

LLŶR FLOATING OFFSHORE WIND PROJECT

Llŷr 1 Floating Offshore Wind Farm

Environmental Statement

**Volume 6: Appendix 13F - Personal Injury Collision Data
Analysis**

August 2024

Document Status

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Acronyms and abbreviations

Acronym or Abbreviation	Definition	Acronym or Abbreviation	Definition
LGV	Large-Goods Vehicle	PICs	Personal Injury Collisions

Glossary of project terms

Term	Definition
The Applicant	The developer of the Project, Llŷr Floating Wind Limited.
Array	All wind turbine generators, inter array cables, mooring lines, floating sub-structures and supporting subsea infrastructure within the Array Area, as defined, when considered collectively, excluding the offshore export cable(s).
Array Area	The area within which the wind turbine generators, inter array cables, mooring lines, floating sub-structures and supporting subsea infrastructure will be located.
Floventis Energy	A joint venture company between Cierco Ltd and SBM Offshore Ltd of which Llŷr Floating Wind Limited is a wholly owned subsidiary.
Landfall	The location where the offshore export cable(s) from the Array Area, as defined, are brought onshore and connected to the onshore export cables (as defined) via the transition joint bays.
Llŷr 1	The proposed Project, for which the Applicant is applying for Section 36 and Marine Licence consents. Including all offshore and onshore infrastructure and activities, and all project phases.
Marine Licence	A licence required under the Marine and Coastal Access Act 2009 for marine works which is administered by Natural Resources Wales (NRW) Marine Licensing Team on behalf of the Welsh Ministers.
Offshore Development Area	The footprint of the offshore infrastructure and associated temporary works, comprised of the Array Area and the Offshore Export Cable Corridor, as defined, that forms the offshore boundary for the S36 Consent and Marine Licence application.
Offshore Export Cable	The cable(s) that transmit electricity produced by the WTGs to landfall.
Offshore Export Cable Corridor (OfECC)	The area within which the offshore export cable circuit(s) will be located, from the Array Area to the Landfall.
Onshore Development Area	The footprint of the onshore infrastructure and associated temporary works, comprised of the Onshore Export Cable Corridor and the Onshore Substation, as defined, and including new access routes and visibility splays, that forms the onshore boundary for the planning application.
Onshore Export Cable(s)	The cable(s) that transmit electricity from the landfall to the onshore substation.
Onshore Export Cable Corridor (OnECC)	The area within which the onshore export cable circuit(s) will be located.
proposed Project	All aspects of the Llŷr 1 development (i.e. the onshore and offshore components).

Term	Definition
Onshore Substation	Located within the Onshore Development Area, converts high voltage generated electricity into low voltage electricity that can be used for the grid and domestic consumption.
Section 36 consent	Consent to construct and operate an offshore generating station, under Section 36 (S.36) of the Electricity Act 1989. This includes deemed planning permission for onshore works.

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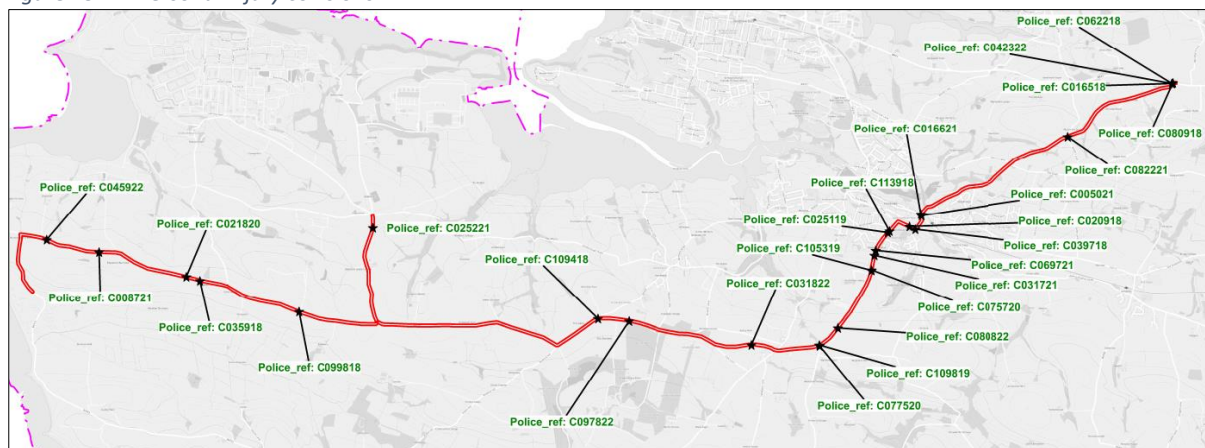
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13-F PERSONAL INJURY COLLISION DATA ANALYSIS

1. To ensure that there are no underlying highway issues, personal injury collision data is found in **Appendix 13B: Raw Accident Data from Pembrokeshire County Council**.
2. The study area is shown in **Figure 13F-1**. Details of the Personal Injury Collisions (PICs) recorded in the study area have been obtained from Pembrokeshire County Council for the highway network for the latest five-year period between 1st January 2018 and 31st December 2022.

Figure 13F-1. Personal injury collisions



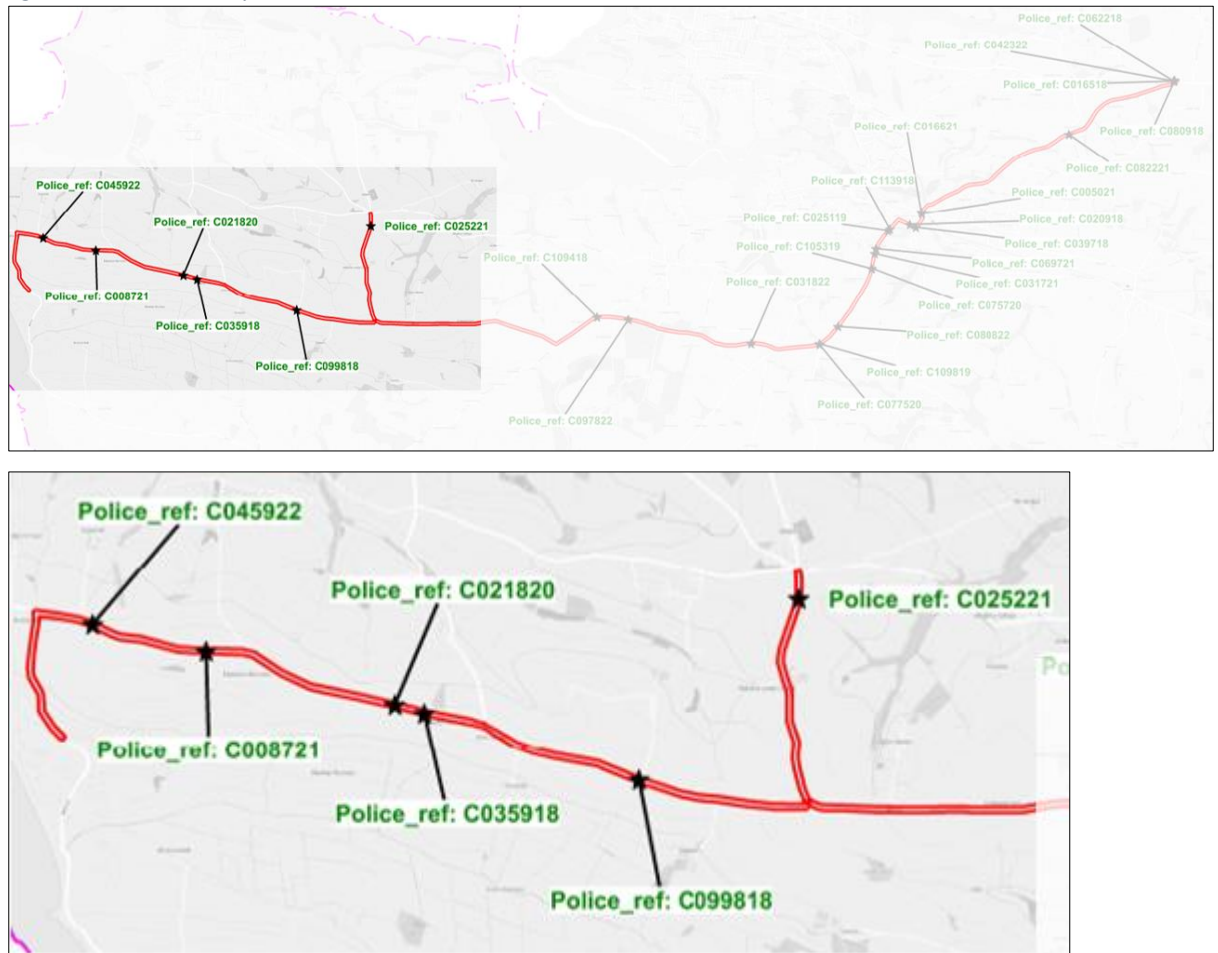
3. The data showed that there were 27 collisions recorded in the study area during the five-year period. Of these, 20 were classified as 'slight' and seven were classed as 'serious'. There were no fatalities recorded. A summary of the collisions recorded per year is provided in **Table 13F-1**.

Table 13F-1 Summary of accident data

Year	Fatal	Serious	Slight	Total
2018	0	1	8	9
2019	0	2	1	3
2020	0	0	3	3
2021	0	3	4	7
2022	0	1	4	5
Total	0	7	20	27

4. As the collision study area spans over 15 km, the route has been broken down into four subsections to better analyse the potential causation of collisions in the area.

Figure 13F-2 Section 1 layout



5. Section 1 of the accident study area spans between the B4319 and Wallaston Green and has six reported collisions between January 2018 and December 2022, two of which were serious and four slight in severity. **Table 13F-2** Summary of collision data in section 1 details the collisions data.

Table 13F-2 Summary of collision data in section 1

Year	Fatal	Serious	Slight	Total
2018	0	1	1	2
2019	0	0	0	0
2020	0	0	1	1
2021	0	0	2	2
2022	0	1	0	1
Total	0	2	4	6

6. Both collisions classified as serious occurred on the B4320, one at the western end of the study area (Police Ref: C045922) and the other just east of a dwelling on the B4320 (Police Ref: C035918) in the central section of the study area. Both incidents occurred during daylight hours and in fine weather without high winds.
7. The first serious incident involved a head on collision when one vehicle veered into the opposite lane and into an oncoming vehicle. Causation factors for this collision were reported as being weather, 'dazzling sun', and exceeding the speed limit.

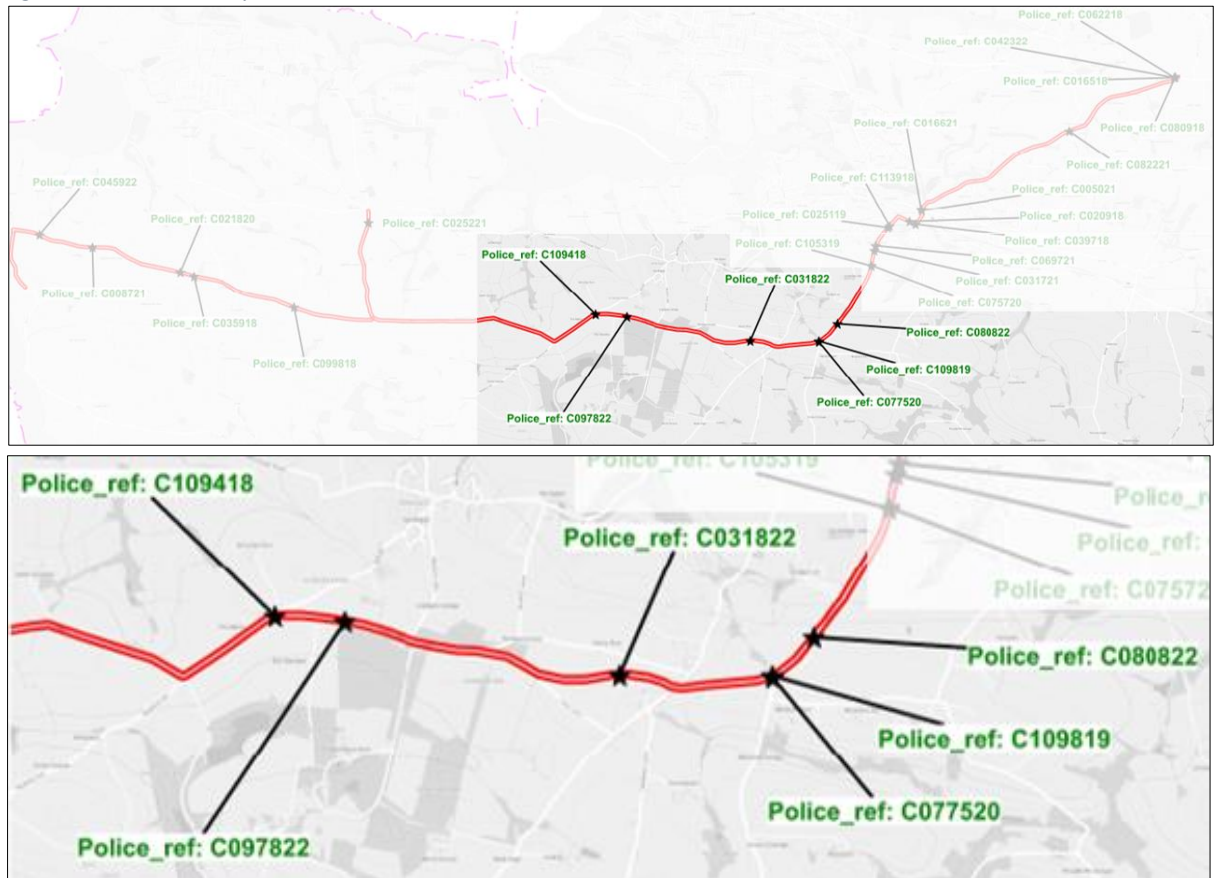
8. The second serious collision occurred when an articulated vehicle collided with a cyclist at a narrow passing point on the carriageway. Potential causation factors recorded were road layout, travelling too fast for conditions, loss of control and failed to look properly.
9. Of the six collisions recorded in this area, all occurred in daylight hours, four occurred on a dry road surface and two on a wet surface.
10. **Table 13F-3** is a list of the causation factors recorded by the police for all six collisions, with the first causation factor listed in the report recorded as the 'primary causation' factor and any other factors recorded as 'other causation'.

Table 13F-3 Section 1 collisions by cause factors

Causation Factor	Primary Causation Frequency	Other Causation Frequency	Total
Weather	2	-	2
Failed to Look properly	1	1	2
Road Layout	1	-	1
Poor or Defective Road Surface	1	-	1
Unrecorded	1	-	1
Loss of Control	-	2	2
Travelling Too Fast For Conditions	-	1	1
Exceeding Speed Limit	-	1	1
Total	6	5	11

11. The information reveals that the weather was the most common primary causation factor in this area, stated as playing a part in two of the six collisions. In one incident (Police Ref: C045922) the causation was stated as 'dazzling sun' and in the other (Police Ref: C025221) it was recorded as 'Slippery Road' (due to weather).
12. The second most common causation factor being recorded was 'failed to look properly', once as a primary cause (Police Ref: C008721) and once as an 'other' cause (Police Ref: C035918). Loss of control was also recorded for two of the collisions out of the six but as secondary causes (Police Ref: C035918, Police Ref: C025221) in both instances.
13. It should be noted that one collision (Police Ref: C021820) did not have a recorded causation factor within the police report but involved a Large-Goods Vehicle (LGV) with a trailer overtaking a cyclist. The trailer clipped the cyclist and sent the cyclist over their handlebars and into a hedge. This was classified as a 'slight' collision.

Figure 13F-3 Section 2 layout



14. Section 2 of the accident study area spans between Wallaston Green and the Windmill Hill Caravan Park and has six reported collisions between January 2018 and December 2022. **Table 13F-4** Summary of collision data in section 2 the collision data.

Table 13F-4 Summary of collision data in section 2

	Fatal	Serious	Slight	Total
2018	0	0	1	1
2019	0	0	1	1
2020	0	0	1	1
2021	0	0	0	0
2022	0	0	3	3
Total	0	0	6	6

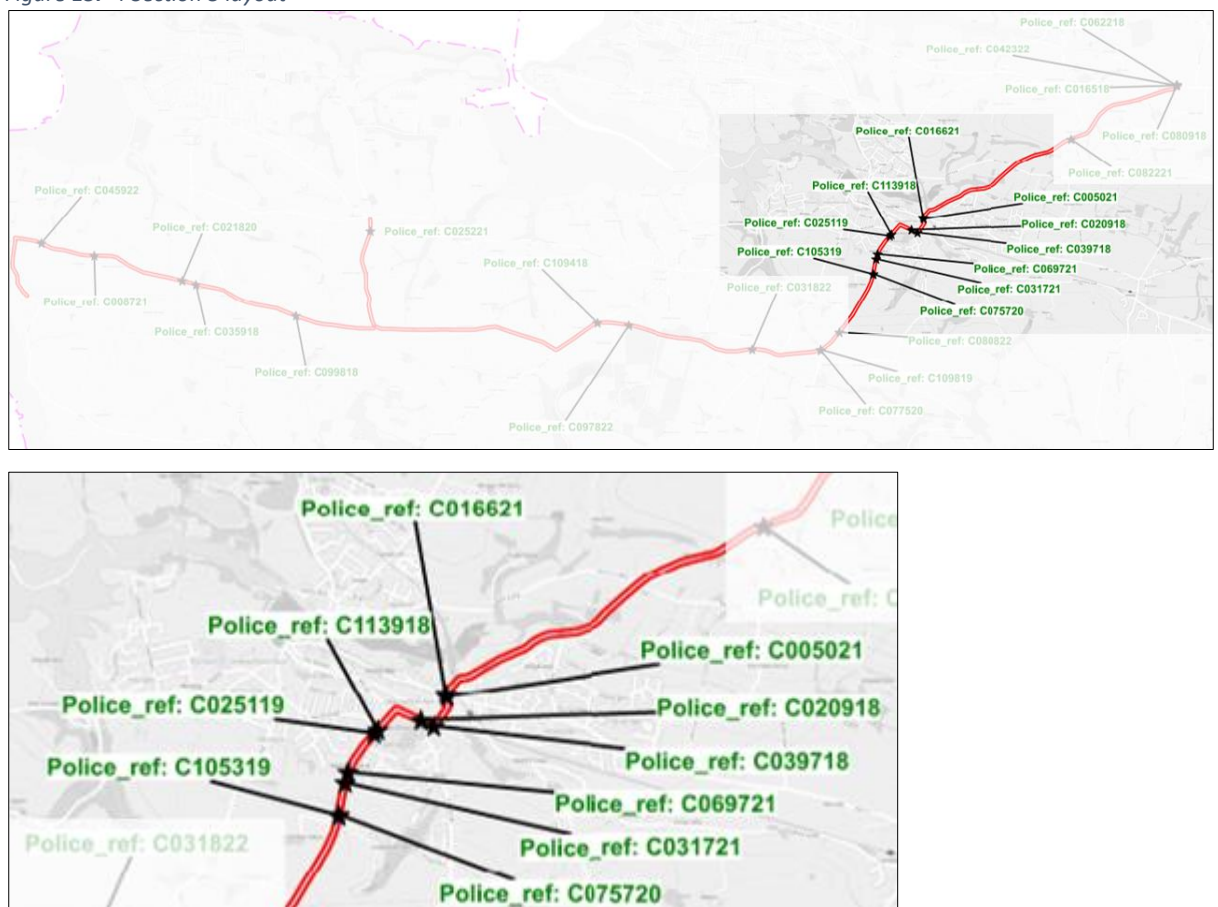
15. All six collisions in this area were recorded as 'slight'.
16. Of the six collisions recorded in this area, five occurred in daylight hours and one during the hours of darkness, it was recorded that there was no street lighting where this accident occurred (Police Ref: C080822). Two collisions occurred on a dry surface and four on a wet surface.
17. **Table 13F-5** is a list of the causation factors recorded by the police for all six collisions, with the first causation factor listed in the report recorded as the 'primary causation' factor and any other factors recorded as 'other causation'.

Table 13F-5 Section 2 collisions by cause factors

Causation Factor	Primary Causation Frequency	Other Causation Frequency	Total
Failed to Judge other persons path or speeds	2	1	3
Failed to Look Properly	2	1	3
Following too close	1	-	1
Deposit on the road (e.g. oil, mud, chippings)	1	-	1
Total	6	2	8

18. The information reveals two causation factors to be the most common in this area. 'Failed to judge other person's path or speeds' was recorded twice as a primary causation factor (Police Ref: C031822 and Police Ref: C109819) and once as an 'other' causation factor (Police Ref: C097822). 'Failed to look properly' was also recorded twice as a primary causation factor (Police Ref: C109418, Police Ref: C080822) and once as an 'other' causation factor (Police Ref: C077520).
19. 'Following too close' (Police Ref: C077520) and 'Deposit on the road (e.g. oil mud or chippings)' (Police Ref: C097822) were both recorded once as primary causation factors.

Figure 13F-4 Section 3 layout



20. Section 3 of the collision study area spans between Windmill Hill Caravan Park and Station Road and has 10 reported collisions between January 2018 and December 2022. **Table 13F-6** Summary of collision data in section 3 the collision data.

Table 13F-6 Summary of collision data in section 3

Year	Fatal	Serious	Slight	Total
2018	0	0	3	3
2019	0	2	0	2
2020	0	0	1	1
2021	0	2	2	4
2022	0	0	0	0
Total	0	4	6	10

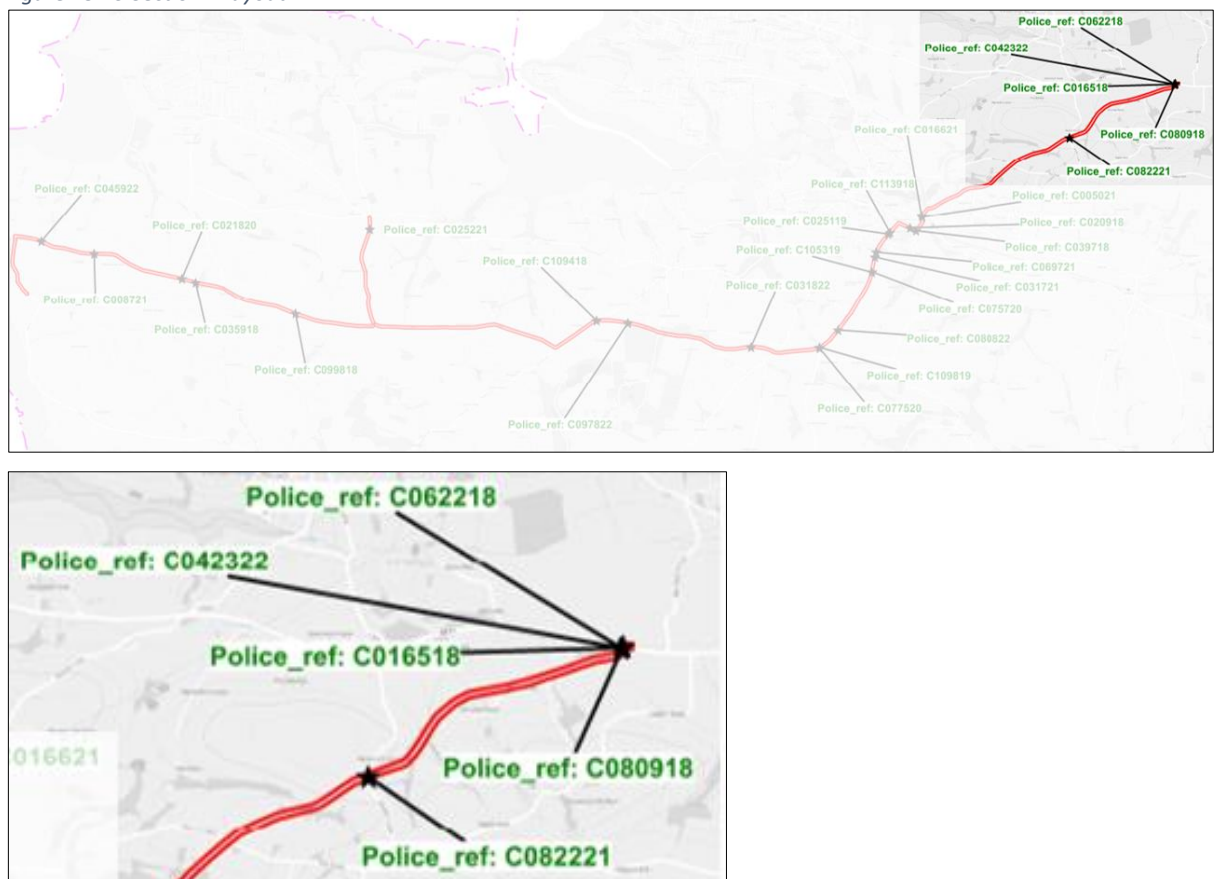
21. Four accidents were classified as 'serious' and six as 'slight' in severity on the B4319 into Pembroke. Three collisions occurred during the daylight and one during darkness, three occurred in dry conditions and one in wet conditions.
22. The first serious collision (Police Ref: C105319) occurred just past the turning to the 'Go West Holidays' accommodation and involved an LGV hitting a cyclist from the rear while the cyclist attempted to go around a parked fire engine. Causation factors for this collision were reported as 'Failed to look properly' and 'Stationary or parked vehicle'. This collision also occurred in close proximity to a 'slight' reported incident (Police Ref: C075720) involving an elderly citizen clipping a cyclist while trying to overtake it. The causations recorded for this collision were 'Uncorrected, defective eyesight' and 'Road layout (e.g. bend, hill crest)'. It can therefore be determined that these two incidents were not related and do not constitute a pattern at the junction.
23. The second serious collision (Police Ref: C069721) occurred near Southlands Road and involved a car and a pedestrian. Causation factors for this collision were recorded as 'Passing too close to cyclist, horse rider or pedestrian' and 'Dangerous action in carriageway'. On the report it attributes 'passing too close' to the vehicle and 'dangerous action in carriageway' to the pedestrian rather than the motorist.
24. The third serious collision (Police Ref: C025119) occurred on the B4319 St Daniel's Hill between St Daniel's Drive and South Road. The collision involved three vehicles and involved overtaking manoeuvres which resulted in a vehicle clipping the rear of another vehicle before swerving into oncoming traffic and colliding with an oncoming vehicle.
25. The fourth serious collision (Police Ref: C005021) occurred at the four arm Station Road/Well Hill/Main Street/Holyland Road roundabout. This collision involved an LGV hitting the rear of a vehicle as it exited the roundabout. The causation factor recorded was 'Failed to look properly'. A 'slight' collision also occurred on this roundabout (Police Ref: C016621) whereby one vehicle entered the roundabout into the path of another. No causation factor was stated on the report.
26. Of the 10 collisions recorded in this area, nine occurred in daylight hours and one during the hours of darkness, six occurred on a dry surface and four on a wet surface.
27. **Table 13F-7** is a list of the causation factors recorded by the police for all ten collisions, with the first causation factor listed in the report recorded as the 'primary causation' factor and any other factors recorded as 'other causation'.

Table 13F-7 Section 3 collisions by cause factor

Causation Factor	Primary Causation Frequency	Other Causation Frequency	Total
Failed to Look Properly	2	-	2
Failed to Judge other persons path or speed	1	-	1
Weather	1	-	1
Uncorrected, defective eyesight	1	-	1
Passing too close to a cyclist, horse rider or pedestrian	1	-	1
Unrecorded	4	-	4
Road Layout (e.g. bent, hill crest)	-	1	1
Dangerous action in carriageway	-	1	1
Stationary or parked vehicle	-	1	1
Total	10	3	13

28. The information reveals that 'Failed to Look Properly' was the most common primary causation factor in this area, stated as playing a part in two of the 10 collisions (Police Ref: C105319, Police Ref: C005021). All other causation factors were mentioned only once.
29. It should be noted that four collisions (Police Ref: C031721, Police Ref: C025119, Police Ref: C039718, Police Ref: C016621) did not have a recorded causation factor within the police report. One was recorded as 'serious' and three 'slight'.

Figure 13F-5 Section 4 layout



30. Section 4 of the accident study area spans between Station Road and the A477 and has five reported collisions between January 2018 and December 2022. **Table 13F-8** Summary of collision data in section 4 details the collisions in section 4.

Table 13F-8 Summary of collision data in section 4

Year	Fatal	Serious	Slight	Total
2018	0	0	3	3
2019	0	0	0	0
2020	0	0	0	0
2021	0	1	0	1
2022	0	0	1	1
Total	0	1	4	5

31. The serious collision occurred at the crossroads between the A4075 and Phillip's Lane. A vehicle travelling along the A4075 turned right to head north at the crossroads and was struck by a vehicle travelling East in the opposite lane. Causation factors for the collision were listed as 'Nervous/Uncertain/Panic' and 'Careless/Reckless/In a hurry'. This incident occurred during daylight hours with rainy weather causing a damp surface.
32. The remaining four 'slight' collisions all took place at the A4075 /A477 junction and all involved vehicles pulling out at the junction and being struck by oncoming traffic. Two of these incidents cited 'Inexperience of driving on the left' as a causation factor. One of these collisions involved a German national (Police Ref: C080918) and on the other it was not stated.
33. **Table 13F-9** is a list of the causation factors recorded by the police for all five collisions, with the first causation factor listed in the report recorded as the 'primary causation' factor and any other factors recorded as 'other causation'.

Table 13F-9 Section 4 Collision Data by Cause Factor

Causation Factor	Primary Causation Frequency	Other Causation Frequency	Total
Failed to Look Properly	1	1	2
Inexperience of driving on the left	1	1	2
Failed to Judge other persons path or speed	1	-	1
Nervous/ Uncertain/ Panic	1	-	1
Unrecorded	1	-	1
Deposit on road (ego oil, mud, chippings)	-	1	1
Careless /Reckless/ In a Hurry	-	1	1
Total	5	4	9

34. The information reveals two causation factors to be the most common in this area. 'Failed to look properly' was recorded once as a primary causation factor (Police Ref: C042322) and once as an 'other' causation factor (Police Ref: C062218). 'Inexperience of driving on the left' was also recorded once as a primary causation factor (Police Ref: C080918) and once as an 'other' causation factor (Police Ref: C042322).

35. 'Failed to judge other persons path or speed' (Police Ref: C062218) and 'Nervous/ Uncertain/ Panic' (Police Ref: C082221) were both recorded once as primary causation factors.
36. It should be noted that one collision (Police Ref: C016518) did not have a recorded causation factor within the police report but involved a vehicle turning right at a junction and into the path of another vehicle.
37. The data demonstrates that there are no collision patterns in the vicinity of the Development or key junctions on the local road network that would be exacerbated by the proposals. The most common causation factor across all four subsections was 'failed to look properly' implying a high percentage of these collisions to be down to driver error. This was cited as the primary causation factor in six of the 27 collisions and as an additional factor in three of the 27 collisions.