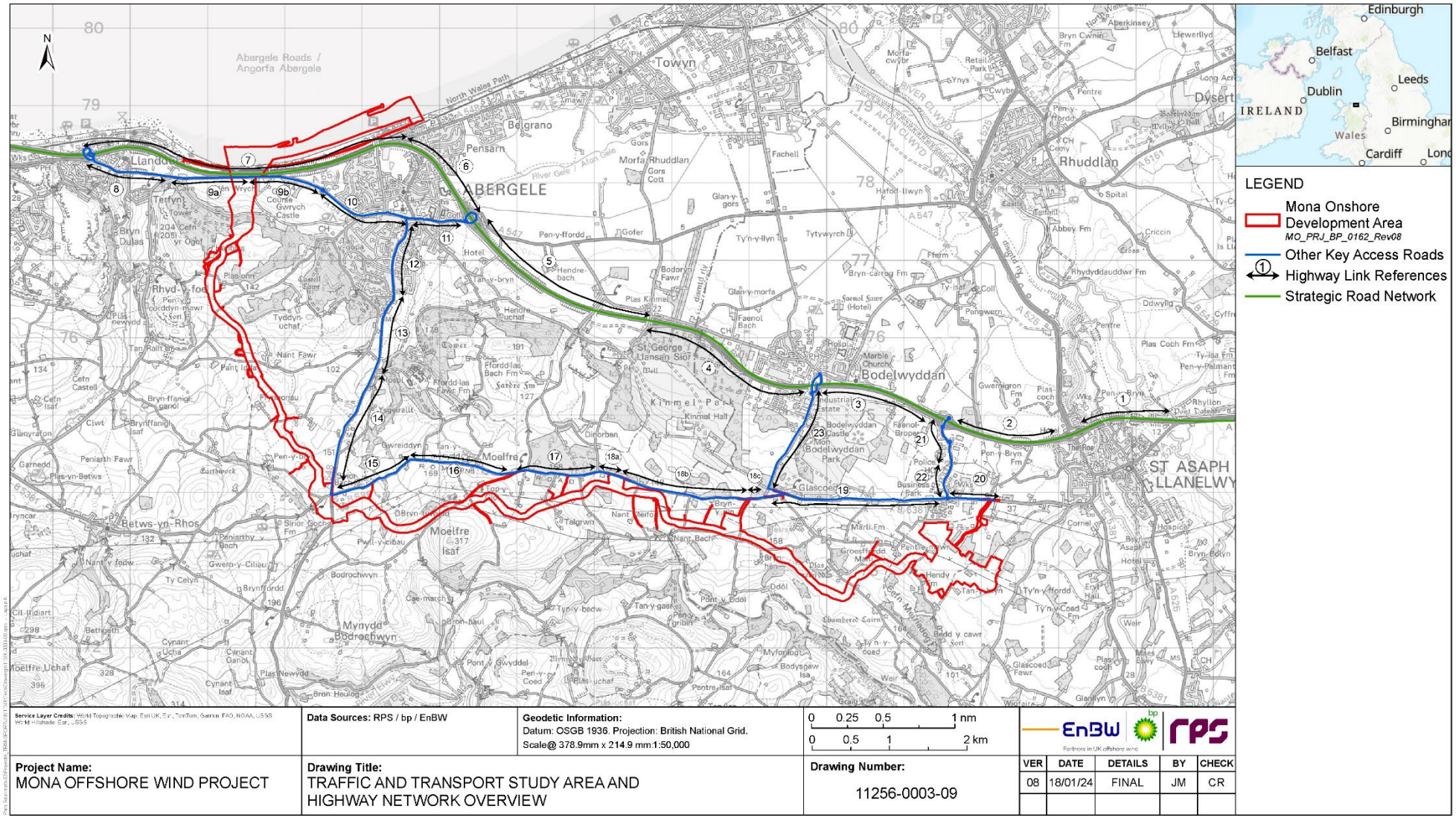

Figure 1.1: Traffic and transport study area and highway network overview