

Appendix A

**Scoping Report,
Meeting Minutes, and
Transport Assessment
Review in Chronological
Order**

Job title	Waterfront, Barry	Job number	122374
Meeting name & number	TA Consultation Meeting 01	File reference	6.30
Location	Vale of Glamorgan, Barry Docks Office	Time & date	6.30pm 21 November 2007

Purpose of meeting

Present	Rob Quick - VoG (RQ) Miles Punter - VoG (MP) Steve Ball - VoG (SB) Stuart Watkins - Arup (SW) John Smith - Arup (JS)	Rob Thomas - VoG (RT) John Dent - VoG (JD) Vicky Abrahams - VOG (VA) Brendan Wright - Arup (BW)
Apologies	None	
Circulation	Those present Richard Keogh - Persimmon Jon Whitehead - WPM Craig Jones - HMA David Peake - WPM Gareth Williams - NLP Phil Stokes - Persimmon Nic Downs - HMA Ron Das - HWA	

Prepared by	John Smith
Date of circulation	21 November 2007
Date of next meeting	TBA

Job title Waterfront, Barry	Job number 122374	Date of Meeting 21 November 2007
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Action

1. Arup explained that the original intention of the meeting was to determine the overall strategy of Transport Assessments on the entire project and to scope the Arno Quay proposal with a view of moving this development forward as quickly as possible. However, the consortium is now currently revisiting its strategy for development and it is possible that it may wish that other areas are developed first. VoG indicated that whilst accepting that the first development of around 200 units could, in principle, be considered in isolation, they would then want the transport impact for the remainder of the development to be looked at as a whole rather than a piece-meal approach. This would require an understanding of the development context and numbers, together with the proposed masterplan layout, particularly the link to Barry Island. A sphere of influence regarding the off-site highway network needs to be discussed and agreed. It was noted that the previous transportation work for Barry Waterfront is old and will need to be modified to take into account current flows. The VoG indicated that recent traffic data may be available for Five Miles Lane, the St Athan area and Dinas Powys. There is not a suitable traffic model currently available for the Barry area and it was recognised that any further roadside interview surveys that could commence now would not be available until the summer, too late for use on the current study.
2. Arup explored the possibility of the initial 200 unit development taking place away from Arno Quay e.g. East Quay or West Pond. VoG suggested that this may be possible although there was a planning condition to the previous consent which stated that no development should take place on West Pond until the link to Barry Island was implemented.
3. VoG indicated that whilst car traffic issues had been the main point of discussion, the public transport element is also key. There are currently capacity issues on the rail network north of Queen Street in Cardiff and at Cogan junction. The Queens Street issue is programmed to be resolved (by 2013), as is Cogan junction (due by 2010/11). Bus routes will need to be considered together with priority measures. No targets have been suggested for modal share.
4. It was noted that other schemes could have an impact on the traffic flows in the long term, e.g. Dinas Powys Bypass, Airport Access Road, but benefit from these schemes could not be taken into account in TA's prepared at this stage.
5. The strategy for taking forward the TA work was discussed. A working group should be established of around seven individuals consisting of members from VOG Highways and Planning (2-3 individuals), together with Arup Transport Planner and PM and a representative from the consortium and HMA.

Whilst work could be progressed on the off-site elements based on the overall development numbers, it was stressed that the proposed masterplan road layout is key to moving forward the on-site movement strategy.

Job title	Job number	Date of Meeting
Waterfront, Barry	122374	21 November 2007

Action

It was suggested that a meeting for the working group be arranged for 2-3 weeks time, which could tie-in with stakeholder meetings. VoG will advise who will attend from themselves. However, the masterplan road layout/movement strategy will require the higher level agreement of Rob Quick, Rob Thomas and Miles Punter.

VoG

Draft

Job title	Waterfront Barry	Job number	122374
Meeting name & number	TA Meeting 02	File reference	6.30
Location	VOG Offices, Barry	Time & date	3pm 9 December 2007

Purpose of meeting

Present	Rob Quick - VoG Paul Gay - VoG Vicky Abrahams - VOG David Peake - WPM Ron Das - HMA John Smith - Arup	Rob Thomas - VoG John Dent - VoG Richard Keogh - Persimmon Craig Jones - HMA Brendan Wright - Arup
Apologies		
Circulation	Those present Phil Stokes - Persimmon John Penaluna - Barratt Stuart Watkins - Arup Nic Downs - HMA	Will Phillips - Taylor Wimpey Gareth Williams - NLP

Prepared by	John Smith
Date of circulation	13 December 2007
Date of next meeting	TBA

Job title Waterfront, Barry	Job number 122374	Date of Meeting 9 December 2007
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- | | | Action |
|----|--|-----------------|
| 1. | <p>Arup outlined the issues that they would like to discuss, summarised as follows:-</p> <ul style="list-style-type: none"> • On-site Movement Strategy • Off-site Highway Issues • Initial Development Phase | |
| 2. | <p>Arup and HMA summarised the initial strategy for site movement for West Pond and East Quay. The strategy involved developing a 7.3m wide principal road which links the existing termination of Ffordd-y-Mileniwm (to the north-east of West Pond) to Paget Road (in the extreme south). The precise alignment of this road has yet to be decided, an indicative layout showing a possible alignment was presented. A secondary street network will distribute traffic to the remainder of West Pond and South Quay, tertiary roads will then link into these streets. The proposals are in line with the Manual for Streets, roads are to typically include longitudinal parking bays on each side of the road. The primary roads and specific secondary streets would be used as bus routes to facilitate public transport. The proximity of three train stations adjacent to the site offers a rare opportunity for rail public transport utilisation. In addition, the use of cycleways are being considered, the primary cycle routes may vary from the primary vehicular to utilise the dock edge and POS areas.</p> <p>The VoG were encouraged by the intent for a primary route linking Ffordd y Mileniwm to Barry Island, however, the strategic objectives and alignment need to be discussed further in terms of location and proximity to commercial areas. Furthermore, the Manual for Streets principles and layout options need to be presented and discussed to ensure agreement with planners and highway engineers. It was suggested and agreed that a transportation workshop should be arranged to take this element forward, this should be scheduled early in the New Year.</p> | Arup/VoG |
| 3. | <p>Regarding the off-site network improvements, Arup have asked for any additional traffic data that the Vale of Glamorgan may have around Barry, VoG to respond. Arup previous studies had identified a need to assess Buttrills Road, Ty-Newydd Road, Wimborne Road and Palmerstown Junction. A copy of draft S106 requirements also suggested that Weycock Cross and Biglis Roundabout would also need to be examined. Arup outlined a sphere of influence extending to the A4226 to the north of Barry and the A4231 to the east. VoG suggested that the impact on the wider network should be considered, exploring what happens to traffic as it moves outside of Barry. It was agreed that Arup would produce a TA Scoping report for the development for VoG to consider. VoG pointed out that Arup had been working on other schemes in the general area, albeit for other clients.</p> | VoG

Arup |

Arup asked if there were nearby committed developments that would need to be considered, VoG indicated that the only two major developments in the area were at Penarth Heights and Rhoose, both some distance from the site.

Job title	Job number	Date of Meeting
Waterfront, Barry	122374	9 December 2007

4. Arup and Persimmon explained that the 200 unit allocation discussed at the last meeting may stay at Arno Quay or be moved to East Quay, there were advantages and disadvantages with each option. It was also queried whether more than 200 units could be developed without the need to consider the wider network in its entirety. VoG suggested that it was possible that even 200 residential units would need consideration of the off-site network. The potential for a mixed use initial development was also explored, possibly a mixed hotel, commercial and smaller (50 unit) apartment development on Arno Quay. VoG indicated that such a development, in principle, may be taken forward in isolation as traffic flows will be mixed, with less effect on peak time journeys.

Action

Draft

Barratt, Persimmon,
Taylor Wimpey

Waterfront Barry

Transport Assessment
Scoping Statement

Document ref
07/7360

Barratt, Persimmon,
Taylor Wimpey

Waterfront Barry

Transport Assessment
Scoping Statement

January 2008

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This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party

Job number 122374-00

Job title	Waterfront Barry	Job number	122374-00
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Document title	Transport Assessment Scoping Statement	File reference	
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Document ref 07/7360

Revision	Date	Filename	Barry Scoping.doc		
Draft 1	20/12/07	Description	First draft		
			Prepared by	Checked by	Approved by
		Name	Brendan Wright	Jonathan Kinghorn	John Smith
		Signature			
Rev 1	22/12/07	Filename	0022 Overarching Transport Assessment Scoping Report Rev 1		
		Description	Revised Following Client Comment		
			Prepared by	Checked by	Approved by
		Name	Brendan Wright	Jonathan Kinghorn	John Smith
		Signature			
		Filename			
		Description			
			Prepared by	Checked by	Approved by
		Name			
		Signature			
		Filename			
		Description			
			Prepared by	Checked by	Approved by
		Name			
		Signature			

Issue Document Verification with Document

Contents

	Page
1 Introduction	1
2 The Sites	1
3 Development Proposals	2
4 Key Issues and Assumptions	3
4.1 Existing Traffic Data	3
4.2 Committed Development	3
4.3 Planned Development	3
4.4 Study Area	3
4.5 Trip Generation	4
4.6 Trip Distribution/Assignment	5
4.7 Scenario Testing	5
4.8 Highway Capacity Assessment	5
4.9 Accessibility	5
4.10 Travel Plan	6
5 Summary	6

1 Introduction

Arup has been appointed on behalf of a consortium comprising Barratt, Persimmon and Taylor Wimpey to provide traffic and transportation advice in support of a series of planning applications for mixed use development at the Waterfront Barry. It is envisaged that planning applications will be submitted for each of the three individual sites that will collectively form part of the comprehensive Barry Waterfront masterplan.

The masterplan is currently being prepared by Holder Mathias Architects and will be progressively informed by a series of workshops involving members of the project team and officers from Vale of Glamorgan Council (VoG).

This Scoping Statement relates to traffic and transportation issues and has been prepared following two meetings with VoG officers on 20th November and 7th December 2007.

The purpose of this Scoping Statement is to set out the development proposals and identify, in general terms, the assumptions and issues that will need to be addressed in detailed Transport Assessments.

2 The Sites

The three sites are shown in Figure 1. They collectively surround the Barry No. 1 Dock and lie to the north and west of the operational docks. Barry town centre is situated further to the north and Barry Island lies to the south.

The sites can be characterised individually as follows:

- **Arno Quay**, the smallest of the sites, is located within the north quay and is bounded to the north by Ffordd Y Mileniwm. Access is in the form of a cul-de-sac, Y Rhodfa, which links to Ffordd Y Mileniwm via a roundabout.
- **East Quay** is positioned at the eastern end of the dock. It is served to the east via Cory Way, a road that connects to Ffordd Y Mileniwm via a roundabout.
- **West Pond/South Quay** forms the largest of the development sites and lies to the south and west of the dock. It is partially encircled by the local rail network and incorporates a swathe of land running along the northern extremity of Barry Island. Routes of access extend from the north via Powell Duffryn Way and the south via Earl Crescent.

3 Development Proposals

The masterplan encompassing all three of the sites is currently at a formative stage. It is anticipated that the mix of land uses apportioned to individual sites will be determined at a later stage, following further dialogue with VoG.

The masterplan is underpinned by the planning policy imperative to ensure that the various land uses are effectively integrated with transport infrastructure in creating sustainable patterns of development. This will be achieved through creating communities that can function as places where people can work, live and relax, thereby reducing any necessity for journeys across a wider area.

The approach taken in developing the masterplan is founded on giving maximum encouragement to walking and cycling within the layout of the developments. The inclusion of high quality pedestrian and cycle routes will play an important role in connecting the developments to their surroundings and taking full advantage of the close proximity of three local rail stations. As a result, access to public transport will be integral to the design process in how it will facilitate linkages to the rail stations and accommodate a number of bus routes.

4 Key Issues and Assumptions

Following a site inspection and discussions with VoG, a number of issues have been identified for more detailed consideration during the preparation of Transport Assessments. These are discussed below along with confirmation of the key assumptions.

4.1 Existing Traffic Data

Initial discussions have indicated that little traffic data is held by VoG on the surrounding network of roads. Previous studies undertaken by Arup on Barry Waterfront also date from several years ago and are unlikely to include data that could form an appropriate basis for assessment.

Confirmation is awaited from VoG on whether relevant traffic data can be obtained. There may be scope however, to draw upon other studies undertaken by Arup in and around Barry subject to copyright restrictions. VoG have also drawn attention to the work of the Welsh Assembly Government at Weycock Cross as a possible source of information.

Depending on the extent and quality of the traffic data currently available, it is likely to be necessary to undertake supplementary traffic surveys at selected junctions.

4.2 Committed Development

The VoG has advised that the following committed development should be accounted for within the analysis of traffic impact:

- Penarth Heights – proposed 377 residential units; and
- Land north of Rhoose – a UDP allocation for 600 residential units.

4.3 Planned Development

The intention is to construct new mixed use development that will maximise the potential of the site location in enabling journeys to be made by a range of transport modes.

The layout design will place an emphasis on the principles of 'Manual for Streets' in facilitating a choice of direct and attractive routes for pedestrians and cyclists that are aligned with key desire lines and take advantage of the attractiveness associated with a waterfront location. In particular, new and improved routes to the three nearby rail stations will be created to ensure that rail travel can assume a pivotal role in catering for travel across the wider sub-region. This will be supplemented by a road network that allows bus services to route through the site, with priority features included as appropriate.

With the exception of the primary linkage to Barry Island that would be incorporated within the West Pond element of the development, roads will be designed to achieve typical speeds of 20 m.p.h. as part of creating a safe environment that prioritises the needs of pedestrians and cyclists. This will provide better scope for effective integration with the existing built-up areas and offer the levels of accessibility that are a necessary part of sustainable development.

4.4 Study Area

Discussions with VoG has highlighted how the scope of the analysis will need to extend to the wider network to account for travel to sub-regional destinations, such as Cardiff City Centre. Specific reference has been made by VoG to existing congestion on the following parts of the network:

- Sycamore Cross (1)
- Culverhouse Cross (2)
- Merry Harrier (3)

- Dinas Powys (4)

These locations have been illustrated in Figure 2 as junctions 1- 4.

In order to identify the magnitude of cumulative traffic increases on the wider network, the Transport Assessment will include a quantification of traffic impact at each of these junctions.

Capacity assessments will not be undertaken at junctions 1 - 4 on account of the sustainability credentials of the development proposals, which will facilitate high quality accessibility to public transport services and include road layout designs that minimise vehicle speeds in favour of prioritising the needs of more vulnerable road users. This approach is intended to minimise any reliance on the private car for journeys and, accordingly, will dilute the level of traffic impact across the wider network.

The remainder of the junctions shown in Figure 2, numbered 5 – 14, will all be subjected to capacity assessments to identify the local network implications of the additional development traffic. These include the junctions that connect Barry to the wider highway network, which are identified as junction 5 – 7 in Figure 2:

- Biglis Roundabout (5)
- Port Road/Barry Docks Link Road (6)
- Weycock Cross (7)

The capacity assessments on these junctions will inform the conclusions that can be drawn on traffic impact across the wider network.

The remaining local junctions, numbered 8 – 14 in Figure 2, are internal to Barry and form the basis of the assessment of impact on the immediate network:

- Harbour Road/Station Approach (8)
- Harbour Road/St. Nicholas Road (9)
- Broad Street/Gladstone Road (10)
- Buttrills Road/Barry Road (11)
- Barry Road/Ty Newydd Road (12)
- Cardiff Road/Wimbourne Road (13)
- Palmerston Road/Cardiff Road (14)

It will also be necessary to assess individual development access points for each of the sites.

Discussions with VoG have confirmed that this scope of analysis will apply to development in excess of 200 residential units or alternative land uses with an equivalent level of traffic impact.

4.5 Trip Generation

On account of the mix of land uses that are envisaged for the developments, it is anticipated that trip generation will consist of the following:

- New trips;
- Pass-by trips;
- Linked trips;
- Diverted trips; and
- Transferred trips

In quantifying the breakdown between these various types of trips, it will be important to have full regard for the enhanced potential for journeys to be made by walking, cycling and public transport as part of the development proposals. Assumptions will need to be identified as part of ongoing discussions with VoG and reflect any refinements that are made to the content of the masterplan.

It is recognised that the element of new trips attributed to private vehicles will assume particular importance in the context of traffic impact on the surrounding highway network. These will be calculated through reference to comparable sites within the TRICS 2007(b) database to ensure a robust basis for analysis.

4.6 Trip Distribution/Assignment

The trip distribution pattern of development trips will consist of those trips that are undertaken internally within the site and those trips that are external to the site.

It is anticipated that the encouragement afforded to walking and cycling through the design of the development layouts will enable a high proportion of the internal trips to be made on foot or by cycle. The accessibility of public transport services will also have a significant bearing on external trips by reducing reliance on private vehicles. Modal split assumptions will therefore need to appropriately reflect these development characteristics.

The assignment of trips to specific routes will be important in assessing the impact of the private vehicle element of trip generation across the highway network. It is intended that this will be informed by an analysis of existing travel to work patterns in Barry drawn from the 2001 census ward data. Once the origins and destinations of travel to work journeys have been identified, it will be possible to assign trips across the network to reflect recent travel patterns. This exercise will enable conclusions to be drawn on the overall level of impact across the sub-regional highway network, as requested by VoG and reflected in the defined study area.

It will be important for all assumptions and routing assignments to be agreed through discussion with VoG. This will also need to include a basis for assessing the level of existing trip transfer that could arise as a consequence of the new road linkage to Barry Island that would be achieved as part of the West Pond/South Quay development.

4.7 Scenario Testing

The Transport Assessment will assess the implications of the following scenarios on the highway network:

- Existing situation
- Existing situation + proposed development (opening year)
- Existing situation + proposed development (+ 15 years)

4.8 Highway Capacity Assessment

The basic assumptions are as follows:

Method of Capacity Assessment: ARCADY, PICADY and TRANSYT

Modelling Periods: Weekday AM/PM peak periods (08:00 – 09:00 and 17:00 – 18:00) and Saturday peak period (14:00 – 15:00)

Any capacity problems that might result from the development proposals will be identified and ways of mitigating the problems will be discussed.

4.9 Accessibility

The site offers considerable scope for travel by sustainable transport modes, being within convenient walking/cycle distance of Barry town centre, the Ffordd Y Mileniwm retail park

and three rail stations. The design of the development layout will also facilitate the diversion of local bus services through the site.

The Transport Assessment will consider the quality of the existing public transport, pedestrian and cycling services and facilities in the context of accessibility improvements that will be delivered as part of the development proposals.

4.10 Travel Plan

In addition to promoting public transport, walking and cycling an outline travel plan will be devised to both support these proposals and augment them with complementary initiatives.

5 Summary

The above points summarise the main assumptions and issues that will be addressed in the Transport Assessments. At this stage they should be regarded as part of a working document that will be refined in the light of further discussions with VoG.

It is expected that the Transport Assessments will be broadly based on the following structure:

- Introduction
 - Background
 - Policy Context
 - Report Structure
- Existing Situation – Transport Evaluation
 - Site Description
 - Existing Conditions
- Proposed Development
 - Proposed Access Arrangement
 - Car Parking
- Trip Making
 - Trip Generation
 - Trip Distribution/Assignment
- Impact Assessment
 - Junction Capacity
 - Scenario Testing
 - Results of Assessment
- Sustainable Transport
 - Accessibility
 - Travel Plan Framework
- Transport Implementation Strategy
- Conclusions/Recommendations

Job title	Waterfront Barry	Job number	122374
Meeting name & number	Highways Workshop	File reference	9.30
Location		Time & date	14.00 5 March 2008
Purpose of meeting	To Discuss Highway Related Issues		

Present	Paul Gay -VOG Steve Ball - VOG Planning Richard Keogh - Persimmon John Smith - Arup Paul Carr - Arup Neil Hart - VOG Highways Tony Hodge - VOG Highways	Vicky Abraham - VOG Craig Jones - Holder Mathias Architects David Peake - Whitehead PM Jonathan Kinghorn - Arup Ceri Edwards - VOG Transportation Tom Bevan - VOG Highways Chris Edgar - VOG Highways
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Apologies

Circulation	Those present Andrew Carey - Persimmon Will Phillips - Taylor Wimpey Nic Downs - HMA Simon Brewster - Soltys Brewster	John Penaluna - Barratt Gareth Williams - NLP Ron Das - HMA Chris Tuthill - Atkins
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Prepared by	John Smith
Date of circulation	6 March 2008
Date of next meeting	TBA

Job title	Job number	Date of Meeting
Waterfront Barry	122374	5 March 2008

Action

1. The meeting took the form of an interactive workshop; the following is a summary of the issues discussed.
2. Arup summarised the development proposals consisting of mixed commercial of around 320,000ft² and 2,000 residential units. The commercial elements will probably include a food store, hotel, offices, retail and possible leisure and other employment. The residential element will mostly be housing with some apartments. The site is divided up into Arno Quay, East Quay, West Pond and South Quay. The phasing of the development will probably involve West Pond, then South Pond, followed by Arno and East Quay. The initial development will include a connection through to Paget Road in the south west.
3. HMA summarised the masterplanning process to date, emphasising sustainability, permeability and connectivity of the development. The evolution of the masterplanning process was summarised including the key development nodes, constraints, connectivity, transport links and potential alignments for the main link and through to West Pond.
4. The layout and form of the link was discussed at length, VOG emphasised that it would act as a local distributor road for an improved connection to Barry Island. The road will be particularly important at peak tourist periods, VOG are intending to re-sign roads in the area to direct traffic to the island along that route. HMA and the consortium emphasised that they do not want a similar road the one formed along North Quay. VOG planning department concurred with this view. After much debate, the following was agreed in principle
 - Road to generally follow the original horizontal alignment.
 - Road to be designated and designed for 30mph.
 - Road width to be 7.3m.
 - Additional width for parking bays installed all along the route, resulting in the total road width increasing to around 11.3m or more to accommodate parallel bays.
 - Junctions to be formed preferably with traffic signal crossroads in preference to large roundabouts.
 - Pedestrian crossings to be emphasised, using traffic signal controls and or plateau ramps as appropriate.
 - Number and location of junctions / intersections onto this route to be the subject of design development by the Consortium, taking into account relevant highways criteria.
5. The potential for changing the existing Hood Road/Ffordd-y-Mileniwm to a t-junction or crossroads was discussed; the VOG had no objection in principle. Such a proposal and the details for the new road further west would result in consistency of junction form along the route between Gladstone Road junction and Paget Road.
6. The proposals for Manual for Street design for the remainder of the development was discussed including a hierarchy of street types with the development, relatively narrow roads and parking bays along the streets. Such proposals are being implemented on other developments in South Wales and England. VOG suggested incorporating a narrower road along South Quay to slow traffic down. However, roads into the proposed marina and superstore areas would need to be wider to

Job title	Job number	Date of Meeting
Waterfront Barry	122374	5 March 2008

Action

incorporate HGV movements.

7. The off-site transportation elements were also discussed. Arup have been collating information supplied/surveyed by VOG encompassing some 26 junctions in the area. Arup will be assessing the development impact on the junctions outlined in the scoping study, with the addition of Baron's Court. For the Baron's Court and Culverhouse Cross junctions, the assessment will take the form of reviewing the percentage increase in traffic levels. The remaining junctions, including Merrie Harrier, will be modelled using ARCADY, PICADY, or LINSIG as appropriate.

The TA input will also include public transport considerations including buses and trains together with cycling and pedestrian provision.

8. Arup would like to maintain technical dialogue with specialists from the Vale of Glamorgan. They intend producing a note during w/c 10th March and would like a further meeting to discuss off-site related issues during w/c 17th March. It was also suggested that a further on-site and off-site highways related meeting be arranged in one month's time to discuss further the proposals for the roads around the development as the masterplan develops.

Job title	Waterfront Barry	Job number	122374
Meeting name & number	Transport Issues	File reference	9-30
Location	Vale of Glamorgan Office, The Alps, Wenvoe	Time & date	14:00 9 April 2008
Purpose of meeting	To discuss and agree aspects of the Transport Assessment		

Present	Paul Carr (Arup) John Smith (Arup) Bob Bertram (VoG) Tom Bevan (VoG)	Roddy Beynon (Arup) Paul Gay (VoG) Neil Hart (VoG) Vicky Abrahams (VoG)
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Apologies

Circulation	Those present Richard Keogh (Persimmon) Will Phillips (Taylor Wimpey) John Penaluna (Barratt) Craig Jones (HMA)
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|---|---------------------------|
| <ol style="list-style-type: none"> 1. Introduction
JS updated the latest progress with the development Masterplan, explaining that the quantum of the development and the main link are fixed, but the internal layout remains fluid. 2. Strategic Development
BB felt that a number of items on the agenda were not appropriate at this stage in the process. He also felt that the scoping work to date did not address the strategic nature of the development, and that a strategic route assessment needs to be undertaken, including link capacity assessment. VoG requested the scoping document be updated and re-issued. 3. Trip Generation
BB was not prepared to comment on the trip generation rates in the Technical Note without further information regarding which sites from TRICS had been used, and comparison with local similar sites. It was agreed that the sites listed in the technical note were appropriate, and | <p>Action</p> <p>Arup</p> |
|---|---------------------------|

Prepared by	Paul Carr
Date of circulation	15 April 2008
Date of next meeting	Mid May 2008 - TBA

Job title	Job number	Date of Meeting
Waterfront Barry	122374	9 April 2008

Action

that comparison should also be made with the study of sites undertaken for the Bay Pointe development at Cardiff International Sports Village. BB also stated that he has concerns over the overall resulting traffic generation, and that no allowance has been made for the 'Mole' area, which is outside the development boundary but would need to be accessed through the site, however the proposed development in this area is not yet fixed. It was felt that the range of trip rates should be considered as a sensitivity test.

More detail regarding the trip generation assumptions and comparisons with local sites to be supplied by Arup

Arup

4. Trip Distribution

The gravity model was discussed and it was agreed that use of TEMPRO data was appropriate, and that the model calibrates well against 2001 Census data. In order to ease comprehension, the number of zones should be reduced from 32 before traffic assignment is undertaken. It was agreed that 2020 would be a sensible future year for assessment, but that it would be most appropriate to undertake the initial impact assessment against current traffic levels. VoG to supply any recent information regarding the developments at Llanilid and St Athan to help develop the future year situation.

VoG

Traffic assignment should take into account the link capacity and nature of the routes.

5. Barry Island Traffic

Four previously considered options for the Barry Island junction were tabled by VoG (copies of these are to be provided to Arup). These emphasised the importance of the through route to Barry Island, the Causeway becoming secondary. They also highlighted the issues around land ownership and space restrictions, especially considering footways and cycle provisions – CPO may be required.

VoG

The principles for reassigning Barry Island traffic outlined in the Technical Note were agreed, but it was felt that the assessment needed to include sensitivity tests to consider the situation on a busy summer evening with full use of the leisure facilities.

6. Junction Modelling/Existing Conditions

Junction capacity assessments have been carried out using existing flows for the majority of the junctions to be considered – a summary sheet was tabled. There is still some minor work outstanding on this but it should be completed shortly.

Site observations generally match the results, highlighting the key existing problem junctions of Merrie Harrier, Waycock Cross, and Palmerston Road, particularly in the AM Peak.

It was noted however that there are a number of improvements for these junctions which are at various stages of development.

Job title	Job number	Date of Meeting
Waterfront Barry	122374	9 April 2008

Action

Merrie Harrier – Transport Grant money allocated for improvements this year including bus lane from Dinas Powys and improved signal control. Waycock Cross – Southern end of Five Mile Lane improvements and will be remodelled for the Development at St Athan – design underway. Palmerston Road – VoG have considered a new southern link

VoG to supply information on these junction improvements

VoG

It was agreed that the junction assessments would not be undertaken for Baron's Court, Culverhouse Cross and Sycamore Cross but level of traffic impact at these junctions will be assessed.

7. Other Travel Modes

Rail

The existing capacity issues on the Rail network were discussed. Improvements are identified in the Sewta Rail Strategy, though it would be difficult to influence the programme of these improvements. The lack of spare capacity could influence the desired modal split.

Bus

Opening the Battery Hill/Dock Road link to the south-east of the development site could improve the bus operation significantly. This is to be investigated further.

Walking/Cycling

A cycling route away from the main through highway link was preferred by VoG, but further discussions suggested with John Marks (VoG). Utility cycling to areas within Barry will be important to improve the modal share, along with improving linkages to Barry Island.

8. Next Meeting

It was agreed that the next meeting should be around early-mid May, dates to be agreed. Arup to provide further information regarding trip generation, development impact, and transport strategy one week before meeting to allow consideration by VoG.



Waterfront, Barry Transport Assessment Audit

January 2010

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Project No: CG/4455

Doc Ref: CG/4455/

Rev: A

Client: Vale of Glamorgan Council

Issue Date: January 2010

Waterfront, Barry Transport Assessment Audit

	Name	Signature	Date
Author	PAUL TURNER		26/1/10
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Contents

1	Introduction	2
2	Chapter 1 Introduction	2
3	Chapter 2 Existing Site	2
4	Chapter 3 Development History	3
5	Chapter 4 Policy Context	3
6	Chapter 5 The Masterplan and the Transport Strategy	4
7	Chapter 6 Trip Making	4
8	Chapter 7 Highway Assessment	11
9	Chapter 8 Parking Assessment	20
10	Chapter 9 Rail Assessment	21
11	Chapter 10 Bus Assessment	21
12	Chapter 11 Walking and Cycling Assessment	21
13	Chapter 12 Other Travel Considerations	22
14	Chapter 13 Outline Travel Plan	22
15	Summary	24

Appendices

Appendix A Additional Information

1 Introduction

- 1.1 In November 2009, Capita Symonds were appointed by the Vale of Glamorgan Council to undertake an audit of the Transport Assessment (TA) for Barry Waterfront. The Transport Assessment was produced by Arup on behalf of the development consortium comprising of Persimmon Homes, Taylor Wimpey and Barratt Homes.
- 1.2 During the audit Arup were contacted and further information requested. This is attached as Appendix A.
- 1.3 A chapter by chapter audit of the Transport Assessment is provided.

2 Chapter 1 Introduction

- 2.1 The introduction provides background information and describes the report structure. Following submission of a scoping report in January 2008, two Technical Workshops were held with Vale of Glamorgan Officers on the 5th March and 9th April 2008 during which agreement was reached on key assumptions and methodology. Following this, technical notes were submitted to the Vale of Glamorgan Council with data on trip rates and junction assessment. The Vale of Glamorgan Council provided comments on these and this audit includes how the comments have been addressed.

3 Chapter 2 Existing Site

- 3.1 The development site is split into four sites
 - West Pond;
 - South Quay;
 - Arno Quay;
 - East Quay
- 3.2 West Pond and South Quay are situated next to each other and are often treated as a single site within the Transport Assessment.
- 3.3 An accident assessment of the area is provided utilising accident data from 2002 to 2006. Accident locations have been plotted and information provided on accident type and severity for accidents within the study area. More recent data is now available and should be used.
- 3.4 TAN 18 refers to 'Guidelines for Traffic Impact Assessment' 1994 by The Institution of Highways & Transportation, which states:

'consideration may also be given to the effect of the development traffic impact on the prevailing level of road accidents over a wider study area.'

An analysis of recent accident history has been provided but no analysis of the impact of the development is given nor proposed specific accident improvement proposals. This should be provided.

4 Chapter 3 Development History

4.1 Details of the history of the development site are provided including:

- Outline Planning application in 1994;
- Outline Planning Consent in 1997;
- Revised Proposals in 2001;
- Traffic Aspects Position Statement in 2003

4.2 Since outline planning consent, highway aspects of the development proposal have been completed including:

- Gladstone Road extension;
- Barry Marine Access Road (Ffordd y Mileniwm)
- Barry Waterfront spine road, which also forms part of the main collector road Ffordd y Mileniwm

4.3 The TA identifies that the spine road has become an attractive route for accessing the town centre. It was anticipated that there would be an even split between the spine road and existing route but has become apparent that more car users travel along the spine road.

5 Chapter 4 Policy Context

5.1 The TA correctly identifies the following relevant national, regional and local policy documents.

National Policy

- Planning Policy Wales (2002)
- Technical Advice Note 18 (2007)
- Wales Transport Strategy (2008)
- Wales Spatial Plan (2004)
- Manual for Streets (2007)
- A Walking and Cycling Action Plan for Wales 2009-2013

Regional Policy

- Final Draft Regional Transport Plan (2008)
- SEWTA Rail Strategy Study (2006)
- SEWTA Bus Strategy Study (2006)
- Wales Route Utilisation Strategy, Network Rail (2008)
- Walking and Cycling Strategy for South East Wales (2006)
- 2001 Addendum to South Wales Parking Guidelines (1993)
- County Surveyors Society (CSS) Wales – Parking Standards (2008)

Local Policy

- Local Development Plan
- Unitary Development Plan
- Local Transport Plan (2000)
- Barry Waterfront Development Principles (2009)

- Supplementary Planning Guidance

5.2 The Vale of Glamorgan UDP Supplementary Planning Guidance Planning Obligations is considered to be a relevant local policy document and should be specifically referred to.

6 Chapter 5 The Masterplan and the Transport Strategy

6.1 The land uses for each of the development areas and the Mole development is quantified. For The Mole, an assumption of 50 apartments, 44 houses, 4000m² of leisure facilities and a marina has been made.

6.2 It is envisaged that construction will be in a phased manner with completion in approximately 2020.

6.3 A Transport Strategy and Objectives for the development are outlined in accordance with relevant policy documents.

7 Chapter 6 Trip Making

Introduction

7.1 Trip making is fundamental to the impact of the development site and a key element of a Transport Assessment.

7.2 The scoping report of January 2008 identified the intention to use TRICS and include for;

- new trips;
- pass-by trips;
- linked trips,
- diverted trips and
- Transferred trips.

7.3 In April 2008 a technical note was submitted that summarised the proposed trip generation assumptions. At the technical workshop of April 2008, the Vale of Glamorgan Council Officers expressed concerns over the overall trip generation rates and stated they were unable to provide further comments until further information was received. A scoping document update and reissue was requested. The technical note on trip generation was resubmitted in July 2008 and in October 2008 the Vale of Glamorgan Council prepared an Appraisal Report (by R W Bertram) on Arup's trip generation assumptions. Several issues were raised and Arup responded by summarising the issues raised and outlining how they intended to action each issue. This audit includes consideration of the Vale of Glamorgan Council's concerns and how they have been addressed in the Transport Assessment. The major concerns are summarised below:

- TRICS rates are average weekday, which will understate maximum weekday
- It is not agreed that the comparison undertaken of the TRICS multi-modal data is representative of the Waterfront Barry.
- It is not agreed that TRICS multi-modal trip rates compare well with the vehicle only surveys.
- 2008 base traffic networks are not agreed
- None of the traffic situations considered take into account Barry Island's trip generating capability.
- Several junctions are overcapacity

Trip Generation

- 7.4 The following method has been adopted to calculate trip generation from the development sites
- Extract person trip rates from TRICS multi-modal surveys.
 - Extract modal splits of vehicles, public transport, cycle and walking from TRICS.
 - Calculate resulting trip rates by mode
 - Compare the resulting vehicle trip rate with a vehicle trip rate direct from TRICS vehicle only surveys.
 - Use the highest Vehicle trip rate.
- 7.5 Table 6.1 of the TA summarises the person trip rates for each land use by time period. They are extracted from TRICS and it is stated that they exclude sites significantly smaller than the proposed development, sites in Greater London and those in 'out of town' locations. The numbers in the table have been checked for accuracy and are consistent with those in TRICS.
- 7.6 The number of survey sites in the TRICS database is low for Multi-Modal surveys and this is acknowledged in the report. Average trip rates are used which implies that there is a 50% possibility that the average will be exceeded.
- 7.7 The modal splits based on TRICS, are correctly shown in Table 6.2 of the TA and are consistent with the TRICS data provided in Appendix G of the TA.
- 7.8 The TA provides a comparison of the vehicle trip rates with some local sites. Table 7.1 below shows which local sites are used to compare each land use.

Land Use	Site Comparison
Apartments	Bay Pointe Study, Ffordd Sealand, Y Rhodfa
Houses	Ffordd Sealand, Clos Tynaid Glo
Affordable Apartments	No comparison
Affordable Houses	No comparison
Food Store	Morrisons
Hotel	No comparison
Offices	No comparison
A1 Retail	Mixed Retail opposite Morrisons
A3 Retail	Mixed Retail opposite Morrisons
Leisure	No comparison
Primary School	No comparison
Petrol Filling Station	No comparison
Marina	No comparison

Table 7.1 Trip Rate Comparisons

- 7.9 Apart from Bay Pointe, each site provides a comparison of an observed traffic count with the trip rates. Bay Pointe provides a comparison of trip rates used in a Bay Pointe study with the trip rates used in the Barry Waterfront TA.
- 7.10 Generally a reasonable correlation is achieved apart from the PM peak arrivals for Bay Pointe and Y Rhodfa where the Waterfront trip rate is lower by 34% and 28% respectively. These trip rates are summarised in Table 7.2 along with the number of trips generated from the 564 apartments proposed for the development site.

Site	Apartments Trip Rate (vehicles per 100 units)	No. of Trips (564 Apartments)
Waterfront	0.131	74
Bay Pointe	0.197	111
Y Rhodfa	0.182	103

Table 7.2 Apartment Vehicle Trip Rates

- 7.11 Trip generation rates are provided separately for the food store and petrol filling station. If these are added together and compared with observed traffic flows from Morrisons and its petrol filling station (PFS), significant differences occur. The differences are shown in Table 7.3

	AM		PM	
	Arrive	Depart	Arrive	Depart
Morrisons (inc PFS)	355	276	503	536
Trip rates applied to a 5745m2 food store and 8 pump PFS	275	196	458	526
Difference	80 (23%)	80 (29%)	45 (9%)	10 (2%)

Table 7.3 Food store and PFS trip rate comparison

- 7.12 The trip rates from multi-modal surveys are further compared against vehicle only surveys within TRICS and the highest used. For both the multi-modal and vehicle only trip rates, the number of sites used in the database is low. The number of sites used and the number of sites in TRICS data base is shown in Table 7.3.

	Multi-modal Sites		Vehicle only sites	
	No. of sites used	No. of sites in database	No. of sites used	No. of sites in database
Apartments	4	29	9	33
Houses	47	71	9	83
Affordable Apartments	11	21	5	31
Affordable Houses	7	8	4	11
Food Store	13	8	9	23
Hotel	13	27	16	46
Offices	27	45	11	49
A1 Retail	5	16	5	39
A3 Retail	9	16	Not known	54
Leisure	12	20	Not known	81
Primary School	2	4	6	39
Petrol Filling Station	-	-	3	36
Marina	-	-	2	46

Table 7.3 Multi-modal and Vehicle Only Trip Generation Sites.

7.13 Reduction to the trip rates have been made for the following reasons:

- Pass-by trips – a trip that is already present on the network adjacent the site and turns into the site.
- Linked trips – a trip that has multiply destinations within the development site. These trips are not assigned to the external network in the TA so the whole of the trip is within the development site. Not all linked trips will be internal so some should also be assigned to the external network
- Internal trips – a trip within a single origin and destination both within the development site.

7.14 For the food store and retail trip rates, a 30% reduction for pass-by trips has been applied based on findings from before-and-after studies. The proposed food store site isn't located particularly close to an existing road with a significant traffic flow, so pass-by trips are likely to be lower than average.

7.15 A linked trip reduction of 20% has been assumed for both the food store and retail based on studies into cross-visitation at co-located retail stores. Reducing each site by 20% effectively removes these trips from the network altogether. The purpose of a linked trip reduction, as stated in the TA, is to avoid double-counting of multiple destination trips. They still, however, need to be counted once. It is likely that this applies to all other land uses linked trip reductions.

7.16 The TRICS Research Report 95/2 concludes that "The proportion of trips generally accepted to be non-primary is 30%". A non-primary trip is defined as a multi-purpose trip that calls into the development en-route and hence would include both pass-by trips and linked trips. For the food store and retail sites, the TA assumes 50% non-primary trips, which does not provide a robust scenario.

7.17 The combination of these assumptions results in 58% of West Pond and South Quay traffic travelling wholly within the development site. This is considered to be excessive.

- 7.18 For residential vehicle trips a further reduction of between 3% and 7% has been applied for modal shift towards public transport, which is deemed acceptable.
- 7.19 The resultant trip generation for vehicles, pedestrians, cycles and public transport is then calculated and have been checked for accuracy.
- 7.20 It is considered that the trip generation rates contain a number of assumptions that err towards the low side and that there is a significant possibility that trip generation rates will be higher than stated in the TA. Table 7.4 below summarises the potential underestimates in vehicle trip rates.

Land Use	Potential Inaccuracy in Trip Rates
Apartments	Average generation rate used Low number of multi-modal and vehicle only database sites Poor correlation with Bay Pointe and Y Rhodfa sites
Houses	Average generation rate used Low number of vehicle only database sites
Affordable Apartments	Average generation rate used Low number of multi-modal and vehicle only database sites No comparison against existing sites
Affordable Houses	Average generation rate used Low number of multi-modal and vehicle only database sites No comparison against existing sites
Food Store	Average generation rate used Low number of multi-modal and vehicle only database sites Poor correlation with Morrison site when combined with petrol filling station Due to its location, the 30% pass-by trips likely to be overestimated Linked trip assumption overestimated Excessive number of non-primary trips
Hotel	Average generation rate used Low number of multi-modal and vehicle only database sites No comparison against existing sites Linked trip assumption overestimated
Offices	Average generation rate used Low number of vehicle only database sites No comparison against existing sites
A1 Retail	Average generation rate used Low number of multi-modal and vehicle only database sites 30% pass-by trips likely to be overestimated Linked trip assumption overestimated
A3 Retail	Average generation rate used Low number of multi-modal and vehicle only database sites 30% pass-by trips likely to be overestimated Linked trip assumption overestimated
Leisure	Average generation rate used Low number of vehicle only database sites No comparison against existing sites Linked trip assumption overestimated
Primary School	Average generation rate used Low number of vehicle only database sites No comparison against existing sites

Land Use	Potential Inaccuracy in Trip Rates
	Linked trip assumption overestimated
Petrol Filling Station	Average generation rate used Low number of vehicle only database sites No comparison against existing sites Poor correlation with Morrison site when combined with food store Linked trip assumption overestimated
Marina	Average generation rate used Low number of vehicle only database sites No comparison against existing sites

Table 7.4 Potential underestimates in vehicle trip generation

Trip Distribution and Assignment

- 7.21 An external gravity model was developed to assess the distribution of development traffic across the external network. A technical note on its proposed development was prepared in March 2008 and discussed at a technical workshop in April 2008. The use of a gravity model is considered to be appropriate for the purpose of this assessment.
- 7.22 The model is a simple form of gravity model that uses distances, employment data and population data for journeys to Barry. It is split into 32 zones and calibrated against 2001 census data. The calibration process involved adjustments of population, employment and distance constants until an acceptable fit is achieved against the 2001 census data. The average deviation for journeys to Barry from each zone was +/- 0.9% with a maximum deviation of +/- 4.5%. For journeys from Barry, the average deviation was +/- 1.1% with a maximum deviation of 5.3%. Future year forecasts of population and employment using TEMPRO data and local major developments were produced and used in the gravity model to give a future year distribution forecast.
- 7.23 The resulting distribution is given in Table 6.10 of the TA. The calibration results and final trip distribution indicate a suitable distribution has been achieved.
- 7.24 The trip generation and distribution were then used to assign traffic along 10 routes shown in Figure 6.1 of the TA. Development traffic has been assigned to these routes based on journey times and route capacity. The resulting development flows are given in Figures 6.2 and 6.3 of the TA. These figures have been analysed to calculate the split of development traffic on routes in the area and are shown in Table 7.5 below.

	Barry Island / Park Avenue	St Nicholas Ave	Gladstone Bridge	Ffordd y Mileniwm
AM peak (outbound)	6%	38%	20%	37%
PM peak (inbound)	5%	38%	19%	37%

Table 7.5 Development Traffic Distribution

- 7.25 The existing traffic has been redistributed due to the effects of the new highway link between Ffordd Y Mileniwm and Barry Island. From analysis of the traffic flow diagrams it can be seen that the reassignments shown in Table 7.6 have been

applied. The traffic flows shown are for the existing situation and exclude development trips.

	Existing Route	New Route	No. of Trips		% of Harbour Rd Trips	
			AM	PM	AM	PM
Outbound	Harbour Rd - Broad St - Gladstone Rd	Harbour Rd - Earl Crnt - new highway link - Gladstone Bridge - Gladstone Rd	19	20	4%	5%
	Harbour Rd - Broad St - Gladstone Bridge - Ffordd y Mileniwm	Harbour Rd - Earl Crnt - new highway link - Ffordd y Mileniwm	172	118	41%	28%
Inbound	Gladstone Rd - Broad St - Harbour Rd	Gladstone Rd - Gladstone Bridge - New highway link - Earl Crnt - Harbour Rd	12	18	4%	4%
	Ffordd y Mileniwm - Gladstone Bridge - Broad St - Harbour Rd	Ffordd y Mileniwm - new highway link - Earl Crnt - Harbour Rd	92	209	31%	46%

Table 7.6 New Highway link Reassignment - Existing Without development traffic

- 7.26 On a two way basis, in the AM peak 70% of Harbour Rd trips reassign to the new link road. In the PM peak 50% reassign.
- 7.27 A matrix estimation technique has been used to calculate traffic flows on the internal highway network. The development trip rates were used to derive flows on each side road. The matrix estimation technique then calculates individual turning movements.
- 7.28 Further information on the trip assignment has recently been received and is currently being checked.

8 Chapter 7 Highway Assessment

8.1 Four traffic flow scenarios have been considered:

- 2008 Existing Situation
- 2020 Base Situation
- 2020 Development Situation
- 2020 Development Situation with Barry Island peak tourism

8.2 TAN 18 refers to 'Transport Assessment and Implementation: A Guide' 2005 by the Scottish Executive which states:

'Design dates for appraisal should generally be for shortly after opening, within a year, especially for retail and employment uses, or on completion of the development in the cases where the development is large and phased over a long period of time (e.g. large residential developments).....Some developments and their infrastructure requirements will be of such significance that a longer term design date may be demanded.'

Chapter 5 'The Masterplan and The Transport Strategy' of the TA states that the phased construction should be completed 'by around 2020'. If completion is set at 2020, then its use as the design year is acceptable.

8.3 Junction capacity assessments of key junctions are undertaken to compare traffic conditions with and without the development.

Existing Situation – 2008 Traffic Flows

8.4 Figures 7.3 and 7.4 of the TA show traffic flow diagrams of the existing AM and PM situations. These have been checked for consistency. Small discrepancies occur in many places due to a number of potential reasons such as counts being undertaken on different days. However, in the PM peak hour the westbound traffic flow on Harbour Rd west of Earl Crescent is 404. At the next junction on Harbour Road, The Parade, the flow reduces to 261. It would be expected that these two flows would be similar. The base counts were undertaken between 2003 and 2008. Earlier counts were growthed to 2008 using TEMPRO adjusted NRTF. This is deemed acceptable unless the Vale of Glamorgan Council are aware of any nearby significant developments

Base Situation – 2020 Traffic Flows

8.5 The existing situation traffic flows have been factored by TEMPRO adjusted NRTF central growth to obtain 2020 levels. The factor used is similar to the latest National Transport Model (NTM) forecasts for Barry and is therefore acceptable.

8.6 No allowances have been made for specific development sites. It is assumed that the NRTF factor and adjustments to the gravity model account for developments in

the wider area. It is considered that this is an acceptable approach as there are no major committed developments that are likely to have an impact in the vicinity of the Waterfront unless the Vale of Glamorgan Council identify otherwise. Figures 7.5 and 7.6 of the TA show the resulting traffic flows.

Development Situation – 2020 Traffic Flows

- 8.7 The development situation traffic flows were produced by applying the new highway link reassignment to the 2008 base traffic flows, factoring them to 2020 levels using TEMPRO adjusted NRTF and adding in development trips.

Tourism Traffic Flows

- 8.8 Tourism traffic flows have been calculated by doubling traffic to and from Barry Island in the weekday PM peak period. The additional trips have been assigned to the network in equal proportions via Barons Court, Culverhouse Cross and Sycamore Cross. Figure 7.10 of the TA shows the resulting PM peak tourism flows with development trips added. No surveys during the tourist period have been provided to give confidence in the scale of factoring. However a comparison of previous surveys undertaken by Capita Symonds on the Barry Island causeway has been undertaken as part of the audit. The doubling of traffic to account for tourism is deemed acceptable

Capacity Analysis

- 8.9 24 junctions have been identified for assessment in the scoping process and capacity analysis has been undertaken for each junction apart from Barons Court, Sycamore Cross and Culverhouse Cross. Percentage increases due to development traffic are provided for these junctions.
- 8.10 The geometry and traffic flows input to the capacity models have been checked and the following discrepancies are noted:
- 8.11 3 Merrie Harrier Junction
Phase D does not have an intergreen with phase B
- 8.12 4 Dinas Powys - Murch Crossroads
Different staging and phasing have been used for the AM and PM peak periods.
- 8.13 5 Biglis Roundabout
Arm A approach half width is input as 5.83m. A value of 3.65m is more realistic.
- 8.14 10 Broad St / Gladstone Rd
Arm C approach half width is input as 6.63m. A value of 3.65m is more realistic.
- 8.15 13 Gladstone Rd / Cardiff Rd / Ffordd y Mileniwm
Arm A approach half width is input as 3.94m. A value of 3.65m is more realistic.
Arm A entry width is input as 7.63m. A value of 7.3m is more realistic.
- 8.16 14 Palmerstone Rd / Cardiff Rd
The saturation flows for left and right turning links are high and the same as straight ahead movements.

- 8.17 17 Cory Way / Ffordd y Mileniwm
Arm A entry width is input as 6.26m. A value of 4m is more realistic.
Arm B entry width is input as 6.08m. A value of 5.4m is more realistic.
- 8.18 23 Hood Road / Broad St / Island Rd
The intergreen times for pedestrian phase G ending to opposing traffic phases starting vary. The intergreen should be the same for each phase. The same applies to pedestrian phases H and I.
The all red traffic pedestrian stage runs every other cycle. No evidence is provided to support this.
The predicted queues on link 4/1, in all scenarios, will block traffic entering link 4/2 increasing predicted queues and delays.

Capacity Analysis Results

- 8.19 Capacity at junctions has been classified from 1 - 4 based on the Ratio of Flow to Capacity (RFC) as shown in Table 8.1.

	1 Within Capacity	2 Approaching Practical Capacity	3 Over Practical Capacity, Approaching Theoretical Capacity	4 Over Theoretical capacity
Priority Junction	<0.75	>0.75 <0.85	> 0.85 <1	>1
Signal Junction	<0.8	>0.8 <0.9	> 0.9 <1	>1

Table 8.1 Junction Capacity Classification

- 8.20 A summary of the junction capacities for 2020 with and without the waterfront development is shown below in Table 8.2. RFCs are based on the maximum of any arm in either peak hour.

	Junction	Without Dev.	With Dev.	With Dev & Tourism
3	Merrie Harrier Signals Junction	4	4	4
4	Murch Crossroads	3	4	4
5	Biglis Roundabout	4	4	4
6	Port Road / Barry Docks Link Road Roundabout	3	4	4
7	Waycross Cross Roundabout	4	4	4
8	Harbour Rd / Station Approach / Paget Rd Roundabout	1	1	1
	Harbour Rd / Earl Crescent Priority	1	3	4

	Junction	Without Dev.	With Dev.	With Dev & Tourism
9	Harbour Rd / Nicholas Rd (Ship Gyratory) Priority	1	1	1
	Harbour Rd / Broad St (Ship Gyratory) Priority	1	1	1
	The Parade / Harbour Road Mini Roundabout	1	1	1
10	Gladstone Bridge Roundabout	1	1	1
	Dock View Road Gyratory	4	4	4
11	Buttrills Rd / Barry Rd / Staggered Junction	2	2	2
12	Barry Rd / Ty Newydd Rd / Cemetery Rd Roundabout	1	1	1
13	Gladstone Rd / Cardiff Rd / Ffordd y Mileniwm	2	3	4
14	Palmerstone Rd / Cardiff Rd Signals	4	4	4
15	Vere St / Cardiff Rd / Gladstone Rd Mini Roundabout	3	3	3
	Cardiff Rd / Holton Rd / Gladstone Rd Priority Junction	1	1	1
16	Wimbourne Rd / Ffordd y Mileniwm Priority Junction	1	4	4
17	Cory Way / Ffordd y Mileniwm Roundabout	2	4	4
18	Subway Rd / Ffordd y Mileniwm Priority Junction	1	1	1
19	Y Rhodfa / Ffordd y Mileniwm / Clos Tynaid Glo Roundabout	2	4	4
20	Retail / Morrisons / Ffordd y Mileniwm Roundabout	2	4	4
21	Gladstone Bridge / Ffordd y Mileniwm Roundabout	2	4	4
22	Plymouth Rd / Earl Crescent Roundabout	1	1	1
23	Broad St / Hood Rd Signals	4	2	2

Table 8.2 Summary of Junction Capacity in 2020 with and without development

8.21 Table 8.2 shows that nine junctions experience a reduction in capacity due to the development and one junction gains an increase. This suggests that the new

highway link between Ffordd y Mileniwm and Barry Island alone does not offer significant benefits to existing traffic.

- 8.22 It is difficult to draw any conclusions from the 'tourism and development' scenario. It is difficult to assess the impact of the development without a 'tourism without development' scenario which is required.

Mitigation Measures

- 8.23 The Barry Waterfront Development Principles document (2009) states that an outline planning application would need to be accompanied by a detailed Transport Assessment covering necessary improvements to the transport infrastructure required as a result of the development. Details of possible mitigation measures are provided and assessed in the TA. With regards to the mitigation measures the TA also states "However, it should be noted that this is not a commitment by the consortium to provide them on the basis that many of the junctions will experience congestion problems without the development in place in 2020." There is clearly a need to provide off site works and a commitment should be given.
- 8.24 Table 8.3 identifies which junctions have improvements identified in the TA along with the capacity classifications shown in Table 8.2.

	Junction	Without Dev.	With Dev.	With Dev & Tourism	Improvement Identified
3	Merrie Harrier Signals Junction	4	4	4	
4	Murch Crossroads	3	4	4	
5	Biglis Roundabout	4	4	4	Yes
6	Port Road / Barry Docks Link Road Roundabout	3	4	4	Yes
7	Waycross Cross Roundabout	4	4	4	
8	Harbour Rd / Station Approach / Paget Rd Roundabout	1	1	1	Yes
	Harbour Rd / Earl Crescent Priority	1	3	4	
9	Harbour Rd / Nicholas Rd (Ship Gyratory) Priority	1	1	1	
	Harbour Rd / Broad St (Ship Gyratory) Priority	1	1	1	
	The Parade / Harbour Road Mini Roundabout	1	1	1	
10	Gladstone Bridge Roundabout	1	1	1	

	Junction	Without Dev.	With Dev.	With Dev & Tourism	Improvement Identified
	Dock View Road Gyratory	4	4	4	
11	Buttrills Rd / Barry Rd / Staggered Junction	2	2	2	
12	Barry Rd / Ty Newydd Rd / Cemetery Rd Roundabout	1	1	1	
13	Gladstone Rd / Cardiff Rd / Ffordd y Mileniwm	2	3	4	Yes
14	Palmerstone Rd / Cardiff Rd Signals	4	4	4	Yes
15	Vere St / Cardiff Rd / Gladstone Rd Mini Roundabout	3	3	3	
	Cardiff Rd / Holton Rd / Gladstone Rd Priority Junction	1	1	1	
16	Wimbourne Rd / Ffordd y Mileniwm Priority Junction	1	4	4	Yes
17	Cory Way / Ffordd y Mileniwm Roundabout	2	4	4	Yes
18	Subway Rd / Ffordd y Mileniwm Priority Junction	1	1	1	
19	Y Rhodfa / Ffordd y Mileniwm / Clos Tynaid Glo Roundabout	2	4	4	Yes
20	Retail / Morrisons / Ffordd y Mileniwm Roundabout	2	4	4	Yes
21	Gladstone Bridge / Ffordd y Mileniwm Roundabout	2	4	4	Yes
22	Plymouth Rd / Earl Crescent Roundabout	1	1	1	
23	Broad St / Hood Rd Signals	4	2	2	

Table 8.3 Junctions with Possible Improvements

8.25 Merrie Harrier and Waycock Cross already have improvements programmed but no assessments of these improvements are provided. Traffic flows from the proposed Defence Technical College and Aerospace Business Park at St Athan, should be taken into account at the latter junction. Table 8.3 shows that of the other junctions that are over capacity with the development, improvements are provided. There are three exceptions however, Murch Crossroads, which gets more congested with development traffic but has no proposed improvement. Dock View Rd gyratory and Vere St / Cardiff Rd / Gladstone Rd Mini Roundabout are over capacity both with and without the development.

8.26 Mitigation measures are provided for the following junctions:

8.27 5. Biglis Roundabout Figure 7.11

Consideration is given to replacing the roundabout with a signal controlled junction and a capacity assessment has been undertaken. The analysis shows however that the junction will remain over capacity both with and without the development

8.28 6 Port Rd / Barry Docks Roundabout Figure 7.12

The TA provides a remodelled existing roundabout with the provision of dedicated left turn lanes to all three arms of the roundabout. However, there are insufficient exit merge lengths shown on the diagram.

8.29 8 Harbour Rd / Station Approach / Paget Rd Figure 7.13

A drawing showing the replacement of the existing priority and roundabout junctions with signal controlled junctions is provided. The following comments are made.

- The road markings shown on Figure 7.13 on Paget Road (south) approach at Harbour Road/Station Approach Road do not match the turning movements on links 6/1 and 6/2 in the LINSIG analysis. The drawing shows inside lane left turn only, outside lane straight ahead and right turn. The links in LINSIG indicate inside lane left turn and straight ahead and outside lane right turn.
- There are pedestrian crossing facilities shown on Figure 7.13 on the Station Approach Road/Harbour Road/Paget Road junction. No pedestrian crossing facilities at this junction have been included in the LINSIG analysis of this junction.
- The staging arrangement for Paget Road/Plymouth Road junction does not match the LINSIG analysis. No pedestrian stage is shown on the drawing.
- The saturation flows within the LINSIG analysis for left and right turning links are excessive. It would be expected the saturation flows for links which solely have left or right turning traffic would be around 1600, irrespective of saturation flow calculated from geometry.
- The Paget Road (south) approach to the Paget Road/Plymouth Road junction indicates right turning traffic turn right by giving way to opposing traffic. The right turn information indicates there is enough room to store 2 right turning vehicles without blocking other traffic on this approach. The geometry on the drawing indicates 1 right turning vehicle would block other traffic on this approach. The LINSIG analysis should be re-run with any right turning vehicle blocking other traffic on this approach.
- The LINSIG analysis indicates this junction is overcapacity in 2020 with the development and tourism. The queues will be longer than indicated as traffic will be prevented from entering the correct lane due to the queue of traffic in an adjacent lane.

8.30 13 Gladstone Rd / Cardiff Rd / Ffordd y Mileniwm Figure 7.14

Figure 7.14 of the TA shows a remodelling of the existing roundabout with a dedicated straight ahead lane for westbound traffic. The following comments are made:

- Arm A approach half width is input as 3.94m. A value of 3.65m is more realistic.
- Arm A entry width is input as 7.63m. A value of 7.3m is more realistic.

- 8.31 14 Palmerstone Road / Cardiff Rd Figure 7.15
Figure 7.15 of the TA shows a remodelling of the existing signal controlled junction with additional through lanes provided. The following comments are made:
- The staging diagram shown on the drawing does not match the layout or LINSIG.
 - There is a left turn arrow in the inside lane of link 1/1 but nowhere to turn left.
 - The saturation flows for left and right turning links are high and the same as straight ahead movements.
 - It will be very difficult for traffic to enter Dow Corning across three lanes of stationary traffic.
 - The capacity analysis shows the junction to remain over capacity both with and without the development.
- 8.32 16 Wimbourne Rd / Ffordd y Mileniwm Figure 7.16
Figure 7.16 shows a replacement of the existing priority junction with a roundabout.
- 8.33 17 Cory Way / Ffordd y Mileniwm Figure 7.17
Figure 7.17 shows a remodelling of the existing roundabout with the north eastern arm realigned. The following comments are made
- Arm A entry width is input as 6.26m. A value of 4m is more realistic.
 - Arm B entry width is input as 6.08m. A value of 5.4m is more realistic.
- 8.34 19 Y Rhodfa / Ffordd y Mileniwm Figure 7.18
Figure 7.18 shows a slight realignment of the eastern arm. The entry width increases by approximately 1m and increases the flare length. The capacity analysis shows a reduction of 45 vehicles in the PM with development scenario due to the realignment. It is difficult to envisage that this minor improvement will reduce queuing to such an extent. The major traffic movement is straight ahead which has a single lane exit so the additional entry width will not be able to be utilised.
- 8.35 20 Retail / Morrisons / Ffordd y Mileniwm Figure 7.19.
Figure 7.19 shows slight realignments of the western and eastern arms. There are small increases to the entry widths and flare lengths. The capacity analysis shows a reduction of 27 vehicles in the PM with development scenario due to the realignment. It is difficult to envisage that this minor improvement will reduce queuing to such an extent. The major traffic movement is straight ahead which has a single lane exit so the additional entry width will not be able to be utilised.
- 8.36 21 Gladstone Bridge / Ffordd y Mileniwm Figure 7.20
Figure 7.20 shows slight realignments of all arms. There are small increases to the entry widths and flare lengths. The capacity analysis shows a reduction of 94 vehicles in the PM with development scenario due to the realignment. It is difficult to envisage that this minor improvement will reduce queuing to such an extent. The exit widths would prevent the utilisation of increased entry width.

Internal Junctions

- 8.37 The proposed internal junctions of the development have been assessed for capacity and the following comments are made:

8.38 Internal South Quay Junction. Figure 7.7

- The saturation flows for left and right turning links are high and the same as straight ahead movements.
- The staging used in the LINSIG analysis is incorrect. In stage 1 the right turns are giving way to the opposing traffic, indicating the right turns either give way or are controlled by indicative arrows. The second stage has fully signalled right turns. Either the right turns are give way, controlled by indicative arrows or are fully signalled. They cannot be controlled by a mixture of all three.
- In the 2020 AM Peak Period the queue on 1/1 is 10 vehicles (approximately 60 metres). This lane measures 35 metres, therefore traffic entering the adjacent lane to this link will be blocked by this queue of traffic, increasing the queues and delays predicted by LINSIG. In the 2020 PM peak period, the queue on link 1/1 is 20 vehicles (approximately 120 metres) and the queue on link 3/1 is 9.8 vehicles (approximately 60 metres). Again this will prevent traffic entering adjacent lanes, increasing the queues and delays predicted by LINSIG.

8.39 Central West Pond Junction Figure 7.7

- The LINSIG analysis indicates pedestrian crossings at this junction. However, no pedestrian crossings are being run within the LINSIG analysis.
- The staging used in the LINSIG analysis is incorrect. In stage 1 the right turns are giving way to the opposing traffic, indicating the right turns either give way or are controlled by indicative arrows. The second stage has fully signalled right turns. Either the right turns are give way, controlled by indicative arrows or are fully signalled. They cannot be controlled by a mixture of all three.
- In the 2020 AM Peak Period the queue on 3/1 is 10.8 vehicles (approximately 66 metres) this lane measures 50 metres, therefore traffic entering the right turn lane will be blocked by this queue of traffic, increasing the queues and delays predicted by LINSIG. In the 2020 PM Peak Period queue on link 1/1 is 20.9 vehicles (approximately 126 metres). This link measures approximately 50 metres. Again this will prevent traffic entering the adjacent right turn lane, increasing the queues and delays predicted by LINSIG.

8.40 Internal Northern Junction Figure 7.7

- The LINSIG analysis does not run pedestrian phase J
- The staging used in the LINSIG analysis is incorrect. In stage 1 the right turns are giving way to the opposing traffic, indicating the right turns either give way or are controlled by indicative arrows. The second stage has fully signalled right turns. Either the right turns are give way, controlled by indicative arrows or are fully signalled. They cannot be controlled by a mixture of all three.
- In the 2020 AM Peak Period the queue on 2/1 is 8.3 vehicles (approximately 50 metres) this lane measures 40 metres and the queue on link 4/1 is 16.4 (approximately 100 metres), therefore traffic entering adjacent lanes to these links will be blocked by this queue of traffic, increasing the queues and delays predicted by LINSIG. In the 2020 PM Peak Period queue on link 2/1 is 22.4 vehicles (approximately 135 metres) and the queue on link 4/1 is 16.3 vehicles (approximately 100 metres). Again, this will prevent traffic entering adjacent lanes, increasing the queues and delays predicted by LINSIG.

9 Chapter 8 Parking Assessment

- 9.1 The parking assessment compares the number of parking spaces for both cars and cycles with appropriate regional parking standards.
- 9.2 A description of the existing situation is provided with levels of car parking provision being classed as generous and levels of cycle parking provision being classed as low.
- 9.3 Two parking standards are considered, the South Wales Parking Guidelines 1993 and the 2008 CSS Wales Parking Standards. The 2001 Addendum to the South Wales Parking Guidelines is used for non residential land uses.
- 9.4 The Supplementary Planning Guidance Barry Development Guidelines provides some car parking guidelines and states "These guidelines should be read in conjunction with the Parking Guidelines published by the Standing Conference on Regional Policy in Wales." The TA, however, anticipates that the Council may adopt CSS standards in the near future.
- 9.5 A residential car parking comparison of the two standards against the proposed number of spaces is given in Table 8.1 of the TA. This shows that in all cases the proposed number of spaces fall below both the South Wales and CSS guidance. The maximum number of parking spaces set in the standards is 3,055 spaces. In total, 2,694 spaces are proposed. This is a matter for consideration by the Planning Authority.
- 9.6 A commercial car parking comparison of the two standards against the proposed number of spaces is given in Table 8.2 of the TA. This shows that the number of spaces for the supermarket falls between the two standards. Plot H office sites have a number of spaces equal to the lower CSS standards. All other sites are below the two standards.
- 9.7 Three standards have been identified for residential cycle parking provision. These are the Code for Sustainable Homes, the Vale of Glamorgan Unitary Development Plan and CSS Wales Parking Standards. The TA states that there is currently no confirmed cycle parking schedule for the development and the provision will be guided by a combination of these standards in order to provide a suitable level of parking. It is considered that the Code for Sustainable Homes Level 3 would be the appropriate standard for this development. A similar position is adopted for commercial cycle parking provision. Consultation with the Vale of Glamorgan Council's Cycling Officer is required to ensure that sufficient provision, in locations to encourage cycling, is provided. It is felt that the UDP standard for commercial cycle parking would be the most appropriate in this case.

10 Chapter 9 Rail Assessment

- 10.1 A general description of the existing rail network infrastructure is provided along with summaries of rail frequency at the three Barry Railway Stations. Sufficient spare capacity in passenger accumulation at stations towards Cardiff is also shown. However, the proposed Defence Technical College and Aerospace Business Park at St Athan have not been taken into account.
- 10.2 Future Plans and Initiatives are outlined based on SEWTA 2009-2018 Rail Strategy Study. Improvements to Barry Station are part of a five year improvement plan which includes an enhancement of the park and ride facility.
- 10.3 The development proposals centre on improving pedestrian links to the rail stations. The TA states "The consortium will enter into dialogue with the Vale of Glamorgan Council, as landowner, to progress the provision of a cycleway/footway link across the existing railway sidings situated south of the Powell Duffryn Way / Hood Road junction." The impact of not being able to provide this crossing should be discussed. Improvements to the gateway junctions and adjacent footways are also cited as improving pedestrian links.
- 10.4 It is considered that this is a reasonable approach.

11 Chapter 10 Bus Assessment

- 11.1 The existing bus services and frequencies in Barry are identified and shown in Table 10.1 and Figure 10.1 of the TA.
- 11.2 The development proposals include the provision of strategic high quality stops within the development that limit bus stop access times to within 5 minutes. Talks have been held with Cardiff Bus indicating that it would be desirable to divert bus route 95 through the site providing a 15 minute weekday service for the development.
- 11.3 The assessment does not cover the effect that diverting bus routes will have on existing routes. It is also possible that subsidies may be required to facilitate evening services. The impact on existing and proposed subsidies should be assessed.

12 Chapter 11 Walking and Cycling Assessment

- 12.1 A description of the existing pedestrian and cycle facilities is provided. It is noted that the site is segregated from the town centre and Barry Train Station by the railway line and the crossing points are identified. Isochrones are produced indicating that the site is within 15 minutes walk time of the main shopping areas and transport interchanges.

Walking

- 12.2 The development proposals include footways on both sides of new highways and dedicated at-grade crossings at proposed signal junctions. The development sites will be connected by a network of footways and pedestrian shortcuts provided between dead end streets. Connections will be made with existing pedestrian links

around the waterfront area. A connection over the disused railway to the north of West Pond will be explored in partnership with the Council.

- 12.3 The TA recognises the importance of providing good links to existing pedestrian facilities. Some of the existing facilities are not of a high standard, such as the rail crossings to the north of the site and the steps to Barry Island at the southern end of the site. Consideration could be given to enhancement of these facilities.

Cycling

- 12.4 A waterside route along No. 1 Dock is proposed in combination with the internal street design of the development. This will link into the dedicated cycleway along Ffordd y Mileniwm. The TA states that "Cyclists would also benefit from the at-grade crossing of the disused rail line providing a more direct route to Barry Station" The rail line north of West pond is a live rail line and an at-grade crossing would not be acceptable. Improvements to links into Hood Road should be considered.

- 12.5 It is felt that links into Hood Road and Barry Island should be further enhanced to provide improved connections with the existing network. Off site works such as secure storage at rail stations would also offer significant benefits to the development site and should be considered.

13 Chapter 12 Other Travel Considerations

Deliveries and Servicing

- 13.1 The TA identifies the need to incorporate key routes through the development, designed to accommodate large service and refuse vehicles. At present there has been no swept path analysis undertaken for the highway proposals. Changes to the highway layout could have a significant impact on other analyses undertaken such as capacity analysis. It needs to be demonstrated that the proposed highway network and junction improvements can accommodate large vehicles.

Construction Traffic

- 13.2 The TA proposes that a Construction Management Plan will need to be developed and adopted. Details of this need to be provided and agreed.

14 Chapter 13 Outline Travel Plan

- 14.1 The following measures are proposed for implementation upon occupation of the first phase of development.

- To appoint a Travel Plan Coordinator
- the provision of high quality travel information to all residents and employees of the development, prior to joining, for all modes, including car parking, which could indicate the difference in cost between driving and the equivalent cost by bus;
- co-operation with the local authority Travel Plan Coordinators to develop Personalised Journey Planning for residents and employees; and

- produce a travel information package detailing public transport and cycle / pedestrian links to and from the site and ensure all residents and workers receive a copy. Booklets could be made available to the public via libraries, exhibition centres and community centres.
- 14.2 The definition of a Travel Plan is clearly set out and the potential benefits listed in a straightforward way. These include increased social interaction, improved health, reduced costs, increased accessibility and reduced congestion.
- 14.3 As an outline plan, the document sets overarching objectives which include minimising the environmental impact of travel, improving transport choices, providing safe routes to school and managing site deliveries to avoid pedestrian conflict. The document sets out possible initiatives for car sharing, walking, cycling, public transport and residential initiatives to be provided by the developer.
- 14.4 No quantitative targets have been set in the outline plan. As multi-modal split forecasts are available for the development, multi-modal targets should be identified at this stage. A firm commitment to produce a Travel Plan on occupation of the first phase of development should also be given.

15 Summary

- 15.1 The following summarises potential flaws or omissions from the Transport Assessment.
- 15.2 The accident assessment does not assess the impact of the development site. More recent accident data is available and should be used.
- 15.3 A number of optimistic assumptions result in low trip generation rates.
- The number of TRICS sites used is low
 - Average TRICS rates have been used
 - There are some poor correlations when comparing generation rates with existing sites
 - Some land uses have not been compared with existing sites
 - Non primary trips, pass by trips and linked trips are overestimated
- 15.4 There are some discrepancies between traffic flows on the traffic flow diagrams.
- 15.5 There is no assessment of a tourism only scenario to compare the tourism with development scenario against.
- 15.6 There are a number of technical comments on the capacity models.
- 15.7 There is no commitment to provide any mitigation measures. There is clearly a need to provide off site works and a commitment should be given.
- 15.8 The impact of not providing a rail crossing north of West Pond should be assessed.
- 15.9 The assessment does not cover the effect that diverting bus routes will have on existing routes. It is also possible that subsidies may be required to facilitate evening services. The impact on existing and proposed subsidies should be assessed.
- 15.10 The TA recognises the importance of providing good links to existing pedestrian facilities. Some of the existing facilities are not of a high standard, such as the rail crossings to the north of the site and the steps to Barry Island at the southern end of the site. Consideration could be given to enhancement of these facilities.
- 15.11 It is felt that cycle links into Hood Road and Barry Island should be further enhanced to provide improved connections with the existing network. Off site works such as secure storage at rail stations would also offer significant benefits to the development site and should be considered.
- 15.12 The TA proposes that a Construction Management Plan will need to be developed and adopted. Details of this need to be provided and agreed.
- 15.13 No analysis of large vehicles has been undertaken.
- 15.14 Multi-modal targets should be quantified in the Outline Travel Plan. A firm commitment to produce a Travel Plan on occupation of the first phase of development should also be given.

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Project title	Barry Waterfront	Job number	122374-00
Meeting name & number	Transport Assessment	File reference	9-10
Location	Vale of Glamorgan Council Docks Office, Barry	Time & date	0930 26 February 2010
Purpose of meeting	To discuss matters arising following submission of Transport Assessment		

Present	<p>Yvonne Pritchard (Vale of Glamorgan Council)</p> <p>Vicky Abraham (Vale of Glamorgan Council)</p> <p>Tom Bevan (Vale of Glamorgan Council)</p> <p>Tony Hodge (Vale of Glamorgan Council)</p> <p>Richard Keogh (Persimmon Homes)</p> <p>David Thomas (Taylor Wimpey)</p> <p>Andy Cockett (Nathaniel Litchfield and Partners)</p> <p>Jonathan Kinghorn (Arup)</p> <p>John Smith (Arup)</p> <p>Roddy Beynon (Arup)</p> <p>David James (Capita Symonds)</p> <p>Paul Turner (Capita Symonds)</p>
Apologies	None
Circulation	Those present

Action

1. **Introductions**
Those present introduced themselves and their role in the project.
2. **Context of the meeting in the planning process**
VA set out the current status of the planning application and the reasons for the meeting.

It was confirmed that Capita review represents the council view but that the Highways department will also comment following approval by

Prepared by	Roddy Beynon
Date of circulation	1 March 2010
Date of next meeting	March 2010

Project title Barry Waterfront	Job number 122374-00	Date of Meeting 26 February 2010
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Action

Capita. Concern was expressed by the Arup team that this could lead to a further set of issues. VoG officers suggested that it is likely this was unlikely and that it was primarily an approval process.

3. Transport objectives of Barry Waterfront Development

JK set out the transport context for Barry Waterfront, the importance of achieving sustainable transport and the role of the Transport Assessment in setting out the intention on how to achieve this.

4. Major points arising from Capita Symonds review of Transport Assessment

The following points were raised according the Capita Symonds review:

The review (15.2) identified that more recent accident data was now available and hence the accident section, including an assessment of the impact of the development site.

Arup

The review (15.3) considered the trip generation rates used in the Transport Assessment to be low. Arup explained that the trip rates used were intended to be representative of a sustainable mixed use development in a location well served by public transport. Arup also highlighted the use of average trip rates in other Transport Assessments for other recent developments in the Vale of Glamorgan including the St. Athan Defence Technical College.

Whilst this explanation was understood and accepted, Capita was of the opinion that the level of assumptions regarding pass-by, linked and internal trips was generally leading to a high number of trips not travelling on the external road network and without full details of why these assumptions were made.

The Transport Assessment should therefore include further details of improvements to be made for sustainable transport links to existing transport infrastructure as well as a justification for assumptions regarding linked, pass-by and internal trips. VoG asked for consideration of worst case scenario.

Arup

The review (15.4) suggested that in some cases there were discrepancies between traffic flows. Arup described the use of traffic counts at different times and that this approach had been agreed with the Vale of Glamorgan. Whilst it is agreed that the count on Harbour Road had a mismatch it is considered that this is not a critical link in the network, Arup to review the original traffic counts.

Arup

The review (15.5) requested a tourism only scenario to enable a comparison against the development + Tourism scenario. Arup queried the need for this given that the tourism scenario is not within the control of the consortium and that the construction of the link road through the site could only ease the current situation. It was agreed that the assessment could take the form of an estimate of traffic generation with

Arup

Project title	Job number	Date of Meeting
Barry Waterfront	122374-00	26 February 2010

a qualitative description of the likely impacts.	Action
The review (15.6) includes detail and comment on the junction capacity model. Arup to review these comments and amend traffic models if appropriate.	Arup
The review (15.7) raised the issue of a lack of commitment to highway improvement measures. AC explained that the consortium is awaiting a viability report for the development.	RK
The review (15.8) raised the need to consider the implications if the rail crossing north of West Pond cannot be provided. Capita suggested that Arup complete an audit of possible routes and improvement works to the existing route via Hood Road.	Arup
The review (15.9) raised the need to consider the effect of diverting existing bus services and subsidies for evening services. Arup explained that other services operate on Broad Street and that Harbour Road has no population or destinations. VoG and Capita asked if Arup could investigate existing occupancy of the bus service which it is proposed to divert. Arup stated that the submitted Transport Assessment includes Vale of Glamorgan collected data on the occupancy of peak hour rail services to Cardiff .	Arup
The Capita review (15.10) raised the need to consider possible enhancements to routes to the three local train stations: Barry Docks, Barry and Barry Island. VoG and Capita asked for an audit of the routes to include the rail crossing to the north, Clive Road steps to Barry Island and cycle links to Hood Road and Barry Island (15.11). Arup emphasised that the construction of the link road itself (and associated footway provision) would improve pedestrian and cycle accessibility.	Arup
The review (15.12) raised the need to prepare a construction management plan. Arup outlined the existing detail already in the Transport Assessment and Environmental Impact Assessment and that at this stage it would be difficult to understand construction plans in sufficient detail to complete a construction management plan. Arup suggested that the Vale of Glamorgan could include this as a condition of planning permission. The council agreed this approach.	VoG
The review (15.13) raised the need to include analysis of large vehicles in the Transport Assessment. Arup confirmed that junctions have been designed to accommodate large vehicles.	Arup
The review (15.14) raised the need to set multi-modal targets for the development. Arup confirmed that the multi-modal targets would be those used in the trip generation chapter and that the included outline travel plan would be detailed and agreed prior to occupation of the first phase of the development.	

Project title Barry Waterfront	Job number 122374-00	Date of Meeting 26 February 2010
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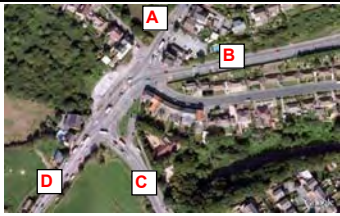
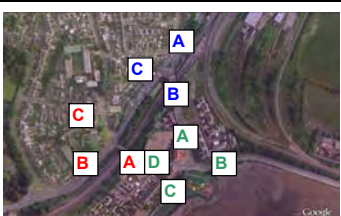
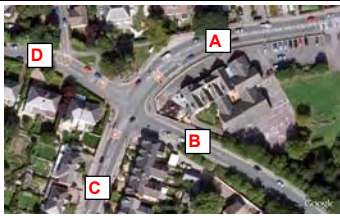

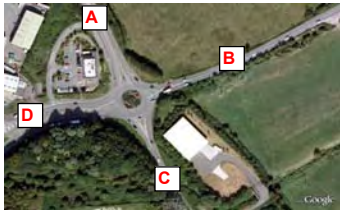



- VA suggested that the outline travel plan should include a budget. Action
Arup
- 5. Other points arising from Capita review of Transport Assessment**
No further points were raised at this point, it was agreed that Capita and Arup would discuss technical points following the main meeting.
- 6. Next Steps**
It was noted that Arup and Capita should agree a scope for the further work and in the first instance agree trip generation assumptions. Arup/Capita
- JK suggested that all the work would be likely to take around four weeks and that this would result in the submission of a revised Transport Assessment.
- 7. Notes from Technical Discussion between Arup and Capita**
- It was noted that the Vale of Glamorgan would ideally seek a nil-detriment solution to the local highway network; however, it is recognised that this will not be possible in all cases as a result of the limits of highway land. Capita suggested that only improvements which will result in a significant and realistic improvement to junction operation should be included in the Transport Assessment.
- Capita indicated that the use of the proposed average trip rates provided that those sites selected are representative of the Barry Waterfront development providing that sustainable measures are incorporated. Consideration should be given to revising the food superstore and petrol filling station to one combined trip rate. Reasoning should also be given if observations from the nearby Morrisons store are not to be used. Arup
- Capita agreed to the use of the proposed modal share targets and vehicle occupancy. However, a link should be made to the Travel Plan in this regard.
- Capita suggested to Arup that whilst assumptions for linked, pass-by and internal trips are generally valid any assumptions made need to be fully justified. In some instances it was suggested that the levels should be lowered. Initial discussions on suitable assumptions took place. These are to be issued by Arup and approved prior to proceeding with the use of these assumptions in junction capacity assessment. Arup/Capita
- Capita stated that the improvement of Clive Street steps is considered very important to the Vale of Glamorgan Council.
- There was discussion on the subject of junction capacity models. Capita suggested a response to all points raised would be a good way to respond and agree any changes. Arup
- Arup to calculate the travel demand of a tourism only scenario. No junction assessment will be completed for this scenario. Arup





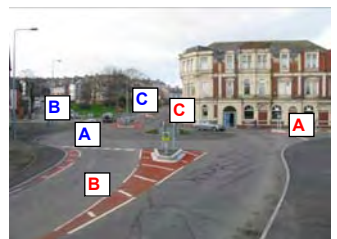

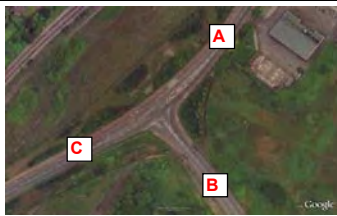





Project title	Job number	Date of Meeting
Barry Waterfront	122374-00	26 February 2010





<p>To satisfy VoG requirement regarding worst case scenario, Arup will need to produce a technical note; separate from the Transport Assessment, detailing the quantum of generated traffic should the multi-modal target adjustment not be made. This will not include junction assessments.</p>	<p>Action</p> <p>Arup</p>
<p>There was commitment for Arup and Capita to maintain dialogue in order to avoid aborted work.</p>	<p>Arup/Capita</p>






Appendix B





**Junction and Link
Description for
Modelled Network**



Junction Number	Junction Style	Junction Arm	No. of Lanes	Junction Description	Photo	Junction Number	Junction Style	Junction Arm	Lanes	Junction Description	Photo		
1	Staggered cross roads	A - A48 east	2	"Sycamore Cross" - Junction contains right and left turning lanes within the central reserve area of the staggered cross roads. Splitter islands provided along the centre of major road.		7	Uncontrolled roundabout	A - A4226 north west (Waycock Rd)	1	"Waycock Cross" - Large landscaped central reserve means full roundabout is not visible from each approach arm. Petrol filling station situated on corner of Pontypridd Rd and the A4226 east arm. Bus stop located on the A4226 east exit arm of roundabout.			
		B - A4226 south	1					B - A4226 east (Port Rd W)	1				
		C - A48 west	1					C - B4266 south east (Pontypridd Rd)	2				
		D - Unclassified north	1					D - A4226 west (Port Rd W)	1				
2	signalised roundabout	A - A48 northeast (Cowbridge road west)	3	"Culverhouse Cross" - Large signalised roundabout where exit arms are not visible from entry stop lines. A48 travels underneath main circulatory area of junction. Central island is partly open, with heavily landscaped areas that form the verges of the A48.		8	Mini roundabout	A - A4055 east (Station approach Rd)	2	Standard mini roundabout and priority T junction combine to make 1 junction. Splitter islands present on the 3 roundabout arms. The T junction is adjoined to the A4055 west approach arm of the roundabout. The T junction is a left turn only, so vehicles exiting Earl Crescent are required to navigate the roundabout if they wish to turn right and travel out of Barry Island.			
		B - A4232 east	3					B - A4055 south (Paget Rd)	2				
		C - A4050 south (Port Road)	3					C - A4055 west (Harbour Rd)	2				
		D - A48 southwest	4				Priority T junction	A - A4055 west (Harbour Rd)	2				
		E - A4232 northwest	3					B - Earl Crescent	2				
3	Double signalised junction	A - B4267 north (Penlan Rd)	2	"Merrie Harrier" - A signalised T junction and off-set cross-roads controlled by the same signal controller to create a double signal controlled junction. Advanced cycle stop lines present on the 4 main approach arms.		9	Priority T junction	A - A4050 south (St Nicolas Rd)	2	"Ship Gyrotory" - 3 separate types of junction connected by a 1 way link road to form the Ship Gyrotory. A large central area consisting of a Public House and associated gardens means that each component junction of the junction can be viewed separately. There is a steep west to east gradient, and a rail track runs underneath St Nicholas Road and Harbour Road. St Nicholas Road north and Harbour road south are exit only arms of the respective junctions.			
		B - A4055 east (Barry Rd)	2					B - Park Avenue west	1				
		C - B4267 south east (Redlands Rd)	2				C - A4050 north (St Nicolas Rd)	1	Priority T junction			A - A4055 north east (Broad St)	1
		D - A4055 south west (Cardiff Rd)	2				B - A4055 south (Harbour Rd)	2					
4	Signalised cross roads	A - A4055 north east (Cardiff Rd)	2	"Murch Cross" - The main link road through Dinas Powys constitutes 2 of the 4 arms of the cross roads. Advanced cycle stop lines are provided on 3 of the 4 arms. A bus layby is situated approximately 30m from exit arm of the A4055 travelling in a north eastern direction.		10	Roundabout	A - A4055 North (Gladstone Rd)	1	Eastern exit arm of Gladstone roundabout loops round to form eastern entry arm of roundabout. The loop has been considered as a gyrotory, and provides the opposing flow for 2 side roads. Roundabout contains a landscaped central island, but has good visibility. Two zebra crossings are situated on the gyrotory part of the junction.			
		B - Murch Road south east	1					B - B4294 East (Broad St loop)	2				
		C - A4055 south west (Cardiff Rd)	2					C - Gladstone Bridge (S)	1				
		D - Millbrook Road north west	2				D - A4055 West (Broad St)	1					
5	Uncontrolled roundabout	A - A4231 north (Barry Docks Link Rd)	2	"Biglis roundabout" - McDonalds fast food restaurant situated on edge of roundabout with the car park exit egressing onto western arm. Central island landscaped, though adequate visibility around the circulatory is maintained. Splitter islands provided on all 4 arms.		11	Staggered cross roads	A - Barry Road East	1	Dedicated right turn lane afforded for vehicles turning right off Barry Road onto Buttrills Road. A Ghost Island is situated along the centre line of Barry Road on both directional approaches. A zebra crossing is provided for pedestrians to cross Barry Road to the east of the cross roads. A convenience store is located on the corner of Barry Road/Buttrills Road.			
		B - A4055 east (Cardiff Rd)	2					B - Buttrills Road South	1				
		C - B4267 south (Sully Moors Rd)	2					C - Barry Road West	1				
		D - A4055 west (Cardiff Rd)	2					D - East Walk North	1				
6	Uncontrolled roundabout	A - A4050 north (Port Rd)	2	Relatively small unlandscaped central island affords good visibility on all approach arms and on the roundabout circulatory. Splitter islands present on each of the 3 arms.		12	Mini roundabout	A - Cemetery Road North	1	Splitter islands present on each approach arm of roundabout, which also has an over-run central line. Trees are located along the centre line of Cemetery Road.			
		B - A4231 south east (Barry Docks Link Rd)	2					B - Barry Road East	1				
		C - A4050 south west (Port Rd)	2					C - T-Newydd Road South	1				
								D - Barry Road West	1				

Junction Number	Junction Style	Junction Arm	No. Lanes	Junction Description	Photo	Junction Number	Junction Style	Junction Arm	Lanes	Junction Description	Photo
13	Uncontrolled Roundabout	A - A4055 east (Cardiff Rd)	2	Landscaped central island limits visibility across the roundabout. Splitter islands situated on all 3 approach arms of roundabout. A4055 north arm forms an underpass to allow vehicles to pass underneath the Vale of Glamorgan railway line.		19	Uncontrolled roundabout	A - Ffordd y Mileniwm east	1	Standard roundabout with splitter islands on the 4 approach arms. A bus layby is located approximately 70 metres east of the junction. Informal crossings provided by way of dropped kerbs and tactile paving, and the central island of the roundabout is landscaped.	
		B - Ffordd y Mileniwm west	2					B - Y Rhodfa south	1		
		C - A4055 north (Cardiff Rd)	1					C - Ffordd y Mileniwm west	1		
14	Signalised T Junction	A - Palmerston Rd north	2	Advanced cycle stop lines are provided on each of the junction arms. Right turn lane provided for vehicles turning right onto Palmerston Road. A ghost island is afforded to right turning vehicles accessing an adjacent priority junction; the Dow Corning access. The junction is signal controlled, with the green phase of the dedicated right turn lane onto Palmerston Road being vehicle actuated.		20	Uncontrolled roundabout	A - Ffordd y Mileniwm east	2	Standard roundabout with splitter islands on the 4 approach arm. There are informal crossings provided by way of dropped kerbs and tactile paving, and the central island of the roundabout is landscaped. Northern arm of junction provides access to retail areas.	
		B - A4055 east (Cardiff Rd)	2					B - Y Rhodfa south	2		
		C - A4055 west (Cardiff Rd)	1					C - Ffordd y Mileniwm west	2		
15	Mini-roundabout	A - Vere Street east	2	"Winston Square" - Underpass of railway forms the southern approach arm of roundabout. Splitter islands located on each of the arms. The roundabout has a landscaped central island and an overrun area. The landscaping on the central island is not obtrusive and affords good visibility of the whole junction. A priority T junction is located just off the roundabout on the A4055 north exit arm.		21	Uncontrolled roundabout	A - Ffordd y Mileniwm east	2	Splitter islands located on each of the 3 arms, with a landscaped central island. Informal crossings provided with dropped kerbs and tactile paving on each of the splitter islands.	
		B - A4055 south (Cardiff Rd)	2					B - Ffordd y Mileniwm west	2		
		C - A4055 north (Gladstone)	2					C - Gladstone Bridge	2		
	Priority T junction	A - Roundabout arm east	1								
		B - Holton Road west	1								
C - A4055 north (Gladstone)	1										
16	Priority T junction	A - Ffordd y Mileniwm east	1	A right turn lane and ghost island is provided for vehicles turning right into Wimbourne Road. Vehicles turning right out of Wimbourne Road are also afforded a waiting area in the central ghost island. There is a small splitter island situated to the east of the junction. Informal crossings are provided across Wimbourne Road and Ffordd y Mileniwm.		22	Mini roundabout	A - Plymouth Road east	1	Splitter island located on southern approach arm, with ghost islands located on the remaining 2 arms.	
		B - Wimbourne Rd south	1					B - Paget Road south	2		
		C - Ffordd y Mileniwm west	1					C - Clive Road north	1		
17	Uncontrolled roundabout	A - Ffordd y Mileniwm east	1	Splitter islands situated on each of the 4 approach arms. Landscaped central island.		23	Signalised cross roads	A - Island Road north	1	The southern approach arm of Powell Dyffryn Way forms the underpass of the railway line. A dedicated right turn lane for vehicles turning right into Powell Dyffryn Way is controlled by a fixed signal system. Pelican crossings are provided for pedestrians each of the 4 arms.	
		B - Cory Way south	1					B - A4055 east (Broad Street)	1		
		C - Ffordd y Mileniwm west	1					C - Powell Dyffryn Way south	1		
		D - Docks office north	1					D - A4055 west (Broad Street)	2		
18	Priority T junction	A - Ffordd y Mileniwm west	1	A ghost central reserve is provided along Ffordd y Mileniwm opposite the junction access. Coloured marking of the ghost central reserve and the splitter island located on the minor arm of the junction. Informal pedestrian crossings are provided across the minor arm of the junction.		24	Signalised cross roads	A - A4160 north (Penarth Rd)	4	"Barons Court" - Variable signals control the complex junction, with some arms being vehicle actuated. Pedestrians are prohibited from using the A4055 eastern arm of the junction, and hence there are no pedestrian facilities provided. Puffin crossings are provided on all arms of the junction. Each arm has a dedicated left turn filter lane, and there is a bus lane along the A4055 western approach arm.	
		B - Subway Road north	1					B - A4055 east	3		
		C - Ffordd y Mileniwm east	1					C - Cogan Hill (South)	3		

Link	Link name	Junction number		Carriageway		Character	Speed limit (mph)	Description	Photo
		Start	End	Width	Lanes				
L1	(A48)	1	2	10.5	2+	Major	30	No parking	No Photo
L2	(A4050) Port Road	2	6	12	2	Major	50	No parking, 2 lanes uphill	No Photo
L3	(A4231) Barry Docks Link Road	5	6	12	3	Major	50	No parking, 2 lanes uphill	No Photo
L4	Port Road West/East	6	7	10	2+	Urban	40	Some parking	
L5	Palmerston Road	12	L3	7	2	Urban	30	heavy on-street parking, poor visibility	
L6	(A4050) Jenner Road	L15	11	8	2	Urban	30	Ghost islands for turning traffic	No Photo
L7	Buttrills Road	11	L28	10	2+	Urban	30	On-street parking, wide road	No Photo
L8	Ty Newydd Road	12	L28	10	2+	Urban	30	Flares to 2 lanes at junctions	No Photo
L9	Barry Road	11	12	11.5	2+	Urban	30	On-street parking, flares to 2 lanes at junctions	No Photo
L10	Gladstone Road	13	15	10	2	Urban	30	On-street parking, ghost islands for turning traffic	
L11	Cardiff Road	13	14	8	2	Urban	30	On-street parking, ghost islands for turning traffic	

Link	Link name	Junction number		Carriageway		Character	Speed limit (mph)	Description	Photo
		Start	End	Width	Lanes				
L12	Gladstone Road	L8	15	10	2	Urban	30	On-street parking, ghost islands for turning traffic	
L13	Broad Street	10	23	12	2	Urban	30	On-street parking, retail activity	
L14	Leckwith Road	3	L14	7.5	2	Urban	30	On-street parking	No Photo
L15	St. Nicholas Avenue/Pontypridd Road	7	9	8	2+	Urban	30	Parking in allocated on-street bays	
L16	Waycock Road	1	7	5.5	2	Rural	40	Poor visibility, higher speeds	
L17	Harbour Road	8	9	9	2	Major	40	Causeway road	

Link	Link name	Junction number		Carriageway		Character	Speed limit (mph)	Description	Photo
		Start	End	Width	Lanes				
L18	Broad Street	9	23	12	2	Urban	30	Retail activity	
L19	Hood Road	23	L23	5	1+	Urban	30	Reduces to a single lane through railway underbridge	No Photo
L20	Gladstone Bridge	10	21	7	2	Urban	30	Short 200m linking road between roundabouts	No Photo
L21	Earl Crescent	8	22	9	2+	Urban	30	Short 100m linking road between roundabouts	No Photo
L22	Ffordd y Mileniwm	a	L19	-	-	Major	30	Not yet constructed	No Photo
L23	Ffordd y Mileniwm	L19	21	9	2	Major	30	Ghost islands for turning traffic	No Photo
L24	Ffordd y Mileniwm	20	21	7	2	Major	30	Modern standard road, segregated cycleway	No Photo
L25	Ffordd y Mileniwm	19	20	7	2	Major	30	Modern standard road, segregated cycleway	
L26	Ffordd y Mileniwm	18	19	7	2	Major	30	Modern standard road, segregated cycleway	No Photo
L27	Ffordd y Mileniwm	17	18	7	2	Major	30	Modern standard road, segregated cycleway	
L28	Ffordd y Mileniwm	16	17	7	2	Major	30	Modern standard road, segregated cycleway	No Photo
L29	Ffordd y Mileniwm	13	16	7	2	Major	30	Modern standard road, segregated cycleway	No Photo
L30	(A4055) Cardiff Road	5	14	9/12	2/4	Urban	30	Major urban road	No Photo
L31	(A4055) Cardiff Road	4	5	7	2	Rural	60	National speed limit, rural character	

Link	Link name	Junction number		Carriageway		Character	Speed limit (mph)	Description	Photo
		Start	End	Width	Lanes				
L32	(A4055) Cardiff Road	3	3	18	4	Major	40	Short section of road linking between junctions	
L33	(A4055) Cardiff Road	3	24	15	4	Major	40	Short section of dual carriageway between junctions	

Appendix C

Accident Data

2004

Year	Year Code	Reference	Severity	Day	Date	Month	Time	Easting	Northing	Location	Details
2004	746	118594	Slight	Sunday	3	10	03:20	315420	171510	MILL ROAD, DINAS POWYS, JUNCTION WITH GREENFIELD AVENUE.	V1 CAME THROUGH ROAD NARROWING AND COLLIDED WITH V2.
2004	746	118744	Slight	Tuesday	5	10	08:25	310660	167180	BROAD STREET, BARRY, ZEBRA CROSSING IN FRONT OF	V2 STOPPED AT ZEBRA CROSSING AND V1 COLLIDED WITH REAR OF V2.
2004	746	118983	Slight	Thursday	7	10	22:20	310700	166880	CAUSEWAY, BARRY ISLAND, APPROX 50 METRES JW THE	DRIVER OF V1 OVERTOOK ANOTHER VEHICLE AND CLIPPED THE KERB AND SKIDDED ACROSS THE ROAD AND STRUCK RAILINGS.
2004	746	118852	Slight	Friday	8	10	10:30	312070	168200	HOLTON ROAD, BARRY, JW LLANTWIT STREET. 1st Rd: U	IP GETTING OUT OF V1, V1 BEGAN TO REVERSE AND DOOR HAS CAUSED INJURY TO IP.
2004	746	118988	Slight	Sunday	10	10	20:50	310410	167860	Pontypridd Road, Barry opposite junction with Salisbury Road.	V1 TURNING RIGHT COLLIDED WITH V2O
2004	746	119057	Slight	Tuesday	12	10	08:45	310970	168430	Colcot Road, Barry Road, Jenner Road, Barry roundabout.	V1 COLLIDED WITH REAR V2 WHICH WAS STATIONARY AT ROUNDABOUT
2004	746	119074	Slight	Thursday	14	10	18:15	310270	169290	STIRLING ROAD, BARRY, OUTSIDE HIGHLIGHT COMMUNITY CENTRE. 1st	DRIVER OF V2 PARKED VEHICLE, ALIGHTED FROM VEHICLE AND AS SHE CLOSED DOOR OF HER VEHICLE, V1 DROVE PAST AND CLIPPED HER TO THE HIP.
2004	746	120282	Slight	Friday	15	10	17:40	311970	168830	BARRY ROAD, BARRY, OUTSIDE NO. 165 1st Rd:	V2 stopped and V2 ran into the rear
2004	746	119508	Slight	Monday	18	10	19:00	312670	169030	Barry Road, Barry at the junction with Robins	V1 COLLIDED WITH PEDESTRIAN CROSSING ROAD
2004	746	119376	Slight	Wednesday	20	10	13:25	312090	168870	BARRY ROAD, BARRY, TRAFFIC LIGHTS JW DYFAN ROAD.	DRIVER OF V1 LOST CONTROL AND SPUN AROUND AND COLLIDED WITH V2 WHICH WAS STATIONARY AT TRAFFIC LIGHTS.
2004	746	119310	Serious	Wednesday	20	10	07:50	314910	169320	CARDIFF ROAD, DINAS POWYS, 300 METRES EAST MCDONALDS	V1 VEERED ONTO GRASS VERGE, SKIDDED, HIT A WALL, WENT UP IN THE AIR, ACROSS CARRIAGEWAY AND COLLIDED WITH V2 WHICH WAS TRAVELLING IN OPPOSITE DIRECTION.
2004	746	120379	Slight	Sunday	24	10	02:40	314880	169310	A4055 CARDIFF RD, APPROX 1 MILE EASTBOUND BET	V1 MANOEUVRES AROUND PEDESTRIAN AND DOG WHO WERE IN ROADWAY AND A SECOND VEHICLE[V2] STRUCK LEFT FOOT OF PEDESTRIAN.
2004	746	119961	Slight	Tuesday	26	10	17:04	314910	168300	SULLY MOORS ROAD, SULLY, JW SOUTH ROAD. 1st	V1 TURNING LEFT AT ROUNDABOUT, V2 EXITING ROUNDABOUT AT JUNCTION AND COLLISION OCCURRED.
2004	746	121389	Serious	Wednesday	27	10	04:30	311020	169860	Port Road, Barry junction with Pleasant View 1st	V1 LEFT CARRIAGEWAY AND COLLIDED WITH GARDEN WALL
2004	746	120446	Slight	Friday	29	10	06:00	314460	169150	CARDIFF ROAD, BARRY, OUTSIDE MCDONALDS. 1st Rd: A4055	V1 DID NOT GIVE WAY TO V2(CYCLIST) ON ROUNDABOUT AND COLLISION OCCURRED.
2004	746	120499	Slight	Sunday	31	10	20:10	313050	168950	Main Street, Barry 1st Rd: U 2nd Rd:	V2 TRAVELLING BEHIND V1, V3 TRAVELLING TOWARDS THEM IN OPPOSITE DIRECTION. V3 STOPPED TO ALLOW BOTH VEHICLES TO PASS, V1 PULLED OVER AS IF TC
2004	746	120197	Slight	Tuesday	2	11	18:30	314470	169150	CARDIFF ROAD, JW BARRY ROAD, OPPOSITE MERRIE HARRIERS	V1 MOVED TO MIDDLE OF ROAD TO TURN, V2 TRAVELLING IN DIFFERENT DIRECTION. V1 TURNED LATE CAUSING V2 TO STRIKE V1.
2004	746	120767	Slight	Saturday	6	11	19:40	316810	172490	B4267 Penlan Road north of junction with A4055	V1 has collided with rear of V2 whilst V2 was stationary in a row of traffic.
2004	746	120567	Slight	Saturday	6	11	21:30	317570	171980	KIPLING CLOSE, PENARTH, NEAR TO JUNCTION WITH TENNYSON	V1 REVERSED OFF DRIVEWAY AND COLLIDED WITH V2 WHICH WAS STATIONARY BUT WITH 3 PERSONS INSIDE.
2004	746	121309	Slight	Thursday	11	11	18:17	313462	169880	A4231 BARRY DOCKS LINK ROAD JUNCTION WITH COLDBROOK	DRIVER OF V1 TURNED ACROSS PATH OF V2 AND COLLISION OCCURRED.
2004	746	121319	Slight	Friday	12	11	17:45	310570	168330	SEVERN AVENUE, BARRY, 5M FROM JUNCTION WITH AERON	V2 STOPPED NEAR JUNCTION TO ALLOW TRAFFIC TO PASS AND V1 TRAVELLING BEHIND V2 SKIDDED AND COLLIDED WITH REAR OF V2.
2004	746	121016	Serious	Monday	15	11	18:30	310200	168900	A4050 port road west between weycock cross and	DRIVER OF VEH ONE HAS LOST CONTROL OF VEHICLE AND VOLLIDED WITH VEHICLES 2 AND 3
2004	746	121364	Slight	Monday	15	11	12:50	312430	168770	COURT ROAD, BARRY, OUTSIDE YMCA. 1st Rd: U	CASUALTY RAN INTO ROAD FROM BETWEEN TWO PARKED VEHICLES AND WAS STRUCK BY V1
2004	746	121380	Slight	Wednesday	17	11	18:00	310920	167640	HIGH STREET, BARRY, JW EAST STREET. 1st Rd:	V1 PULLED OUT OF JUNCTION AND V2 UNAVOIDABLY COLLIDED WITH V1, WHICH THEN MADE OFF.
2004	746	121265	Slight	Wednesday	17	11	11:40	315950	171560	JUNC ST LUKES AVE AND DINAS POWIS ROAD	V1 STOPPED AT JUNC LET 1 CAR PASS DIDN'T SEE V2, PULLED OUT AND COLLIDED WITH V2
2004	746	121370	Slight	Thursday	18	11	11:05	312470	168150	LOWER PYKE STREET, BARRY JW JEWEL STREET. 1st	V1 ATTEMPTING TO TURN LEFT, JAMMED ON BRAKES, SKIDDED AND COLLIDED WITH V2.
2004	746	121123	Slight	Friday	19	11	12:30	311510	167890	HOLTON ROAD RIGHT OF GLADSTONE BRIDGE IN LEFT	V2 SLOWED DOWN APPROACHING ROUNDABOUT V2 STOPPED V1 COLLIDED WITH REAR OF V2
2004	746	122630	Serious	Friday	19	11	23:35	312820	170580	PORT ROAD APPROX 1 2 MILE SOUTH WEST	CASUALTY HAS ENTERED THE CARRIAGEWAY AND VEH 1 HAS COLLIDED WITH HIM
2004	746	121111	Slight	Saturday	20	11	07:21	313750	168780	CARDIFF ROAD, BARRY, JW PALMERSTON ROAD. 1st Rd:	V2 TURNING RIGHT AND WAS STRUCK BY V1
2004	746	121065	Slight	Sunday	21	11	10:30	316400	171850	CARDIFF RD, DINAS POWYS, 30 YDS FROM JW	DRIVER OF V1 COLLIDED WITH V2 ON BEND, THEN LOST CONTROL AND VEERED ACROSS THE ROAD INTO PATH OF V3 AND COLLIDED HEAD ON.
2004	746	121464	Slight	Tuesday	23	11	16:45	313430	169600	LANGLANDS ROAD, BARRY JUNCTION WITH SOLENT ROAD. 1st	CHILD ON BIKE PULLED OUT FROM BEHIND PARKED CARS AND INTO PATH OF V1.
2004	746	121888	Fatal	Tuesday	30	11	11:55	310940	168210	Jenner Road junction Glamore Crescent, Barry 1st Rd:	V2 TRAVELLING WESTBOUND APPROACHED CROSS ROADS AND FAILED TO SEE V1 SOUTHBOUND AND COLLIDED WITH V1 OFFSIDE. V2 CONTINUED WESTBOUND COLLIDING WITH V3
2004	746	121828	Slight	Wednesday	1	12	19:40	312570	170910	A4050 PORT ROAD EAST, ROUNDABOUT JUNCTION WITH BARRY	V2 PULLED UP BEHIND A VEHICLE AT ROUNDABOUT, V1 WHO WAS TRAVELLING BEHIND V2 COLLIDED INTO REAR OF V1.
2004	746	122784	Serious	Thursday	2	12	21:25	310500	167670	PARK CRESCENT, BARRY, JW ROMILLY ROAD 1st Rd:	V1 collided with C1 in road
2004	746	122025	Slight	Saturday	4	12	15:50	310700	167320	BROAD ST JUN WINDSOR ROAD 1st Rd: U	V1 TURNING INTO WINDSOR ROAD CYCLIST CAME DOWN CANON ST COLLIDED WITH V1
2004	746	122022	Slight	Saturday	4	12	19:05	311310	166690	UNDER RAILWAY BRIDGE JUNCTION FRIARS ROAD 1st Rd:	V1 TURNING LEFT V2 SUDDEN UTURN CAUSING COLISION
2004	746	122638	Slight	Saturday	4	12	08:10	315440	171570	MILL ROAD, DINAS POWYS, JUNCTION WITH UN-NAMED LANE	V1 PULLED OUT OF LANE AND V2 STRUCK DRIVER'S DOOR OF V1. V1 WAS THEN PUSHED ACROSS THE ROAD AND INTO REAR OF V3 WHICH SHUNTED V4. BOTH V3 AND V4 WERE PARKED AND UNATTENDED.
2004	746	121997	Slight	Monday	6	12	02:30	315330	169980	CARDIFF ROAD DINAS POWYS 100M FROM NATIONAL SPEED	V1 LOST CONTROL AND CRASHED IN DITCH
2004	746	123154	Slight	Tuesday	7	12	15:55	311170	169960	PORT ROAD EAST, BARRY, JW MEGGITT ROAD. 1st	V1 COLLIDED WITH REAR V2 WHICH WAS READY TO TURN RIGHT.
2004	746	122554	Slight	Thursday	9	12	19:30	310770	167400	MARKET STREET, JW BROAD STREET, BARRY 1st Rd:	V1 TURNED INTO SIDE STREET, V2 FOLLOWED AND V1 REVERSED BACK OUT ONTO MAIN ROAD AND COLLIDED WITH V2
2004	746	122622	Slight	Thursday	9	12	22:05	311510	167900	HOLTON ROAD, BARRY, APPROX 30 M FROM ROUNDABOUT(SAVOY)	DRIVER OF V1 LOST CONTROL AND STRUCK TRAFFIC SIGN, CAUSING VEHICLE TO FLIP.
2004	746	122649	Slight	Friday	10	12	15:00	311890	168190	HOLTON ROAD, BARRY, OPPOSITE DAN EVANS STORE. 1st	V1 REVERSED INTO IP CAUSING HER TO FALL TO GROUND.
2004	746	123247	Serious	Saturday	18	12	08:08	312190	167810	Dock View Road, Barry at Junction with Kingsland	V1 COLLIDED WITH PEDESTRIAN ON ROAD
2004	746	123287	Slight	Wednesday	22	12	11:40	310730	167490	High Street, Barry 5 yards from the junction	V1, IN REVERSE, MOVING TOO FAST, INSTEAD OF BRAKING THE DRIVER PUT HER FOOT ON THE ACCELERATOR AND SHOT BACKWARDS.
2004	746	123913	Slight	Friday	24	12	10:20	313590	168830	A4055 CARDIFF ROAD BARRY OUSIDE CURIOSITY SHOP 1st	V2 V3 V4 IN QUE OF TRAFFIC STATIONARY V1 COLLIDED WITH REAR OF V2 WHICH COLLIDED WITH V3 WHICH COLLIDED WITH V4
2004	746	123599	Slight	Tuesday	28	12	16:15	310760	169580	A4050 PORT ROAD EAST J W PORT ROAD	V1 TRAVELLING FROM BARRY LINK RD WENT ONTO ROUNDABOUT SPEEDED UP TO AVOID CAR ON ROUNDABOUT LOST CONTROL HIT POST
2004	746	124084	Slight	Wednesday	29	12	15:13	311580	168790	BARRY ROAD, BARRY, JW TYNEWYDD ROAD. 1st Rd:	V1 FAILED TO GIVE WAY AT JUNCTION. V2 TOOK EVASIVE ACTION AND COLLIDED WITH CENTRAL CONCRETE ISLAND.
2004	746	123924	Slight	Thursday	30	12	15:30	310960	168380	COLLEGE ROAD J W CLAUDE ROAD 1st Rd:	V1 COLLIDED WITH REAR OF V2
2004	746	123784	Serious	Friday	31	12	06:20	313117	168621	Ffordd Milleniwm jcn. Cardiff Rd., Barry 1st Rd:	V1 ENTERED ROUNDABOUT FAILED TO SEE V2 TO RIGHT ALREADY ON ROUNDABOUT COLLISION OCCURRED

2005

Year	Year Code	Reference	Severity	Day	Date	Month	Time	Easting	Northing	Location	Details
2005	746	50124531	Slight	Sunday	2	1	22:17	310640	167140		PEDESTRIAN WALKED OUT FROM BEHIND PARKED VEHICLES AND V1 COLLIDED WITH PEDESTRIAN.
2005	746	50124569	Slight	Tuesday	4	1	17:00	312990	168470	FFORDD MILLENIUM, BARRY, JW WIMBOURNE ROAD. 1st Rd:	V1 PULLED OUT OF JUNCTION AND COLLIDED WITH V2.
2005	746	50124601	Slight	Wednesday	5	1	08:55	316850	172200	SULLY ROAD, JW NORRIS CLOSE, PENARTH. 1st Rd:	V1 PULLED OUT OF JUNCTION IN FRONT OF V2, AND V2 THEN STRUCK V1.
2005	746	50124931	Slight	Tuesday	18	1	13:08	317360	172740	A4055 COGAN SPUR, JW ROUNDABOUT WINDSOR ROAD, PENARTH	V2 AT ROUNDABOUT, INTENDING TO TURN LEFT, V1 TRAVELLING BEHIND HAD VIEW OBSCURED BY SUNLIGHT, APPLIED BRAKES AND COLLIDED WITH REAR OF V2.
2005	746	50124954	Slight	Wednesday	19	1	09:02	310560	167770	JENNER ROAD, BARRY, ROUNDABOUT JUNCTION WITH PONTYPRIDD ROAD	V2 STOPPED AT CROSSING AND V1 BUMPED INTO REAR OF V2.
2005	746	50125000	Slight	Friday	21	1	08:10	310000	168160	FFORDD CWM CIDI, BARRY OUTSIDE NO. 2 1st	V1 COLLIDED WITH PEDESTRIAN WHO WAS CROSSING ROAD
2005	746	50125968	Slight	Monday	24	1	13:30	313620	169900	ARGAE LANE, BARRY. 1st Rd: U 2nd Rd:	V2 PARKED AND DRIVER ALIGHTED AND WALKED AROUND REAR OF VEHICLE. V1 THEN COLLIDED WITH BOTH VEHICLE AND DRIVER.
2005	746	50125382	Slight	Monday	24	1	07:20	316690	170030	SULLY ROAD, 10 METRES SOUTH JW CROSS COMMON	V1 SLID ON ICE AND COLLIDED WITH EMBANKMENT.
2005	746	50125350	Slight	Wednesday	26	1	09:11	313427	169908	BARRY DOCKS LINK ROAD, BARRY, JUNCTION WITH COLDBROOK	V2 WAITING TO TURN FROM SLIP ROAD INTO MAIN ROAD AND V1 ACCELERATED AND COLLIDED WITH REAR OF V2.
2005	746	50125981	Slight	Thursday	27	1	15:45	310460	167330	PARK CRESCENT, BARRY, JW ST. NICHOLAS ROAD. 1st	V1 COLLIDED WITH V2 ON ROUNDABOUT, THEN V1 WENT ON AND COLLIDED WITH BENCH AND OVERTURNED.
2005	746	50126032	Slight	Thursday	3	2	07:10	313320	169990	A4321 BARRY DOCK LINK ROAD, 30 METRES EAST	V1 BRAKED HARD AND V2 TRIED TO AVOID COLLISION, APPLIED BRAKES, WHEELS LOCKED AND V2 COLLIDED WITH REAR OF V1.
2005	746	50126062	Slight	Sunday	6	2	16:31	315840	168740	COG ROAD, SULLY FIRST BEND AFTER NATIONAL SPEED	BOTH VEHICLES TRAVELLING IN OPPOSITE DIRECTIONS, V1 WAS DRIVING IN CENTRE OF ROAD AND COLLISION OCCURRED.
2005	746	50126053	Slight	Wednesday	9	2	10:15	312850	168870	PONTYPRIDD STREET, BARRY 1st Rd: U 2nd Rd:	DRIVER OF TAXI PICKING UP PERSONS, HE USED THE RADIO, THEN PULLED OFF, LEAVING PASSENGER HALF IN AND HALF OUT OF VEHICLE.
2005	746	50127295	Slight	Thursday	10	2	00:30	311810	167860	DOCK VIEW ROAD, BARRY, OPPOSITE LEISURE CENTRE. 1st	V1 SWERVED TO AVOID DOG AND COLLIDED WITH BOUNDARY CAUSING DAMAGE.
2005	746	50126064	Slight	Thursday	10	2	19:55	315950	171560	A4055 CARDIFF ROAD, DINAS POWYS, JW ST. DAVIDS	V1 PULLED OUT INTO PATH OF V2 AND COLLISION OCCURRED.
2005	746	50127020	Slight	Friday	11	2	08:45	309420	168830	A4226, FIVE MILE LANE, BARRY 1st Rd: A4226	VEHICLE ONE HAS COME OFF THE UN-CURBED EDGE AND WHEEL HAS DROPPED INTO MUD. FRONT WHEEL HAS DUG INTO SOFT MUD. VEHICLE WAS PULLED INTO TELEGRAPH POLE WHICH
2005	746	50126355	Slight	Friday	11	2	20:30	312590	168430	HOLTON ROAD, BARRY, OUTSIDE BASSETT ARMS. 1st Rd:	UNKNOWN CHILD RAN INTO V1.
2005	746	50126081	Slight	Friday	11	2	08:30	314640	171060	THE WESTRA, DINAS POWYS 1st Rd: U 2nd	V1 FAILED TO STOP AT JUNCTION AND COLLIDED WITH V2 ON MAIN ROAD.
2005	746	50127057	Slight	Sunday	13	2	12:30	312500	169820	COYCHURCH RISE, BARRY 1st Rd: U 2nd Rd:	V1 REVERSED AND HIT PEDESTRIAN
2005	746	50127040	Slight	Wednesday	16	2	14:10	313093	168598	CARDIFF ROAD, BARRY, 30 METRES EAST FFORDD MILLENIUM	V1 ATTEMPTING TO PASS PARKED CAR, PULLED OUT, SAW ON-COMING TRAFFIC SO V1 BRAKED AND PULLED IN BUT STRUCK REAR OF PARKED VEHICLE.
2005	746	50127138	Slight	Thursday	17	2	08:40	312660	169040	ROBINS LANE, BARRY, 150M FROM JW BARRY ROAD.	IP USING HOSEPIPE IN ROAD AND V1 RAN OVER HOSE, WHICH CAUSED HOSE TO BE RIPPED FROM HAND OF IP CAUSING INJURY
2005	746	50126490	Slight	Thursday	17	2	21:48	316650	169530	SULLY ROAD, SULLY 1st Rd: U 2nd Rd:	DRIVER OF V1 LOST CONTROL OF VEHICLE AND MOUNTED BANK, OVERTURNED AND CAME TO REST ON ROAD ON ITS ROOF.
2005	746	50127143	Slight	Thursday	17	2	14:15	317400	172730	COGAN SPUR, PENARTH, JW WINDSOR ROAD. 1st Rd:	V1 COLLIDED WITH REAR OF V2 AT ROUNDABOUT.
2005	746	50127032	Slight	Tuesday	22	2	17:00	312440	169360	O'DONNELL ROAD, BARRY, 10 METRES JW HOLLAND WAY.	BOTH VEHICLES TRAVELLING IN OPPOSITE DIRECTIONS, V2 MISJUDGED GAP TO PASS AND STRUCK V1.
2005	746	50127358	Serious	Tuesday	22	2	23:40	314590	169180	A4055 CARDIFF ROAD, DINAS POWYS APPROX 500 YDS	DRIVER OF V1 LOST CONTROL OF VEHICLE ON BEND AND VEHICLE ENTERED DITCH AND OVERTURNED, CAUSING INJURY TO BOTH DRIVER AND PASSENGER.
2005	746	50126979	Slight	Tuesday	22	2	08:45	315370	168560	COG ROAD 1st Rd: U 2nd Rd:	V1 SWERVED TO AVOID CAT COLLIDED WITH ELEC POLE SWERVED BACK INTO ROAD DIAGONALLY
2005	746	50127758	Slight	Friday	25	2	18:12	312290	168660	GLADSTONE ROAD, BARRY 1st Rd: U 2nd Rd:	V1 ENTERED THE ROUNDABOUT AND COLLIDED WITH V2.
2005	746	50127814	Slight	Thursday	3	3	13:25	310140	167400	SALISBURY ROAD, BARRY JUNCTION WITH ETON STREET. 1st	V1 PULLED OUT OF SIDE STREET INTO THE PATH OF V2 AND COLLISION OCCURRED. V2 WAS THEN PUSHED BACK INTO V3 WHICH WAS PARKED.
2005	746	50127569	Slight	Thursday	3	3	08:30	311320	167830	A4055 BROAD STREET, BARRY, 20 METRES SOUTH JW	V1 COLLIDED WITH PEDESTRIAN WHO WAS STANDING IN FRONT OF OPEN DOOR OF V2 WHICH WAS PARKED.
2005	746	50127897	Slight	Friday	4	3	08:45	315940	171040	PLAS ESSLYLLT, DINAS POWYS 1st Rd: U 2nd	V2 GIVING WAY TO ONCOMING TRAFFIC AND V1 COLLIDED WITH REAR OF V2
2005	746	50127542	Slight	Friday	4	3	19:15	316810	172460	CARDIFF ROAD, DINAS POWYS, JW PENLAIN ROAD. 1st	V2 COLLIDED WITH V1 AS IT NEGOTIATED JUNCTION.
2005	746	50128448	Slight	Friday	4	3	15:00	316820	172490	PENLAIN ROAD, LLANDOUGH, TRAFFIC LIGHTS OUTSIDE MERRIE HARRIERS	V1 PULLED OUT OF CAR PARK OF MERRIE FRIARS AND COLLIDED WITH V2, CAUSING V2 TO SPIN.
2005	746	50127797	Slight	Sunday	6	3	15:50	316630	172230	CARDIFF ROAD, APPROX 180 METRES FROM JW REDLANDS	DRIVER V1 PRESSED ACCELERATOR INSTEAD OF BRAKE BY MISTAKE AND COLLIDED WITH V2 AND V2 THEN BUMPED INTO V3. V2 AND V3 WRE STATIONARY AT TRAFFIC LIGHTS.
2005	746	50127421	Slight	Monday	7	3	18:30	313378	169947	A4231 BARRY DOCKS LINK ROAD, 100 METRES NW	V1 ATTEMPTING TO OVERTAKE OTHER VEHICLES AT SPEED AND IN DOING SO COLLIDED WITH 5 OTHER VEHICLES, CAUSING DAMAGE AND INJURY
2005	746	50127873	Slight	Thursday	10	3	22:45	313470	168890	LITTLEMOORS HILL, BARRY, JW ALBERT STREET. 1st Rd:	DRIVER OF V1 LOST CONTROL THE 2 FRONT OCCUPANTS MADE OFF. AND COLLIDED WITH WALL. ALL FOUR OCCUPANTS PUSHED V1 INTO ALBERT ST, WHEN
2005	746	50127825	Slight	Friday	11	3	15:00	311800	168130	HOLTON ROAD, BARRY, OUTSIDE CASH GENERATOR SHOP. 1st	PEDESTRIAN STEPPED OUT INTO ROAD AND COLLIDED WITH V1.
2005	746	50128042	Slight	Friday	18	3	22:55	310910	168550	COLCOT ROAD, OUTSIDE NO 18 1st Rd: U	V1 TRAVELLING ON WRONG SIDE OF ROAD, COLLIDED WITH V2 AND FAILED TO STOP.
2005	746	50128094	Slight	Saturday	19	3	20:50	310750	167490	HIGH STREET, BARRY 1st Rd: U 2nd Rd:	V1 COLLIDED WITH OPEN DOOR V2 AND THEN STRUCK V3
2005	746	50127785	Slight	Saturday	19	3	17:10	317400	172720	COGAN SPUR, JW BARONS COURT ROUNDABOUT, PENARTH 1st	V2 STOPPED AT JUNCTION AND V1, TRAVELLING BEHIND BUMPED INTO REAR OF V2.
2005	746	50128098	Slight	Friday	25	3	16:11	315260	170550	CARDIFF ROAD, DINAS POWYS 1st Rd: A4055 2nd	V1 COLLIDED WITH STONE BRIDGE ON A SHARP BEND
2005	746	50128099	Slight	Friday	25	3	07:30	316810	172460	CARDIFF ROAD J W PENLAIN ROAD 1st Rd:	V1 WAITING TO TURN AT LIGHTS V2 TRAVEL ALONG CARDIFF ROAD V1 TURNED AND COLLIDED
2005	746	50128669	Slight	Sunday	27	3	11:33	317360	172730	PENARTH ROAD, BARRY, JUNCTION WITH OLD BARRY ROAD.	V2 STARTED TO PULL OFF AT ROUNDABOUT AND V1 WHICH WAS TRAVELLING BEHIND COLLIDED WITH V2.
2005	746	50128314	Slight	Thursday	31	3	13:00	311700	168630	TYNEWYDD ROAD, BARRY, 3 METRES SOUTH WEST JW	V1 PULLED OUT OF JUNCTION AND COLLIDED WITH V2.
2005	746	50130074	Slight	Sunday	10	4	22:54	312700	168500	HOLTON ROAD, BARRY, 40 METRES NORTH EVERARD STREET.	V1 TRAVELLED ONTO INCORRECT SIDE OF ROAD AND COLLIDED WITH V2 WHICH WAS PARKED AND UNATTENDED.
2005	746	50129309	Slight	Tuesday	12	4	16:55	309380	168460	B4265, OUTSIDE CWMICIDDY PUBLIC HOUSE 1st Rd: B4265	V1 COLLIDED WITH REAR OF V2 WHICH WAS TRAVELLING SLOWLY COMING TO A STOP.
2005	746	50129583	Serious	Wednesday	13	4	08:55	313487	169868	A4231 BARRY DOCKS LINK ROAD, BARRY 1st Rd:	V2 PEDAL CYCLIST, DUE TO WIND, COLLIDED WITH V1 WHICH FAILED TO STOP
2005	746	50130574	Slight	Thursday	14	4	19:30	310170	167450	SALISBURY ROAD, BARRY JW DUNRAVEN STREET. 1st Rd:	V1 REVERSED TO GIVE WAY AND COLLIDED WITH V2.
2005	746	50129674	Slight	Friday	15	4	17:10	311660	170370	PORT ROAD EAST, BARRY, JW MERTHYR DYFAN ROAD.	V1 CAUGHT THE HANDLE BARS OF V1(PUSHBIKE) CAUSING RIDER TO FALL FROM BIKE.
2005	746	50129743	Slight	Friday	15	4	07:56	313580	169160	LANGLANDS ROAD, BARRY JUNCTION WITH FALCON ROAD 1st	V1 EXITED JUNCTION INTO PATH OF V2
2005	746	50129294	Slight	Saturday	16	4	14:40	311880	168030	MERGANSER COURT, BARRY, 3 METRES NE JW THOMPSON	V2 WAS FOLLOWED BY V1 AND VERBALS ROAD RAGE WERE EXCHANGED. SON OF V2 GOT OUT OF VEHICLE AND CONFRONTED DRIVER V1 AND DRIVER DROVE INTO HIS LEG
2005	746	50129681	Slight	Sunday	17	4	12:12	313464	169883	A4231, BARRY DOCK LINK ROAD AT JUNCTION WITH	V1 TURNED RIGHT ACROSS PATH OF V2
2005	746	50129897	Slight	Monday	18	4	08:10	313150	168661	CARDIFF ROAD, BARRY, JUST AFTER ROUNDABOUT WITH GLADSTONE	V1 ATTEMPTED TO PERFORM U TURN IN CONGESTED TRAFFIC, PULLED OUT WITHOUT LOOKING AND COLLIDED WITH V2.
2005	746	50130159	Slight	Friday	29	4	17:43	312220	168110	ST. MARY'S AVENUE, BARRY, JW CROSS STREET. 1st	V1 REVERSED UP STREET AND INTO THE PATH OF ONCOMING V2 AND COLLISION OCCURRED.
2005	746	50130217	Slight	Saturday	30	4	11:20	311760	167770	ROAD LEADING TO CAR PARK OF HALFORDS/NEAR FFORDD	V2 STOPPED AT PEDESTRIAN CROSSING AND DRIVER OF V1 SNEEZED AND COLLIDED WITH REAR OF V2.
2005	746	50130534	Slight	Monday	2	5	15:27	309870	168400	PONTYPRIDD ROAD, BARRY, 10M N JW ST. JAMES	V2 HAD STOPPED IN LINE OF TRAFFIC, V1 TRAVELLING BEHIND IMPACTED WITH V2, THEN MOUNTED PAVEMENT, STRUCK A TREE AND THEN STRUCK LAMPOST BEFORE COMING TO A STOP.
2005	746	50130560	Slight	Monday	2	5	12:29	310480	166920	ST NICHOLAS ROAD, BARRY, JW ROMILLY PARK ROAD.	V1 TURNED RIGHT AT JUNCTION, CONTRAVENING ONE WAY SYSTEM AND COLLIDED WITH V2.
2005	746	50130210	Slight	Tuesday	3	5	16:30	316790	170690	SULLY ROAD, SULLY, OUTSIDE CHURCH HALL. 1st Rd:	DRIVER OF V1 SLOWED AT CROSSING, PEDESTRIAN APPEARED TO WANT TO GO OVER CROSSING, THEN SEEMED TO CHANGE THEIR MIND AND V1 COLLIDED WITH PEDESTRIAN, WHC
2005	746	50131275	Slight	Wednesday	4	5	08:20	312430	170680	PORT ROAD EAST, BARRY NEAR JW ENTRANCE TO	V2 BRAKED SLOWLY AND V1 STRUCK REAR OF V2.
2005	746	50130684	Slight	Saturday	7	5	17:18	313730	168990	PALMERSTON ROAD, BARRY, JUNCTION WITH ARTHUR STREET 1st	V1 COLLIDED WITH V2 WHICH WAS NEGOTIATING A RIGHT TURN.
2005	746	50130565	Slight	Monday	9	5	14:56	310950	168380	CLAUDE ROAD, BARRY, 2 METRES SOUTH JW JENNER	V1 ATTEMPTING TO TURN RIGHT AND COLLIDED WITH FEMALE WHO WAS CROSSING ROAD.
2005	746	50130886	Slight	Saturday	14	5	14:30	313761	168790	CARDIFF ROAD, BARRY. 1st Rd: U 2nd Rd:	V1 FAILED TO OBSERVE V2 AT TRAFFIC LIGHTS, V1 STRUCK REAR OF V2 CAUSING EXTENSIVE DAMAGE.
2005	746	50130702	Slight	Sunday	15	5	05:10	315600	171190	A4055, CARDIFF ROAD, DINAS POWYS 1st Rd: A4055	V1 DRIVER FELL ASLEEP, TRIED TO REGAIN CONTROL AND HIT BRIDGE
2005	746	50131631	Slight	Monday	16	5	13:37	317179	171853	B4267 REDLANDS ROAD, PENARTH, JW WORDSWORTH AVENUE. 1st	V1 PULLED INTO PATH OF V2 AND COLLISION OCCURRED.
2005	746	50131170	Slight	Wednesday	18	5	12:40	309680	168530	PONTYPRIDD ROAD, BARRY JUNCTION WITH PORT ROAD. 1st	V1 BEHIND V2 AT ROUNDABOUT, V1 THOUGHT V2 HAD PULLED OFF ONTO ROUNDABOUT, V1 ALSO BEGAN TO PULL OFF AND COLLIDED WITH REAR OF V2, WHICH HAD NO
2005	746	50131659	Slight	Wednesday	18	5	16:00	313480	169800	DOBINS ROAD, BARRY 1st Rd: U 2nd Rd:	CASUALTY 1 FELL BACKWARDS INTO THE PATH OF V1 AND COLLIDED WITH FRONT NEARBY BONNET.
2005	746	50131702	Slight	Friday	20	5	16:25	309980	168310	PONTYPRIDD ROAD, BARRY, JUST PRIOR TO TRAFFIC LIGHTS.	V1 ATTEMPTING TO OVERTAKE TRAFFIC AND PEDESTRIAN STEPPED OUT INTO PATH OF V1.
2005	746	50131718	Slight	Friday	20	5	21:40	310020	168290	SEVERN AVENUE, BARRY, JUNCTION WITH PONTYPRIDD ROAD. 1st	V1 COLLIDED WITH TRAFFIC LIGHTS AND RAILINGS AT JUNCTION.
2005	746	50131538	Slight	Saturday	21	5	23:40	313160	168680	A4055 CARDIFF ROAD, BARRY, 30 METRES EAST JW	DRIVER OF V1 DROVE INTO CONCRETE ISLAND, CAUSING DAMAGE.
2005	746	50131418	Serious	Monday	23	5	14:35	310840	168680	COLCOT ROAD, BARRY 1st Rd: U 2nd Rd:	V2 SLOWED AT ZEBRA CROSSING TO ALLOW PEDESTRIAN TO CROSS AND V1 FAILED TO SLOW AND CRASHED INTO REAR OF V2.
2005	746	50132217	Slight	Tuesday	24	5	09:00	309340	168920	A4226 FIVE MILE LANE, BARRY, JUST BEFORE HAWKING	V2 STATIONARY IN LINE OF TRAFFIC AND V1 COLLIDED WITH REAR OF V2.
2005	746	50132208	Slight	Tuesday	24	5	21:00	313040	169290	COLDBROOK ROAD, BARRY JW CHURCH ROAD. 1st Rd:	V1 PULLED OUT OF JUNCTION AND COLLIDED WITH V2.
2005	746	50132179	Slight	Tuesday	24	5	06:39	316120	171580	CARDIFF ROAD, DINAS POWYS, OUTSIDE NO. 145 1st	V1 OVERTOOK ANOTHER VEHICLE AND IN DOING SO COLLIDED HEAD ON WITH V2 WHICH WAS TRAVELLING IN OPPOSITE DIRECTION. V3 THEN WENT INTO THE BACK OF V2
2005	746	50132372	Slight	Friday	27	5	13:30	311790	168060	THOMPSON STREET, BARRY, 6 METRES FROM JW MERTHYR	V1 REVERSING INTO PARKING SPACE AND FAILED TO SEE ELDERLY FEMALE AND COLLISION OCCURRED.
2005	746	50132639	Slight	Thursday	2	6	19:20	310450	167330	PARK ROAD, BARRY, 3 METRES FROM JW ST.	V2 DRIVING ONTO ROUNDABOUT, V1 APPROACHED, BRAKED, SKIDDED AND COLLIDED WITH V2.
2005	746	50134455	Slight	Tuesday	7	6	13:10	311680	168040	HOLTON ROAD, BARRY 1st Rd: U 2nd Rd:	IP WAS MAKING OFF FROM POLICE, HE STEPPED OUT ONTO ROAD INTO PATH OF V1, V1 RAN OVER IP'S FOOT
2005	746	50133237	Slight	Wednesday	8	6	17:30	311640	168130	LOMBARD STREET, BARRY 1st Rd: U 2nd Rd:	V2 (MOTORBIKE) PULLED OUT ONTO MAIN ROAD, V1 REVERSED INTO HIM KNOCKING RIDER OFF BIKE
2005	746	50133236	Slight	Wednesday	8	6	20:02	31			

2005 contd

Year	Year Code	Reference	Severity	Day	Date	Month	Time	Easting	Northing	Location	Details
2005	746	50134457	Slight	Friday	24	6	13:10	309320	168470	PORT ROAD J W CWM CIDY LANE, BARRY	V1 COLLIDED WITH REAR OF V2, WHICH WAS STATIONARY WAITING FOR ANOTHER VEHICLE TO TURN RIGHT
2005	746	50133709	Slight	Sunday	26	6	13:56	311450	168090	GLADSTONE ROAD J W BUTTRILLS ROAD, BARRY 1st	V1 APPROACHED ROUNDABOUT AND FAILS TO SEE V.2 TO HIS RIGHT AND PULLS ACROSS HIS PATH AND COLLIDES
2005	746	50133684	Slight	Monday	27	6	18:00	310850	169480	COLCOT ROAD, BARRY 1st Rd: A4050 2nd Rd:	V1 TRAVELLING TOO CLOSE TO REAR OF V2 SHUNTED INTO ITS REAR. V2 DID NOT STOP TO EXCHANGE DETAILS
2005	746	50134462	Slight	Monday	27	6	13:00	311440	168150	GLADSTONE ROAD, BARRY 1st Rd: A4055 2nd Rd:	V1 DID NOT SEE V2 AS IT MANOUEVERED RAB CAUSING A COLLISION
2005	746	50134466	Slight	Thursday	30	6	11:00	309330	168470	PORT ROAD J W CWM CIDY LANE, BARRY	V2 COLLIDED WITH REAR OF V1 WHICH BRAKED DUE TO TRAFFIC IN FRONT
2005	746	50134469	Slight	Friday	1	7	11:51	313950	168860	O S 76 CARDIFF ROAD, BARRY 1st Rd:	V1 COLLIDED WITH REAR OF V2 WHICH HAD STOPPED AT PEDESTRIAN CROSSING
2005	746	50134468	Slight	Friday	1	7	01:10	316800	171400	SULLY ROAD, PENARTH 1st Rd: U 2nd Rd:	V1 AND V2 WERE TRAVELLING TOWARDS EACH OTHER, V2 CAME TO A STOP BUT V1 CARRIED ON AND A COLLISION OCCURED
2005	746	50134471	Slight	Saturday	2	7	06:45	311360	168220	BUTTRILLS ROAD TOWARDS BARRY ROAD, BARRY 1st Rd:	V1 SKIDDED ON WET ROAD, LOST CONTROL AND HIT LAMP POST
2005	746	50134474	Slight	Wednesday	6	7	11:54	312270	168660	COURT ROAD J W MOREL STREET, BARRY 1st	V1 PULLED OUT OF JUNCTION AND HIT V2, V2 SWERVED AND HIT BOLLARD
2005	746	50134602	Slight	Saturday	9	7	13:00	311550	168780	BARRY ROAD, PENARTH 1st Rd: U 2nd Rd:	V1 DIDNT SLOW DOWN AS ROADS MERGED AFTER TRAFFIC LIGHTS AND COLLIDED WITH V2'S NEARSIDE
2005	746	50134667	Slight	Tuesday	12	7	23:30	311440	167850	A4231 BARRY DOCKS LINK ROAD, BARRY 1st Rd:	V1 LOST CONTROL AT RAB AND COLLIDED WITH LAMP POST
2005	746	50135388	Slight	Thursday	14	7	19:30	311440	167770	FFORDD MILENIW, BARRY 1st Rd: U 2nd Rd:	PEDESTRIAN CROSS ROAD INTO PATH OF V1 COLLISION OCCURRED AND V1 FAILED TO STOP
2005	746	50135386	Slight	Friday	15	7	14:00	311710	168060	HOLTON ROAD, BARRY, (OUTSIDE CASH GENERATOR STORE) 1st	V2 STOPPED WAITING IN TRAFFIC, WHEN V1 BUMPED INTO REAR OF V2.
2005	746	50135439	Slight	Sunday	17	7	20:45	310590	167810	JENNER ROAD, BARRY, 10 METRES EAST PONTYPRIDD ROAD.	DRIVER OF V1 LOST CONTROL OF VEHICLE, COLLIDED WITH ISLAND IN MIDDLE OF ROAD, TRAVELLED THROUGH THEIR COMING TO REST ON PAVEMENT ON OPPOSITE SIDE
2005	746	50135427	Slight	Sunday	17	7	14:50	312760	168290	FFORDD MILENIW, BARRY 1st Rd: U 2nd Rd:	DRIVER OF V1 LOST CONTROL AND STRUCK CONCRETE CENTRAL RESERVATION.
2005	746	50135390	Slight	Sunday	24	7	19:29	310870	167500	BROAD STREET J W ISLAND ROAD, BARRY 1st	V.1 OR V.2 HAS CONTRAVENED A RED TRAFFIC LIGHTWHICH VEHICLE TO BE ESTABLISHED-COLLISION OCCURRED
2005	746	50135689	Serious	Tuesday	2	8	14:02	311580	168340	GLADSTONE ROAD JUNCTION WITH REGENT STREET, BARRY 1st	VEH 1 AND VEH 2 ARE BOTH TRAVELLING IN THE SAME DIRECTION AND ATTEMPT TO TURN RIGHT AT THE SAME TIME. VEH 1 THEN COLLIDED WITH THE SIDE OF VEH
2005	746	50135873	Slight	Thursday	4	8	15:16	317490	171720	WORDSWORTH AVENUE J W MOUNTJOY PLACE, PENARTH 1st	CHILD RAN OFF FROM MOTHER AND ATTEMPTED TO CROSS IN BETWEEN PARKED VEHICLE AND WAS HIT BY V.1
2005	746	50135709	Slight	Friday	5	8	17:20	311090	167690	BROAD STREET, BARRY JUNCTION WITH TRINITY ST. 1st	V1 PULLING OUT OF PARKING POSITION, FAILED TO CHECK BLIND SPOT AND HE DROVE INTO THE PATH OF V2.
2005	746	50135781	Slight	Saturday	6	8	21:40	312660	169030	BARRY ROAD, BARRY, JUNCTION WITH COURT ROAD 1st	V1 PULLED OUT OF JUNCTION INTO PATH OF V2 AND COLLISION OCCURRED.
2005	746	50135759	Slight	Monday	8	8	19:00	311010	167630	BROAD STREET, BARRY, OUTSIDE NO. 50 1st Rd:	V1 FOLLOWING V2, V2 SLOWED TO ALLOW V3 TO COMPLETE A PARKING MANOEUVRE AND V1 DROVE INTO THE BACK OF V2.
2005	746	50135882	Slight	Monday	8	8	08:20	315450	171590	MILL ROAD J W MILLBROOK ROAD, DINAS POWIS	V.1 TURNED ACROSSPATH OF V.2 AND COLLIDED WITH SAME PUSHING V.2 INTO V.3
2005	746	50136941	Slight	Thursday	11	8	08:05	310040	169570	LAKIN DRIVE, BARRY 1st Rd: U 2nd Rd:	V1 PULLED OUT OF JUNCTION INTO PATH OF V2 COLLISION OCCURRED
2005	746	50137751	Slight	Monday	15	8	19:10	315060	168280	SULLY ROAD J W COG ROAD, PENARTH 1st	V1 WAS DAZZLED BY SUNLIGHT AND DID NOT SEE V2 AT JUNCTION, V1 COLLIDED WITH V2
2005	746	50137758	Serious	Tuesday	16	8	21:03	315600	171190	BIGLISS BRIDGE, CARDIFF ROAD, DINAS POWYS 1st Rd:	V1 FAILED TO NEGOTIATE BEND, LEFT ROAD AND HIT BRIDGE WALL
2005	746	50137075	Slight	Wednesday	17	8	08:30	313010	168610	FFORDD MILENIW, BARRY, APPROACH ROUNDABOUT AT CARDIFF ROAD.	BOTH VEHICLES TRAVELLING IN SAME DIRECTION ON APPROACH TO ROUNDABOUT, V2 CAME TO A STOP AND V1 FAILED TO STOP IN TIME AND SHUNTED THE REAR OF V2.
2005	746	50137985	Slight	Sunday	21	8	20:05	311480	168170	GLADSTONE ROAD J W BYRON STREET, BARRY 1st	V1 COLLIDED WITH V2 IN MIDDLE OF JUNCTION
2005	746	50137990	Slight	Wednesday	24	8	21:15	312280	167900	O S 23 STATION STREET, BARRY 1st Rd:	CASUALTY RAN INTO ROAD IN BETWEEN PARKED CARS, V1 COULDN'T BREAK IN TIME AND HIT CASUALTY
2005	746	50137997	Slight	Saturday	27	8	17:20	311750	168100	GLADSTONE ROAD J W REGENT STREET, BARRY 1st	V1 TURNED RIGHT AT JUNCTION AND COLLIDED WITH V2 TRAVELLING IN OPPOSITE DIRECTION
2005	746	50137999	Slight	Monday	29	8	21:29	312228	168598	O S MULTI STOREY CAR PARK, COURT ROAD,	V1 COLLIDED WITH REAR OF V2 WHICH WAS PARKED ON SIDE OF ROAD THEN MADE OFF
2005	746	50137161	Fatal	Wednesday	31	8	19:25	311180	168600	BARRY RD., BARRY 1st Rd: U 2nd Rd:	PEDESTRIAN WALKED INTO PATH OF V1 FATAL COLLISION OCCURRED ON ZEBRA CROSSING
2005	746	50138003	Slight	Wednesday	31	8	16:00	311560	167940	HOLTON ROAD J W BUTTRILLS ROAD, BARRY 1st	V1 COLLIDED WITH REAR OF V2 AT JUNCTION
2005	746	50137665	Slight	Thursday	1	9	16:55	313930	168850	CARDIFF RD., BARRY 1st Rd: A4055 2nd Rd:	V2 SUDDENLY BRAKED AND V1 SHUNTED INTO ITS REAR
2005	746	50137652	Slight	Sunday	4	9	16:45	310950	167420	HOOD RD., BARRY 1st Rd: U 2nd Rd:	V2 BRAKED AND V1 SHUNTED INTO REAR
2005	746	50137970	Slight	Wednesday	7	9	20:40	310970	168870	WOODHAM PARK, BARRY 1st Rd: U 2nd Rd:	CYCLIST(V1) FAILED TO STOP AND COLLIDED WITH FRONT OF V2.
2005	746	50137712	Slight	Friday	9	9	19:44	312560	168420	BASSETT ST., BARRY 1st Rd: U 2nd Rd:	PEDESTRIAN RAN FROM BEHIND PARKED VEHICLE INTO PATH OF V1 COLLISION OCCURRED
2005	746	50138356	Serious	Wednesday	14	9	20:50	311170	167730	BROAD STREET, BARRY, OUTSIDE NO. 73 1st Rd:	V1 COLLIDED WITH A SKIP WHICH WAS AT THE KERBSIDE.
2005	746	50138573	Slight	Wednesday	14	9	16:15	314460	169130	SULLY MOORS ROAD 1st Rd: U 2nd Rd:	V.1 AND V.2 TRAVELLING IN SAME DIRECTION STOP AT ROUNDABOUT V.1 COLLIDES WITH REAR V.2
2005	746	50138661	Slight	Friday	16	9	06:45	313560	169820	DOCK LINK RD., BARRY 1st Rd: A4231 2nd	V1 RAN INTO REAR OF V2 WHICH WAS SLOWING FOR V3 WAITING TO TURN RT. V4 EMMITTING SMOKE.
2005	746	50138839	Slight	Saturday	17	9	16:20	310180	167360	EATON ST., BARRY 1st Rd: U 2nd Rd:	CYCLIST, VEH 2 HAS RIDDEN INTO SIDE OF VEH 1
2005	746	50139310	Slight	Thursday	22	9	18:50	317160	172080	COWSLIP DRIVE, PENARTH 1st Rd: U 2nd Rd:	V1 HAS COLLIDED WITH REAR OF V2 WHILST STATIONARY.
2005	746	50138789	Slight	Friday	23	9	12:06	312030	168230	KING SQUARE, HOLTON ROAD, BARRY. 1st Rd: U	V.1 A BUS BRAKED SUDDENLY TO AVOID ANOTHER VEHICLE AND A PASSENGER WAS SUBSEQUENTLY INJURED
2005	746	50138614	Serious	Monday	26	9	22:38	311570	170300	PORT ROAD EAST, 20 METRES EAST JW MELVILLE	APPEARS VEHICLE BEING DRIVEN AT EXCESSIVE SPEED FOR THE ROAD AND WEATHER CONDITIONS. IT EXITED A LONG STRAIGHT PART OF THE ROAD AND TURNED INTO A
2005	746	50138976	Slight	Thursday	29	9	08:40	310310	167660	SALISBURY RD., BARRY 1st Rd: U 2nd Rd:	V2 BRAKED AND SKIDDED INTO STATIONARY V3 WHILST V2 AND V1 TRYING TO PASS EACH OTHER IN NARROW SPACE.
2005	746	50138983	Slight	Friday	30	9	19:30	311500	167890	HOLTON RD., BARRY 1st Rd: B2494 2nd Rd:	VEH 1 HAS FAILED TO STOP AT JUNCTION AND HAS COLLIDED WITH VEH 2
2005	746	50138966	Slight	Sunday	2	10	12:28	312160	168890	BARRY RD., BARRY 1st Rd: U 2nd Rd:	VEH 1 HAS STRUCK WING MIRROR OF VEHICLE TWO WHICH WAS SWUNG IN AND SMASHED FRONT WINDOW.
2005	746	50142772	Slight	Wednesday	5	10	21:42	310840	169000	COLCOT ROAD, BARRY 1st Rd: U 2nd Rd:	V1 TRAVELLING AT SPEED COLLIDED WITH V2 CAUSING IT TO SPIN AND COLLIDE WITH V3 WHICH WAS PUSHED FORWARD AND HIT REAR OF V4 WHICH WAS STRUCK BY VEH 1
2005	746	50139235	Slight	Wednesday	5	10	16:05	311830	168500	GLADSTONE RD., BARRY 1st Rd: A4055 2nd Rd:	VEH 1 HAS COLLIDED WITH STATIONARY VEH 2 (WAITING BEHIND VEH 3). VEHICLE 2 HAS THEN BEEN PUSHED INTO THE BACK OF VEHICLE 3
2005	746	50139300	Slight	Thursday	6	10	20:00	312150	167690	SUBWAY RD., BARRY 1st Rd: U 2nd Rd:	VEHICLE 1 ENTERED MAIN ROAD WITHOUT LOOKING AND COLLIDED WITH V2
2005	746	50140463	Slight	Friday	7	10	17:00	313560	168830	CARDIFF ROAD, BARRY, NR JW ARTHUR STREET. 1st	VEHICLE TWO IS STATIONARY WAITING TO TURN RIGHT, VEHICLE ONE HAS COLLIDED WITH THE REAR OF VEHICLE TWO.
2005	746	50139855	Slight	Thursday	13	10	14:37	316750	172350	A4055 CARDIFF RD., PENARTH 1st Rd: A4055 2nd	V1 EMERGED INTO MAIN ROAD FROM FILTER LANE COLLIDING WITH V2
2005	746	50139773	Slight	Friday	14	10	12:15	317410	172730	BARONS COURT ROUNDABOUT, PENARTH 1st Rd: A4232 2nd	DRIVER OF V1 PULLED OUT OF JUNCTION AND COLLIDED WITH V2 WHICH WAS TRAVELLING STRAIGHT AHEAD.
2005	746	50140406	Slight	Tuesday	18	10	16:57	313150	169330	CARDROOK ROAD EAST, BARRY 1st Rd: U 2nd	V1 TURNED ACROSS PATH OF V2 CAUSING COLLISION
2005	746	50140409	Slight	Thursday	20	10	14:41	312780	169120	CHURCH RD., BARRY 1st Rd: U 2nd Rd:	V.2 MOVING DOWN HILL AND V.3 MOVING UP HILL WHEN V.1 PEDAL CYC ATTEMPTED TO GO IN BETWEEN AND IMPACTED
2005	746	50140323	Slight	Thursday	20	10	10:30	316470	172000	CARDIFF ROAD, DINAS POWYS 1st Rd: U 2nd	DRIVER OF V1 REVERSING AND COLLIDED WITH PEDESTRIAN.
2005	746	50140408	Slight	Sunday	23	10	01:15	317360	172730	BARRY RD., BARRY 1st Rd: A4055 2nd Rd:	V.1 FAILED TO STOP FOR POLICE AND WAS PURSUED, LOST CONTROL AT ROUNDABOUT AND CRASHED INTO A TREE
2005	746	50140604	Slight	Friday	28	10	15:55	312080	168630	GLADSTONE RD., BARRY 1st Rd: A4055 2nd Rd:	V3 WAITING TO TURN RIGHT, V2 STOPPED BEHIND AND V1 DID NOT STOP AND SHUNTED INTO REAR OF V2 AND V2 SHUNTED INTO REAR OF V3.
2005	746	50141324	Slight	Sunday	30	10	21:54	312260	168650	COURT RD., BARRY 1st Rd: U 2nd Rd:	DRIVER OF V1 LOST CONTROL AND MOUNTED PAVEMENT, COLLIDING WITH BRICK WALL.
2005	746	50140827	Slight	Monday	31	10	17:00	315830	167990	B4267 SOUTH ROAD, SULLY 1st Rd: B4267 2nd	PEDESTRIAN RAN ONTO PEDESTRIAN CROSSING AND SLOW MOVING V1 HIT HIM
2005	746	50142112	Slight	Thursday	3	11	17:29	312370	170640	PORT ROAD, BARRY. 1st Rd: U 2nd Rd:	V1 IN LINE OF TRAFFIC COLLIDED WITH REAR OF V2 CAUSING SHUNT INTO V3.
2005	746	50141325	Slight	Sunday	6	11	17:29	310340	169110	A4050 PORT ROAD, BARRY 1st Rd: A4050 2nd	V2SLOWED TO ALLOW FOR TRAFFIC LIGHTS AHEAD AND V1 COLLIDED WITH REAR OF V2.
2005	746	50141889	Slight	Thursday	10	11	17:15	311290	167980		PEDESTRIAN WALKED INTO PATH OF V1.
2005	746	50141812	Slight	Wednesday	16	11	08:35	315060	168280	SOUTH ROAD, SULLY 1st Rd: B4267 2nd Rd:	VEHICLE ONE PULLED OUT OF JUNCTION INTO PATH OF VEHICLE TWO.
2005	746	50141952	Slight	Friday	18	11	08:50	312470	168150	LOWER PYKE STREET J W JEWEL STREET, BARRY	V.1 FAILED TO STOP AT JUNCTION AND COLLIDED WITH V.2
2005	746	50142262	Slight	Wednesday	23	11	17:55	315280	170930	CARDIFF ROAD, DINAS POWYS, JW STATION ROAD 1st	V1 ENTERED MAIN ROAD AND COLLIDED WITH V2
2005	746	50143064	Slight	Thursday	24	11	16:45	315780	171510	CARDIFF RD., DINAS POWYS 1st Rd: A4055 2nd	V1 STOPPED AT TRAFFIC LIGHTS ROLLED FORWARD AND COLLIDED WITH REAR OF V2.
2005	746	50142263	Slight	Friday	25	11	08:20	311550	168790	BARRY ROAD, BARRY, JW CEMETERY LANE. 1st Rd:	V1 COLLIDED WITH REAR V2 AS IT STOPPED IN TRAFFIC AT ROUNDABOUT
2005	746	50142617	Serious	Monday	28	11	08:48	310450	167410	PARK ROAD, BARRY 1st Rd: U 2nd Rd:	V1 FAILED TO GIVE WAY TO PEDESTRIAN COLLISION OCCURRED
2005	746	50142513	Slight	Monday	28	11	08:55	314460	169130	A4231 BARRY DOCK LINK ROAD 1st Rd: A4231	VEHICLE TWO HAS COLLIDED WITH REAR OF VEHICLE ONE WHILST STATIONARY,
2005	746	50142751	Slight	Wednesday	30	11	08:28	315660	171290	CARDIFF ROAD, DINAS POWYS 1st Rd: A4055 2nd	V1 EMERGED FROM A GAP IN THE TRAFFIC INTENDING TO TURN RIGHT AND V2 SWERVED TO AVOID A COLLISION BUT COLLIDED WITH THE FRONT OF V1, REBOUNDED AND CAME
2005	746	50142767	Slight	Thursday	1	12	12:20	311340	168220	BUTTRILLS ROAD, BARRY 1st Rd: U 2nd Rd:	VEHICLE ONE STRUCK RAISED DRAIN COVER IN ROAD.
2005	746	50142516	Serious	Thursday	1	12	05:00	312490	168710	GLADSTONE ROAD, BARRY 1st Rd: U 2nd Rd:	DRIVER V1 LOST CONCENTRATION THROUGH TIREDDNESS AND COLLIDED WITH V2 AND V3
2005	746	50142761	Serious	Friday	2	12	17:00	311380	167500	FFORDD MILENIW, BARRY 1st Rd: U 2nd Rd:	V1 PULLED OUT OF JUNCTION TO TURN RIGHT INTO PATH OF V2 TRAVELLING ON MAIN ROAD
2005	746	50143009	Slight	Friday	2	12	07:30	317360	172720	A4055 PENARTH ROAD 1st Rd: A4055 2nd Rd:	VEHICLE ONE HAS STRUCK REAR OF VEHICLE TWO AT REAR.
2005	746	50142766	Slight	Sunday	4	12	13:30	311540	167690	MORRISON'S CAR PARK, BARRY 1st Rd: U 2nd	V1 DRIVER DISTRACTED COLLIDED WITH TROLLEY IN CAR PARK
2005	746	50142782	Slight	Sunday	4	12	17:06	315450	171060	CARDIFF RD., DINAS POWYS 1st Rd: A4055 2nd	V3 CAME TO HALT IN FLOW OF TRAFFIC, V1 SHUNTED INTO REAR OF V2 AND V2 SHUNTED INTO V3
2005	746	50143328	Slight	Monday	5	12	11:50	312190	168240	HOLTON ROAD, BARRY 1st Rd: B4294 2nd Rd:	PEDESTRIAN FAILED TO SEE VEHICLE REVERSING AND SLIGHT CONTACT WAS MADE.
2005	746	50142939	Slight	Wednesday	7	12	15				

Year	Year Code	Reference	Severity	Day	Date	Month	Time	Easting	Northing	Location	Details
2006	746	60144281	Slight	Sunday	1	1	00:45	315490	171370	STACEY ROAD, DINAS POWYS 1st Rd: U 2nd	VEHICLE ONE HAS LOST CONTROL AND HIT VEHICLE TWO AND THEN VEHICLE THREE.
2006	746	60144526	Slight	Sunday	8	1	07:25	311940	168560		
2006	746	60145037	Slight	Friday	13	1	08:15	317171	171862	REDLANDS RD., PENARTH 1st Rd: B4267 2nd Rd:	V1 APPROACHED PEDESTRIAN CROSSING , LIGHTS ON AMBER, AND V1 COLLIDED WITH PEDESTRIAN
2006	746	60145058	Slight	Saturday	14	1	17:45	310610	167100	HARBOUR RD., BARRY, JUNCTION WITH BROAD STREET. 1st	V1 FAILED TO OBSERVE SITUATION PROPERLY AND COLLIDED WITH V2 AS HE OVERSHOT THE JUNCTION.
2006	746	60145636	Slight	Friday	20	1	18:46	312420	170660	PORT ROAD EAST, BARRY 1st Rd: A4050 2nd	V2 SLOWED DUE TO TRAFFIC FLOW AND V1 SHUNTED INTO ITS REAR
2006	746	60145672	Slight	Sunday	22	1	14:30	311800	168040	THOMPSON ST., BARRY 1st Rd: U 2nd Rd:	V1 FAILED TO LOOK WHEN EMERGING FROM JUNCTION AND COLLIDED WITH V2 WHICH WAS ENTERING THAT JUNCTION
2006	746	60145980	Slight	Tuesday	24	1	18:30	311660	170370	MERTHYR DYFAN ROAD JUNCTION WITH PORT ROAD, BARRY	DRIVER OF VEHICLE ONE HAS LOST CONTROL OF HIS VEHICLE AS HE PULLED OUT AND HAS STRUCK VEHICLE TWO.
2006	746	60147398	Serious	Thursday	26	1	21:15	312980	170320	A4050, PORT ROAD EAST, WENVOE 1st Rd: A4050	V1 HAS LOST CONTROL AT THE ROUNDABOUT AND STRUCK V2 WHICH WAS TRAVELLING IN THE OPPOSITE DIRECTION.
2006	746	60146070	Slight	Friday	27	1	16:10	311100	167950	MONTGOMERY ROAD, BARRY 1st Rd: U 2nd Rd:	V1 COLLIDED WITH REAR OF V2
2006	746	60146529	Slight	Friday	3	2	14:00	312130	168880	CARDIFF ROAD, -FORECOURT OF MATTHEWS GARAGE. 1st Rd:	DRIVER OF V1 REVERSING OUT OF CAR SALES AREA AND STRUCK CASUALTY 1 TO THE BACK.
2006	746	60146875	Slight	Wednesday	8	2	08:45	310840	168690	COLCOT RD., BARRY 1st Rd: A4050 2nd Rd:	V2 STOPPED AT ZEBRA CROSSING AND V1 SHUNTED INTO REAR
2006	746	60146681	Slight	Wednesday	8	2	08:50	313150	168640	CARDIFF RD. JNT WITH GLADSTONE ROAD, BARRY. 1st	V2, 3 AND 4 STATIONARY AT JUNCTION WHEN V1 RAN INTO REAR OF V4 PUSHING INTO V3 INTO V2.
2006	746	60147024	Slight	Friday	10	2	18:50	315950	171550	CARDIFF RD., DINAS POWYS 1st Rd: A4055 2nd	V3 SLOWED DUE TO FLOW OF TRAFFIC AND V2 DID SAME BEHIND. V1 DID NOT SLOW AND SHUNTED INTO V2 WHICH SHUNTED INTO V3
2006	746	60147466	Slight	Sunday	12	2	12:20	317410	172720	PENARTH ROAD ROUNDABOUT 1st Rd: A4160 2nd Rd:	V2 SLOWED DOWN ON APPROACH TO ROUNDABOUT AND V1 COLLIDED WITH REAR OF V2.
2006	746	60147267	Slight	Monday	13	2	16:01	312820	169270	BRIDGE STREET JUNCTION WITH PRICE AVENUE, BARRY 1st	V1 ATTEMPTED TO MAKE OFF FROM POLICE, V2 HAS PULLED OVER AND V1 IN ATTEMPTING TO OVERTAKE V2 HAS COLLIDED WITH ITS SIDE,
2006	746	60147478	Slight	Tuesday	14	2	14:05	314110	168950	CARDIFF ROAD, BARRY. 1st Rd: A4055 2nd Rd:	V2 STATIONARY IN CENTRE OF ROAD WAITING TO TURN RIGHT, V1 BEHIND COLLIDED INTO REAR OF V2 AND V2 IS THEN PUSHED INTO PATH OF ONCOMING V3. DRIVER OF
2006	746	60148269	Slight	Thursday	16	2	19:59	310500	167880	TEMLALL' CLAUDE ROAD WEST, BARRY 1st Rd: U	V1 TRAVELLING TOWARDS PONTYPRIDD ROAD HAS LOST CONTROL AND COLLIDED WITH STATIONARY, UNATTENDED V2
2006	746	60147382	Slight	Thursday	16	2	19:07	314310	169060		PEDESTRIAN WALKED OUT FROM A HEDGE INTO THE PATH OF VEHICLE 1 AND SLIGHT COLLISION OCCURRED.
2006	746	60147535	Slight	Friday	17	2	17:00	315830	171500	CARDIFF ROAD, DINAS POWYS(OUTSIDE TEXACO GARAGE) 1st Rd:	V2 STOPPED TO ALLOW VEHICLE OUT OF GARAGE, AND V1 FAILED TO NOTICE AND COLLIDED WITH REAR OF V2.
2006	746	60148300	Slight	Saturday	25	2	03:20	310330	167940	PONTYPRIDD ROAD, BARRY 1st Rd: U 2nd Rd:	VEHICLE ONE SWERVED TO AVOID A CAT AND STRUCK STATIONARY VEHICLE TWO.
2006	746	60148422	Slight	Tuesday	28	2	15:20	310830	169050	COLCOT ROAD JUNCTION BARRY HOSPITAL, BARRY 1st Rd:	V1 COLLIDED WITH A PEDESTRIAN WHO WAS CROSSING THE ROAD.
2006	746	60148705	Serious	Friday	3	3	16:05	310330	169110	A4050 PORT ROAD, NEAR JUNCTION WITH STIRLING ROAD,	V1 STRUCK PEDESTRIAN WHO WALKED OUT INTO ROAD FROM BETWEEN PARKED STATIONARY VEHICLES.
2006	746	60148231	Slight	Friday	3	3	16:55	316420	171890	CARDIFF ROAD, BARRY, 200 YARDS PAST THE SWAN	V2 CAME TO A STOP IN CONGESTED LINE OF TRAFFIC AND V1 COLLIDED WITH REAR OF V2.
2006	746	60148333	Slight	Sunday	5	3	08:30	314500	169140	A4055, CARDIFF ROAD, BARRY 1st Rd: A4055 2nd	VEHICLE ONE HAS DRIVER WRONG WAY AROUND ROUNDABOUT AND HAS STRUCK VEHICLE TWO HEAD ON.
2006	746	60148533	Slight	Friday	10	3	09:15	312750	169080	BARRY ROAD, BARRY, JW MAIN STREET. 1st Rd:	CYCLIST COLLIDED WITH SIDE OF V1.
2006	746	60148432	Serious	Sunday	12	3	17:20	312360	168410	MOREL ST. NEAR JUNCTION WITH GLADSTONE RD., BARRY	CHILD PLAYING IN THE STREET APPEARS TO HAVE RUN INTO PATH OF ONCOMING VEHICLE.
2006	746	60148550	Slight	Monday	13	3	19:15	310760	167630	ISLAND ROAD, BARRY, JW PRINCES STREET. 1st Rd:	V1 FAILED TO STOP AT GIVE WAY SIGNS AND COLLIDED WITH V2 THEN SPUN AROUND AND STRUCK V3 WHICH WAS PARKED.
2006	746	60148799	Slight	Tuesday	14	3	08:45	311080	168240	COLLEGE ROAD BARRY, 15 METRES FROM YSGOL ST	CHILD RAN OUT FROM BEHIND A PARKED VEHICLE INTO THE PATH OF V.1
2006	746	60148995	Slight	Saturday	18	3	18:43	311320	166900	CLIVE ROAD, BARRY ISLAND, JW PHYLLIS STREET. 1st	VEHICLE ONE HAS TURNED INTO PATH OF VEHICLE TWO AND A COLLISION HAS OCCURED.
2006	746	60149013	Slight	Sunday	19	3	14:40	313390	169600	COLDBROOK ROAD EAST, BARRY, JW LANGLANDS ROAD. 1st	VEHICLE ONE HAS LOST CONTROL ON BEND AND HAS COLLIDED WITH VEHICLE TWO WHICH WAS PARKED AND UNATTENDED.
2006	746	60149440	Slight	Monday	20	3	06:50	313480	169440	NORWOOD CRESCENT, BARRY 1st Rd: U 2nd Rd:	V1 PEDAL CYCLIST TURNED LEFT OUT OF JCN. INTO PATH OF V2
2006	746	60149081	Slight	Thursday	23	3	09:07	313350	168810	CARDIFF ROAD, BARRY, JUNCTION WITH BETTS GARAGE. 1st	V1 PULLED OUT OF JUNCTION INTO MAIN ROAD AND COLLIDED WITH V2. V1 FAILED TO STOP.
2006	746	60149686	Slight	Wednesday	29	3	00:04	310340	169110	A4050 PORT RD., BARRY 1st Rd: A4050 2nd	V2 TRAVELLED THROUGH GREEN TRAFFIC LIGHT AND V1 PULLED OUT OF JUNCTION AND COLLIDED WITH V2.
2006	746	60149453	Slight	Wednesday	29	3	13:45	310630	166880	HARBOUR RD., BARRY 1st Rd: U 2nd Rd:	DRIVER OF V1 IGNORED TRAFFIC CONTROL SYSTEM AND MANOEUVRES AROUND A VEHICLE PARKED IN FRONT OF HIM AND STRUCK A ROAD WORKER AT THE SIDE OF
2006	746	60149439	Slight	Thursday	30	3	13:00	311440	167860	BROAD STREET, BARRY 1st Rd: U 2nd Rd:	BOTH VEHICLES AT ROUNDABOUT AND WHEN V2 SLOWED DOWN TO A STOP, V1 HAS GONE INTO THE BACK OF V2.
2006	746	60150057	Slight	Saturday	1	4	14:15	311640	167860	DOCK VIEW ROAD, BARRY 1st Rd: U 2nd	CHILD RAN FROM BEHIND A BUSH INTO THE PATH OF V1 AND COLLISION OCCURRED.
2006	746	60149636	Slight	Monday	3	4	16:06	317360	172570	OLD BARRY ROAD, PENARTH 1st Rd: U 2nd	V1 RAN INTO REAR OF V2 AT APPROACH TO R. B.
2006	746	60150519	Slight	Tuesday	11	4	13:25	316080	168830		DRIVER OF VEHICLE 1 LOST CONTROL ON WET SLIPPERY ROAD, SKIDDED AND VEHICLE OVERTURNED.
2006	746	60150112	Slight	Wednesday	12	4	13:40	313890	170180	ARGAE LANE, DINAS POWYS. 1st Rd: U 2nd	V1 CUT CORNER ON BEND AND HIT V2 ONCOMING
2006	746	60150162	Slight	Sunday	16	4	01:22	311700	170310	MERTHYR DYFAN ROAD, BARRY, OUTSIDE NO 54 1st	DRIVER OF V1 LOST CONTROL OF VEHICLE AND CRASHED INTO V2 AND V3
2006	746	60150812	Slight	Monday	24	4	16:40	312610	169020	BARRY ROAD, JUNCTION WITH FAIRFORD STREET. 1st Rd:	V1 PULLED OUT OF JUNCTION AND INTO THE PATH OF V2 WHICH WAS TRAVELLING STRAIGHT AHEAD.
2006	746	60150859	Slight	Wednesday	26	4	14:27	310480	166930	ST NICHOLAS ROAD, BARRY, JW BROAD STREET. 1st	V1 TRAVELLING UP HILL AND MALE STEPPED OFF PAVEMENT INTO PATH OF V1. V1 BRAKED BUT THE MALE CONNECTED WITH BONNET OF VEHICLE.
2006	746	60150891	Slight	Thursday	27	4	14:09	310370	169150	A4228 PORT ROAD WEST, BARRY, 1000 METRES FROM	V1 CROSSED CENTER LINE INTO V2 WHICH SHED LOAD V5 TRAVELLING BEHIND V1 HIT LOAD. V4 BRAKED AND V3 HIT REAR OF V4 BOTH TRAVELLING IN OPPOSITE DIRECTION.
2006	746	60151102	Slight	Thursday	27	4	19:45	311920	168130	MERTHYR STREET, BARRY 1st Rd: U 2nd Rd:	CASUALTY STEPPED OUT IN FRONT OF V1 AND SUSTAINED MINOR INJURIES.
2006	746	60150838	Slight	Thursday	27	4	14:45	312980	170320	A4231 BARRY DOCKS LINK ROAD, BARY, JUNCTION WITH	V1 COLLIDED WITH REAR OF V2 AFTER ACCELERATING INSTEAD OF BRAKING AT ROUNDABOUT APPROACH.
2006	746	60155213	Slight	Saturday	29	4	12:55	312320	171450	A4050 PORT ROAD, JW U C LANE LEADING	V2 SLOWED TO TURN RIGHT INTO DRIVE AND V1 TRAVELLING BEHIND FAILED TO REACT IN TIME AND COLLIDED WITH REAR OF V2.
2006	746	60150882	Slight	Sunday	30	4	00:49	311440	168110	A4055 GLADSTONE ROAD, BARRY, JW BUTTRILLS ROAD. 1st	V1 PULLED OUT INTO PATH OF V2(POLICE VEHICLE WHICH WAS ON IMMEDIATE RESPONSE), AND DRIVER V2 TRIED TO AVOID COLLISION AND IN DOING SO COLLIDED WITH V1
2006	746	60151500	Slight	Thursday	4	5	23:58	310380	169150	PORT ROAD WEST, BARRY 1st Rd: A4226 2nd	V1 APPEARS TO HAVE STRUCK THE REAR OF V2 WHILEST IT WAS STATIONARY.
2006	746	60151404	Slight	Friday	5	5	18:55	312650	169030	BARRY ROAD, BARRY, JUNCTION WITH COURT ROAD. 1st	V2 INTENDED TO TURN RIGHT THEN IMMEDIATELY LEFT AND WHEN IT DID SO IT WAS STRUCK BY V1. V1 THEN COLLIDED WITH V3 WHICH WAS STATIONARY.
2006	746	60152041	Serious	Sunday	7	5	13:10	313499	169869	A4231 BARRY DOCKS LINK ROAD, BARRY JUNCTION WITH	V2 PULLED OUT TO OVERTAKE AND HAS STRUCK A MOTORCYCLE WHICH WAS ALSO OVERTAKING.
2006	746	60152054	Slight	Thursday	11	5	08:40	312920	170080	GILBERT LANE EAST, BARRY 1st Rd: U 2nd	V1 HAS COLLIDED WITH V2 WHICH WAS TRAVELLING IN THE OPPOSITE DIRECTION.
2006	746	60153350	Slight	Monday	15	5	08:28	312120	170480	A4055 PORT ROAD EAST, BARRY 1st Rd: A4055	V1 HIT V2 IN LINE OF TRAFFIC. V3 SWERVED TO AVOID A COLLISION AND WAS HIT BY V4.
2006	746	60152132	Slight	Friday	19	5	18:00	312790	169370	BRIDGE STREET, BARRY 1st Rd: U 2nd Rd:	V2 PARKED AGAINST KERB AND V1 MIDJUDGED SPACE ON NARROW ROAD AND COLLIDED WITH REAR OF V2.
2006	746	60151528	Fatal	Friday	19	5	10:30	313419	169919	A4231 BARRY DOCK LINK ROAD, BARRY 1st Rd:	V1 ATTEMPTED TO TURN PULLING INTO PATH OF V2 WHICH WAS TRAVELLING DIRECTLY BEHIND
2006	746	60152222	Slight	Friday	26	5	18:50	311990	168830	BARRY ROAD, BARRY 1st Rd: U 2nd Rd:	V1 HAS COLLIDED WITH THE REAR OF V2 WHICH IN TURN HAS COLLIDED WITH THE REAR OF V3 AND 4
2006	746	60152870	Slight	Monday	29	5	16:55	315240	169790	B4055 CARDIFF ROAD, DINAS POWYS, 700 METRES WEST	BOTH VEHICLES TRAVELLING IN OPPOSITE DIRECTIONS. V1 GONE OUT OF CONTROL ON BENDS AND SPUN ONTO OPPOSITE SIDE OF ROAD, INTO PATH OF V2 RESULTING IN COLLISION.
2006	746	60153371	Slight	Tuesday	6	6	12:10	311700	170110	MERTHYR DYFAN RD., BARRY 1st Rd: U 2nd	PEDESTRIAN CROSSED INTO ROAD AS V1 REVERSING OUT OF DRIVEWAY COLLISION OCCURRED
2006	746	60153380	Slight	Wednesday	7	6	17:30	310310	167550	CASTLE ST., BARRY 1st Rd: U 2nd Rd:	CHILD PEDESTRIAN RAN INTO PATH OF V1 COLLIDING WITH SIDE BUT WAS UNHURT
2006	746	60153032	Serious	Wednesday	7	6	22:30	313510	169510		TWO YOUNG BOYS MESSING ABOUT, IP SAT ON BONNET OF CAR AND DRIVER OF CAR ACCELERATED AND IP FELL OFF BONNET AND STRUCK HIS HEAD ON ROADSIDE.
2006	746	60153409	Slight	Thursday	8	6	13:26	310320	167960	PONTYPRIDD ROAD JUNCTION WITH CWM BARRY WAY, BARRY	VEH.2 HAS OVERTAKEN VEH.3 WHICH HAS FLASHED VEH.1 TO CUT ACROSS THE ROAD. VEH.2 HAS CRASHED INTO VEH.1.
2006	746	60153383	Slight	Thursday	8	6	22:00	311390	167850	BROAD STREET, BARRY 1st Rd: A4055 2nd Rd:	V1 COLLIDED REAR V2, V2 STRUCK REAR V3
2006	746	60153453	Slight	Sunday	11	6	10:45	310670	166870	HARBOUR ROAD, BARRY 1st Rd: A4055 2nd Rd:	VEH.1 COLLIDED INTO BACK OF VEH.2 WHICH HAD SUDDENTLY STOPPED TO LET PEDESTRIAN CROSS.
2006	746	60153463	Slight	Tuesday	13	6	08:00	314020	168890	CARDIFF RD., BARRY 1st Rd: A4055 2nd Rd:	V1 LOST CONTROL AND SLID INTO V2
2006	746	60153472	Slight	Wednesday	14	6	15:10	312010	168430	MAEVS CWM STREET, BARRY 1st Rd: U	VEH.1 REVERSED INTO INJURED PARTY.
2006	746	60153966	Slight	Monday	19	6	15:30	312580	168300	COIGNE TERRACE, BARRY 1st Rd: U 2nd Rd:	V2 ATTEMPTING TO PARK VEHICLE AND V1 DROVE INTO REAR OF V2.
2006	746	60153973	Slight	Wednesday	21	6	15:10	312090	168880	BARRY ROAD, BARRY JUNCTION WITH DYFAN ROAD 1st	V2 STOPPED AT RED TRAFFIC LIGHT AND V1 COLLIDED INTO REAR OF V2 CAUSING DAMAGE.
2006	746	60154006	Serious	Friday	23	6	16:30	313100	168890	VERE STREET, BARRY. 1st Rd: U 2nd Rd:	PERSON WALKED OFF BUS AND STRAIGHT INTO PATH OF V1 AND COLLISION OCCURRED.
2006	746	60154022	Slight	Sunday	25	6	18:45	313320	169990	A4321 BARRY DOCKS LINK ROAD, APPROX 100 METRES	V1 UNDERTOOK ANOTHER VEHICLE AND COLLIDED WITH N S KERB LOST CONTROL SWERVED INTO THE O S C W WHERE IT COLLIDED WITH TWO ONCOMING VEHICLES.

2006 contd

Year	Year Code	Reference	Severity	Day	Date	Month	Time	Easting	Northing	Location	Details
2006	746	60154035	Slight	Monday	26	6	17:15	311650	170380	PORT ROAD, BARRY 1st Rd: U 2nd Rd:	V2 IN LINE OF TRAFFIC ABOUT TO MOVE OFF AND V1 COLLIDED WITH REAR OF V2, CAUSING DAMAGE AND INJURY TO PASSENGER.
2006	746	60154274	Slight	Friday	30	6	09:30	317350	172720	BARRY ROAD, ROUNDABOUT AT PENARTH ROAD. 1st Rd:	PEDESTRIAN WALKED OUT FROM BETWEEN STATIONARY VEHICLES AND COLLIDED WITH V1.
2006	746	60154304	Slight	Tuesday	4	7	13:00	313770	170400	WESTRA LANE, DINAS POWYS 1st Rd: U 2nd	V1 STOPPED AND V2 STOPPED BEHIND IT, THEN V1 REVERSED HITTING V2 AND FAILED TO STOP
2006	746	60154306	Slight	Wednesday	5	7	20:54	312380	168670	GLADSTONE RD., BARRY 1st Rd: A4055 2nd Rd:	V1 HAS FAILED TO GIVE PRECEDENCE TO RIGHT ON ROUNDABOUT AND COLLIDED WITH V2
2006	746	60154298	Slight	Saturday	8	7	17:30	311490	167630	RHODFA SWELDON, BARRY. NEAR JUNCTION WITH ROUNDABOUT WITH	V1 FAILED TO GIVE WAY AT ROUNDABOUT AND COLLIDED WITH V2.
2006	746	60154325	Slight	Monday	10	7	17:30	312360	169900	CLOS LLAWHADEN, BARRY 1st Rd: U 2nd Rd:	CHILD RAN OUT INTO SIDE OF V.1 FROM BEHIND STATIONARY ICE-CREAM VAN
2006	746	60154327	Slight	Monday	10	7	19:28	314860	168320	SULLY MOORS RD., SULLY 1st Rd: B4267 2nd	V1 OVERTOOK V2 WHICH WAS TRAVELLING IN FRONT, LOST CONTROL. V2 COULD NOT BRAKE OR AVOID AND COLLIDED WITH V1
2006	746	60154587	Serious	Tuesday	18	7	12:45	315510	171090	ELM GROVE PLACE, DINAS POWYS 1st Rd: U	V1 WAITING TO TURN RIGHT AT JUNCTION DID NOT SEE V2 CYCLIST AND COLLISION OCCURRED
2006	746	60154688	Slight	Friday	21	7	17:46	309340	168470	PORT ROAD WEST, BARRY, OUTSIDE CWM CIDDY PUBLIC	ALL FIVE VEHICLES IN LINE OF TRAFFIC AND V1 FAILED TO STOP BEHIND V4, CAUSING V4 TO SHUNT INTO V3, V2 AND V1.
2006	746	60156135	Slight	Friday	21	7	06:40	313514	168889	LITTLE MOORS HILL, JUNCTION WITH CARDIFF ROAD, BARRY	V2 STOPPED AT JUNCTION AND V1 TRAVELLING BEHIND STRUCK V2 TO THE REAR.
2006	746	60154903	Slight	Wednesday	26	7	10:15	311360	167830	BROAD STREET, BARRY, JUNCTION WITH COLLEGE ROAD. 1st	V1 CUT IN FRONT OF V2, CAUSING V2 TO TAKE EVASIVE ACTION TO AVOID A COLLISION AND RIDER OF V2 FELL OFF MOTORBIKE.
2006	746	60154927	Slight	Thursday	27	7	13:15	310100	166600	BRON Y MOR, THE KNAF, BARRY 1st Rd:	V1 DRIVER REVERSED FROM PARKING SPACE AND HIT PEDESTRIAN IN WHEEL CHAIR CROSSING THE ROAD
2006	746	60154935	Slight	Thursday	27	7	20:00	310220	166780	ROMILLY PARK ROAD, BARRY 1st Rd: U 2nd	V1 PULLED OUT TO OVERTAKE PARKED VEHICLE ON BEND AND COLLIDED WITH V2 TRAVELLING IN OPPOSITE DIRECTION
2006	746	60155316	Slight	Friday	4	8	15:28	314160	167860	HAYES ROAD, SULLY 1st Rd: U 2nd Rd:	VEHICLES TRAVELLING IN OPPOSITE DIRECTIONS, PARKED CARS ON EITHER SIDE, V2 LARGE VEHICLE, V1 BRAKED AND LOST CONTROL COLLISION OCCURRED.
2006	746	60155709	Slight	Thursday	17	8	08:25	311790	166860	PLYMOUTH ROAD, BARRY, JW IVOR STREET, BARRY ISLAND.	V1 PULLED OUT OF JUNCTION INTO THE PATH OF V2 AND COLLISION OCCURRED.
2006	746	60155738	Slight	Thursday	17	8	09:45	312040	168860	BARRY ROAD, BARRY, JUNCTION WITH CORNWALL ROAD. 1st	V1 PULLED OUT OF JUNCTION INTO THE PATH OF ONCOMING V2 CAUSING COLLISION.
2006	746	60155706	Slight	Saturday	19	8	18:25	310620	167450	PORTKERRY ROAD, BARRY, JUNCTION WITH WINDSOR ROAD. 1st	V1(CYCLIST) COLLIDED WITH V2 WHICH HAD JUST BEGUN TO PULL OUT FROM KERB.
2006	746	60156147	Serious	Wednesday	23	8	18:30	317395	171485	REDLANDS ROAD, PENARTH 1st Rd: U 2nd Rd:	V1 REVERSING OFF DRIVEWAY COLLIDED WITH A PEDESTRIAN
2006	746	60156991	Serious	Monday	28	8	23:00	311210	168610	BARRY ROAD, BARRY 1st Rd: U 2nd Rd:	UNKNOWN VEHICLE HAS STRUCK PEDESTRIAN WHILST CROSSING THE ROAD.
2006	746	60156080	Slight	Wednesday	30	8	17:30	311260	169850	MEGGITT ROAD, BARRY 1st Rd: U 2nd Rd:	PEDAL CYCLIST RODE FROM IN BETWEEN TWO PARKED VEHICLES AND COLLIDED WITH BUS.
2006	746	60156544	Slight	Wednesday	6	9	17:55	312460	168130	JEWEL STREET, BARRY, OUTSIDE NO. 50 1st Rd:	IP ROPE PEDALCYCLE (V1) FROM BETWEEN 2 CARS, V2, DRIVING PAST HAD TO TAKE EVASIVE ACTION AND THE PEDAL CYCLE FELL ON TO V3 WHICH WAS PARKED AND
2006	746	60156969	Serious	Thursday	7	9	16:50	311810	168500	GLADSTONE ROAD, BARRY, JW TYNEWYDD ROAD 1st Rd:	V1 TRAVELLED ACROSS BOTH LANES AT TRAFFIC LIGHTS AND COLLIDED WITH V2.
2006	746	60156751	Slight	Thursday	7	9	09:10	314820	169290	CARDIFF ROAD, BARRY 1st Rd: U 2nd Rd:	VEHICLE ONE HAS MISJUDGED SPACE AND TRIED TO OVERTAKE VEHICLE TWO. VEHICLE ONE HAS CLIPPED SIDE OF VEHICLE TWO.
2006	746	60156787	Slight	Friday	8	9	11:56	315370	171350	MILL ROAD, DINAS POWYS, NEAR JUNCTION WITH MILL	DRIVER OF VEHICLE HAD ALIGHTED FROM HIS VEHICLE, HOWEVER IT APPEARS THE HANDBRAKE FAILED AND THE VEHICLE ROLLED INTO OWNER DRIVER OF VEHICLE, BY WHICH-
2006	746	60156577	Serious	Saturday	9	9	11:09	312270	168140	CASTLELAND STREET, BARRY, NEAR JW CROSS STREET. 1st	DRIVER OF V1 REVERSED WITH DRIVERS DOOR OPEN AND DOOR JAMMED CHILD'S ARM AGAINST LAMP POST.
2006	746	60156448	Serious	Sunday	10	9	22:58	314500	169160	BARRY DOCKS LINK ROAD, ROUNDABOUT NEAR LIDL STORE.	DRIVER OF VEHICLE LOST CONTROL AND CLIPPED ROUNDABOUT AND GONE THROUGH BARRIER INTO DITCH, NARROWLY MISSING PEDESTRIAN.
2006	746	60156961	Slight	Tuesday	12	9	08:49	311170	169960	A4050 PORT ROAD EAST, BARRY, JW MEGGIT ROAD.	FOREIGN HGV STOPPED ON MAIN ROAD TO ALLOW V2 TO PULL OUT AND AS HE DID, V1 OVERTOOK THE HGV AND COLLIDED WITH V2.
2006	746	60156649	Slight	Tuesday	12	9	11:40	317390	171730	WORDSWORTH AVENUE, PENARTH 1st Rd: U 2nd Rd:	V1 DROVE A TRAFFIC CONE NEAR ROADWORKS AND GLANCED A WORKMAN ON LEG.
2006	746	60156979	Slight	Friday	15	9	10:50	312120	168490	MAES Y CWM ROAD, BARRY 1st Rd: U	VEHICLE ONE HAS LOST CONTROL AND COLLIDED WITH PARKED, UNATTENDED VEHICLE TWO.
2006	746	60156815	Slight	Saturday	16	9	16:00	310960	168380	COLLEGE ROAD, BARRY, JUNCTION WITH JENNER ROAD. 1st	V1 DRIVING TOO CLOSE TO V2 AND COLLISION OCCURRED.
2006	746	60156981	Slight	Friday	22	9	01:00	311650	167810	FFORDD Y MILLENIWM, BARRY 1st Rd: U 2nd	VEHICLE ONE HAS LOST CONTROL AT ROUNDABOUT AND STRUCK TRAFFIC ISLAND.
2006	746	60157430	Slight	Monday	25	9	15:45	312310	168890	BARRY ROAD, BARRY 1st Rd: U 2nd Rd:	AS VEHICLE ONE PULLED OFF IT STRUCK VEHICLE TWO.
2006	746	60158029	Serious	Wednesday	27	9	18:00	309880	167100	PORTH Y CASTELL, BARRY 1st Rd: U 2nd	PEDESTRIAN CASUALTY WALKED INTO PATH OF V1 AND WAS INJURED
2006	746	60157713	Slight	Wednesday	27	9	09:45	317390	172750	BARONS COURT TRAFFIC LIGHTS 1st Rd: U 2nd	TRAFFIC LIGHTS WEREN'T WORKING AT JUNCTION AND BOTH VEHICLE ONE AND TWO HAD DRIVEN THOUGH JUNCTION AND COLLIDED.
2006	746	60158123	Slight	Tuesday	10	10	13:20	313000	168690	GLADSTONE ROAD, BARRY, JW HOLTON ROAD. 1st Rd:	V1 PULLED AWAY FROM JUNCTION AND IN DOING SO COLLIDED WITH REAR OF V2.
2006	746	60158511	Slight	Wednesday	18	10	15:20	310830	169050	COLCOT ROAD, BARRY, 50 METRES FROM JW BARRY	V1 DID U TURN AND COLLIDED WITH PEDAL CYCLE CAUSING INJURY TO RIDER.
2006	746	60158664	Slight	Wednesday	18	10	11:53	313417	169929	A4231, BARRY DOCKS LINK ROAD 1st Rd: A4231	VEHICLE HAS LEFT THE CARRIAGEWAY TO THE NEARSIDE AND HAS COLLIDED WITH A LAMPPOST.
2006	746	60159286	Slight	Tuesday	24	10	09:45	313670	168780	A4055 CARDIFF ROAD, BARRY 1st Rd: A4055 2nd	V1 HAS PULLED ACROSS IN FRONT OF ONCOMING V2. V2 BRAKED AND V3 HAS BEEN HIT AT THE REAR BY V4 AND BEEN SHUNTED INTO V2
2006	746	60158838	Slight	Tuesday	24	10	08:00	313770	171500	ST ANDREWS MAJOR ROAD 1st Rd: U 2nd	VEHICLE ONE HAS PULLED OUT OF JUNCTION AND COLLIDED WITH VEHICLE TWO (PEDAL CYCLE)
2006	746	60159149	Slight	Monday	30	10	15:53	317360	172720	OLD BARRY ROAD, 100 METRES FROM TRAFFIC LIGHT	V1 FAILED TO NOTICE STATIONARY V2 AND 3 ON APPROACH TO TRAFFIC LIGHTS AND PUSHED V2 INTO V3.
2006	746	60159132	Slight	Tuesday	31	10	19:50	314140	168970	CARDIFF ROAD, BARRY, OUTSIDE MONTY SMITHS GARAGE. 1st	V1 PULLED OUT OF MONTY SMITH GARAGE AND COLLIDED WITH V2.
2006	746	60159196	Slight	Tuesday	31	10	15:40	315460	171620	MILL RD., DINAS POWYS 1st Rd: U 2nd	ELDERLY PEDESTRIAN CROSSED ROAD INTO PATH OF V1 WHICH WAS REVERSING VERY SLOWLY
2006	746	60159385	Slight	Wednesday	8	11	07:50	310700	167290		CHILD PEDESTRIAN RAN INTO PATH OF V1 WITHOUT LOOKING
2006	746	60159561	Slight	Wednesday	8	11	07:55	311430	170170	A4050 PORT ROAD EAST, BARRY 1st Rd: A4050	V1 (A MOTORCYCLE) HAS OVERTAKING A LINE OF STATIONARY TRAFFIC ON OUTSIDE. V2 HAS EDGED OUT OF DRIVE AND CLIPPED MOTORCYCLE WITH FRONT END.
2006	746	60160059	Slight	Thursday	9	11	08:30	314640	168630	SULLY MOORS ROAD, NEAR N-POWER POWER STATION. 1st	BOTH DRIVERS BLINDED BY THE SUN AND WHEN V2 BRAKED SUDDENLY, V1 WENT INTO REAR OF V2.
2006	746	60159866	Slight	Monday	13	11	14:30	316800	172450	EASTBROOK ROAD J W PENLAN ROAD, LLANDOUGH 1st	V.1 DRIFTED INTO RIGHT LANE WITHOUT WARNING, COLLIDING WITH THE FRONT N S WING OF V.2 THEN F.T.S.
2006	746	60159842	Slight	Wednesday	15	11	08:00	315950	171560	CARDIFF ROAD, DINAS POWYS 1st Rd: A4050 2nd	VEHICLE ONE WHILST PULLING OUT OF JUNCTION HAS TRIED TO SLOWLY OVERTAKE THE LINE OF TRAFFIC AND HIT THE FRONT OF VEHICLE TWO.
2006	746	60160078	Slight	Thursday	16	11	08:30	310910	169420	COLCOT ROAD, BARRY, JW WINSTON ROAD. 1st Rd:	V1 PULLED OUT IN FRONT OF V2 AND COLLISION OCCURRED.
2006	746	60159921	Slight	Thursday	16	11	22:50	315650	168080	SOUTH ROAD, SULLY 1st Rd: B4267 2nd Rd:	V.2 SLOWED DOWN AND PULLED OVER, V.1 DID NOT STOP IN TIME AND COLLIDED WITH THE REAR OF V.2
2006	746	60159913	Slight	Saturday	18	11	16:50	310520	167750	JENNER ROAD J W PONTYPRIDD ROAD, BARRY 1st	V.1 TURNED LEFT AT ROUNDABOUT, LOST CONTROL AND COLLIDED WITH A LAMP POST HEAD ON
2006	746	60160066	Slight	Sunday	19	11	20:30	311710	168610	TYNEWYDD ROAD, BARRY JUNCTION WITH SOMERSET ROAD. 1st	AS PEDESTRIAN CROSSED THE ROAD, SHE WAS STRUCK BY V1.
2006	746	60161871	Slight	Thursday	23	11	10:45	311220	168500	BUTTRILLS ROAD, BARRY JUNCTION WITH WALKER ROAD. 1st	V1 PULLED OUT OF JUNCTION AND COLLIDED WITH V2.
2006	746	60160189	Slight	Friday	24	11	18:42	316310	168770	SULLY ROAD, JUNCTION WITH COG ROAD, SULLY 1st	DRIVER OF V1 LOST CONTROL AND SLID ACROSS THE ROAD INTO THE FRONT OF ONCOMING V2.
2006	746	60160477	Slight	Thursday	30	11	11:35	316750	172400	CARDIFF RD., JUNCTION WITH REDLANDS RD., PENARTH 1st	V2 STATIONARY AT LIGHTS AND V1 SHUNTED INTO REAR
2006	746	60160806	Serious	Sunday	3	12	23:30	317429	171443		
2006	746	60160633	Slight	Monday	4	12	17:00	312220	168260	HOLTON RD., BARRY 1st Rd: U 2nd Rd:	V1 MOUNTED KERB AND HIT PEDESTRIAN
2006	746	60160654	Serious	Monday	4	12	07:15	314320	169330	A4231 BARRY DOCKS LINK ROAD, BARRY 1st Rd:	V1 CROSSED CENTRE MARKINGS AND COLLIDED WITH V2 WHICH WAS TRAVELLING IN OPPOSITE DIRECTION
2006	746	60161200	Slight	Friday	8	12	21:30	310820	167980	TRINITY STREET, BARRY 1st Rd: U 2nd Rd:	VEHICLE ONE EDGED OUT OF SIDE STREET, HIS VIEW WAS OBSTRUCTED BY PARKED VEHICLES. VEHICLE TWO CAME DOWN HILL AND COLLIDED WITH VEHICLE ONE.
2006	746	60161944	Slight	Friday	8	12	20:50	314710	169250	CARDIFF RD., DINAS POWYS 1st Rd: B4055 2nd	V1 MANOEUVRED AROUND V2 (POLICE VEHICLE) TO AVOID BEING DETAINED AND HAS SKIDDED INTO ONCOMING V3
2006	746	60161043	Slight	Wednesday	13	12	09:45	315530	168140	SOUTH RD., SULLY 1st Rd: U 2nd Rd:	V1 PULLED OUT FROM STATIONARY POSITION AND HIT PEDESTRIAN WHO WAS CROSSING THE ROAD
2006	746	60161215	Slight	Thursday	14	12	09:45	312220	168260	WATSON STREET, BARRY 1st Rd: U 2nd Rd:	VEHICLE ONE HAS REVERSED INTO PEDESTRIAN AS THEY CROSSED BEHIND.
2006	746	60161580	Slight	Wednesday	20	12	16:20	315630	172080	PENYTURNPIKE ROAD, DINAS POWYS 1st Rd: U 2nd	PEDESTRIAN RAN OUT IN FRONT OF VEHICLE, VEHICLE COLLIDED WITH PEDESTRIAN.
2006	746	60161522	Serious	Thursday	21	12	04:07	315370	171340	MILL CLOSE, DINAS POWYS 1st Rd: U 2nd	V1 LOST CONTROL AND COLLIDED WITH BOUNDARY WALL
2006	746	60161650	Slight	Friday	22	12	10:05	313300	168790	CARDIFF RD., BARRY 1st Rd: U 2nd Rd:	V2 SLOWED TO STATIONARY DUE TO TRAFFIC FLOW AND V1 SHUNTED INTO REAR
2006	746	60161605	Slight	Saturday	23	12	18:58	316780	172370	CARDIFF RD., DINAS POWYS 1st Rd: A4055 2nd	V2 STOPPED FOR ONCOMING AMBULANCE, V1 FAILED TO OBSERVE V2 WHICH WAS STATIONARY AND COLLIDED WITH REAR

2007													
Year	Year Code	Reference	Severity	Day	Date	Month	Time	Easting	Northing	Location	Details		
2007	746	70162419	Slight	Monday	8	1	12:44	310710	167530	QUEEN STREET, BARRY, OUTSIDE NO. 77 1st Rd:	DRIVER OF V1 COLLIDED WITH V2 WHICH WAS PARKED AND UNATTENDED.		
2007	746	70162173	Slight	Monday	8	1	11:52	311040	169030	A4050 COLCOT ROAD, BARRY 1st Rd: A4050 2nd	V1 ELDERLY DRIVER COLLIDED WITH CENTRAL ISLAND AND TURNED OVER (MEMORY LOSS)		
2007	746	70162384	Slight	Wednesday	17	1	11:45	315410	170620	CARDIFF ROAD, DINAS POWYS. 1st Rd: A4055 2nd	V1 BRAKED TO AVOID COLLIDING WITH CAR IN FRONT AND V2 TRAVELLING BEHIND V1 COLLIDED WITH REAR OF V1.		
2007	746	70162406	Serious	Thursday	18	1	10:50	312520	168710	GLADSTONE ROAD, BARRY JUNCTION WITH EVERARD STREET. 1st	V1 PULLED OUT OF SIDE STREET AND COLLIDED WITH V2 WHICH WAS ON MAIN ROAD.		
2007	746	70162797	Slight	Tuesday	23	1	15:49	315290	170930	A4055 CARDIFF ROAD, DINAS POWYS, JUNCTION WITH STATION	V1 DROVE INTO REAR OF V2.		
2007	746	70163102	Slight	Thursday	25	1	13:45	311720	168070				
2007	746	70163119	Slight	Sunday	28	1	00:02	315300	169940	CARDIFF ROAD, DINAS POWYS 1st Rd: A4055 2nd	V1 BEING DRIVEN BY INTOXICATED DRIVER CROSSED INTO ONCOMING LANE AND COLLIDED WITH V.2		
2007	746	70163123	Serious	Sunday	28	1	19:14	316280	171320	CASTLE DRIVE, DINAS POWYS 1st Rd: U 2nd	V.1 TRAVELLING AROUND L H BEND AND V.2 TRAVELLING AROUND R H BEND COLLIDED AND V.2 PUSHED INTO V.3		
2007	746	70162886	Slight	Monday	29	1	07:00	313290	167950	WIMBOURNE ROAD, BARRY. 1st Rd: U 2nd Rd:	V1 DROVE INTO V2 WHICH WAS PARKED AND UNATTENDED.		
2007	746	70163040	Slight	Monday	29	1	08:25	315010	168290	SOUTH ROAD, SULLY 1st Rd: U 2nd Rd:	V1 STRUCK REAR OF V2, WHICH SHUNTED INTO V3 AND V4.		
2007	746	70163007	Slight	Wednesday	31	1	14:39	310950	168450	BARRY ROAD, BARRY, JUNCTION WITH JENNER ROAD. 1st	V1 FAILED TO STOP AT ROUNDABOUT AND COLLIDED WITH SIDE OF V2.		
2007	746	70163032	Slight	Thursday	1	2	15:30	312060	169580	ST BRIDES WAY, BARRY, JW RAMSEY ROAD. 1st	AS V2 EXITED ROUNDABOUT AND V1 COLLIDED WITH REAR OF V2.		
2007	746	70163072	Serious	Thursday	1	2	09:55	317283	171575	REDLANDS ROAD, PENARTH 1st Rd: U 2nd Rd:	VEHICLE ONE HAS TRAVELLED INTO OPPOSITE LANE AND COLLIDED HEAD ON WITH VEHICLE TWO.		
2007	746	70162960	Serious	Saturday	3	2	02:19	310820	167450	BROAD STREET, BARRY 1st Rd: A4056 2nd Rd:	V1 LOST CONTROL AND HIT V2 WHICH WAS PUSHED INTO V3 AND V4. V1 THEN VEERED INTO PATH OF ONCOMING V5 WHICH HAS THEN HIT V6.		
2007	746	70163224	Slight	Wednesday	7	2	12:05	311420	168110	ST PAULS AVENUE, BARRY, 1 METRE FROM JW	WHILST V1 WAS AT JUNCTION AT ROUNDABOUT, V2 BUMPED INTO REAR OF V1.		
2007	746	70163534	Slight	Tuesday	13	2	17:50	312570	170900	A4050 PORT ROAD, BARRY, JW BARRY DOCKS LINK	V1 STRUCK REAR OF V2 WHILST AT ROUNDABOUT.		
2007	746	70163351	Slight	Wednesday	14	2	16:20	315080	168280	SOUTH ROAD, SULLY, 5 METRES PAST COG ROAD.	V1 TRAVELLING TOO CLOSE BEHIND V2 AND COLLISION OCCURRED.		
2007	746	70164032	Slight	Monday	19	2	23:15	313425	169914	A4231 BARRY DOCKS LINK ROAD, JUNCTION WITH COLDBROOK	V1 BEGAN TO RACE WITH V2 AND WHEN V1 OVERTAKING V2 STRUCK V3 WHICH WAS PULLING OUT OF JUNCTION.		
2007	746	70163650	Slight	Thursday	22	2	12:15	312090	168870	BARRY ROAD, BARRY 1st Rd: U 2nd Rd:	VEHICLE ONE HAS STOPPED FOR ONCOMING TRAFFIC AND VEHICLE TWO HAS COLLIDED WITH THE REAR OF VEHICLE ONE.		
2007	746	70164038	Slight	Saturday	3	3	14:35	315910	167950	ARLINGTON ROAD, SULLY, JUNCTION WITH SOUTH ROAD. 1st	V1 REVERSED AND COLLIDED WITH V2.		
2007	746	70164121	Slight	Tuesday	6	3	13:20	310310	169060	PORT ROAD WEST, BARRY 1st Rd: U 2nd	V2 INDICATING TO TURN RIGHT, V1 COLLIDED INTO REAR OF V2.		
2007	746	70164571	Slight	Friday	9	3	15:36	317241	171637	REDLANDS ROAD, PENARTH, JW HASTINGS AVENUE 1st Rd:	V1 PULLED OUT IN FRONT OF V2 AND COLLIDED WITH RIDER OF V2 CAUSING INJURY.		
2007	746	70164220	Slight	Monday	12	3	21:20	312340	168310	LOWER PYKE STREET, BARRY JW HOLTON ROAD. 1st	V1 TURNING RIGHT AND STRUCK PEDESTRIAN.		
2007	746	70164670	Slight	Wednesday	14	3	21:00	311810	168810	BARRY ROAD, BARRY, JW ORCHARD DRIVE. 1st Rd:	V1 PULLED OUT OF JUNCTION AND COLLIDED WITH V2.		
2007	746	70164694	Slight	Tuesday	20	3	12:40	313760	168780	CARDIFF ROAD, BARRY 1st Rd: A4055 2nd Rd:	V2 STOPPED AT TRAFFIC LIGHT AND V1 HAS SHUNTED INTO REAR AND FAILED TO STOP		
2007	746	70164788	Slight	Tuesday	20	3	17:41	317284	171567	B4267 REDLANDS ROAD, PENARTH, 50 METRES SOUTH JW	V1 (PEDAL CYCLIST) PANICKED ON SIGHTING V2 AND ATTEMPTED TO RETURN BACK TO ITS ORIGINAL POSITION HOWEVER, A COLLISION OCCURRED.		
2007	746	70164787	Slight	Wednesday	21	3	07:30	310730	167670	PORRHERRY ROAD, BARRY JUNCTION WITH ISLAND ROAD. 1st	V1 ATTEMPTED TO TURN RIGHT AND DROVE ACROSS THE PATH OF V2 AND COLLISION OCCURRED.		
2007	746	70164799	Slight	Friday	23	3	08:09	309330	168470	A4226 PORT ROAD, BARRY OUTSIDE CWM CIDDY PUBLIC	V1 FAILED TO NOTICE THAT V2 AND V3 HAD COME TO STOP IN LINE OF TRAFFIC AND BUMPED INTO REAR OF V2 WHICH IN TURN BUMPED INTO REAR OF V3.		
2007	746	70165007	Slight	Saturday	24	3	04:12	313760	168780	A4055 CARDIFF ROAD, BARRY, APPROX 30 METRES WEST	ANIMAL HAS RUN INTO CARRIAGEWAY AND CAUSED V1 TO SWERVE AND COLLIDE WITH TRAFFIC SIGN AND BOUNDARY WALL.		
2007	746	70165025	Slight	Wednesday	28	3	16:16	310760	167890	UDLEY PLACE, BARRY, 200 METRES WEST JW TRINITY	PEDESTRIAN RAN FROM BETWEEN PARKED CARS INTO PATH OF VEHICLE 1		
2007	746	70165339	Slight	Wednesday	28	3	17:05	313350	167780	WIMBOURNE ROAD, BARRY 1st Rd: U 2nd Rd:	PEDESTRIAN GESTURED TO THE DRIVER OF V1 AND WHEN V1 PASSED PEDESTRIAN, CONTACT WAS MADE BETWEEN THE SHOULDER OF THE PEDESTRIAN AND THE WING MIRROR OF V1		
2007	746	70165011	Slight	Wednesday	28	3	09:40	315400	170630	B4055 CARDIFF ROAD, DINAS POWYS, 20 METRES WEST	APPEARS BIRD STRUCK WINDSCREEN WHICH DISTRACTED DRIVER OF VEHICLE AND RESULTED IN V1 COLLIDING WITH WALL.		
2007	746	70165421	Slight	Wednesday	4	4	16:41	310370	167890	PONTYPRIDD ROAD, BARRY, 200 METRES FROM JUNCTION WITH	V1 PULLED OUT FROM PARKED POSITION ON MAIN ROAD AND COLLIDED WITH PASSING V2.		
2007	746	70166430	Serious	Wednesday	4	4	21:30	311820	167630	FFORDD Y MILENIWM 1st Rd: U 2nd Rd:	V1 LOST CONTROL AND VEERED INTO LAMPPOST AND FENCING		
2007	746	70165008	Serious	Wednesday	4	4	11:27	311830	168510	GLADSTONE RD., BARRY 1st Rd: U 2nd Rd:	PEDESTRIAN RAN INTO PATH OF V1 WHICH WAS GOING THROUGH GREEN LIGHT		
2007	746	70165563	Slight	Monday	9	4	17:00	311980	168670	DEVON AVENUE, BARRY. 1st Rd: U 2nd Rd:	CASUALTY STANDING BY DOOR OF HER VEHICLE AND V1 MISJUDGED GAP AND COLLIDED WITH DOOR AND CAUSED INJURY TO CASUALTY.		
2007	746	70165566	Slight	Monday	9	4	19:00	314470	169150	CARDIFF ROAD, BARRY, JW BARRY DOCKS LINK ROAD.	V1 STOPPED TO ALLOW V2 THROUGH GAP ON ROUNDABOUT AND COLLISION OCCURRED.		
2007	746	70165569	Slight	Wednesday	11	4	21:50	314280	167890	HAYES ROAD, SULLY, VALE OF GLAMORGAN 1st Rd:	V1 EHAS SWERVED TO AVOID A FOX AND HAS STRUCK A LAMP POST.		
2007	746	70165520	Slight	Wednesday	18	4	09:20	317520	172230	PILL STREET, COGAN 1st Rd: U 2nd Rd:	VEHICLE ONE COLLIDED WITH PEDESTRIAN AS SHE WALKED TO HER VEHICLE AND FAILED TO STOP.		
2007	746	70165616	Slight	Friday	20	4	15:19	310820	168810	COLCOT ROAD, BARRY, OUTSIDE NO. 61A 1st Rd:	V2 PARKED UP, V1 PASSING V2 THEN MOVED BACK TO NEARSIDE AND COLLIDED WITH V2.		
2007	746	70165611	Slight	Friday	20	4	10:20	314750	168120	HAYES ROAD, SULLY. 1st Rd: U 2nd Rd:	V1 OVERTOOK QUEUE OF TRAFFIC AND COLLIDED WITH V2 WHICH WAS TURNING RIGHT.		
2007	746	70165625	Slight	Sunday	22	4	09:40	316320	171790	CARDIFF ROAD, BARRY 1st Rd: A4055 2nd Rd:	DRIVER OF V1 LOST CONTROL AND MOUNTED PAVEMENT AND COLLIDED WITH RAILINGS.		
2007	746	70167031	Slight	Thursday	26	4	22:20	313150	168650	CARDIFF ROAD, BARRY, NEAR JW FFORDD MILLENIWM. 1st	V2 OVERTAKING V1, THEN HAD TO PULL BACK IN TO AVOID ONCOMING TRAFFIC AND COLLISION OCCURRED.		
2007	746	70166153	Slight	Tuesday	1	5	19:25	317456	171403	REDLANDS ROAD, PENARTH 1st Rd: U 2nd Rd:	V1 TURNED RIGHT INTO JUNCTION ACROSS PATH OF V2 TRAVELLING IN OPPOSITE DIRECTION		
2007	746	70166535	Slight	Friday	4	5	16:30	309070	169210	FIVE MILE LANE, NEAR HAWKING CENTRE. 1st Rd:	VEHICLE TWO WAS STATIONARY WAITING TO TURN RIGHT WHEN VEHICLE ONE HAS STRUCK IT HEAD ON AND THEN CONTINUED ON AND STRUCK FENCE OF HAWKING CENTRE.		
2007	746	70166321	Slight	Saturday	5	5	21:25	314090	168930	CARDIFF ROAD, BARRY, OUTSIDE MONTY SMITHS GARAGE. 1st	V2 WAS PULLING OUT OF GARAGE FORECOURT ONTO MAIN ROAD AND V1 WHICH WAS TRAVELLING ON MAIN ROAD COLLIDED WITH SIDE OF V2.		
2007	746	70166476	Slight	Wednesday	9	5	18:30	317129	171940	REDLANDS ROAD, PENARTH 1st Rd: U 2nd Rd:	V1 SKIDDED ACROSS ROAD AFTER APPLYING BRAKES COLLIDED WITH BOUNDARY WALL		
2007	746	70166484	Slight	Saturday	12	5	12:30	315440	171050	CARDIFF ROAD, DINAS POWYS 1st Rd: U 2nd	VEHICLE ONE PULLED OUT OF PARKING SPACE AND AS PASSING A PARKED VEHICLE A PEDESTRIAN HAS STEPPED OUT AND VEHICLE HAS ROLLED OVER PEDESTRIAN'S FOOT.		
2007	746	70166483	Serious	Sunday	13	5	13:00	317360	172760	PENARTH RD., LLANDOUGH 1st Rd: U 2nd Rd:	V2 STOPPED DUE TO FLOW OF TRAFFIC AND V1 SHUNTED INTO REAR		
2007	746	70166679	Slight	Wednesday	16	5	12:36	313037	168520	FFORDD MILLENIWM, BARRY, 200 METRES SOUTH JW CARDIFF	V2 CAME TO A STANDSTILL AND V1 COLLIDED INTO REAR OF V2.		
2007	746	70167518	Slight	Saturday	19	5	13:15	312210	168890	BARRY ROAD, BARRY, JW HWYEL CRESCENT. 1st Rd:	V2 WAITING TO TURN RIGHT AND V1 STRUCK V2 FROM BEHIND.		
2007	746	70166801	Slight	Monday	21	5	10:00	310280	168000	PONTYPRIDD ROAD, BARRY 1st Rd: U 2nd Rd:	V1 PULLED OUT OF DRIVEWAY ONTO MAIN ROAD AND STRUCK V2 CAUSING V2 TO HIT BUS STOP AND FRONT WALL OF HOUSE.		
2007	746	70166953	Slight	Saturday	26	5	08:54	315460	168190	SOUTH ROAD, SULLY, JUNCTION WITH MINEHEAD. 1st Rd:	V1 PULLED OUT OF SIDE ROAD INTO PATH OF V2 AND COLLISION OCCURRED.		
2007	746	70167091	Slight	Thursday	31	5	23:25	311360	168720	BARRY ROAD, BARRY, NEAR JUNCTION WITH NEALE STREET.	V1 BLINDED BY LIGHTS AND SWERVED TO AVOID IT AND ENDED UP COLLIDING WITH PARKED AND UNATTENDED V2.		
2007	746	70167027	Slight	Friday	1	6	11:00	316780	170930	SULLY ROAD, SULLY 1st Rd: U 2nd Rd:	BOTH VEHICLES TRAVELLING IN OPPOSITE DIRECTIONS OVER A NARROW BRIDGE CROSSING AND COLLISION OCCURRED.		
2007	746	70167613	Slight	Monday	4	6	16:35	312490	168960	BARRY RD., BARRY 1st Rd: U 2nd Rd:	V1 HIT C1 IN ROAD		
2007	746	70167700	Serious	Wednesday	6	6	16:30	309100	168360	PORT ROAD WEST, BARRY 1st Rd: A4226 2nd	V2 BRAKED DUE TO TRAFFIC SLOWING V1 SHUNTED INTO REAR		
2007	746	70167423	Slight	Friday	8	6	18:40	313000	168486	FFORDD MILLENIWM, BARRY 1st Rd: U 2nd Rd:	V1 OVERTAKING ANOTHER VEHICLE AND V2 CAME AROUND THE BEND AND COLLIDED WITH SIDE OF V1.		
2007	746	70167385	Slight	Sunday	10	6	17:40	310840	166860	HARBOUR ROAD, BARRY ISLAND 1st Rd: U 2nd	BOTH VEHICLES IN QUEUE OF TRAFFIC, V2 APPLIED BRAKES AND V1 WENT INTO REAR OF V2		
2007	746	70167510	Serious	Sunday	10	6	02:35	312090	168880	BARRY ROAD, BARRY, JUNCTION WITH DYFAN ROAD. 1st	V1 BEING PURSUED BY 2 POLICE VEHICLES, DRIVER V1 LOST CONTROL AND CRASHED INTO BOUNDARY WALL AND TRAFFIC LIGHTS.		
2007	746	70167702	Slight	Tuesday	12	6	15:05	312090	168620	GLADSTONE ROAD, BARRY, JUNCTION WITH BELMONT STREET. 1st	V2 HAD TO BRAKE SHARPLY TO AVOID CONTACT WITH V1 WHICH PULLED OUT SUDDENLY FROM JUNCTION.		
2007	746	70167572	Slight	Friday	15	6	20:10	312620	168440	HOLTON ROAD, BARRY, JUNCTION WITH ROBERT STREET. 1st	V2 TURNING RIGHT ACROSS PATH OF V1.		
2007	746	70167749	Serious	Saturday	23	6	14:40	316750	172390	CARDIFF ROAD J W OLD BARRY ROAD 1st	V.1 AND V.2 TRAVELLING IN OPPOSITE DIRECTIONS V1 HAS TURNED RIGHT INTO PATH OF V.2 COLLISION OCCURRED		
2007	746	70167791	Serious	Monday	25	6	15:20	315900	171210	FAIROAKS, DINAS POWYS 1st Rd: U 2nd Rd:	PEDESTRIAN RAN INTO PATH OF VEHICLE 1 AND COLLISION OCCURRED.		
2007	746	70168194	Slight	Wednesday	27	6	15:30	310830	169080		DRIVER OF V1 INDICATED FOR PEDESTRIAN TO CROSS ROAD. WHILST CROSSING V1 DRIVER ACCELERATED AND HIT CASUALTY		
2007	746	70168304	Slight	Monday	2	7	09:40	311970	168230	HOLTON RD., BARRY 1st Rd: B4294 2nd Rd:	V1 REVERSED AND HIT PEDESTRIAN		
2007	746	70168277	Slight	Monday	2	7	17:00	315310	171030	STATION ROAD, DINAS POWYS 1st Rd: U 2nd	V1 HAS COME AROUND BEND AND COLLIDED HEAD-ON WITH V2 TRAVELLING IN OPPOSITE DIRECTION		
2007	746	70168340	Slight	Tuesday	3	7	08:55	311080	167690	TRINITY STREET, BARRY 1st Rd: U 2nd Rd:	VEH.1 HAS COLLIDED INTO REAR OF VEH.2		
2007	746	70168332	Slight	Tuesday	3	7	08:00	313630	168810	HENRY STREET, BARRY 1st Rd: U 2nd Rd:	V1 WAS OVERTAKING STATIONERY TRAFFIC AND COLLIDED WITH V2 WHICH WAS COMING OUT OF JUNCTION.		
2007	746	70168675	Serious	Friday	6	7	18:00	315340	171300	CROSS KEYS, DINAS POWYS. 1st Rd: U 2nd	DRIVER OF V1 PICKED UP TAXI FARE AND C1 FELL OUT OF THE TAXI.		
2007	746	70168312	Slight	Saturday	7	7	10:35	311660	167720	HEOL CEINIOG, BARRY 1st Rd: U 2nd Rd:	VEH.1 HAS KNOCKED DOWN PEDESTRIAN ALREADY ON PEDESTRIAN CROSSING.		

2007 contd

Year	Year Code	Reference	Severity	Day	Date	Month	Time	Easting	Northing	Location	Details
2007	746	70168394	Slight	Saturday	7	7	11:00	311810	168500	GLADSTONE RD., BARRY 1st Rd: A4055 2nd Rd:	V1 CONTRAVENED RED TRAFFIC LIGHT AND COLLIDED WITH V2
2007	746	70168777	Slight	Saturday	7	7	22:45	317060	172440		
2007	746	70168722	Slight	Wednesday	11	7	23:20	316370	168820	SULLY ROAD, SULLY 1st Rd: U 2nd Rd:	A CAT RAN INTO PATH OF V1 WHICH CAUSED IT TO LOSE CONTROL AND COLLIDE WITH HEDGEROW
2007	746	70168818	Slight	Thursday	12	7	14:56	312640	169260	ROBINS LANE, BARRY JUNCTION WITH PRICE AVENUE 1st	V1 WAS BEING PURSUED BY POLICE. V2 WHICH IS A POLICE VEHICLE PULLED ACROSS THE JUNCTION AND VEHICLE ONE PULLED OUT AND COLLIDED WITH IT.
2007	746	70169106	Slight	Sunday	15	7	14:10	312990	170350	A4231 BARRY DOCKS LINK ROAD, ROUNDABOUT JW GILBERT	V1 WENT INTO THE BACK OF V2 ON APPROACH TO ROUNDABOUT.
2007	746	70168587	Serious	Monday	16	7	05:45	313880	168820	CARDIFF ROAD, BARRY 1st Rd: A4055 2nd Rd:	IT APPEARS THE MLK FLOAT (V1) WAS STATIONARY ON CARDIFF ROAD FACING EAST. AT THE TIME THE SUN WAS LOW LYING AND VERY BRIGHT. THE DRIVER OF V2 TRAVELLING
2007	746	70169134	Slight	Wednesday	18	7	16:50	311500	168270	GLADSTONE ROAD, BARRY. 1st Rd: U 2nd Rd:	V2 STOPPED AND V1 COLLIDED WITH THE REAR OF V2.
2007	746	70168835	Slight	Friday	20	7	19:40	311170	169970	A4055 PORT ROAD EAST, JW MEGGITT ROAD, BARRY	V1 MISJUDGED DISTANCE, AND WEATHER WAS WET AND V1 COLLIDED WITH REAR OF V2.
2007	746	70169123	Slight	Tuesday	24	7	20:30	311590	168800	TYNEWYDD ROAD, BARRY, JW BARRY ROAD CEMETERY ROAD.	V1 FAILED TO GIVE TO V2 WHICH WAS PULLING OUT ONTO MINI ROUNDABOUT.
2007	746	70169308	Slight	Wednesday	25	7	18:15	310460	168510	SEVERN AVENUE, BARRY, NEAR JW CWM TALWG PUBLIC	PEDESTRIAN RAN OUT INTO ROAD AND V1 COLLIDED WITH HIM.
2007	746	70169251	Slight	Saturday	28	7	12:10	309300	168460	A4226 PORT ROAD, BARRY 1st Rd: A4226 2nd	DRIVER OF V1 HAVING ANIMATED CONVERSATION WITH HIS FRONT SEAT PASSENGER AND BECAME DISTRACTED AND DRIVER OF 1 VEERED INTO THE ONCOMING TRAFFIC ANE
2007	746	70169314	Slight	Friday	3	8	22:40	313630	168810	A4055 CARDIFF ROAD, BARRY JUNCTION WITH HENRY STREET.	V3 STOPPED DUE TO ANIMAL CROSSING ROAD AND V1 WENT INTO REAR OF V3 AND THEN V2 CAME AROUND THE CORNER AND WENT INTO REAR OF V3.
2007	746	70169655	Slight	Wednesday	8	8	20:10	312340	167870	DOCK VIEW ROAD, BARRY NEAR JUNCTION WITH ST	DRIVER OF V1 BELIEVES STEERING WHEEL LOCKED CAUSING HIM TO CRASH INTO V2 AND V3 WHICH WERE PARKED AND UNATTENDED.
2007	746	70169570	Slight	Wednesday	8	8	22:12	313300	168910	CARDIFF ROAD, BARRY, JUNCTION WITH LITTLE MOORS HILL.	DRIVER OF VEHICLE LOST CONTROL AND SKIDDED INTO RAILINGS.
2007	746	70169814	Serious	Wednesday	8	8	19:25	314440	169260	A4231 BARRY DOCKS LINK ROAD, 100 METRES FROM	DRIVER OF V1 LOST CONTROL, STRUCK KERB AND THEN SKIDDED AND MOUNTED THE CENTRAL RESERVATION AND A LAMPOST.
2007	746	70169969	Slight	Monday	13	8	22:26	314910	169320	A4055 CARDIFF ROAD, 1000 METRES EAST JW BARRY	DRIVER OF VEHICLE LOST CONTROL AND LEFT CARRIAGEWAY AND ENTERED DITCH AND TURNED ONTO ITS ROOF.
2007	746	70169865	Slight	Saturday	18	8	09:00	313740	168900	PALMERSTON ROAD, BARRY 1st Rd: U 2nd Rd:	V1 PULLED OUT FROM PARKED POSITION AND WAS STRUCK BY V2. V1 THEN COLLIDED WITH V4 WHICH WAS PARKED AND V2 THEN STRUCK V3 WHICH WAS PARKED.
2007	746	70170097	Slight	Tuesday	21	8	17:00	313740	168770	CARDIFF ROAD, BARRY, NEAR JUNCTION WITH PALMERSTON ROAD	V1 STRUCK REAR OF V2 AT TRAFFIC LIGHTS.
2007	746	70170519	Slight	Thursday	23	8	19:00	311330	166550	PAGET ROAD, BARRY, OUTSIDE PAGET INN. 1st Rd:	CHILD BROKE FREE FROM FATHER'S GRIP AND RAN INTO ROADWAY FROM BETWEEN TWO PARKED CARS AND INTO THE PATH OF V1.
2007	746	70170525	Slight	Saturday	25	8	09:40	311950	169710	ST CATHERINES COURT, BARRY, OUTSIDE NUMBER 16 1st	DRIVER OF VEHICLE LOST CONTROL OF VEHICLE AND COLLIDED WITH GARDEN WALL.
2007	746	70170125	Slight	Saturday	25	8	16:20	312320	168720	COURT ROAD, BARRY JUNCTION WITH HANNAH STREET. 1st	V1 PULLED OUT FROM JUNCTION AND DROVE INTO THE PATH OF V2 AND COLLISION OCCURRED.
2007	746	70170531	Serious	Sunday	26	8	06:24	312300	169480	TREHARNE ROAD, BARRY 1st Rd: U 2nd Rd:	DRIVER OF V1 LOST CONTROL AND COLLIDED WITH STATIONARY VEHICLE 2 AND THEN OVERTURNED.
2007	746	70170318	Slight	Sunday	26	8	18:05	312570	170900	A4050 PORT ROAD, BARRY JUNCTION WITH BARRY DOCKS	V1 FAILED TO GIVE WAY AT ROUNDABOUT AND STRUCK SIDE OF V2.
2007	746	70170170	Slight	Sunday	26	8	11:45	314540	169020	B4267 SULLYMOORS ROAD, APPROX 20 METRES FROM JW	V1 OVERTOOK V2 AND STRUCK V2'S WING MIRROR AND FAILED TO STOP. V2 FOLLOWED V1 FOR SOME DISTANCE AND V1 THEN BRAKED HARD CAUSING V2 TO BRAKE AND SWERVE INTO ONCOMING LANE COLLIDING WITH V3 ANE
2007	746	70170719	Slight	Sunday	26	8	16:03	316170	167900	SOUTH ROAD, SULLY JUN CTION WITH HIGHBRIIDGE CLOSE.	V1 PULLED OUT FROM JUNCTION INTO PATH OF V2 AND COLLISION OCCURRED.
2007	746	70170779	Slight	Tuesday	28	8	15:30	313810	168780	A4055 CARDIFF ROAD, NEAR JUNCTION WITH PALMERSTON ROAD.	BOTH VEHICLES IN QUEUE OF TRAFFIC AND V1 SHUNTED INTO REAR OF V2.
2007	746	70172968	Slight	Wednesday	29	8	11:30	316140	167900	SOUTH ROAD, SULLY, VALE OF GLAMORGAN 1st Rd:	VEHICLE ONE HAS PULLED OUT OF JUNCTION INTO PATH OF VEHICLE TWO. A COLLISION HAS OCCURED.
2007	746	70170722	Serious	Thursday	30	8	16:07	310930	167560	BROAD STREET, BARRY 1st Rd: U 2nd Rd:	CASUALTY RAN IN FRONT OF V1 AND WAS STRUCK THEN V2 SWERVED TO AVOID CASUALTY BUT ALSO HIT HIM.
2007	746	70170498	Slight	Friday	31	8	19:10	317170	171340	GLYNDWR ROAD NEAR JUNCTION WITH OWAIN CLOSE, PENARTH.	V2 MISJUDGED SPACE ON ROAD AND SLID UNDER THE WHEELS OF V1.
2007	746	70170824	Slight	Wednesday	5	9	17:50	311020	168650	BUTTRILLS WALK, BARRY 1st Rd: U 2nd Rd:	PEDAL CYCLIST RODE FROM FOOTPATH FROM BETWEEN PARKED CARS AND INTO PATH OF V2 AND COLLISION OCCURRED.
2007	746	70170508	Slight	Wednesday	5	9	09:30	313452	169897	A4231 BARRY DOCKS LINK ROAD 1st Rd: A4231	V1 BEING DRIVEN AT EXCESSIVE SPEED, THEN SWERVED AND STRUCK V2 WHICH WAS PARKED AND THEN REVERSED INTO V3.
2007	746	70170634	Slight	Monday	10	9	08:10	310730	169560	PORT ROAD, BARRY, ROUNDABOUT NEAR COLCOT ROAD(COLCOT FIELDS)	V1 STRUCK V2 AND V3 WHILST IN LINE OF TRAFFIC NEARING ROUNDABOUT.
2007	746	70170635	Slight	Tuesday	11	9	16:14	312360	167710	FFORDY Y MILLENIWM, BARRY, JW CORY WAY. 1st	V1 COLLIDED WITH V2 ON APPROACH TO ROUNDABOUT, CLAIMING BRAKES FAILED.
2007	746	70171057	Slight	Wednesday	12	9	20:25	312090	168880	BARRY ROAD, BARRY JUNCTION WITH DYFAN ROAD. 1st	CASUALTY 1 VERY INTOXICATED AND HESITATED NEAR TRAFFIC LIGHTS AND FELL INTO VEHICLE 1
2007	746	70170776	Slight	Friday	14	9	08:30	317410	172760	A416 WINDSOR ROAD, PENARTH, JW COGAN SPUR. 1st	V1 EXITING THE JUNCTION AND DROVE INTO V2 CAUSING RIDER TO FALL FROM SCOOTER.
2007	746	70171099	Slight	Saturday	15	9	20:05	310480	166920	PARK AVENUE, BARRY 1st Rd: A4055 2nd Rd:	V2 EMERGED FROM SIDE ROAD INTO PATH OF V1 COLLISION OCCURRED
2007	746	70171141	Slight	Sunday	16	9	20:15	312330	167860	DOCK VIEW ROAD, BARRY, 10 METRES FROM JW	V1 TRAVELLING AT EXCESSIVE SPEED, DRIVER LOST CONTROL ON BEND AND STRUCK V2 WHICH WAS TRAVELLING IN OPPOSITE DIRECTION.
2007	746	70171180	Slight	Thursday	27	9	17:30	317160	171360	GLYNDWR ROAD, 5 METRES FROM JW ELFED AVENUE,	V1(PEDAL CYCLE) CAME OFF PAVEMENT AND COLLIDED WITH V2.
2007	746	70171292	Slight	Monday	1	10	22:37	311170	169960	PORT RD NR MEGGITT ROAD, BARRY 1st Rd:	V1 DROVE INTO THE REAR OF V2 DUE TO LEVEL OF ALCOHOL IN HIS SYSTEM.
2007	746	70171962	Slight	Thursday	4	10	18:48	312950	169010	MAIN STREET, BARRY 1st Rd: U 2nd Rd:	V1 BEING DRIVEN AT EXCESSIVE SPEED, THEN SWERVED AND STRUCK V2 WHICH WAS PARKED AND THEN REVERSED INTO V3.
2007	746	70171825	Slight	Friday	5	10	16:00	310340	169110	A4050, PORT ROAD, BARRY 1st Rd: A4050 2nd	VEHICLE 1 HAS STRUCK THE REAR OF VEHICLE 2 WHICH CAUSED VEHICLE TWO TO HIT THE REAR OF VEHICLE THREE.
2007	746	70171807	Slight	Friday	5	10	12:40	311810	168800	BARRY ROAD JUNCTION WITH ORCHARD DRIVE, BARRY 1st	VEHICLE TWO WAS TURNING RIGHT, VEHICLE ONE (MOTORCYCLE) HAS OVERTAKEN TRAFFIC AND COLLIDED WITH SIDE OF VEHICLE TWO.
2007	746	70172176	Slight	Saturday	6	10	15:55	315390	170620	B4055 CARDIFF ROAD, DINAS POWYS, JW CROSS COMMON	V1 FAILED TO STOP REACT IN TIME AND COLLIDED WITH REAR OF V2.
2007	746	70172050	Slight	Monday	8	10	18:55	315190	171250	BRITWAY ROAD, DINAS POWYS. 1st Rd: U 2nd	V1 REVERSING INTO DRIVEWAY AND V2 OVERTOOK AND COLLISION OCCURRED. V2 ALSO HIT A GAS PIPE AND WALL AS A RESULT.
2007	746	70172330	Serious	Friday	19	10	15:45	310420	169290	A4226 PORT ROAD, BARRY 1st Rd: A4226 2nd	SIGHT OF DRIVER OF V1 WAS IMPAIRED BY THE BRIGHT SUN AND PEDESTRIAN POSSIBLY STEPPED OFF GRASS VERGE AND INTO PATH OF V1.
2007	746	70172376	Slight	Saturday	20	10	18:30	312330	169020	HERBERT STREET, BARRY J W GILBERT ST 1st	VEHICLE ONE (BIKE) HAS LOST CONTROL AND COLLIDED WITH STATIONARY VEHICLE TWO.
2007	746	70172168	Slight	Tuesday	23	10	09:20	310110	169660	LAKIN DRIVE, BARRY 1st Rd: U 2nd Rd:	MALE EMERGED FROM REAR OF COUNCIL VAN AND WING MIRROR OF V1 STRUCK ARM OF THE MALE
2007	746	70172417	Slight	Tuesday	23	10	16:45	312700	168310	DOCK VIEW ROAD, BARRY 1st Rd: U 2nd	V1 IN PROCESS OF COMPLETING U TURN ON MAIN ROAD, V2 HAS ATTEMPTED TO PASS THE REAR OF V1. V1 CARRIED ON MANOEUVRE REVERSING INTO V2.
2007	746	70172433	Slight	Tuesday	23	10	08:45	313590	168820	CARDIFF ROAD, BARRY 1st Rd: U 2nd Rd:	ROW OF TRAFFIC HAD STOPPED AT PEDESTRIAN CROSSING. VEHICLE 1 FAILED TO BRAKE IN TIME AND COLLIDED WITH REAR OF VEHICLE TWO WHICH WAS SHUNTED INTO REAR
2007	746	70172413	Slight	Wednesday	24	10	20:54	311610	167640	FFORDY Y MILLENIWM J W Y RHODFA, BARRY	V1 WHEN LEAVING ROUNDABOUT AT SPEED, LOST CONTROL, MOUNTED KERB AND COLLIDED WITH LAMPOST
2007	746	70172420	Slight	Friday	26	10	07:50	314660	171050	WESTRA J W ST ANDREWS MAJOR, DINAS POWIS	V.1 TURNED RIGHT OUT OF JUNCTION AND COLLIDED HEAD ON WITH V.2
2007	746	70172714	Slight	Friday	26	10	08:45	315740	168030	SOUTH ROAD SULLY, 10 METRES WEST OF WESTON	APPEARS PEDESTRIAN RAN OUT INTO PATH OF V1 AND COLLISION OCCURRED.
2007	746	70173254	Slight	Saturday	27	10	13:20	311260	168540	WALKER ROAD, BARRY 1st Rd: U 2nd Rd:	V1 CHILD PEDAL CYCLIST TRAVELLING TOO FAST DOWN HILL UNABLE TO NEGOTIATE LEFT HAND BEND AND COLLIDED WITH V2 TRAVELLING IN OPPOSITE DIRECTION
2007	746	70172441	Slight	Friday	2	11	14:55	310970	168230	JENNER RD., BARRY 1st Rd: A4050 2nd Rd:	V1 HIT V2 WHICH WAS PARKED WITH THE OCCUPANT IN IT. V1 FAILED TO STOP.
2007	746	70172491	Slight	Tuesday	6	11	00:01	311050	168270		PEDESTRIAN HAS STEPPED INTO THE PATH OF VEHICLE ONE.
2007	746	70172727	Slight	Thursday	8	11	18:20	313474	169876	BARRY DOCKS LINK ROAD, BARRY, 5 METRES FROM	V1 TURNED RIGHT INTO PATH OF V2.
2007	746	70172997	Slight	Saturday	10	11	04:30	312180	168100	CROSS STREET, BARRY 1st Rd: U 2nd Rd:	DRIVER V.1 INTOXICATED COLLIDED WITH 3 UNATTENDED PARKED CARS ARRESTED FOR AGG T.A.D.A.
2007	746	70172682	Slight	Saturday	10	11	02:30	314070	168930	CARDIFF ROAD, BARRY 1st Rd: A4055 2nd Rd:	V1 EMERGED FROM GARAGE FORECOURT INTO PATH OF V2 CAUSING IT TO COLLIDE WITH OFFSIDE OF V1
2007	746	70172782	Slight	Tuesday	13	11	09:10	312350	168970	HERBERT STREET J W HEWELL CRESCENT, BARRY 1st	V.1 FAILED TO GIVE WAY AT JUNCTION AND PULLED OUT AND DROVE INTO BACK OF V.2
2007	746	70173058	Slight	Wednesday	14	11	09:00	310200	168100	PONTYPRIDD RD., BARRY 1st Rd: B4266 2nd Rd:	V2 HAS STOPPED DUE TO FLOW OF TRAFFIC AND V1 HAS SHUNTED INTO REAR
2007	746	70173377	Slight	Monday	19	11	07:05	311880	169720	SKOMER RD., BARRY 1st Rd: U 2nd Rd:	V1 CYCLIST CROSSED ROAD INTO PATH OF V2, COLLISION OCCURRED
2007	746	70173315	Slight	Wednesday	21	11	10:35	316800	172470	B4267 PENLAN ROAD J W A4055 CARDIFF ROAD	V.2 WAS STOPPED AT TRAFFIC LIGHTS WHEN V.1 DROVE INTO THE BACK OF V.2 CAUSING INJURY TO DRIVER V.2
2007	746	70173412	Slight	Friday	23	11	12:20	312060	168190	LLANTWIT STREET J W HOLTON ROAD, BARRY 1st	V.1 REVERSED ONTO PAVEMENT AND HIT WITNESS IN LEG WITH REAR OF CAR AND MADE OFF
2007	746	70173338	Slight	Friday	23	11	10:00	315570	171170	A4055 CARDIFF ROAD, DINAS POWYS 1st Rd: A4055	V.1 SWERVED TO AVOID PEDESTRIAN AND CLIPPED PARKED V2 V.1 ROLLED ONTO SIDE DRIVER V2 INJURED
2007	746	70173654	Slight	Thursday	29	11	10:20	315310	171270	HIGHWALLS ROAD, DINAS POWYS 1st Rd: U 2nd	V1 EMERGED FROM JUNCTION AND COLLIDED WITH V2 CYCLIST TRAVELLING IN OPPOSITE DIRECTION
2007	746	70173756	Slight	Tuesday	4	12	17:15	313620	168800	CARDIFF RD. JUNCTION WITH CADOC CRESC., BARRY 1st	V1 COLLIDED WITH PEDESTRIAN ON ZEBRA CROSSING
2007	746	70173791	Slight	Thursday	6	12	11:50	311380	168000	GLADSTONE RD., BARRY 1st Rd: A4055 2nd Rd:	V1 OVERTOOK STATIONARY V2 WHICH WAS OBSTRUCTING ROAD AND PUSHED V2 INTO V3
2007	746	70173986	Slight	Sunday	9	12	18:49	311570	168350	GLADSTONE ROAD, BARRY NEAR J W REGENT STREET	CHILD WAS IN BETWEEN TWO PARKED CARS AND RAN OUT INTO THE ROAD INTO THE PATH OF V1.
2007	746	70173817	Slight	Monday	10	12	14:00	312790	169160		
2007	746	70173813	Slight	Monday	10	12	11:29	313070	168830	VERE STREET J W HARRY STREET, BARRY 1st	V2 REVERSED ROUND CORNER OF HARRY STREET COLLIDING WITH A BOY ON A BICYCLE.
2007	746	70173835	Slight	Tuesday	11	12	12:35	312600	170920	PORT ROAD JUNCTION WITH BARRY DOCKS LINK ROAD,	V1 HAS ENTERED ROUNDABOUT INTO PATH OF V2 ALREADY ON THE ROUNDABOUT, COLLISION OCCURRED
2007	746	70173807	Slight	Wednesday	12	12	20:19	312190	167810	DOCK VIEW ROAD, BARRY 1st Rd: U 2nd	CYCLIST LEFT PAVEMENT ON DOCK VIEW ROAD TO GO TO KINGSLAND CRESCENT AND WENT IN FRONT OF ONCOMING TRAFFIC CAUSING A COLLISION.
2007	746	70174436	Serious	Thursday	20	12	19:12	310600	167060	HARBOUR RD., BARRY 1st Rd: A4055 2nd Rd:	V1 LOST CONTROL, COLLIDED WITH LAMPOST AND TRAVELLED THROUGH RAILINGS
2007	746	70174788	Slight	Thursday	20	12	07:30	315930	170970	PLAS ESYLLT, DINAS POWYS 1st Rd: U 2nd	C1 GUIDING V1 TO REVERSE WHEN V1 ENTRAPPED CASUALTY'S LEG BETWEEN THE VEHICLE AND THE RAILINGS
2007	746	70174791	Serious	Monday	31	12	22:05	310600	167100	A4055 HARBOUR ROAD J W MISKIN STREET, BARRY	DRIVER V.1 PRESSED ACCELERATOR INSTEAD OF BRAKE, CAREERED THROUGH FENCE DOWN ONTO RAILWAY LINE

2008

Year	Year Code	Reference	Severity	Day	Date	Month	Time	Easting	Northing	Location	Details
2008	746	80174518	Serious	Tuesday	1	1	03:15	311710	167970	GREENWOOD ST., BARRY 1st Rd: U 2nd Rd:	V1 INTOXICATED TRAVELLING AT SPEED HIT STATIONARY V2 AND COLLIDED WITH PEDESTRIAN
2008	746	80174916	Serious	Monday	14	1	09:00	311860	168180		
2008	746	80175229	Serious	Tuesday	15	1	17:45	310480	166920	ROMILLY PARK ROAD, BARRY 1st Rd: U 2nd	V1 FAILED TO GIVE WAY TO V2 TRAVELLING ON MAIN ROAD AND PULLED INTO ITS PATH
2008	746	80175373	Slight	Saturday	26	1	19:20	315350	171310	ELM GROVE ROAD, DINAS POWYS 1st Rd: U	V1 PULLED OUT OF JUNCTION FAILING TO SEE V2 A PEDAL CYCLIST
2008	746	80175744	Slight	Wednesday	30	1	15:10	314390	170900	WESTRA LANE, DINAS POWYS 1st Rd: U 2nd	BOTH VEHICLES TRAVELLING IN OPPOSITE DIRECTIONS, NEITHER GAVE WAY TO EACH OTHER AND V1 STRUCK A PARKED
2008	746	80175754	Slight	Thursday	31	1	07:15	316830	172450	OLD BARRY ROAD, JUNCTION WITH PENLAN ROAD, LLANDOUGH,	PEDESTRIAN STEPPED IN FRONT OF VEHICLE 1 WHO WAS UNABLE TO STOP AND V1 STRUCK PEDESTRIAN.
2008	746	80176247	Slight	Tuesday	5	2	18:40	311710	168610	TYNEWYDD ROAD, BARRY, 5 METRES SOUTH JW SOMERSET	HANDBRAKE OF V1 APPEARS TO HAVE FAILED AND IT ROLLED BACKWARDS DOWN HILL, BUMPED INTO V2 WHICH IN TURN
2008	746	80176393	Slight	Friday	15	2	10:13	313342	168811	CARDIFF ROAD, BARRY. 1st Rd: U 2nd Rd:	V2 STOPPED SUDDENLY, CLAIMING A VEHICLE IN FRONT OF HER WAS TURNING RIGHT AND IN DOING SO V1 WHICH WAS
2008	746	80176373	Serious	Saturday	16	2	18:19	313460	169884	A4231 BARRY DOCKS LINK ROAD, 2 METRES FROM	V1 TURNED RIGHT AND COLLIDED WITH V2.
2008	746	80176511	Slight	Saturday	16	2	13:05	313730	169030	PALMERSTON ROAD, BARRY, JW WAITROSE STORE. 1st Rd:	V1 FAILED TO NOTICE THAT V2 WAS TURNING RIGHT AND V1 BEGAN TO OVERTAKE AND A COLLISION OCCURRED.
2008	746	80176831	Slight	Tuesday	26	2	09:00	310550	169300	PORT ROAD, BARRY 1st Rd: A4226 2nd Rd:	V1 PULLED OUT OF LAY BY INTO PATH OF V2, COLLISION OCCURRED
2008	746	80177049	Slight	Friday	29	2	12:45	311430	167840	FFORDD MILENIWM, BARRY, (ROUNDABOUT) 1st Rd: U 2nd	APPEARS STEERING WHEEL OF V1 LOCKED AND STRUCK ROUNDABOUT AND COLLIDED HEAD ON WITH V2.
2008	746	80176854	Slight	Saturday	1	3	13:30	313554	169825	BARRY DOCKS LINK ROAD, BARRY 1st Rd: A4231	V1 IN PROCESS OF TURNING RIGHT AND COLLIDED WITH V2 A PEDAL CYCLIST
2008	746	80176996	Slight	Saturday	1	3	22:09	316670	169810	SULLY ROAD, PENARTH 1st Rd: U 2nd Rd:	VEHICLE ONE HAS APPEARED TO HAVE LOST CONTROL AND VEERED ONTO WRONG SIDE OF ROAD. VEHICLE ONE HAS THEN COLLIDED WITH VEHICLE TWO.
2008	746	80176849	Slight	Sunday	2	3	17:40	310340	169110	A4226 PORT ROAD WEST, JW ENTRANCE TO TESCO	V1 WENT INTO BACK OF V2 WHICH WAS STATIONARY IN LINE OF TRAFFIC.
2008	746	80176972	Slight	Thursday	6	3	00:10	311920	168550		DRIVER OF V1 ASSAULTED BY HIS PASSENGERS AND HE LOST CONTROL AND CRASHED INTO LAMP POST.
2008	746	80177076	Slight	Friday	7	3	09:15	311600	167960	HOLTON ROAD, BARRY, OUTSIDE CIVIC OFFICES. 1st Rd:	V2 STOPPED TO ALLOW ANOTHER VEHICLE TO PARK AND V1 HAS DRIVEN INTO REAR OF V2.
2008	746	80177151	Slight	Wednesday	12	3	11:30	311710	168080	HOLTON RD., BARRY 1st Rd: U 2nd Rd:	BOTH VEHICLES PARKED WHEN V1 ROLLED FORWARD AND V2 IN FRONT OF IT
2008	746	80177352	Slight	Tuesday	18	3	08:49	310830	168750	COLCOT RD., BARRY 1st Rd: A4050 2nd Rd:	V1 DRIVER DISTRACTED AND SHUNTED INTO V2 WHICH WAS TRAVELLING IN FRONT
2008	746	80177386	Slight	Monday	24	3	13:05	309337	168918	A4226, WEYCOCK ROAD, BARRY 1st Rd: A4226 2nd	VEHICLE ONE HAS COLLIDED WITH SIDE OF VEHICLE TWO, AS VEHICLE TWO ATTEMPTED TO TURN RIGHT.
2008	746	80177979	Slight	Monday	7	4	09:00	311930	168220	B4294 HOLTON ROAD(SUPERDRUG) 1st Rd: B4294 2nd Rd:	V1 RELEASED HAND BRAKE & MOUNTED PAVEMENT AND COLLIDED WITH SUPERDRUG SHOP FRONT
2008	746	80178177	Slight	Friday	11	4	11:25	309970	167230	OXFORD STREET J W PARK ROAD, BARRY 1st	V1 HAS REVERSED INTO V.2 WHILST GIVING WAY TO ONCOMING TRAFFIC
2008	746	80178506	Slight	Wednesday	16	4	21:15	314920	169270	CARDIFF ROAD, DINAS POWYS 1st Rd: B4055 2nd	V1 BRAKED EXCESSIVELY AND V2 WHO WAS TRAVELLING BEHIND SWERVED TO AVOID COLLISION AND ENDED UP ON ITS
2008	746	80178438	Slight	Friday	18	4	08:25	316070	171580	CARDIFF ROAD, DINAS POWYS. 1st Rd: B4055 2nd	V1 TURNING RIGHT AND COLLIDED WITH V2.
2008	746	80178521	Slight	Wednesday	23	4	08:58	311090	168520	BARRY ROAD, BARRY 1st Rd: U 2nd Rd:	V2 AND V3 STATIONARY IN QUEUE OF TRAFFIC AT TRAFFIC LIGHT. V1 PULLED OFF AND HIT V2 WHICH SHUNTED INTO V3
2008	746	80178583	Slight	Thursday	24	4	08:00	311610	168800	BARRY ROAD, BARRY 1st Rd: U 2nd Rd:	V2 WAITING ON HILL IN QUEUE OF TRAFFIC AND V1 COLLIDED WITH REAR
2008	746	80179324	Slight	Saturday	26	4	13:40	313600	167700	HAYES ROAD, JUNCTION WITH HAYES LANE, SULLY, PENARTH	V1 COLLIDED WITH V2 AT JUNCTION.
2008	746	80178634	Slight	Sunday	27	4	10:30	310680	167500	PORTKERRY ROAD, BARRY 1st Rd: U 2nd Rd:	CASUALTY PEDESTRIAN RAN INTO PATH OF V1
2008	746	80178779	Slight	Wednesday	30	4	20:30	312510	168720	GLADSTONE RD., BARRY 1st Rd: U 2nd Rd:	V1 PULLED OUT OF JUNCTION INTO PATH OF V2 ON MAIN ROAD
2008	746	80178924	Serious	Thursday	1	5	12:06	312350	168970	HERBERT STREET, BARRY JUNCTION WITH GILBERT STREET. 1st	V1 FAILED TO GIVE WAY AT JUNCTION AND COLLIDED WITH V2.
2008	746	80178961	Slight	Thursday	8	5	13:10	309716	168575	PORT ROAD, BARRY, JUNCTION WITH PONTYPRIDD ROAD. 1st	V1 ON GARAGE FORECOURT, ANOTHER VEHICLE FLASHED HIM OUT AND HE PULLED OUT IN FRONT OF V2 AND COLLISION
2008	746	80179156	Slight	Friday	9	5	13:05	309330	168460	PORT ROAD ENTRANCE TO HARDY'S FARM 1st Rd:	VEHICLE ONE HAS DRIVEN INTO THE REAR OF VEHICLE TWO WHICH WAS STATIONARY IN A LINE OF TRAFFIC.
2008	746	80179449	Slight	Saturday	17	5	11:30	310750	166880	THE CAUSEWAY, HARBOUR ROAD, BARRY ISLAND, BARRY 1st	V1 DRIVING ON WRONG SIDE OF ROAD, TRIED TO AVOID V2 AND SLID ALONG ROAD ON ITS SIDE.
2008	746	80179363	Slight	Saturday	17	5	14:00	312350	168970	HERBERT STREET, BARRY JUNCTION WITH HYWEL CRESCENT 1st	V1 TRAVELLING AT SPEED, CUT THE CORNER AND COLLIDED WITH V2.
2008	746	80179654	Slight	Sunday	18	5	18:00	313519	168864	A4055 CARDIFF ROAD, JUNCTION WITH LITTLE MOORS HILL,	V2 STOPPED AT JUNCTION GOING DOWN HILL AND V1 SHUNTED INTO REAR OF V2.
2008	746	80179826	Slight	Tuesday	20	5	08:40	317360	172730	BARRY ROAD, PENARTH 1st Rd: U 2nd Rd:	BOTH VEHICLES IN QUEUE OF TRAFFIC. V1 MOVED OFF FROM STATIONARY AND SHUNTED INTO REAR OF V2 WHICH HAD
2008	746	80180087	Slight	Wednesday	28	5	20:58	311320	166660	HARBOUR RD. J W PAGET RD. BARRY ISLAND	DRIVER V1 LOST CONTROL OF VEHICLE AND MOUNTED KERB HITTING ROAD SIGN & LAMPPOST
2008	746	80180129	Slight	Friday	30	5	15:30	312000	168850	BARRY ROAD, BARRY 1st Rd: U 2nd Rd:	V.1 BUS PULLED OFF FROM BUS STOP PASSENGER HAS FALLEN AND CUT HER EHAD
2008	746	80180085	Slight	Wednesday	4	6	18:15	312860	168650	HOLTON ROAD, BARRY 1st Rd: U 2nd Rd:	DRIVER V1 ARRESTED FOR DRIVING WHILST UNFIT, TWOC & DOCS OFFENCES
2008	746	80180275	Serious	Thursday	5	6	17:10	317370	172840	PENARTH RD., PENARTH 1st Rd: A4160 2nd Rd:	V1 IN PROCESS OF TURNING RIGHT AND V2 WHICH WAS TRAVELLING IN OPPOSITE DIRECTION COLLIDED
2008	746	80180137	Slight	Saturday	7	6	22:50	310590	167250	HARBOUR ROAD, BARRY, JUNCTION WITH CANNON STREET. 1st	DRIVER OF V1 DRIVING WRONG WAY UP A ONE WAY STREET AND COLLIDED WITH V2 AND V1 THEN STRUCK V3 WHICH WAS PARKED AND UNATTENDED.
2008	746	80180144	Slight	Sunday	8	6	16:20	311760	168290	RICHARD STREET, BARRY 1st Rd: U 2nd Rd:	SMALL CHILD RAN OUT FROM BETWEEN PARKED CARS AND RAN INTO V1.
2008	746	80180553	Slight	Sunday	8	6	18:30	313512	168863	CARDIFF ROAD J W LITTLE MOORS HILL, BARRY	V2 STOPPED AT JUNCTION V.1 DROVE INTO BACK OF V.2 AND MADE OFF
2008	746	80182022	Serious	Monday	9	6	17:35	311610	168590	PARDOE CRESCENT, BARRY 1st Rd: U 2nd Rd:	V1 CAME ROUND BEND ON ROAD IN OPPOSITE DIRECTION AND CLIPPED THE BICYCLE WHEEL CAUSING CHILD TO FALL
2008	746	80180501	Slight	Monday	9	6	14:45	313720	169030	PALMERSTON RD., BARRY 1st Rd: U 2nd Rd:	V1 OVERTOOK STATIONARY VEHICLE A BUS, AND PEDESTRIAN STEPPED INTO PATH OF V1
2008	746	80180146	Slight	Tuesday	10	6	16:30	312150	167590	FFORDD MILENIWM J W BARRY DOCKS ENTRANCE 1st	V.1 TURNED RIGHT INTO PATH OF V.2 AND COLLISION OCCURRED N.B. THERE ARE ONLY 2 CASUALTIES NOT 3
2008	746	80180327	Slight	Tuesday	10	6	16:27	312400	168850	DAVIES ST., BARRY 1st Rd: U 2nd Rd:	CASUALTY RAN INTO PATH OF V1 COLLISION OCCURRED
2008	746	80180338	Slight	Monday	16	6	15:30	312510	170360	HEOL LUBREN, BARRY 1st Rd: U 2nd Rd:	VEHICLE ONE (PEDAL CYCLE) HAS PULLED INFRONT OF VEHICLE TWO AND HAS COLLIDED WITH SIDE OF VEHICLE TWO.
2008	746	80180509	Serious	Tuesday	17	6	12:20	311820	168200	RICHARD ST., BARRY 1st Rd: U 2nd Rd:	V1 SERVED TO AVOID V2 WHICH WAS PULLING OUT OF PARKING SPACE AND COLLIDED WITH PEDESTRIAN
2008	746	80180512	Serious	Wednesday	18	6	20:55	311250	168370	BUTTRILLS ROAD, BARRY 1st Rd: U 2nd Rd:	VEHICLE ONE HAS CLIPPED KERB AND LOST CONTROL, HAS CROSSED THE INTO OTHER LANE AND COLLIDED WITH STATIONARY VEHICLE TWO.
2008	746	80180447	Slight	Friday	20	6	18:00	313710	168770	A4055 CARDIFF ROAD, BARRY 1st Rd: A4055 2nd	VEHICLE ONE IS IN LINE OF TRAFFIC AND HAS DRIVEN INTO THE BACK OF VEHICLE TWO, WHO HAS BEEN SHUNTED INTO VEHICLE THREE.
2008	746	80180513	Slight	Saturday	21	6	02:50	317450	171410	REDLANDS ROAD, PENARTH 1st Rd: B4267 2nd Rd:	V.2 AND 3 STATIONERY AND UNATTENDED V.1 HAS COLLIDED REAR V.2 WHICH HAS HIT V.3
2008	746	80180529	Slight	Tuesday	24	6	17:00	311300	167800		VEHICLE 1 RAN INTO REAR OF VEHICLE 2
2008	746	80180532	Slight	Wednesday	25	6	21:00	312980	169380	COLDBROOK ROAD WEST, BARRY 1st Rd: U 2nd	V.1 PEDAL CYCLE RIDING AROUND BEND ON WRONG SIDE OF ROAD AND COLLIDED WITH V.2 IN OPPOSITE DIRECTION
2008	746	80180687	Slight	Saturday	28	6	19:50	313010	168700	VERE STREET, BARRY 1st Rd: U 2nd Rd:	VEHICLE ONE HAS FAILED TO LOOK AT ROUNDABOUT AND HAS COLLIDED WITH VEHICLE TWO.
2008	746	80180833	Slight	Thursday	3	7	18:50	312480	169470	AR-Y-NANT LANE, BARRY 1st Rd: U 2nd Rd:	V.1 TRAVELLING ALONG LANE WHEN YOUNG CHILD RAN OUT INTO PATH OF VEHICLE AND WAS HIT
2008	746	80180847	Slight	Thursday	3	7	16:00	312670	168760	A4055 GLADSTONE ROAD J W DOVEDALE STREET, BARRY	V.2 STOPPED TO TURN RIGHT WHEN V.1 COLLIDED WITH REAR OF V.2 INJURY CAUSED TO DRIVER V.2
2008	746	80180844	Slight	Friday	4	7	14:30	310770	168020	JENNER ROAD J W TRINITY STREET, BARRY 1st	V.2 WAS REVERSING INTO JUNCTION WHEN V.1 DROVE INTO REAR OF V.2 AND DROVE OFF

2008 contd

Year	Year Code	Reference	Severity	Day	Date	Month	Time	Easting	Northing	Location	Details
2008	746	80180866	Slight	Tuesday	8	7	20:14	315290	170690	HEOL V FRENHINES, DINAS POWYS 1st Rd: U	V1 CONDUCTED A U TURN IN ROAD CAUSING V2 TO BRAKE, LOSE CONTROL AND EVENTUALLY COLLIDE WITH V1
2008	746	80181007	Slight	Thursday	10	7	11:30	315870	167970	B4267 SOUTH ROAD, SULLY 1st Rd: B4267 2nd	VEHICLE ONE HAS CLIPPED PARKED UNATTENDED VEHICLE TWO AND FLIPPED OVER ONTO ITS ROOF.
2008	746	80181098	Slight	Tuesday	15	7	21:20	310800	168050	A4050 JENNER RD., BARRY 1st Rd: A4050 2nd	V1 PULLED OUT OF PARKING SPACE AND COLLIDED WITH V2
2008	746	80181538	Slight	Tuesday	29	7	14:45	310970	167600	BROAD ST., BARRY 1st Rd: U 2nd Rd:	PEDESTRIAN HAS CROSSED ROAD WITHOUT LOOKING AND V1 HAS COLLIDED WITH THEM
2008	746	80181602	Slight	Friday	1	8	23:30	312160	169380	DYFAN ROAD, BARRY NEAR JUNCTION TO TREHARNE ROAD.	PEDESTRIAN CROSSED ROAD WITHOUT LOOKING AND V1 STRUCK PEDESTRIAN AND THEN MADE OFF.
2008	746	80181531	Slight	Friday	1	8	14:30	313800	168780	CARDIFF ROAD, BARRY 1st Rd: U 2nd Rd:	V1 FAILED TO STOP IN TIME AND DROVE INTO BACK OF V2.
2008	746	80182119	Slight	Monday	4	8	11:15	310690	167280	A4055, BROAD STREET, BARRY 1st Rd: A4055 2nd	VEHICLE TWO HAS STOPPED AT ZEBRA CROSSING, VEHICLE ONE FAILED TO STOP IN TIME AND COLLIDED WITH REAR OF VEHICLE TWO.
2008	746	80181730	Slight	Saturday	9	8	21:00	310010	168280	PONTYPRIDD RD., BARRY 1st Rd: U 2nd Rd:	V1 ENTERED TRAFFIC LIGHTS IN WRONG LANE AND COLLIDED WITH V2 NEGOTIATING THE JUNCTION IN CORRECT LANE
2008	746	80182139	Slight	Wednesday	20	8	06:10	310830	168830	COLCOT ROAD BARRY 1st Rd: U 2nd Rd:	V1 VEERED & COLLIDED WITH GARDEN WALL
2008	746	80182016	Slight	Wednesday	20	8	23:42	315340	171300	MILL ROAD J W ELM GROVE ROAD, DINAS	V1 COLLIDED WITH A CENTRAL ROAD SIGN AND REAR OF V2.
2008	746	80182008	Slight	Friday	22	8	10:35	312370	168740	COURT ROAD, BARRY 1st Rd: U 2nd Rd:	V1 DRIVING ALONG SINGLE CARRIAGEWAY ROAD, AS V1 PASSED A STATIONARY BUS A FEMALE RAN FROM BEHIND THE FRONT OF THE BUS INTO THE PATH OF V1
2008	746	80182130	Slight	Sunday	24	8	18:00	311500	169650	BURNS CRESCENT, BARRY 1st Rd: U 2nd Rd:	CHILD RAN INTO PATH OF V1 AND WAS STRUCK.
2008	746	80182125	Slight	Monday	25	8	12:30	314900	168280	HAYES RD., SULLY 1st Rd: U 2nd Rd:	VEHICLE HAS LOST CONTROL AND CRASHED THROUGH A ROUNDABOUT AND ENDED UP IN A DITCH.
2008	746	80182388	Serious	Monday	1	9	21:55	312290	170530	A4050 PORT ROAD EAST, BARRY 1st Rd: A4050	V1 AND V2 BOTH SLID ACROSS CARRIAGEWAY AND HIT LAMP POST SEPARATELY
2008	746	80182467	Slight	Saturday	6	9	16:00	311910	168820	BARRY RD., BARRY 1st Rd: U 2nd Rd:	V1 TURNED LEFT OUT OF DRIVEWAY AND COLLIDED WITH V2 PEDAL CYCLE ON MAIN ROAD
2008	746	80182367	Serious	Sunday	7	9	02:50	312250	170030	COOK RD., BARRY 1st Rd: U 2nd Rd:	V1 LOST CONTROL HIT WALL CAUSING INJURIES
2008	746	80182609	Slight	Monday	8	9	18:31	315820	168000	SOUTH RD., SULLY 1st Rd: U 2nd Rd:	PEDESTRIANS STEP INTO PATH OF V1 AND ARE INJURED
2008	746	80182618	Slight	Tuesday	9	9	08:50	315480	170490		V1 LOST CONTROL IN WET WEATHER AND COLLIDED WITH CENTRAL RESERVATION
2008	746	80182626	Slight	Wednesday	10	9	09:37	314490	169150	A4055 CARDIFF RD., BARRY 1st Rd: A4055 2nd	V1 RIDER OF PEDAL CYCLE SWERVED ACROSS TWO LANES AND COLLIDED WITH V2
2008	746	80182636	Slight	Friday	12	9	16:38	310670	168340		CHILD RAN OUT IN FRONT OF V1 AND COLLISION OCCURRED
2008	746	80182615	Slight	Friday	12	9	08:50	311080	167690	BROAD ST., BARRY X REF WITH 182612 - ENTERED	V1 HAS HIT V2 WHICH WAS PARKED. SEE 182612 - INCORRECTLY ENTERED TWICE
2008	746	80184274	Serious	Saturday	13	9	03:18	311470	166670		DRUNKEN MOB ATTACKED V1 CAUSING SIGNIFICANT DAMAGE - CASUALTY 1 WAS HIT BY WING MIRROR, BUT WAS EXTREMELY INTOXICATED AND FELL TO THE FLOOR.
2008	746	80182888	Slight	Tuesday	16	9	18:20	313120	169010	VICTORIA PARK ROAD, BARRY 1st Rd: U 2nd	V1 ENTERED ROAD, AT SAME TIME CHILDREN WERE FIGHTING ON THE ROAD AND ONE CHILD WAS INADVERTENTLY PUSHED INTO PATH OF V1.
2008	746	80182822	Slight	Thursday	18	9	17:39	311280	166530	PAGET RD., BARRY ISLAND 1st Rd: U 2nd	CHILD PEDESTRIAN RAN INTO PATH OF V1 COLLISION OCCURRED
2008	746	80183202	Slight	Sunday	21	9	21:00	310130	168790	A4226 PORT ROAD, BARRY 1st Rd: A4226 2nd	V1 OVERTOOK V2 AND APPARENTLY COLLISION OCCURRED.
2008	746	80183143	Slight	Tuesday	23	9	09:15	310570	167270	HARBOUR ROAD, BARRY 1st Rd: U 2nd Rd:	AS VEHICLE TWO SLOWED TO TURN RIGHT VEHICLE ONE HAS COLLIDED WITH REAR OF VEHICLE TWO.
2008	746	80182840	Slight	Wednesday	24	9	19:50	311320	169750	WINSTON RD., BARRY 1st Rd: U 2nd Rd:	V1 A CHILD PEDAL CYCLE RAN INTO PATH OF V2. V1 FAILED TO STOP
2008	746	80182939	Slight	Saturday	27	9	16:15	310700	167310	BROAD STREET J W WINDSOR ROAD, BARRY 1st	V1 HAS DRIVEN IN FRONT OF CYCLIST CAUSING HIM TO COLLIDE WITH THE SIDE OF THE VEHICLE.
2008	746	80183016	Serious	Saturday	27	9	21:10	311270	167780	BROAD STREET, BARRY (OUTSIDE NO. 93) 1st Rd:	V1 BUS TRAVELLING WESTBOUND HIT PARKED V2 WHICH WAS SHUNTED INTO V3 CASUALTY 1 WAS STRUCK OUTSIDE HER V2 AND THROWN INTO AIR
2008	746	80183062	Slight	Tuesday	30	9	09:40	311910	168200	NEWLANDS STREET J W HOLTON ROAD, BARRY 1st	DRIVER OF V1 WAS BEING ISSUED WITH A PARKING TICKET, WHILST TW DAVIES WAS BEHIND VEHICLE V1 REVERSED AND COLLIDED WITH TW DAVIES.
2008	746	80183042	Slight	Tuesday	30	9	15:30	313030	169300	CHURCH ROAD J W COLDBROOK ROAD, BARRY 1st	V2 TURNED RIGHT INTO COLDBROOK ROAD. V1 SHUNTED INTO REAR OF V2. DRIVER OF V2 CAME OFF HIS MOTORCYCLE. V1 FTS.
2008	746	80183133	Slight	Wednesday	1	10	18:10	315510	167990	BURNHAM AVE, SULLY 1st Rd: U 2nd Rd:	CHILD RAN OUT IN ROAD IN BETWEEN PARKED CARS AND RAN INTO SIDE OF V1.
2008	746	80183146	Slight	Thursday	2	10	15:45	310990	168460	BARRY ROAD, BARRY 1st Rd: U 2nd Rd:	V1 SLOWING DOWN FOR TEMPORARY TRAFFIC LIGHTS BUT NOT IN TIME AND COLLIDED WITH REAR OF V2.
2008	746	80183223	Slight	Saturday	4	10	12:50	311590	168340	GLADSTONE ROAD, BARRY JUNCTION WITH REGENT STREET. 1st	V3 STOPPED TO TURN RIGHT, V1 BUMPED INTO REAR OF V2 WHICH IN TURN BUMPED INTO REAR OF V3
2008	746	80183070	Slight	Saturday	4	10	23:50	315110	168370	COG ROAD, SULLY 1st Rd: U 2nd Rd:	VEHICLE ONE HAS LOST CONTROL AND COLLIDED WITH PARKED AND UNATTENDED VEHICLE TWO.
2008	746	80183339	Slight	Wednesday	8	10	16:20	312690	168300	DOCK VIEW ROAD J W BURLINGTON ROAD, BARRY	V1 FOLLOWING V2 IN AGGRESSIVE MANNER AT CLOSE DISTANCE. V2 TURNED INTO STREET, V1 COLLIDED WITH V2 NEARSIDE BUMPER TO BOOT. V1 FTS
2008	746	80183692	Slight	Sunday	12	10	17:00	314480	169150	A4055 CARDIFF ROAD, BARRY 1st Rd: A4055 2nd	V1 HAS DRIVEN INTO SIDE OF V2 ON RAB THEN FAILED TO STOP
2008	746	80183364	Slight	Monday	13	10	02:50	315360	168240		V1 HAS FALLEN ASLEEP AS ROAD HAS ROLLED TO THE LEFT. VEHICLE CONTINUED IN A STRAIGHT LINE HITTING A STREET LIGHT AND LEAVING ROAD.
2008	746	80183344	Serious	Tuesday	14	10	18:05	308952	169345	A4226 FIVE MILE LANE, BARRY 1st Rd: A4226	V1 VEERED ACROSS CENTRE OF CARRIAGEWAY INTO PATH OF V2 CAUSING V2 TO LEAVE CARRIAGEWAY TO NEARSIDE
2008	746	80183509	Slight	Wednesday	15	10	21:30	311620	168800		V1 APPROACHED ZEBRA CROSSING, PEDESTRIAN STEPPED OUT, WAS OBSCURED BY TREE. V1 FAILED TO SEE PEDESTRIAN DUE TO INCLEMENT WEATHER CONDITIONS.
2008	746	80183518	Slight	Thursday	16	10	15:30	313700	169310	GREENACRES, BARRY 1st Rd: U 2nd Rd: U	V1 AT SIDE JUNCTION. V2 GOING AHEAD. V1 PULLED OUT INTO PATH OF V2 WITHOUT LOOKING PROPERLY.
2008	746	80183745	Slight	Saturday	25	10	19:50	313390	169600	COLDBROOK ROAD EAST, BARRY, JUNCTION WITH LANGLAND ROAD.	V1 PULLED OUT OF JUNCTION AND COLLIDED WITH V2.
2008	746	80183917	Slight	Wednesday	29	10	13:10	316800	172460	A4055 CARDIFF ROAD, JUNCTION WITH PENLAN ROAD 1st	V1 TURNED INTO PATH OF V2 AND COLLISION OCCURRED.
2008	746	80184102	Slight	Friday	31	10	22:10	315060	168290	SOUTH ROAD J W COG ROAD, SULLY 1st	V1 TRAVELLING ALONG ROAD. V2 FOLLOWING BEHIND. ANOTHER VEHICLE IN FRONT OF V2 SLOWED DOWN AND STOPPED TO TURN RIGHT. V2 DID THE SAME AND
2008	746	80183842	Slight	Saturday	1	11	00:56	313700	168780	CARDIFF ROAD J W PALMERSTON ROAD, BARRY 1st	V1 COLLIDED WITH WALL, EXTENSIVE DAMAGE TO BOUNDARY WALL AND GARDEN SHED.
2008	746	80184116	Slight	Thursday	6	11	17:45	313180	168950	LITTLEMOORS HILL J W VERE STREET, BARRY 1st	V1 NEGOTIATING BEND HIS ATTENTION DISTRACTED BY A GROUP OF YOUTHS. FAILED TO NOTICE A PEDESTRIAN CROSSING ROAD AND HAS STRUCK HIM WITH HIS FRONT
2008	746	80184039	Slight	Friday	7	11	07:50	312090	168970	DYFAN ROAD JUNCTION HYWEL CRESCENT, BARRY 1st Rd:	V1 EMERGED OUT OF JUNCTION AND COLLIDED WITH V2 ON MAIN ROAD
2008	746	80184076	Slight	Saturday	8	11	15:00	311800	167030	PLYMOUTH ROAD J W IVOR STREET, BARRY ISLAND	V1 APPROACHED JUNCTION AND PULLED OUT INTO ROAD WITHOUT SEEING V2 DRIVING ALONG. AS V1 CROSSED THE PATH OF V2 IN ORDER TO TURN RIGHT, THE
2008	746	80184139	Slight	Monday	10	11	16:00	311580	168790	TYNEWYDD HILL J W BARRY ROAD, BARRY 1st	V1 HAS FAILED TO GIVE WAY TO V. 2 CYCLIST ON ROUNDABOUT AND HAS COLLIDED WITH V.2
2008	746	80184221	Slight	Tuesday	11	11	18:25	311970	167650	FFORD MILLENIUM, BARRY 1st Rd: U 2nd Rd:	V2 TRAVELLING TOWARDS JUNCTION. AS VEHICLE ENTERED ROUNDABOUT HE WAS STRUCK AT THE REAR BY V1.
2008	746	80184463	Slight	Saturday	15	11	01:00	310000	168290	PONTYPRIDD RD., BARRY 1st Rd: U 2nd Rd:	V1 TURNED RIGHT ONTO MAIN ROAD LOST CONTROL AND COLLIDED WITH TREE
2008	746	80184368	Slight	Monday	17	11	19:20	311470	168240	GLADSTONE RD., BARRY 1st Rd: U 2nd Rd:	V1 MOVED OFF FROM STATIONARY POSITION AND ATTEMPTED A U TURN AND TURNED INTO PATH OF V2, COLLISION OCCURRED
2008	746	80184505	Slight	Wednesday	19	11	06:50	315420	171510	MILL ROAD JUNCTION GREENFIELD AVENUE, DINAS POWYS 1st	V1 EMERGED ONTO MAIN ROAD TO TURN RIGHT WITHOUT LOOKING AND COLLIDED WITH V2 ALREADY ON MAIN ROAD
2008	746	80184529	Slight	Thursday	20	11	08:25	312640	169230		V1 TURNED RIGHT OUT OF JUNCTION AND COLLIDED WITH PEDESTRIAN
2008	746	80184500	Slight	Thursday	20	11	17:30	317380	172810	PENARTH RD., PENARTH 1st Rd: A4160 2nd Rd:	V1 IN QUEUE OF TRAFFIC V2 PULLED OUT INTO ITS PATH, COLLISION OCCURRED
2008	746	80185190	Slight	Friday	21	11	14:40	312670	168480	WESTON HILL, HOLTON ROAD, BARRY 1st Rd: B4294	VEHICLE ONE HAS DRIVEN INTO THE REAR OF VEHICLE TWO AS VEHICLE TWO WAS STATIONARY WAITING TO TURN RIGHT.
2008	746	80184588	Slight	Tuesday	25	11	15:30	310840	169490	A4050 COLCOT ROAD, BARRY 1st Rd: A4050 2nd	V1 PEDAL CYCLE PULLED PATH OF V2 TRAVELLING ON MAIN ROAD
2008	746	80184600	Serious	Tuesday	25	11	10:30	312360	171470	A4050 PORT ROAD EAST, BARRY 1st Rd: A4050	V1 TURNED OUT OF PRIVATE ENTRANCE ONTO MAIN ROAD AND COLLIDED WITH V2 ALREADY TRAVELLING
2008	746	80185076	Slight	Thursday	27	11	14:30	316090	168840	COG RD., SULLY 1st Rd: U 2nd Rd:	V1 MISJUDGED ROAD, HIT GRASS VERGE, LOST CONTROL, OVERTURNED AND COLLIDED WITH FENCE.
2008	746	80184697	Slight	Friday	28	11	15:15	310450	169260	A4226 PORT ROAD, BARRY 1st Rd: A4226 2nd	CASUALTY 1 HAS RUN INTO ROAD INTO PATH OF V1
2008	746	80184635	Slight	Friday	28	11	18:30	310560	168350	SEVERN AVENUE, BARRY 1st Rd: U 2nd Rd:	DRIVER V1 TURNED RIGHT ACROSS PATH OF ONCOMING V2
2008	746	80184764	Slight	Tuesday	2	12	14:00	313534	168852	CARDIFF RD., BARRY 1st Rd: U 2nd Rd:	V1 LOST CONTROL AND COLLIDED WITH CENTRAL RESERVATION AND COLLIDING WITH V2 WHICH WAS STATIONARY AT TIME
2008	746	80184808	Slight	Wednesday	3	12	17:45	316720	172340	A4055 CARDIFF ROAD, DINAS POWYS 1st Rd: A4055	V1 QUEUING IN TRAFFIC. V2 PEDAL CYCLIST TRAVELLING IN SAME DIRECTION. V1 INDICATED TO TURN RIGHT AND TURNED INTO PATH OF PEDAL CYCLIST.
2008	746	80184861	Slight	Friday	5	12	09:25	312900	169180	CHURCH ROAD J W BRIDGE STREET, BARRY 1st	V1 TRAVELLING ALONG ROAD STOPPED AT JUNCTION. V2 APPROACHED JUNCTION. V1 PULLED OUT INTO ITS PATH CAUSING THE COLLISION.
2008	746	80184969	Slight	Monday	8	12	09:35	314020	168890	CARDIFF ROAD, BARRY 1st Rd: U 2nd Rd:	V.3 AND V.2 STOP AT PEDESTRIAN CROSSING WHEN V.1 HAS DRIVEN INTO REAR OF V.2 SHUNTING IT INTO V.3
2008	746	80185024	Slight	Thursday	11	12	07:30	316330	168420		EXTREMELY ICY CONDITIONS V1 LOST CONTROL AND COLLIDED WITH EMBANKMENT
2008	746	80185141	Slight	Tuesday	16	12	16:02	311380	166660	STATION APPROACH, BARRY 1st Rd: U 2nd Rd:	V1'S FRONT OFFSIDE BUMBER HAS COLLIDED WITH CONCRETE BASE OF TRAFFIC ISLAND
2008	746	80185336	Slight	Wednesday	24	12	00:50	311360	166660		V1 TAXI DROPPED CUSTOMERS OFF, FIGHT ENSUED, DRIVER FRIGHTENED MOVED OFF, INJURY CAUSED
2008	746	80185361	Slight	Sunday	28	12	13:10	316750	172390	CARDIFF ROAD JUNCTION REDLANDS ROAD, PENARTH 1st Rd:	V2 AND V3 STATIONARY AT TRAFFIC LIGHTS WHEN V1 SHUNTED INTO REAR OF V2 PUSHING IT INTO V3

2009

Year	Year Code	Reference	Severity	Day	Date	Month	Time	Easting	Northing	Location	Details
2009	746	90185577	Slight	Tuesday	6	1	13:03	314950	169340	CARDIFF ROAD, DINAS POWYS 1st Rd: A4055 2nd	V1 SHUNTED INTO REAR OF V2 WHICH HAD STOPPED DUE TO FLOW OF TRAFFIC
2009	746	90185923	Slight	Tuesday	6	1	23:42	316400	171840	A4055 CARDIFF ROAD, DINAS POWYS 1st Rd: A4055	V1 TRAVELLED AROUND BEND IN ICY CONDITIONS AND LOST CONTROL
2009	746	90185624	Slight	Thursday	8	1	08:03	312280	170530	B4255 PORT ROAD, BARRY 1st Rd: B4255 2nd	TRAFFIC QUEUE SLOWED AND V1 SHUNTED INTO REAR OF V3 SHUNTING IT INTO V2.
2009	746	90185939	Slight	Thursday	15	1	18:00	311680	168640	BARRY ROAD J W TYNEWYDD ROAD, BARRY 1st	V2 DROVE STRAIGHT OVER ROUNDABOUT AT JUNCTION AND COLLIDED WITH V1 WAITING TO TURN RIGHT.
2009	746	90187919	Slight	Thursday	22	1	08:37	311560	167940	BUTTRILLS ROAD, BARRY 1st Rd: U 2nd Rd:	PEDESTRIAN STRUCK BY VEHICLE WHILST CROSSING ROAD
2009	746	90186871	Slight	Thursday	22	1	17:15	317290	172650	A4055, OLD BARRY ROAD 1st Rd: A4055 2nd	VEHICLE TWO HAS CHANGED LANE IN FRONT OF VEHICLE ONE. VEHICLE ONE HAS NOT STOPPED IN TIME AND HAS COLLIDED WITH THE REAR OF VEHICLE TWO.
2009	746	90186541	Slight	Monday	26	1	15:30	309380	167070	WESTWARD RISE, BARRY 1st Rd: U 2nd Rd:	V2 TRAVELLING ALONG ROAD. V1 APPROACHING IN OPPOSITE DIRECTION V1 VEERED INTO V2 OFFSIDE FRONT WING FOR UNKNOWN REASON.
2009	746	90186527	Slight	Monday	26	1	13:45	311190	166500	PAGET ROAD, BARRY ISLAND 1st Rd: U 2nd	AS VEHICLE NEGOTIATED ROUNDABOUT IT HAS STRUCK PEDESTRIAN.
2009	746	90186470	Slight	Tuesday	27	1	19:33	313100	168600	FFORDD MILENIUM, BARRY 1st Rd: U 2nd Rd:	V1 TRAVELLING ALONG ROAD. WEATHER HEAVY RAIN, ROAD SLIPPERY DRIVER LOST CONTROL AND COLLIDED WITH POST.
2009	746	90186475	Slight	Saturday	31	1	18:15	316610	169850	LONGMEADOW DRIVE J W CROSS COMMON ROAD, DINAS	V2 SLOWED DOWN IN FRONT OF ONCOMING TRAFFIC, V1 HAS FAILED TO REACT AND HAS DRIVEN INTO THE REAR OF V2.
2009	746	90186957	Slight	Sunday	1	2	02:20	313740	168770	CARDIFF ROAD, BARRY 1st Rd: U 2nd Rd:	V1 TRAVELLING ALONG ROAD LOST CONTROL COLLIDED WITH WALL AND OVERTURNED. DRIVER ARRESTED EXCESS ALCOHOL.
2009	746	90187377	Slight	Monday	2	2	23:20	310910	167550	A4055 BROAD STREET, BARRY 1st Rd: A4055 2nd	V1 PULLED OUT FROM PARKING AREA AT STATION CAR PARK INTO THE PATH OF V2.
2009	746	90186933	Slight	Wednesday	4	2	14:25	311590	168340	WOODLANDS ROAD, J W REGENT STREET, BARRY 1st	V1 TRAVELLING ALONG ROAD FAILED TO OBSERVE GIVEWAY LINES AND COLLIDED WITH NEAR SIDE OF V2.
2009	746	90186657	Slight	Saturday	7	2	18:46	312290	167830	DOCKVIEW ROAD, BARRY 1st Rd: U 2nd Rd:	V1 LOST CONTROL ON BEND AND COLLIDED WITH UNATTENDED PARKED VEHICLE
2009	746	90186715	Slight	Saturday	7	2	17:30	313990	168880	CARDIFF ROAD JUNCTION LAURA STREET, BARRY 1st Rd:	V1 IN PROCESS OF TURNING RIGHT AND FAILED TO SEE V2 APPROACHING ON MAIN ROAD IN OPPOSITE DIRECTION. COLLISION OCCURRED
2009	746	90187233	Slight	Monday	9	2	08:48	310490	169310	PORT ROAD WEST, BARRY 1st Rd: A4055 2nd	V1 TRAVELLING ALONG ROAD PUT ON BRAKES AND V2 WENT INTO BACK OF V1 SMASHING REAR WINDSCREEN.
2009	746	90186994	Slight	Monday	9	2	16:30	317360	172770	PENARTH ROAD J W BARONS COURT, PENARTH 1st	V2 HAS STOPPED AT A GIVE WAY LINE ON SLIP ROAD AND V1 HAS DRIVEN INTO THE BACK OF V2.
2009	746	90187321	Slight	Monday	16	2	16:50	311830	167990	GREENWOOD STREET, BARRY 1st Rd: U 2nd Rd:	V1 EXITING CAR PARK WHEN PEDESTRIAN CASUALTY RAN INTO PATH OF VEHICLE
2009	746	90187389	Slight	Thursday	26	2	17:00	311110	168200	COLLEGE ROAD 1st Rd: U 2nd Rd: U	V1 APPROACHED GIVE WAY LINES THE DRIVER HAS SUBSEQUENTLY MANOEUVERED THE VEHICLE INTO THE PATHWAY OF V2 CAUSING DAMAGE TO BOTH VEHICLES.
2009	746	90187402	Slight	Sunday	1	3	19:00	311560	170250	A4050 PORT ROAD EAST 1st Rd: A4050 2nd	V2 INDICATED TO TURN RIGHT V1 COLLIDED INTO HIM FROM BEHIND.
2009	746	90187532	Slight	Tuesday	3	3	09:00	311960	168280	TYNEWYDD ROAD, BARRY 1st Rd: U 2nd Rd:	PASSENGER ENTERING TAXI HAS FALLEN WHEN TAXI HAS PULLED OFF BEFORE HE WAS INSIDE
2009	746	90187622	Serious	Wednesday	4	3	09:41	312640	168460	HOLTON ROAD, BARRY 1st Rd: U 2nd Rd:	PEDESTRIAN APPEARS TO HAVE WALKED INTO PATH OF VEHICLE AND A COLLISION HAS OCCURRED.
2009	746	90187699	Slight	Thursday	5	3	14:05	312280	168670	A4055 COURT ROAD J W GLADSTONE ROAD, BARRY	V1 STOPPED AT ROUNDABOUT HIS ATTENTION BEING DRAWN TO POLICE V2. DRIVER OF V1 CONTINUED TO WATCH
2009	746	90187594	Slight	Monday	9	3	10:50	313720	168980	PALMERSTON ROAD, BARRY 1st Rd: U 2nd Rd:	V1 EMERGES FROM SIDE ROAD ONTO MAIN ROAD AND COLLIDED WITH V2
2009	746	90187728	Slight	Thursday	12	3	15:30	312640	170880	BARRY DOCKS LINK ROAD, BARRY 1st Rd: A4050	V1 LOST CONTROL FROM THE ROUNDABOUT AND SKIDDED INTO LAMP POST.
2009	746	90187991	Slight	Friday	13	3	23:11	310870	168620	COLCOTT ROAD, BARRY, OUTSIDE NO. 41 1st Rd:	DRIVER OF V1 UNDER THE INFLUENCE OF ALCOHOL AND WAS DRIVING VEHICLE AT FAST SPEED AND COLLIDED WITH V2 WHICH WAS PARKED AND UNATTENDED.
2009	746	90187687	Fatal	Friday	13	3	23:20	313456	169890	BARRY DOCKS LINK ROAD, JUNCTION WITH COLDBROOK ROAD	V.1 TRAVELLING IN INCORRECT CARRIAGEWAY SOUTH ON THE NORTHBOUND AND HIT V.2 HEAD ON CAUSING TWO FATALITIES.
2009	746	90187754	Slight	Sunday	15	3	15:45	311430	167840	GLADSTONE BRIDGE, BARRY JUNCTION WITH FFORDD Y MILENIUM	DRIVER IS A DIABETIC AND WENT INTO HYPOLYCAEMIC SHOCK WHILST DRIVING HIS VEHICLE AND AFTER SWERVING
2009	746	90189509	Slight	Sunday	22	3	20:30	310480	166930	HARBOUR ROAD J W PARK AVENUE, BARRY 1st	V1
2009	746	90188169	Slight	Sunday	22	3	01:30	311700	170150	MERTHYR DYFAN ROAD J W MORNINGSIDE WALK, BARRY	VEHICLE TRIED TO AVOID A DOG OR FOX IN ROAD AND IN DOING SO COLLIDED WITH THE TRAFFIC ISLAND.
2009	746	90188182	Slight	Monday	23	3	21:55	309910	167090	PORTH Y CASTELL, BARRY 1st Rd: U 2nd	V1 TRAVELLING TOWARDS JUNCTION. DRIVER LOST CONTROL MOUNTED THE KERB COLLIDING WITH A LAMPOST AND OVERTURNED.
2009	746	90188154	Slight	Monday	23	3	14:15	312370	167740	SUBWAY ROAD J W FFORDD MILENIUM, BARRY 1st	V2 STATIONARY ON ROAD WHEN HIT FROM BEHIND BY V1.
2009	746	90188148	Slight	Tuesday	24	3	07:35	312860	169020	MAIN STREET, BARRY 1st Rd: U 2nd Rd:	V1 AND V2 TRAVELLING IN OPPOSITE DIRECTIONS AND NEITHER GAVE WAY RESULTING IN HEAD ON COLLISION. V1 ALSO COLLIDED WITH V3 WHICH WAS PARKED AND UNATTENDED
2009	746	90188531	Slight	Wednesday	1	4	11:45	309160	168400	A4226 PORT ROAD WEST, BARRY 1st Rd: A4226	V2 BRAKED DUE TO DOG IN ROAD AND V1 SHUNTED INTO REAR OF V2
2009	746	90188296	Slight	Saturday	4	4	15:50	311490	167860	BROAD STREET, BARRY 1st Rd: U 2nd Rd:	V1 FAILED TO GIVE WAY AT JUNCTION AND COLLIDED WITH V2
2009	746	90188438	Slight	Tuesday	7	4	15:20	312270	168660	A4055 GLADSTONE ROAD J W COURT ROAD, BARRY	V1 APPROACHING ROUNDABOUT HE HAS COLLIDED WITH V2 WHICH WAS ALREADY ON THE ROUNDABOUT.
2009	746	90188626	Serious	Thursday	9	4	13:00	312450	168360	GUTHRIE STREET NEAR J W HOLTON ROAD, BARRY	CHILD RAN OUT INTO DOOR OF V.1 -INJURY CAUSED
2009	746	90189800	Slight	Monday	13	4	17:00	310160	168820	A4050 PORT ROAD, BARRY 1st Rd: A4050 2nd	V1 DRIVEN ERRATICALLY AND DROVE TOO CLOSE TO V2 AND SHUNTED INTO REAR
2009	746	90188934	Serious	Friday	17	4	14:35	312090	168870	BARRY ROAD JUNCTION WITH DYFAN ROAD, BARRY 1st	VEHICLE TWO HAS COME DOWN BARRY ROAD THROUGH RED LIGHT. VEHICLE ONE HAS ATTEMPTED TO TURN RIGHT ON GREEN LIGHT AND HAS COLLIDED WITH VEHICLE TWO.
2009	746	90188701	Slight	Saturday	18	4	12:54	311660	170370	A4050 PORT ROAD EAST, BARRY 1st Rd: A4050	V2 SLOWED DUE TO TRAFFIC LIGHTS AND V1 SHUNTED INTO REAR.
2009	746	90188854	Slight	Monday	20	4	16:30	311270	167780	BROAD STREET, BARRY 1st Rd: U 2nd Rd:	V2 TRAVELLING ALONG ROAD. V1 EMERGED FROM THE PAVEMENT SUDDENLY AND THE TWO VEHICLES COLLIDED.
2009	746	90188843	Slight	Monday	20	4	17:00	311810	168490	GLADSTONE ROAD J W TYNEWYDD ROAD, BARRY 1st	V1 WAITING AT LIGHTS. LIGHTS TURNED GREEN AND PEDESTRIANS HAVE RUN OUT IN FRONT OF VEHICLE.
2009	746	90189392	Slight	Tuesday	28	4	17:20	312750	169410	TREHARNE ROAD, BARRY 1st Rd: U 2nd Rd:	V2 WAITING AT JUNCTION AND V1 SHUNTED INTO REAR
2009	746	90189546	Slight	Tuesday	5	5	11:15	315330	170950	A4055 CARDIFF ROAD, DINAS POWYS 1st Rd: A4055	V1 FAILED TO NEGOTIATE BEND IN ROAD, HAS CARRIED ON COLLIDING WITH LAMP POST.
2009	746	90189464	Slight	Wednesday	6	5	14:55	316790	172370	CARDIFF ROAD J W REDLANDS ROAD, LLANDOUGH 1st	V3 SLOWED AS LIGHTS TURNING FROM AMBER TO RED. V1 LOOKED TO RIGHT UPON LOOKING BACK SHE COLLIDED WITH V2 WHO WAS SLOWING DOWN. V2 COLLIDED WITH V1.
2009	746	90189523	Slight	Thursday	7	5	20:05	311920	166790	PLYMOUTH ROAD J W FRIARS ROAD, BARRY ISLAND	V2 ATTEMPTING TO TURN RIGHT. V1 RODE INTO V2. V1 FTS.
2009	746	90189606	Slight	Tuesday	12	5	15:35	316010	167920	SOUTH ROAD J W CLEVEDON AVENUE, SULLY 1st	V.1 OVERTAKES QUEUE AT JUNCTION WHEN V.2 TURNS INTO JUNCTION AND COLLIDES WITH V.1
2009	746	90189818	Slight	Saturday	16	5	12:46	316750	172390	EASTBROOK ROAD, DINAS POWYS 1st Rd: U 2nd	VEHICLE ONE HAS BEEN CONFUSED AT LIGHTS AND NOT WAITED FOR GREEN FILTER LIGHT. THEY HAVE TURNED ACROSS AND HIT ONCOMING VEHICLE.
2009	746	90189932	Slight	Friday	22	5	11:20	311890	169440	CALDY CLOSE J W AMROTH COURT, BARRY 1st	COUPLE HAD ARGUMENT. PSGR GOT OUT OF CAR AND AS WALKED ACROSS ROAD V1 HAS TRIED TO DRIVE INTO HIM. PSGR HAD TO JUMP ON TO CAR TO AVOID
2009	746	90189949	Slight	Saturday	23	5	11:21	315580	171840	CARDIGAN CLOSE J W CASTLE DRIVE, DINAS POWYS	CYCLIST FAILED TO STOP AT JUNCTION AND HAS CYCLED INTO PATH OF V1.
2009	746	90190020	Slight	Tuesday	26	5	18:25	311510	168290	GLADSTONE ROAD J W GLADSTONE PRIMARY SCHOOL, BARRY	V1 INDICATED TO TURN RIGHT INTO LANE NEAR SCHOOL. V2 WAS POSITIONED IN CENTRE OF CARRIAGEWAY. V1 MOMENTARILY DISTRACTED BY TWO PARKED TAXIS AND COLLIDED WITH
2009	746	90190304	Serious	Wednesday	27	5	10:55	311810	168500	GLADSTONE ROAD, BARRY, JUNCTION WITH TYNEWYDD ROAD. 1st	PEDESTRIAN RAN INTO PATH OF V1 AT TRAFFICLIGHTS. SHE FELL TO THE FLOOR AND HER FOOT WAS TRAPPED UNDERNEATH FRONT WHEEL OF V1.
2009	746	90190068	Slight	Thursday	28	5	20:00	310620	166860	THE PARADE J W COLD KNAF WAY, BARRY	YOUNG MALE RAN OUT BETWEEN PARKED VEHICLES INTO ONCOMING TRAFFIC.
2009	746	90190579	Slight	Friday	29	5	21:20	311080	169480	WHITEWELL ROAD, BARRY 1st Rd: U 2nd Rd:	V1 TRAVELLING EAST ALONG ROAD, COLLIDED WITH V2 TRAVELLING WEST THEN COLLIDED WITH PARKED V3.
2009	746	90190185	Slight	Friday	29	5	18:13	312420	171230	A4050 PORT ROAD, BARRY 1st Rd: A4050 2nd	ALL 5 VEHICLES TRAVELLING WEST ALONG A4050 WHEN CONCERTINA COLLISION HAS OCCURED IN SLOW MOVING TRAFFIC.

2009 contd

Year	Year Code	Reference	Severity	Day	Date	Month	Time	Easting	Northing	Location	Details
2009	746	90190338	Slight	Monday	1	6	16:50	313560	168840	A4055 CARDIFF ROAD J W ARTHUR STREET, BARRY	V1 AND V2 TRAVELLING IN SAME DIRECTION IN STOP START TRAFFIC. V2 MOVED FORWARD THEN BRAKED AND V1 COLLIDED WITH REAR OF V2.
2009	746	90190632	Slight	Thursday	4	6	22:45	317350	172740	PENARTH ROAD J W COGAN SPUR, PENARTH 1st	V2 WAS AT GIVE WAY JUNCTION ON SLIP ROAD. V1 THOUGHT V2 HAS PULLED OFF AND HAS ROLLED INTO THE BACK OF IT.
2009	746	90190683	Slight	Monday	8	6	15:00	316940	172470	BARRY ROAD, BARRY 1st Rd: U 2nd Rd:	V1 HAS CHANGED LANES ALMOST COLLIDING WITH V2 CAUSING HIM TO SWERVE ON TO THE CENTRAL RESERVATION. V1 FTS.
2009	746	90190818	Slight	Friday	12	6	13:30	311800	168040	THOMSON STREET, BARRY 1st Rd: U 2nd Rd:	PEDESTRIAN WAITING TO CROSS ROAD, DRIVER OF V1 WAVED HER ACROSS BUT MISJUDGED HER CROSSING AND HIT HER LEG. V1 FTS.
2009	746	90190824	Slight	Monday	15	6	18:30	312250	168670	GLADSTONE ROAD J W COURT ROAD, BARRY 1st	V1 PULLED OUT ON TO ROUNDABOUT AND FAILED TO GIVE WAY TO CYCLIST AND HIT THE CYCLIST.
2009	746	90190919	Slight	Tuesday	16	6	09:00	309130	168380	A4050 PORT RD., BARRY 1st Rd: A4055 2nd	ALL VEHICLES TRAVELLING ONE BEHIND EACH OTHER IN FLOW OF TRAFFIC. V1 DID NOT BRAKE WHEN TRAFFIC SLOWED AND SHUNTED INTO V2 PUSHING IT INTO V3
2009	746	90191410	Slight	Friday	26	6	10:30	312220	168870	HANNAH STREET OUTSIDE JENNER PARK 1st Rd: U	V1 REVERSING HIT SAFETY RAILINGS AT LOW SPEED. VICTIM WAS STANDING ON PAVEMENT ON OTHER SIDE OF RAILINGS WHICH CAUSED SLIGHT INJURY.
2009	746	90191068	Slight	Saturday	27	6	19:10	313020	168730	VERE STREET, BARRY 1st Rd: U 2nd Rd:	CHILD PEDESTRIAN RAN FROM BEHIND PARKED VEHICLE INTO PATH OF V1, COLLISION OCCURRED
2009	746	90191670	Slight	Monday	6	7	17:55	312040	166890		
2009	746	90191557	Slight	Wednesday	8	7	15:00	315430	171040	A4055 CARDIFF ROAD, DINAS POWYS 1st Rd: A4055	V1 WAS TRAVELLING IN SLOW MOVING TRAFFIC. V2 CAME ALONG ROAD AT SPEED AND AND COLLIDED INTO BACK OF V1.
2009	746	90191998	Slight	Saturday	11	7	08:20	311170	168580	BARRY RD. JCN. BUTTRILLS RD. BARRY 1st Rd:	V1 FAILED TO GIVE WAY AT JUNCTION AND COLLIDED WITH V2 CYCLIST. V1 FAILED TO STOP
2009	746	90191562	Slight	Sunday	12	7	18:30	311740	169810	PENDINE CLOSE, BARRY 1st Rd: U 2nd Rd:	IP WAS ON HER PUSHBIKE SHE RODE STRAIGHT OUT INTO THE ROAD OUTSIDE HER HOUSE AND V1 CAUGHT THE BACK OF HER PUSHBIKE.
2009	746	90191705	Serious	Tuesday	14	7	18:50	313560	168840	A4055 CARDIFF ROAD JUNCTION WITH ARTHUR STREET, BARRY	V1 WAITING TO TURN RIGHT, DID MANOEUVRE CROSSING LANE COLLIDING WITH V2 TRAVELLING IN OPPOSITE DIRECTION
2009	746	90192067	Slight	Thursday	16	7	17:00	316810	172460	CARDIFF ROAD J W PENLAN ROAD, LLANDOUGH 1st	V1 MISTIMED PULING AWAY AT TRAFFIC LIGHTS AND COLLIDED WITH V2.
2009	746	90191880	Slight	Sunday	19	7	19:20	315410	171030	CARDIFF ROAD, DINAS POWYS 1st Rd: U 2nd	V2 BRAKED HEAVILY DUE TO 3 KIDS RUNNING OUT IN ROAD. V1 DROVE INTO BACK OF V2.
2009	746	90192028	Slight	Friday	24	7	17:09	316380	168840	SULLY ROAD, PENARTH 1st Rd: U 2nd Rd:	CYCLIST TRAVELLING ALONG ROAD AND HAS CYCLED OUT OF LANE RUNNING ADJACENT TO THE ROAD. CYCLIST HAS COLLIDED WITH NEARSIDE OF V2.
2009	746	90192369	Slight	Saturday	25	7	14:05	310630	166880	HARBOUR ROAD, BARRY 1st Rd: U 2nd Rd:	V2 TRAVELLING IN OUTSIDE LANE WHEN V1 IN THE INSIDE LANE TURNED ONTO THE OUTSIDE LANE IN THE PATH OF THE BUS CAUSING A COLLISION
2009	746	90192099	Slight	Monday	27	7	17:00	310660	167170	BROAD STREET, BARRY, OPPOSITE GARDEN CENTRE BARRY RAILWAY	BOTH VEHICLES TRAVELLING IN SAME DIRECTION AND V1 COLLIDED WITH REAR OF V2.
2009	746	90192076	Slight	Monday	27	7	14:53	311940	168230	HOLTON ROAD, BARRY 1st Rd: U 2nd Rd:	V2 PULLED OUT FROM A STATIONARY POSITION CAUSING V1 TO BRAKE. MINOR INJURY TO CHILD IN REAR OF V1. NO COLLISION.
2009	746	90192079	Slight	Monday	27	7	07:55	313440	169580	LANGLANDS ROAD J W SOLENT ROAD, BARRY 1st	V1 TRAVELLING ALONG IN HEAVY RAIN. VEHICLE BRAKES GOING ROUND CORNER AQUAPLAINS AND SPINS OUT OF CONTROL AND HITS WALL.
2009	746	90192265	Slight	Wednesday	29	7	17:35	317354	171509	REDLANDS ROAD, PENARTH 1st Rd: U 2nd Rd:	V1 TRAVELLING NORTHERLY DIRECTION LOST CONTROL IN ADVERSE WEATHER CONDITIONS AND COLLIDED WITH TWO STATIONARY VEHICLES BEFORE ROLLING OVER.
2009	746	90192522	Serious	Friday	31	7	21:50	315230	169760	A4055 CARDIFF ROAD 1st Rd: A4055 2nd Rd:	VEHICLE ONE HAS VEERED ACROSS CARRIAGEWAY INTO PATH OF VEHICLE TWO AND A COLLISION HAS OCCURRED.
2009	746	90192382	Slight	Tuesday	4	8	16:53	315700	171330	A4055 CARDIFF ROAD, DINAS POWYS. 1st Rd: A4055	HAVING MOVED OFF FROM A RED LIGHT, V2 APPLIED HIS BRAKES AND V1 COLLIDED INTO REAR OF V2.
2009	746	90192526	Slight	Saturday	8	8	03:30	310760	167400	BROAD STREET J W MARKET STREET, BARRY 1st	MALE GOT OUT OF TAXI TALKING TO FRIENDS V1 A TAXI DROVE OFF AND HIT CASUALTY IN CHEST.
2009	746	90192561	Slight	Monday	10	8	16:56	315290	170930	A4055 CARDIFF ROAD J W STATION ROAD, DINAS	V1 INTENDING TO TURN RIGHT, PULLED OUT DID NOT SEE V2 AND COLLIDED WITH V2.
2009	746	90192566	Slight	Wednesday	12	8	16:15	312630	169870	ST BRIDES WAY J W MICHAELSTON CLOSE, BARRY	V1 EXITING OUT OF ROAD FAILED TO SEE V2 AND COLLIDED WITH FRONT NEARSIDE.
2009	746	90192697	Slight	Sunday	16	8	12:58	316750	172390	A4055 CARDIFF RD., LLANDOUGH 1st Rd: A4055 2nd	V1 COLLIDED WITH V2 IN OVERTAKING MANOEUVRE. THIS HAS RESULTED IN V3,4,5,6,7 TAKING EVASIVE ACTION AND SHUNTING INTO EACH OTHER.
2009	746	90192840	Slight	Tuesday	18	8	11:50	315790	171510	A4055 CARDIFF ROAD 1st Rd: A4055 2nd Rd:	VEHICLE ONE HAS FAILED TO SEE VEHICLE TWO (AMBULANCE) OVERTAKING. VEHICLE ONE HAS MOVED TO ITS OFFSIDE INTO PATH OF VEHICLE TWO. VEHICLE TWO HAS SWERVED
2009	746	90192724	Slight	Wednesday	19	8	13:55	310960	168440	BARRY ROAD JUNCTION WITH COLCOT ROAD, BARRY 1st	V3 MOVED INTO RIGHT HAND LANE ON APPROACHING ROUNDABOUT, V1 BEHIND MOVED TO LEFT HAND LANE AND COLLIDED WITH V2 ALREADY IN LANE. ALL VEHICLES TRAVELLING
2009	746	90192799	Slight	Thursday	20	8	13:10	311990	168670	DEVON AVENUE, BARRY 1st Rd: U 2nd Rd:	PEDESTRIAN HAS RUN OUT INTO PATH OF V1, COLLISION OCCURRED
2009	746	90192759	Slight	Thursday	20	8	21:15	317370	172740	A4055 COGAN SPUR, NEAR BARONS COURT P.H. 1st	V1 TRAVELLING THROUGH GREEN LIGHT WHEN V2 PEDAL CYCLE CROSSED ITS PATH ON PEDAL CYCLE.
2009	746	90192739	Slight	Friday	21	8	15:20	311600	167630	FFORD MILLENIWM, BARRY 1st Rd: U 2nd Rd:	V2 QUEUING IN TRAFFIC AND V1 SHUNTED INTO REAR
2009	746	90193012	Slight	Saturday	22	8	11:25	311070	169690	BOROUGH AVENUE, COLCOT, BARRY 1st Rd: U 2nd	V1 CLIPPED LEG OF CYCLIST WHILE CYCLIST WAS CROSSING ROAD.
2009	746	90193083	Slight	Tuesday	25	8	13:47	309320	168470	A4226 PORT ROAD, 200 METRES WEST OF WAYCOCK	V2 SLOWED DOWN IN ORDER TO TURN RIGHT AND V1 COLLIDED INTO REAR OF V2.
2009	746	90193001	Slight	Tuesday	25	8	01:45	311450	166560	FRIARS ROAD, BARRY ISLAND 1st Rd: U 2nd	V1 POLICE VEHICLE STATIONARY WHEN CASUALTY 1 STRUCK WING MIRROR AS HE PASSED, THEN CASUALTY 2 RESTED AGAINST V1 SLIPPED AND WAS INJURED
2009	746	90193104	Slight	Thursday	27	8	18:00	316820	172450	A4055 BARRY ROAD, JUNCTION WITH PENLAN ROAD, LLANDOUGH	DRIVER 1 LOST CONTROL OF VEHICLE GOING ROUND A CORNER COLLIDING WITH VEHICLE 2 WHICH COLLIDED WITH VEHICLE 3
2009	746	90193306	Slight	Tuesday	1	9	16:20	311670	170330	A4050 PORT ROAD EAST JUNCTION WITH MERTHYR DYFAN	AS BOTH VEHICLES APPROACHED TRAFFIC LIGHTS. VEHICLE TWO STOPPED FOR AMBER LIGHT, VEHICLE ONE FAILED TO NOTICE THIS AND HAS COLLIDED WITH REAR OF VEHICLE TWO.
2009	746	90193384	Slight	Friday	4	9	08:20	310890	169410	COLCOT ROAD, BARRY 1st Rd: U 2nd Rd:	PEDESTRIAN SEEMS TO HAVE RUN INTO THE PATH OF VEHICLE ONE.
2009	746	90193279	Slight	Friday	4	9	08:30	311580	167630	FFORD Y MILLENIWM, BARRY 1st Rd: U 2nd	V4 BRAKED HARD CAUSING V2 TO SHUNT INTO ITS REAR, THEN V3 INTO V2 AND V1 AT END OF QUEUE SHUNTING INTO V2
2009	746	90193376	Serious	Monday	7	9	03:40	317380	172800		
2009	746	90193365	Slight	Tuesday	8	9	17:08	313990	171490	ST ANDREWS MAJOR ROAD, DINAS POWYS 1st Rd:	V.1 DRIVER WAS USING SAT NAV AND TOOK EYES OFF ROAD AND V.1 CLIPPED A WALL
2009	746	90193436	Slight	Wednesday	9	9	12:15	310550	166880	A4055, SHIP HILL, BARRY 1st Rd: A4055 2nd	VEILCE ONE HAS TRAVELLED THE WRONG WAY UP A ONE WAY STREET AND HAS PULLED OUT OF JUNCTION INTO PATH OF VEHICLE TWO. VEHICLES HAVE COLLIDED.
2009	746	90193309	Serious	Wednesday	9	9	18:14	313300	169450	COLDBROOK ROAD EAST, BARRY 1st Rd: U 2nd	V1 (MECHANICALLY PROPELLED GO CART) FAILED TO STOP AT GIVE WAY LINES AND COLLIDED WITH V2 ON MAIN ROAD
2009	746	90193439	Slight	Thursday	10	9	07:30	314490	169170	A4231 BARRY DOCKS LINK ROAD JUNCTION WITH A4055	VEHICLE ONE HAS PULLED ONTO ROUNDABOUT FAILING TO SEE CYCLIST AND A COLLISION HAS OCCURRED.
2009	746	90193261	Serious	Thursday	10	9	08:00	315830	168000	B4267 SOUTH RD., SULLY 1st Rd: B4267 2nd	VEHICLE ONE HAS TRAVELLED INTO DIRECT SUNLIGHT AND HAS FAILED TO SEE PEDESTRIAN ON ZEBRA CROSSING. VEHICLE ONE HAS COLLIDED WITH PEDESTRIAN.
2009	746	90193402	Slight	Sunday	13	9	17:00	315500	171760	PENYTURNPIKE ROAD, DINAS POWYS 1st Rd: U 2nd	VEHICLE ONE HAS CLIPPED PEDESTRIAN AS IT PASSED IN NARROW LANE.
2009	746	90193442	Slight	Monday	14	9	08:10	313230	168930	LITTLE MOORS HILL, BARRY 1st Rd: U 2nd	V1 BRAKED SUDDENLY AND WAS HIT IN REAR BY CYCLIST
2009	746	90193467	Slight	Tuesday	15	9	10:50	316770	172380	A4055 CARDIFF RD., PENARTH 1st Rd: A4055 2nd	V1 DRIVER WENT THROUGH RED LIGHT AND COLLIDED WITH V2 TRAVELLING THROUGH GREEN LIGHT
2009	746	90193449	Slight	Wednesday	16	9	17:10	311020	169810	PORT ROAD, BARRY A4050 1st Rd: A4050 2nd	YOUNG GIRL RODE SCOOTER INTO PATH OF V.2 WHICH COLLIDED WITH HER
2009	746	90195814	Slight	Wednesday	16	9	14:30	312170	169300	GIBBONS DOWN RISE, BARRY 1st Rd: U 2nd Rd:	V1 HAS COLLIDED WITH V2 CAUSING INJURY AND FAILED TO STOP
2009	746	90193481	Slight	Saturday	19	9	13:30	311990	168590	A4055 GLADSTONE RD., BARRY 1st Rd: A4055 2nd	V2 WAS IN MIDDLE OF ROAD IN PROCESS OF PARKING AND V1 SHUNTED INTO REAR
2009	746	90193482	Slight	Monday	21	9	09:00	316800	172460	CARDIFF ROAD, DINAS POWYS 1st Rd: U 2nd	VEHICLE ONE HAS BRUSHED PAST VEHICLE TWO (MOTORCYCLE). VEHICLE HAS STOPPED AND THERE IS NO DAMAGE TO EITHER VEHICLE AND SO HAS LEFT THE SCENE. THI
2009	746	90193726	Serious	Wednesday	23	9	07:00	310650	167420	YORK PLACE J W WINDSOR ROAD, BARRY 1st	V1 REFUSE WAGON ALLOWED PASSENGER TO ALIGHT THEN MOVED FORWARD AND CRUSHED PASSENGER'S FOOT
2009	746	90193595	Slight	Thursday	24	9	08:30	315310	170760	CARDIFF ROAD, DINAS POWYS 1st Rd: U 2nd	CHILD HAS RUN OUT INTO PATH OF VEHICLE ONE. VEHICLE ONE HAS COLLIDED WITH CHILD.
2009	746	90193605	Fatal	Monday	28	9	17:35	313555	169831	A4231, BARRY DOCKS LINK ROAD 1st Rd: A4231	VEHICLE TWO HAS PULLED OUT OF JUNCTION INTO PATH OF VEHICLE ONE. VEHICLE ONE HAS ATTEMPTED TO SWERVE BUT HAS COLLIDED WITH VEHICLE TWO.
2009	746	90193763	Slight	Wednesday	30	9	14:30	316840	172450	A4055 BARRY ROAD, COGAN SPUR 1st Rd: A4055	V1 ON INSIDE LANE PULLED INTO PATH OF V2 IN DOUBLE LANE TRAFFIC

Appendix D

**Extract from South Wales
Parking Guidelines**

South Wales Parking Standards – Extract of Applicable Standards

Residential:

General Purpose House and Flats	Residents	Visitors
One bedroom	1 space per unit	1 space per 3 to 5 units
Two bedrooms (GFA is 75m ² or less)	1.5 spaces per unit	1 space per 3 to 5 units
Three bedrooms (GFA <120m ²)	2 space per unit	1 space per 3 to 5 units
Three/four bedrooms (GFA is 120m ² or more)	Minimum of 3 spaces	1 space per 3 to 5 units

Commercial:

Type of Development	Operational Requirements	Non-Operational Requirements
New Offices up to 1,000 m ²	Included in non operational standard	1 space per 25-35 m ²
New Offices over 1,001 m ²	Included in non operational standard	1 space per 30-40 m ²
Supermarkets and Superstores (predominantly food – over 2000 m ²)	Space to accommodate a minimum of 3 commercial vehicles	1 space per 10 m ²
Garages and Service Stations	One car/lorry space for each car/lorry bay	2 car/lorry spaces for each service bay. Plus a minimum of 5 waiting spaces where an automatic car wash is installed
Public houses or Licensed Clubs	with a minimum of 1 commercial vehicle bay	1 space per 3-5 m ² of bar floor/ public floor area including servery plus, 1 space per 3 non-residential staff
Hotel	Minimum of 1 commercial vehicle bay	1 space per guest bedroom, 1 space per staff bedroom plus 1 space per 3 non-residential staff
Shops (up to 200 m ²)	Space for 1 commercial vehicle to unload and manoeuvre	1 space per 60 m ² (employees and shoppers)
Shops (201-1,000 m ²)	Space for 2 commercial vehicles to unload and manoeuvre	1 space for 20-40 m ² (employees and shoppers)
Shops (1001-2,000m ²)	Space for 3 commercial vehicles to unload and manoeuvre	1 space per 20-40 m ² (employees and shoppers)

Appendix E

**Extract from CSS Wales
parking guidelines**

CSS Wales Parking Standards 2008 - Extract of applicable standards

Residential: New Builds & Conversions

Zones 2-6

Type of Development	Residents	Visitors
Houses	1 space per bedroom (max. 3 spaces)	1 space per 5 units
Apartments	1 space per bedroom (max. 3 spaces)	1 space per 5 units

Offices: Class B1 Business, A2 Financial & Professional services

Zone 2&3

Type of Development	Requirement
Offices (< 1000m ²)	1 space per 35m ²
Offices (>1000m ²)	1 space per 60m ²

Shops (including shops, supermarkets and superstores)

Type of Development	Operational	Non-Operational
Shops (< 200m ²)	1 commercial vehicle space	1 space per 60m ²
Shops and small supermarkets (201m ² - 1000m ²)	2 commercial vehicle spaces	1 space per 40m ²
Shops and small supermarkets (1001m ² – 2000m ²)	3 commercial vehicle spaces	1 space per 40m ²
Supermarkets and Superstores (predominantly food > 2000m ²)	3 commercial vehicle spaces	1 space per 14m ²

Retail Warehousing and Garages

Zone 2-5

Type of Development	Operational	Non-Operational
Petrol Filling Station	1 space per petrol tanker	4 spaces for ancillary use (e.g. automatic car wash)

Hotels and Restaurants

Zones 2-4

Type of Development	Operational	Non-Operational
Public Houses & Licensed Clubs	1 commercial vehicle space	1 space per 3 non-resident staff & 1 space per 5m ² of public area including servery
Hotels	1 commercial vehicle space	1 space per 3 non-resident staff & 1 space per bedroom

Sustainability Points and Associated Reduction in Parking Requirements

According to the CSS parking standards, sustainability points will be awarded to developments that meet the criteria below for their proximity, in terms of walking distance to local facilities, public transport, cycle routes and the frequency of local public transport. Award of these sustainability points will result in a reduction in parking requirement as detailed below.

Sustainability Criteria	Maximum Walking Distance	Single Sustainability Points
Local Facilities Local facilities include a foodstore, post office, health facility, school etc. Access to two of these within the same walking distance will score single points, whereas access to more than two of these will double the points score.	200m	3 pts
	400m	2 pts
	800m	1 pt
Public Transport Access to bus stop or railway station	300m	3 pts
	400m	2 pts
	800m	1 pt
Cycle Route	200m	1 pt
Frequency of Public Transport Bus or rail service within 800m walking distance which operates consistently between 7am and 7pm. Deduct one point for service which does not extend to these times.	5 minutes	3 pts
	20 minutes	2 pts
	30 minutes	1 pt

Sustainability Points: Reductions in Parking Requirements

Land use	Sustainability Points	Parking Reduction
Residential	10 pts	- 2 spaces per dwelling
	7pts	- 1 space per dwelling
All other development (excluding shops and retail warehouses)	10 pts	30%
	7 pts	20%
	5 pts	10%

Appendix F

**Cycle parking
Guidelines from Vale of
Glamorgan UDP (2005)**

Cycle parking extract from Vale of Glamorgan UDP (2005)

Land Use Type	Cycle Parking Guidelines
Shopping Developments and Supermarkets	Staff and operational parking at one space per 500m ² gross up to 4,000m ² Gross Floorspace Area
Recreational and Community Uses	In addition to the car parking provision, cycle parking will be required to cater in full for the maximum expected usage of the facility assuming that 5% of all people using the facility will travel by bicycle
Offices	One space per 400 m ² Gross Floorspace Area
Residential High Density Development	One space per dwelling unit
Industrial	One space per 500 m ²
Further Educational Facilities	One stand per 10 students if car parking is allowed. One stand per 5 students if car parking is not allowed

Appendix G

**Further Details of Trip
Rates and Calculation
Process**

Appendix G1

Trip Generation Technical Note

Note - The information contained in this Technical Note has been superseded by the methodology detailed in Chapter 6. This note is retained for the investigation and comparison of trip rates.

Job title	Waterfront Barry	Job number
		122374
cc		File reference
		4-70
Prepared by	Paul Carr x 26462 (Cardiff)	Date
		April 2008/July 2008
Subject	Trip Generation Summary - Revision A	

1. INTRODUCTION

This note has been prepared to summarise the proposed trip generation assumptions for the Waterfront Barry development. The trip generation has been estimated using multi-modal data from the TRICS 2008(a) database, using sites similar to the proposed development landuses.

This revision to the Technical Note provides further information regarding the TRICS sites used for the estimation, and comparison with local sites and TRICS vehicle-only data, summarising to the resultant development trip generation.

2. DEVELOPMENT MIX

The final development mix has yet to be determined, but the approximate current proposals are set out below, spread across the three development sites of Arno Quay, East Quay, and West Pond/South Quay.

- 380 Apartments;
- 1143 Houses;
- 120 Affordable Apartments;
- 359 Affordable Houses;
- 70,000 sq ft (6503 m²) Food Store;
- 30,000 sq ft (2787 m²) Hotel;
- 50,000 sq ft (4645 m²) Offices;
- 60,000 sq ft (5574 m²) Retail A1-A5 & Health, Nursery, Crèche;
- 90,000 sq ft (8361 m²) Leisure;
- 20,000 sq ft (1858 m²) Other Employment; and
- Primary School (assumed to be around 1500 m²).

Of this total, approximately 200 houses are proposed for East Quay, and approximately 150 apartments in Arno Quay. The proposed development on the adjacent site known as 'The Mole' has yet to be determined, and as such, a worst case situation of an additional 200 houses has been considered for this site.

3. TRICS PERSON TRIP RATES

Average weekday Person Trip Rates have been extracted from the multi-modal data in TRICS 2008(a) for developments similar to the proposed development. A summary is provided in the table below.

Landuse		AM Peak Hour		PM Peak Hour		12 Hour Total	
		Arr	Dep	Arr	Dep	Arr	Dep
Apartments	per unit	0.113	0.438	0.314	0.131	1.730	2.011
Houses	per unit	0.239	0.940	0.650	0.402	4.410	4.793
Affordable Apartments	per unit	0.180	0.431	0.414	0.234	2.876	3.147
Affordable Houses	per unit	0.237	0.886	0.619	0.356	4.924	5.030
Food Store	per 100 sqm GFA	5.688	3.575	11.793	12.432	138.741	137.665
Hotel	per 100 sqm GFA	0.380	0.838	0.786	0.474	7.821	7.793
Offices	per 100 sqm GFA	2.052	0.175	0.264	1.835	9.53	9.14
Retail	per 100 sqm GFA	9.490	8.792	8.573	8.971	110.921	109.476
Leisure	per 100 sqm GFA	0.925	0.607	2.613	2.302	21.119	20.717
Other Employment	per 100 sqm GFA	2.052	0.175	0.264	1.835	9.53	9.14
School	per 100 sqm GFA	25.823	6.203	0.728	1.392	47.975	46.328

Due to the reduced number of multi-modal surveys within the TRICS database compared to vehicle only surveys, only a small number of the surveys have been excluded in order to ensure the maximum sample size. These exclusions remove sites in Greater London, sites significantly smaller than the proposed development, and those in 'out of town' locations. Comparison with vehicle only TRICS surveys for more carefully selected sites is provided later in this document.

4. TRICS MODAL SPLIT

The weekday Modal Splits from the TRICS multi-modal data are outlined below.

Landuse	AM Peak Hour					PM Peak Hour					12 Hour Total				
	Vehicle Occupancy	Vehicle Occupants (%)	Public Transport (%)	Cyclists (%)	Pedestrians (%)	Vehicle Occupancy	Vehicle Occupants (%)	Public Transport (%)	Cyclists (%)	Pedestrians (%)	Vehicle Occupancy	Vehicle Occupants (%)	Public Transport (%)	Cyclists (%)	Pedestrians (%)
Apartments	1.195	54	4	3	38	1.310	54	4	3	38	1.204	65	3	1	30
Houses	1.482	77	3	2	18	1.372	83	2	2	13	1.356	80	3	2	15
Affordable Apartments	1.425	53	7	2	38	1.311	52	4	1	44	1.274	52	5	1	41
Affordable Houses	1.672	54	6	0	41	1.270	66	1	4	29	1.415	63	4	3	31
Food Store	1.253	80	4	1	15	1.540	88	1	1	10	1.503	86	2	1	11
Hotel	1.297	61	9	1	29	1.401	57	4	1	38	1.364	52	10	1	37
Offices	1.076	80	10	2	9	1.091	75	11	2	12	1.124	66	7	1	26
Retail	1.196	60	0	1	40	1.283	72	2	1	24	1.243	67	1	1	31
Leisure	1.222	79	1	2	18	1.774	85	1	1	12	1.519	79	5	1	14
Other Employment	1.076	80	10	2	9	1.091	75	11	2	12	1.124	66	7	1	26
School	1.283	41	0	0	58	1.268	78	0	0	22	1.062	39	4	0	57

5. TRICS VEHICLE TRIP RATES

The resultant vehicle trip rates calculated from the TRICS multi-modal data are given in the table below.

Landuse		AM Peak Hour		PM Peak Hour		12 Hour Total	
		Arr	Dep	Arr	Dep	Arr	Dep
Apartments	per unit	0.051	0.200	0.131	0.054	0.937	1.089
Houses	per unit	0.124	0.486	0.393	0.243	2.608	2.834
Affordable Apartments	per unit	0.067	0.160	0.163	0.092	1.181	1.292
Affordable Houses	per unit	0.076	0.284	0.320	0.184	2.182	2.229
Food Store	per 100 sqm GFA	3.623	2.285	6.735	7.099	79.836	79.217
Hotel	per 100 sqm GFA	0.178	0.394	0.322	0.194	2.964	2.953
Offices	per 100 sqm GFA	1.522	0.130	0.182	1.268	5.613	5.384
Retail	per 100 sqm GFA	4.750	4.401	4.812	5.036	60.130	59.347
Leisure	per 100 sqm GFA	0.598	0.393	1.255	1.106	11.052	10.842
Other Employment	per 100 sqm GFA	1.522	0.130	0.182	1.268	5.613	5.384
School	per 100 sqm GFA	8.337	2.003	0.446	0.852	17.742	17.132

6. COMPARISON WITH LOCAL SITES

6.1 Bay Pointe Study

As part of the planning application for the Bay Pointe development in Cardiff Bay, a study was undertaken by WSP covering the trip generation of a number of residential developments in the Cardiff and Barry area. The study observed the trip generation characteristics of seven sites between November 2006 and March 2007, consisting largely of apartments. The weighted average trip rates summarised in the study are given in the table below, with the TRICS Multi Modal Apartments rates listed for comparison.

		AM Peak Hour		PM Peak Hour	
		Arr	Dep	Arr	Dep
Bay Pointe Trip Rate Study	Person Trip Rates	0.107	0.329	0.279	0.133
	Vehicle Trip Rates	0.035	0.211	0.197	0.086
TRICS Multi Modal Sites Apartments	Person Trip Rates	0.113	0.438	0.314	0.131
	Vehicle Trip Rates	0.051	0.200	0.131	0.054

6.2 Arup Studies

Further studies have been undertaken by Arup to allow additional comparison with local sites in the Waterfront area of Barry. Comparable residential sites were identified at Ffordd Sealand, Y Rhodfa, and Clos Tynaid Glo. In addition, the Morrisons supermarket, and the adjacent mixed retail development were surveyed in order to provide local comparison for the proposed foodstore and retail portions of the development.

6.2.1 Ffordd Sealand

The development off Ffordd Sealand to the west of Gladstone consists of 178 houses and 54 flats/apartments, accessed through a single highway connection. Due to the mix of residential houses and flats, a direct comparison of trip rates is not possible, so comparison has been made between the observed vehicle trips and the calculated vehicle trips using the TRICS multi-modal

trip rates in section 5.

	AM Peak Hour		PM Peak Hour	
	Arr	Dep	Arr	Dep
Observed	32	54	79	47
TRICS rates	25	97	77	46

6.2.2 Y Rhodfa

The development off Y Rhodfa to the south of Ffordd y Mileniwm consists of 303 flats/apartments. Comparison is made below between the observed vehicle trips and the calculated vehicle trips using the TRICS trip rates in section 5.

	AM Peak Hour		PM Peak Hour	
	Arr	Dep	Arr	Dep
Observed	22	44	55	43
TRICS rates	16	60	40	17

6.2.3 Clos Tynaid Glo

The development off Clos Tynaid Glo consists of 89 houses, 137 flats/apartments, and a 700 sqm GFA (approx) Doctors surgery/Pharmacy. Due to the mix of development types, a direct comparison of trip rates is not possible, so comparison has been made between the observed vehicle trips and the calculated vehicle trips using the TRICS trip rates, including the Doctors surgery/Pharmacy.

	AM Peak Hour		PM Peak Hour	
	Arr	Dep	Arr	Dep
Observed	75	65	77	59
TRICS rates	50	100	73	51

6.2.4 Morrisions

The Morrisions development consists of a 5745 sqm GFA (as measured from the Ordnance Survey Land-line digital mapping) food store, plus a petrol filling station (PFS). It was observed that approximately 75% of the PFS users were solely visiting the PFS and not visiting the adjacent retail or foodstore. This has been taken into account to allow comparison with the calculated foodstore vehicle trips using the TRICS trip rates above.

	AM Peak Hour		PM Peak Hour	
	Arr	Dep	Arr	Dep
Observed (Total including PFS)	355	276	503	536
Observed (PFS exit)		143		167
Observed (without PFS sole visitors)	248	169	378	411
TRICS rates	208	131	387	408

6.2.5 Mixed Retail

The mixed retail development north of Ffordd y Mileniwm consists of Halfords, Instore, Argos, and Focus stores, totalling 5112 sqm GFA (also measured from the OS Land-line mapping). Comparison is made below between the observed vehicle trips and the calculated vehicle trips using the TRICS trip rates above.

	AM Peak Hour		PM Peak Hour	
	Arr	Dep	Arr	Dep
Observed	64	33	174	196
TRICS rates	243	225	246	257

It is difficult to predict the trips associated with retail units without knowing more about the nature of the shops they contain. The TRICS sites are the average of a wide range of store types and as such provide the best estimate of possible trips associated with the retail aspects of the development, as some units will likely have trip generation lower than average, and some higher than average. The trip generation rates should be reviewed once further information regarding the nature of the shops is available.

6.3 Local Site Comparison Summary

It can be seen that there is reasonable comparison between the locally observed vehicle trip generation and the TRICS multi-modal vehicle trip generation, particularly in the busier PM Peak.

Comparison with other local residential sites undertaken by WSP for the Bay Point Study in Cardiff, shows that the assumed person trip rates estimated using TRICS are slightly lower than those observed, while the vehicle trip rates are comparable.

It can thus be assumed that the TRICS multi-modal data accurately represents the existing situation in Barry Waterfront, and are appropriate for use with the new development.

7. COMPARISON WITH TRICS VEHICLE-ONLY SURVEYS

In order to provide further comparison, and to enable the likely range of vehicle trip generation, the proposed trip generation has been compared with vehicle-only trip generation from TRICS which provides a larger number of survey sites. Due to the larger number of survey sites, we can be more selective and restrict the sites to those that most closely resemble the proposed development.

The selected sites used to obtain the data below are restricted to:

- the most recent surveys,
- from Town Centre, Edge of Town Centre, Neighbourhood Centre areas,
- Weekdays only,
- with Removed Smaller sites (eg <50 units for residential, <2000 sqm for office and food retail).

The remaining sites were then reviewed to ensure that they were suitable, and removed if it was deemed appropriate. The table below compares the trip rates from the TRICS multi-modal data and the 15th percentile, mean, and 85th percentile of the vehicle-only trip rates.

AM Peak Hour

	Arrivals				Departures			
	Multi-modal	Vehicle Only			Multi-modal	Vehicle Only		
		15%	Mean	85%		15%	Mean	85%
Apartments	0.051	0.017	0.041	0.064	0.200	0.043	0.143	0.245
Houses	0.124	0.094	0.153	0.236	0.486	0.268	0.335	0.370
Affordable Apm't	0.067	0.027	0.039	0.054	0.160	0.040	0.077	0.117
Affordable Houses	0.076	0.082	0.127	0.175	0.284	0.204	0.233	0.259
Food Store	3.623	2.297	3.535	4.015	2.285	0.928	1.782	2.429
Hotel	0.178	0.090	0.300	0.672	0.394	0.141	0.455	0.844
Offices	1.522	0.411	1.437	2.312	0.130	0.075	0.243	0.416
Retail	4.750	1.675	3.755	6.572	4.401	0.946	3.313	6.119
Leisure	0.598	0.400	0.633	0.834	0.393	0.259	0.407	0.555
Other Employment	1.522	0.411	1.437	2.312	0.130	0.075	0.243	0.416
School	8.337	3.582	4.938	6.415	2.003	2.091	3.933	5.228

PM Peak Hour

	Arrivals				Departures			
	Multi-modal	Vehicle Only			Multi-modal	Vehicle Only		
		15%	Mean	85%		15%	Mean	85%
Apartments	0.131	0.049	0.118	0.191	0.054	0.030	0.067	0.086
Houses	0.393	0.272	0.338	0.420	0.243	0.129	0.200	0.303
Affordable Apm't	0.163	0.067	0.118	0.186	0.092	0.037	0.071	0.098
Affordable Houses	0.320	0.228	0.347	0.466	0.184	0.044	0.136	0.232
Food Store	6.735	5.051	6.671	8.059	7.099	5.603	7.880	9.502
Hotel	0.322	0.140	0.322	0.437	0.194	0.106	0.258	0.477
Offices	0.182	0.047	0.418	0.668	1.268	0.297	1.360	2.118
Retail	4.812	3.803	5.969	8.559	5.036	4.248	6.441	8.941
Leisure	1.255	0.829	0.914	1.006	1.106	0.717	0.934	1.210
Other Employment	0.182	0.047	0.418	0.668	1.268	0.297	1.360	2.118
School	0.446	0.125	0.484	0.801	0.852	0.664	0.960	1.256

The tables show that the multi-modal trip rates compare well with the more selective vehicle-only trip rates. The multi-modal residential trip rates tend to be slightly higher than the mean vehicle only rates, but lower than the 85th percentile. The other landuse are broadly comparable to the mean trip rates. This further comparison shows that the TRICS multi-modal trip rates are representative of the trip rates from other sites.

8. TRIP TYPES AND REVISED MODAL SPLITS

8.1 Trip Types

Residential - Almost all trips will be new primary trips. Most weekday peak hour trips will be journey to work, or linked to the journey to work.

Food Store/Other Retail - Many trips will be transferred from other retail sites or linked to other journeys. Reference has been made to before-and-after studies by MacIver and Dickinson and earlier TRL findings to assume 30% pass-by trips to food and non-food retail. Further studies have suggested that co-located retail stores benefit from around 20% cross-visitation between the stores, reducing the overall number of trips further.

Hotel - Most of the trips will be linked to other landuses, including office/employment and leisure uses.

Office – Most of the trips will be new primary trips, but given the mixed use nature of the proposed development, a proportion of the trips will likely be internal to the development or linked to other uses.

Leisure - Most trips will be from the local area or linked trips to other landuses.

Primary School – The vast majority of the trips associated with the proposed school will be from the new development, thus will have a high proportion of walking and cycling modes, and vehicle trips are likely to be linked to other journey purposes.

8.2 Revised Modal Splits

8.2.1 Public Transport

The TRICS multi-modal data gives a modal share of between 3% and 7% to public transport for residential landuses. Given the proposed good accessibility to rail and bus services in the development a 10% 'target' for public transport is proposed. For the residential landuses, the modal splits have been adjusted to an average between TRICS rate and this 'target' resulting in modal shares of for public transport of between 6 and 8%.

8.2.2 Retail Vehicle Occupancy

The vehicle occupancy at the Morrisons and Retail site was observed during the peak periods, and found to be 1.98. This is noticeably higher than the vehicle occupancy extracted from the TRICS multi-modal data, suggesting that local conditions result in higher occupancy. As such, the vehicle occupancy for the proposed food store and retail landuses has been assumed to be an average between the TRICS value and that observed.

9. RESULTANT TRIP GENERATION

Taking the factors discussed in the previous sections into account, the resultant vehicle trip generation for each section of the proposed development are summarised in the table below.

	AM Peak Hour		PM Peak Hour		12 Hour Total	
	Arr	Dep	Arr	Dep	Arr	Dep
East Quay	24	93	75	46	489	541
Arno Quay	7	28	18	8	133	154
West Pond/South Quay	461	762	824	682	7262	7476
The Mole	24	93	75	46	498	541
Total	515	976	992	782	8391	8713

DOCUMENT CHECKING (not mandatory for File Note)

	Prepared by	Checked by	Approved by
Name	Paul Carr	Steve Arthur	Jonathan Kinghorn
Signature			

Appendix G2

**Gravity Model Technical
Note**

Job title	Waterfront Barry	Job number
		122374
cc	Paul Carr	File reference
		4-70
Prepared by	Roddy Beynon x 26506 (Cardiff)	Date
		17 March 2008
Subject	Gravity Model for Trip Distribution	

1. INTRODUCTION

In order to distribute trips generated by the Waterfront Barry development it is proposed to use a simple gravity model. This method of trip distribution has been selected in preference to the 2001 census journey to work data due to the age of the census data and the changing employment and development situation in the area surrounding the development.

A gravity model will require a boundary which relates to the likely extent of trip attraction and generation and a zone system which divides the considered area in relation to the local highway network, employment and population.

2. GRAVITY MODEL EQUATION

The gravity model will take the form of the equation:

$$T_{ij} = \frac{a.J \times b.P}{D^\alpha}$$

Where:

T_{ij} is the proportion of trips generated between Barry Waterfront and a given zone;

J is the number of jobs;

P is the population;

a and b are constants depending on the nature of the trips being considered (employment, retail, leisure)

α is the distance factor which will be tuned during calibration; and

D is the distance between the Waterfront development and the centroid of the production/attraction zone. This distance will be taken as the dominant highway route in kilometres

It may prove appropriate to use variants on this equation to suit differing trip purposes such as retail, employment and shopping.

3. POPULATION AND EMPLOYMENT DATA

TEMPRO version 53 datasets will be used to give historical, present and future data on population and employment in the considered areas. TEMPRO is a software program issued by the Department for Transport which includes planning data projections for all areas of the United Kingdom.

4. EXTENTS AND ZONING OF GRAVITY MODEL

From analysis of the 2001 Journey to Work Census data it is apparent that the vast majority of trips to and from Barry lie within an area bounded by Bristol to the east, Monmouth to the north and Swansea to the west. Accordingly these locations will form the boundaries of the gravity model and therefore the origins/destinations of all proposed additional Waterfront Barry trips.

The zoning of the model will be relatively fine in close proximity to the development with Barry and Cardiff split into multiple zones. Further afield towns and whole unitary authorities will form other zones.

The population and job data for each zone will be obtained from TEMPRO, the distance from each zone to Waterfront Barry will be taken from what is judged to be the centroid in terms of population and jobs for each zone.

In the case where zoning is finer than that of TEMPRO (only applicable to Cardiff and Barry) the population and jobs will initially be proportioned according to the 2001 Census data with adjustments from local planning data for developments in future years.

An initial investigation suggests that the following zones may be suitable:

1. Blaenau Gwent Unitary Authority
2. Bridgend Unitary Authority (excluding 2 and 3)
3. Bridgend
4. Leisure and Commercial development, Llanilid (film studios)
5. Bristol
6. Caerphilly Unitary Authority (excluding 6)
7. Caerphilly
8. Cardiff Unitary Authority (excluding 8 and 9)
9. Cardiff North
10. Cardiff South
11. Merthyr Tydfil Unitary Authority (excluding 11)
12. Merthyr Tydfil
13. Monmouthshire Unitary Authority
14. Neath
15. Newport Unitary Authority (excluding 15)
16. Newport
17. Port Talbot
18. Rhondda Cynon Taff Unitary Authority (excluding 18)
19. Pontypridd
20. Swansea
21. The Vale of Glamorgan Unitary Authority (excluding 21-29)
22. Barry West
23. Barry East
24. Barry Central
25. Barry Island
26. Dinas Powys
27. Llantwit Major
28. Metrix
29. Penarth
30. Rhoose
31. Torfaen Unitary Authority (excluding 31)
32. Cwmbran

5. GRAVITY MODEL CALIBRATION

In order to ensure that the gravity model is producing realistic distributions the model will be calibrated using both local knowledge and the 2001 journey to work Census data in order to obtain a best fit with the available parameters. These parameters will then be used for the 2008 base year and agreed future year scenarios.

6. TOPICS FOR DISCUSSION

- Suitability of chosen extents and zoning system
- Local planning data unaccounted for in TEMPRO
- Use of differing model variables by trip purpose
- Model calibration

DOCUMENT CHECKING (not mandatory for File Note)

	Prepared by	Checked by	Approved by
Name	Roddy Beynon	Paul Carr	Jonathan Kinghorn
Signature			

Appendix G3

**Barry Island Through
Traffic Technical Note**

Job title	Waterfront Barry	Job number	122374
cc		File reference	4-70
Prepared by	Paul Carr x 26462 (Cardiff)	Date	2 April 2008
Subject	Barry Island Through Traffic		

1. INTRODUCTION

The proposed development includes a new highway link from Powell Duffryn Way/Ffordd Y Mileniwm through to Barry Island. This note has been prepared to summarise the proposed assumptions regarding the reassignment of the existing Barry Island traffic, once this ‘missing link’ of the highway network is in place.

2. EXISTING CONDITIONS

The existing traffic counts at the Ship Gyratory reveal the current usage of Harbour Road, presently the only highway access to Barry Island. The 2006 counts have been factored using NRTF central growth to 2008 figures, as given in the table below.

	From Barry Island	To Barry Island
Weekday AM Peak Hour	265	205
Weekday PM Peak Hour	261	322

3. ASSUMPTIONS

Due to the direct nature of the proposed main highway link through the development it is assumed that all traffic from Barry Island heading to the east of the town centre or to destinations further east, such as Cardiff, will use the new link. Traffic travelling west from Barry Island will continue to use Harbour Road. Traffic heading to the town centre will use a combination of the two routes.

As such, using the existing travel information from the 2001 Census for the Barry Island output area, the following percentage splits are proposed.

	West of Town Centre	Town Centre	East of Town Centre
Journey To Work from Barry Island	21%	14%	65%
Journey To Work to Barry Island	40%	15%	45%

DOCUMENT CHECKING (not mandatory for File Note)

	Prepared by	Checked by	Approved by
Name	Paul Carr	Jonathan Kinghorn	Jonathan Kinghorn
Signature			

Appendix G4-16

TRICS Trip Rate Data

See disc on back cover

Appendix H

**NLP Waterfront Barry
Retail Assessment**

See disc on back cover

Appendix I

**Details of traffic
distribution**

Assignment by Zone		ROUTE A	ROUTE B	ROUTE C	ROUTE D	ROUTE E	ROUTE F	ROUTE G	ROUTE H	ROUTE I	ROUTE J	
1	Blaenau Gwent UA	The Crescent, Ebbw Vale		40%	40%	20%						100%
2	Bridgend UA	Pontycymer		40%	40%	20%						100%
3	Bridgend	Train station		100%								100%
4	Bristol	Train station			60%	30%	10%					100%
5	Llanid development	Llanid		40%	40%	20%						100%
6	Caerphilly UA	Blackwood		40%	40%	20%						100%
7	Caerphilly	Train station		40%	40%	20%						100%
8	Cardiff South	Cardiff Prison			20%	10%	70%					100%
9	Cardiff North	Llanishen tax office			60%	30%	10%					100%
10	Merthyr Tydfil UA	Aberfan			60%	30%	10%					100%
11	Merthyr Tydfil	Train station			60%	30%	10%					100%
12	Monmouthshire UA	Raglan			60%	30%	10%					100%
13	Neath	Train station		55%	30%	15%						100%
14	Neath Port Talbot UA	Neath Train Station		55%	30%	15%						100%
15	Newport UA	Train station			60%	30%	10%					100%
16	Newport	Train station			60%	30%	10%					100%
17	Port Talbot	Train station		55%	30%	15%						100%
18	Rhondda Cynon Taff UA	Abercynon		40%	40%	20%						100%
19	Pontypridd	Train station		40%	40%	20%						100%
20	The Vale of Glamorgan UA	High St, Cowbridge	30%	60%	5%	5%						100%
21	Barry West	Pontypridd Road, Barry									100%	100%
22	Barry East	Pencoedre Road, Barry					10%	60%	30%			100%
23	Barry Central	Gladstone Road, Barry							100%			100%
24	Barry Island	Station Approach Rd								100%		100%
25	Dinas Powys	Murch Cross					100%					100%
26	Llanwit Major	East St	100%									100%
27	St. Athan Development	Development centre	100%									100%
28	Penarth	Clock roundabout					40%	60%				100%
29	Rhoose	Airport	100%									100%
30	Swansea UA	Bus station		55%	30%	15%						100%
31	Torfaen UA	Rockhill Rd, Pontypool			60%	30%	10%					100%
32	Cwmbran	Central RA near one-way			60%	30%	10%					100%

Appendix J

Traffic Count Data

Traffic Count Summary

Full Traffic Count Data included as Appendix J on CD mounted on back cover
For locations of junctions, see junction descriptions in Appendix B

Count Location	Junction number	Count source	Count date
Sycamore Cross	1	Vale of Glamorgan	1 st May 2007
Merrie Harrier	3	Vale of Glamorgan	13 th March 2007
Redlands Rd	3	Vale of Glamorgan	15 th March 2007
Murch Cross Roads	4	Vale of Glamorgan	6 th April 2006
Sully Rd South of Biglis	5	Vale of Glamorgan	24 th January 2008
A4055 East of Biglis	5	Vale of Glamorgan	29 th January 2008
Barry Rd North of Biglis	5	Vale of Glamorgan	19 th November 2004
Biglis	5	Vale of Glamorgan	28 th June 2007
Barry Docks Link Road	6	Vale of Glamorgan	15 th February 2007
Waycock Cross	7	Capita Symonds	21 st July 2004
Paget Road	8	Vale of Glamorgan	10 th October 2006
Parade Harbour Ship Gyratory	9	Vale of Glamorgan	31 st January 2008
Park Av Broad St	9	Vale of Glamorgan	19 th February 2008
St Nicholas Rd/Romilly Rd/Park Av	9	Vale of Glamorgan	7 th February 2008
Broad Street – Gladstone Rd	10	Vale of Glamorgan	16 th March 2006
Gladstone Bridge Broad St	10	Vale of Glamorgan	5 th February 2008
Barry Rd – East Walk	11	Vale of Glamorgan	14 th September 2007
Buttrills Road	11	Vale of Glamorgan	
Barry Rd Tynewydd Rd	12	Vale of Glamorgan	17 th January 2008
Cemetery rd Roundabout	12	Arup	26 th February 2008
Barry Dock Access Rd	13	Vale of Glamorgan	24 th May 2007
Palmerston Rd Cardiff Rd	14	Vale of Glamorgan	22 nd May 2007
Dow Corning access	14	Arup	29 th July 2008
Gladstone Rd Holton Rd	15	Vale of Glamorgan	19 th September 2007
Western Sq Vere St	15	Vale of Glamorgan	18 th September 2007
Mileniwm Way Atlantic Way	16	Vale of Glamorgan	19 th June 2007
Mileniwm Way Cory Way	17	Vale of Glamorgan	21 st March 2006
Subway Rd Dock Office	18	Vale of Glamorgan	20 th November 2003
Clos Tynaid Glo	19	Arup	26 th February 2008
Morrisons Roundabout	20	Vale of Glamorgan	9 th March 2006
Morrisons Roundabout	20	Arup	24 th March 2008
Mileniwm Way Gladstone Bridge	21	Vale of Glamorgan	26 th September 2007
Plymouth Rd	a + 22	Vale of Glamorgan	26 th July 2004
Hood Rd Tunnel	23	Vale of Glamorgan	15 th April 2005
Ffordd Sealand	N/A	Arup	24 th March 2008

Appendix K

**Capacity Analysis
Results**

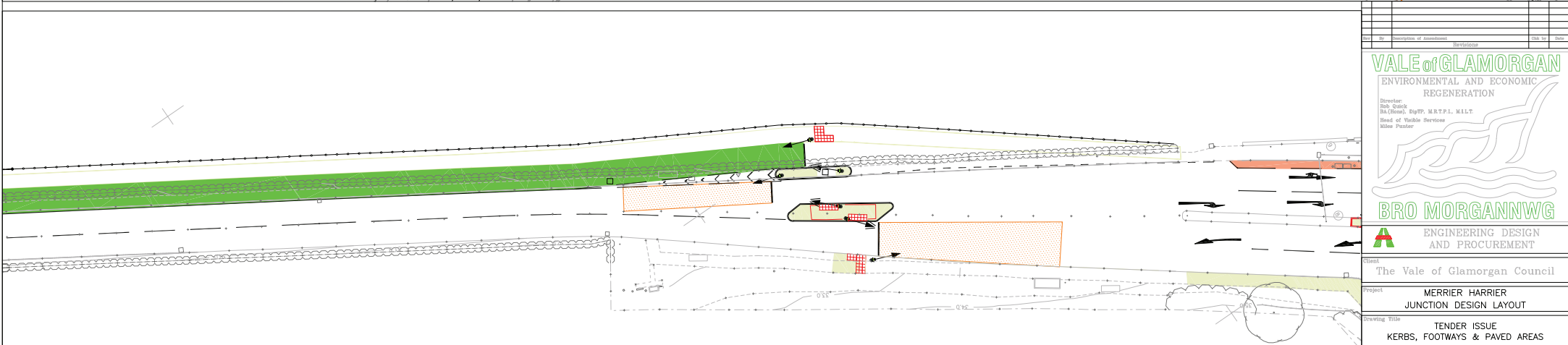
See disc on back cover

Appendix L

**Improvements at the Merrie
Harrier and Waycock Cross
Junctions**



GENERAL ARRANGEMENT
SCALE 1:250.

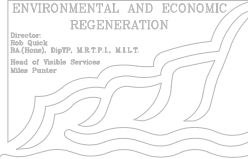


GENERAL ARRANGEMENT
SCALE 1:250.

No.	By	Description of Amendment	Revised	Date

VALE of GLAMORGAN
ENVIRONMENTAL AND ECONOMIC
REGENERATION

Director:
Rob Quirk
BA (Hons), DipTP, MRTPI, MILT
Head of Valleys Services
Miles Pepler



BRO MORGANNWG
ENGINEERING DESIGN
AND PROCUREMENT

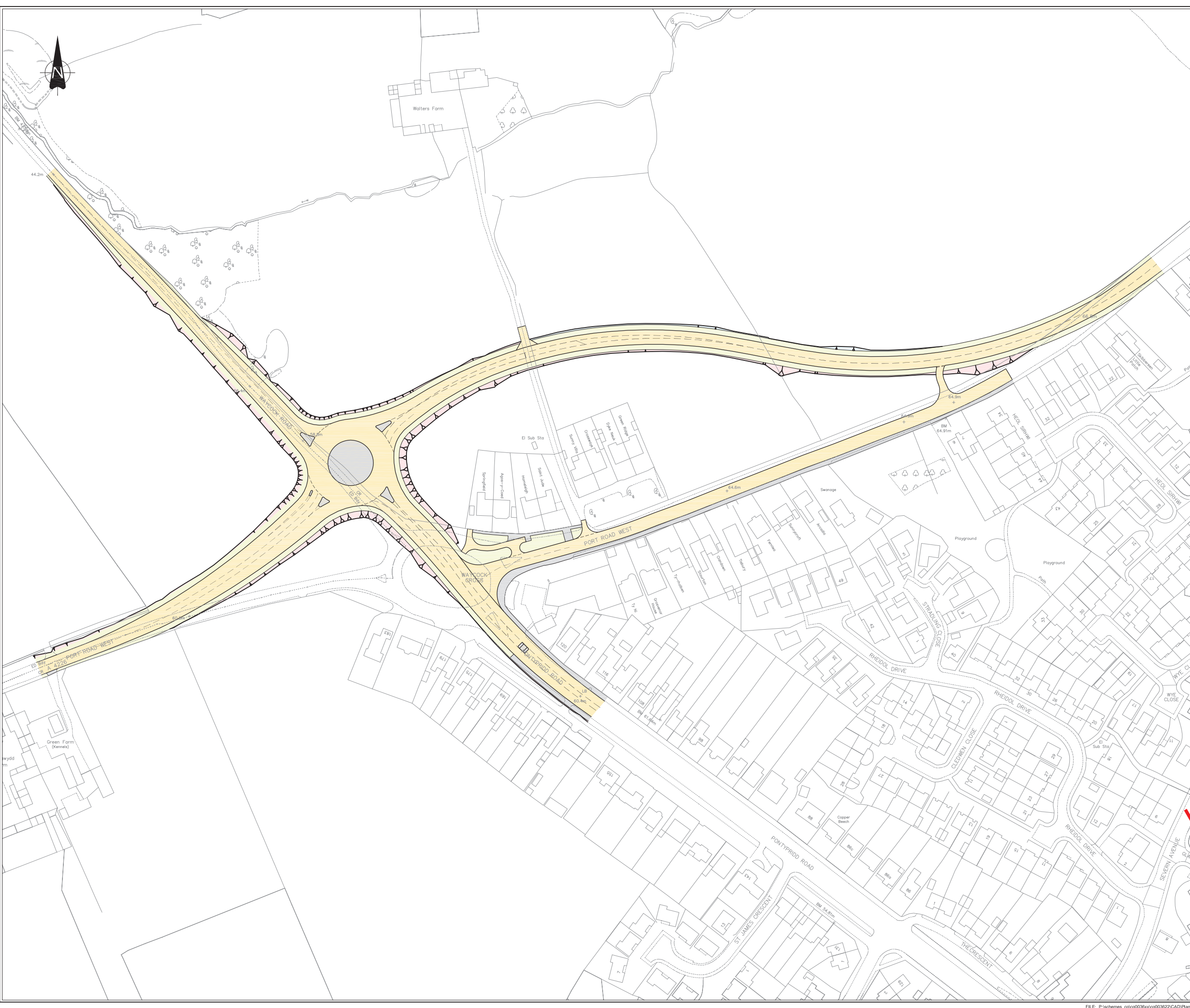
Client: The Vale of Glamorgan Council

Project: MERRIER HARRIER
JUNCTION DESIGN LAYOUT

Drawing Title: TENDER ISSUE
KERBS, FOOTWAYS & PAVED AREAS

Drawn	JON LAUNCH	Scale	AS SHOWN	Project No.	1518	Drawing No.	1101
Checked		Date					

- KEY:-**
- CARRIAGEWAY
 - BATTER SLOPE FILL
 - BATTER SLOPE CUT
 - VERGE
 - FOOTWAY/TRAFFIC ISLANDS
 - MANHOLES AND DRAINAGE



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A	TIE-INS AMENDED	LW	FP	MAY 2009
ISSUE	AMENDMENTS	DRAWN	CHECKED	DATE
CLIENT				



PROJECT
DTC & ABR ST A HAN

TITLE
WAYCOCK CROSS JUNCTION IMPROVEMENT
OFFSET FOUNDABOUT GENERAL ARRANGEMENT

PURPOSE
PLANNING APPLICATION

CAPITA SYMONDS
Capita Gwent Consultancy Limited
Ty Gwent, Llantarnam Park, Cwmbran, Torfaen, NP44 3HR
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DRAWN	L.WATTS	DATE	APRIL 2009	SCALE	1:1000 @ A1
CHECKED	F.PULLIN	DATE	APRIL 2009	PROJECT No.	CG003622

ILLUSTRATIVE ONLY

FILE: P:\schemes_cg\cg003622\cg003622\CAO\Planning Application 2009\PA-540_RevA

Appendix M

Link Capacity Assessment

Waterfront Barry

Link Capacity Analysis

[TA79/99](#)

Link	Type	Number of lanes	Carraigeway width /m	Capacity/Vehicles	2008 Base				2020 Base				2020 with Development				2020 with Dev and tourism traffic PM	
					AM		PM		AM		PM		AM		PM		East/South	West/North
					East/South	West/North	East/South	West/North	East/South	West/North	East/South	West/North	East/South	West/North	East/South	West/North		
L1	UAP1	2	10.5	2010	783	352	577	956	913	410	671	1111	913	410	671	1111	671	1111
L2	UAP1	2	12	2010	915	1169	1460	1208	1066	1362	1697	1405	1181	1675	2027	1563	2111	1657
L3	UAP1	3	12	2550	687	721	897	924	801	841	1043	1074	873	945	1153	1173	1153	1173
L4	UAP2	2	10	1650	974	688	879	1101	1135	802	1023	1280	1343	852	1128	1499	1222	1583
L5	UAP4	2	7	1140	318	97	289	141	370	113	336	164	375	117	340	171	340	171
L6	UAP3	2	8	1530	908	743	687	838	1059	866	799	974	1064	891	820	982	820	982
L7	UAP3	2	10	1620	508	297	298	405	592	346	347	471	592	412	410	516	410	516
L8	UAP3	2	10	1620	449	269	266	357	523	314	309	415	555	354	352	453	352	453
L9	UAP3	2	11.5	1620	569	522	522	581	663	608	607	676	703	640	644	718	644	718
L10	UAP3	2	10	1620	523	588	514	780	610	686	598	907	667	726	596	641	986	641
L11	UAP2	2	8	1550	888	1032	986	1241	1034	1202	1147	1443	1342	1342	1338	1766	1448	1866
L12	UAP3	2	10	1620	436	344	355	456	508	401	413	531	508	401	413	531	413	531
L13	UAP4	2	12	1410	732	536	801	668	853	624	931	777	674	542	717	661	717	661
L14	UAP2	2	7.5	1470	343	655	668	369	400	764	777	429	405	776	788	437	788	437
L15	UAP2	2	8	1470	752	576	738	691	876	672	859	803	972	934	1139	935	1245	1060
L16	UAP1	2	5.5	1020	312	360	459	385	364	420	533	448	364	420	533	448	555	480
L17	UAP1	2	9	1550	205	265	322	404	238	309	374	470	321	447	485	621	591	746
L18	UAP3	2	12	1620	663	511	561	943	773	596	652	1097	617	550	575	914	575	914
L19	UAP2	2	7	1260	93	105	82	304	109	122	95	353	132	159	135	385	135	385
L20	UAP2	2	7	1260	783	480	708	623	913	559	823	725	909	738	983	882	983	882
L21	UAP3	2	9	1530	88	127	172	181	103	148	200	211	367	451	558	596	666	702
L22	UAP3	2	7	1300									605	811	1176	727	1275	854
L23	UAP3	2	9	1530	154	156	141	361	180	182	164	420	854	605	728	1176	838	1275
L24	UAP2	2	7.3	1470	847	508	768	1044	987	592	893	1214	1319	855	1209	1585	1318	1684
L25	UAP2	2	7.3	1470	687	473	542	827	800	551	630	962	1137	797	935	1332	1045	1431
L26	UAP2	2	7.3	1470	723	427	703	841	842	498	817	978	1179	743	1122	1348	1232	1448
L27	UAP2	2	7.3	1470	754	497	714	893	879	579	830	1038	1216	824	1135	1408	1245	1508
L28	UAP2	2	7.3	1470	702	635	683	917	818	740	794	1067	1167	937	1064	1375	1174	1474
L29	UAP2	2	7.3	1470	609	675	766	779	709	786	891	906	1058	983	1257	1176	1356	1286
L30	UAP1	2	12	2010	1022	932	1118	1208	1191	1086	1300	1405	1495	1221	1485	1725	1595	1824
L31	UAP1	2	7	1320	636	610	617	917	742	711	717	1066	890	750	765	1227	890	1326
L32	UAP3	2	7.5	2010	689	578	673	870	955	673	782	1012	1099	704	824	1163	933	1262
L33	UAP2	2	15	1650	1070	676	859	1070	1247	787	999	1244	1375	809	1029	1381	1139	1480

Key
 Less than 80% capacity flow
 Between 80-90% capacity flow
 Between 90-100% capacity flow
 Exceeding 100% capacity flow
 Link not constructed in this scenario



Appendix N

Road Safety Audit Stage 1

See disc on back cover

Appendix O

**Designers Response to
Road Safety Audit Stage 1**

See disc on back cover

Appendix P

**Car and Cycle Parking
Assessment**

P1 Residential Car Parking Assessment

Table P1: West Pond Residential Car Parking

Area	Houses		Apartments	Proposed Spaces	Standards	
					South Wales	CSS
WP1	22	4- bed	0	39	72	49
WP2	15	2- bed	0	49	68	58
	18	3- bed				
WP3	33	2- bed	27	105	124	102
	11	3- bed				
	2	4- bed				
WP4	21	2- bed	0	74	98	85
	27	3- bed				
WP5	38	2- bed	21	83	114	92
	9	3- bed				
WP6	22	2- bed	0	80	111	97
	32	3- bed				
WP7	38	2- bed	25	94	119	96
	9	3- bed				
WP8	25	2- bed	0	103	121	105
	34	3- bed				
WP9	25	2- bed	19	123	168	128
	11	3- bed				
	23	4- bed				
WP10	26	2- bed	0	65	104	80
	13	3- bed				
	9	4- bed				
WP11	0		37	37	47	45
WP12	55	4- bed	0	110	179	121
WP13	18	4- bed	9	41	71	51
WP DC Mixed Use	0		22	45	28	27
Sub-Total	536		160	1048	1424	1136

Table P2: South Quay Residential Car Parking

Area	Houses	Apartments	Proposed Spaces	Standards	
				South Wales	CSS
SQ1	11 3- bed	24	45	55	43
SQ2	0	82	77	103	99
SQ3	9 2- bed	38	48	65	57
SQ4	14 2- bed 18 3- bed 9 4- bed	0	56	95	50
SQ5	14 2- bed 18 3- bed 9 4- bed	0	59	95	50
SQ6	14 2- bed 18 3- bed 9 4- bed	0	59	95	50
SQ7	14 2- bed 18 3- bed 9 4- bed	0	59	95	50
SQ8	14 2- bed 18 3- bed 7 4- bed	10	53	101	59
SQ9	20 2- bed 11 3- bed 8 4- bed	7	57	95	56
SQ10	19 2- bed 11 3- bed 10 4- bed	0	69	91	48
SQ11	20 2- bed 11 3- bed 6 4- bed	7	55	89	54
SQ12	5 2- bed 7 3- bed 11 4- bed	2	27	64	31
SQ13	20 2- bed 11 3- bed 6 4- bed	7	56	89	71
SQ14	19 2- bed 11 3- bed 10 4- bed	0	69	91	69
SQ15	20 2- bed 11 3- bed 6 4- bed	7	65	89	71
SQ16	10 2- bed 27 3- bed 14 4- bed	0	83	124	103
SQ17	28 2- bed 17 3- bed 11 4- bed	0	72	123	96
SQ18 & 19	42 2- bed 36 3- bed 30 4- bed	45	216	311	251
Sub-Total	691	229	1,225	1,870	1,308

Table P3: East Quay Residential Car Parking

Area	Houses	Apartments	Proposed Spaces	Standards	
				South Wales	CSS
EQ1	14 2-bed 15 3-bed 18 4-bed	24	88	147	119
EQ2	16 2-bed 15 3-bed 10 4-bed	0	55	95	75
EQ3	17 2-bed 15 3-bed 10 4-bed	0	42	94	76
EQ4	16 2-bed 18 3-bed 6 4-bed	0	39	88	72
EQ6	16 4-bed	34	50	95	77
Sub-Total	186	58	290	522	419

Table P4: Arno Quay Residential Car Parking

Area	Houses	Apartments	Proposed Spaces	Standards	
				South Wales	CSS
AQ1	23 4-bed	117	131	222	192
Sub-Total	23	117	131	222	192

Assumptions

I. All proposed residential GFA's are below 75m². In the South Wales guidance there is only one standard stated for 4 bedrooms and this contains a GFA of above 120m². Due to this being the only standard for 4 bedrooms it has been used, despite the GFA being incorrect.

II. One bedroom apartments assumed

P2 Residential Cycle Parking Assessment

Table P5: West Pond Cycle Parking

Residential Parcel	Houses	Apartments	Code for Sustainable Homes	VoG UDP Standards	CSS (apartments only)
WP1	22 4- bed	0	88	22	-
WP2	15 2- bed 18 3- bed	0	51	33	-
WP3	33 2- bed 11 3- bed 2 4- bed	27	90	73	6
WP4	21 2- bed 27 3- bed	0	75	48	-
WP5	38 2- bed 9 3- bed	21	71	68	5
WP6	22 2- bed 32 3- bed	0	86	54	-
WP7	38 2- bed 9 3- bed	25	81	72	5
WP8	25 2- bed 34 3- bed	0	93	59	-
WP9	25 2- bed 11 3- bed 23 4- bed	19	158	78	4
WP10	26 2- bed 13 3- bed 9 4- bed	0	88	48	-
WP11	0	37	37	37	8
WP12	55 4- bed	0	220	55	-
WP13	18 4- bed	9	72	27	2
WP DC Mixed Use	0	22	22	22	4
Sub-Total	536	160	1,232	696	34

Table P6: South Quay Cycle Parking

Area	Houses	Apartments	Code for Sustainable Homes	VoG UDP Standards	CSS (apartments only)
SQ1	11 3- bed	24	46	35	5
SQ2	0	82	82	82	17
SQ3	9 2- bed	38	47	47	8
SQ4	14 2- bed 18 3- bed 9 4- bed	0	86	41	-
SQ5	14 2- bed 18 3- bed 9 4- bed	0	86	41	-
SQ6	14 2- bed 18 3- bed 9 4- bed	0	86	41	-
SQ7	14 2- bed 18 3- bed 9 4- bed	0	86	41	-
SQ8	14 2- bed 18 3- bed 7 4- bed	10	88	49	2
SQ9	20 2- bed 11 3- bed 8 4- bed	7	81	46	2
SQ10	19 2- bed 11 3- bed 10 4- bed	0	81	40	-
SQ11	20 2- bed 11 3- bed 6 4- bed	7	73	44	2
SQ12	5 2- bed 7 3- bed 11 4- bed	2	65	25	1
SQ13	20 2- bed 11 3- bed 6 4- bed	7	73	44	2
SQ14	19 2- bed 11 3- bed 10 4- bed	0	81	40	-
SQ15	20 2- bed 11 3- bed 6 4- bed	7	73	44	2
SQ16	10 2- bed 27 3- bed 14 4- bed	0	120	51	-
SQ17	28 2- bed 17 3- bed 11 4- bed	0	106	56	-
SQ18 & 19	42 2- bed 36 3- bed 30 4- bed	45	279	153	9
Sub-Total	691	229	1,639	920	50

Table P7: East Quay Residential Cycle Parking

Residential Parcel	Houses	Apartments	Code for Sustainable Homes	VoG UDP Standards	CSS (apartments only)
EQ1	14 2-bed 15 3-bed 18 4-bed	24	116	71	5
EQ2	16 2-bed 15 3-bed 10 4-bed	0	86	41	-
EQ3	17 2-bed 15 3-bed 10 4-bed	0	102	42	-
EQ4	16 2-bed 18 3-bed 6 4-bed	0	76	40	-
EQ6	16 4-bed	34	98	50	7
Sub-Total	186	58	478	244	12

Table P8: Arno Quay Cycle Parking

Residential parcel	Houses	Apartments	Code for Sustainable Homes	VoG UDP Standards	CSS (apartments only)
AQ1	23 4- bed	117	209	140	24
Sub-Total	23	117	209	140	24

Appendix Q

Technical Note
documenting changes
to the traffic models used
in Revision A

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Project title	Waterfront, Barry	Job number	122374
cc		File reference	4-70
Prepared by	Phillip Hardwick	Date	7 April 2010
Subject	Transport Assessment Audit Response		

The purpose of this note is to provide a response to the technical points raised on the capacity analysis by Capita Symonds in their audit of the Transport Assessment, dated 26th January 2010.

Table 1 below outlines the Capita Symonds comment and the Arup response.

Table 1: Audit Review Technical Comments and Response

Capita Comment Number	Capita Comment	Arup Response
8.11	Merrie Harrier Junction - Phase D does not have an intergreen with Phase B.	<p>There is no need for intergreen between phases D and B, as 'D' traffic should give-way to 'B' traffic. However, this was not modelled in the original model.</p> <p>This has been corrected, along with the right turn from Barry Road (E) – Phase B traffic – now being modelled as an opposed movement.</p> <p>Another correction is the addition of traffic being able to turn right from both lanes on Penlan Road.</p>
8.12	Dinas Powys – Murch Crossroads - Different staging and phasing have been used for the AM and PM peak periods.	<p>The different staging and phasing that are modelled in the AM and PM peak are replicated from site observations.</p> <p>A minor amendment has been made to the give-ways on Murch Road and Millbrook Road. Previously, Murch Road through and right movements gave way to movements from Millbrook Road, with Millbrook Road right turn having priority. This has been amended so that only the right turns from Millbrook Road and Murch Road give way.</p>
8.13	Biglis Roundabout - Approach Arm A is modelled as having an excessive half width of 5.83m.	A 3.65m half width has been used as recommended.
8.14	Broad St / Gladstone Rd – Arm C	This measurement is actually the entry width

	approach half width is input as 6.63m. A value of 3.65m is more realistic.	in the base ARCADY model. The issue with this arm is that the half width is input as 7.40m, rather than 3.65m. However, there are optimistic half widths on the arms of this roundabout, as the presence of parked cars is reducing the usable carriageway width. Arm A (Gladstone Road N) is input as 5.80m, has been altered to 3.0m with a 40m flare. Arm D (Broad Street W) is input as 6.10m, has been altered to 3.0m with a 50m flare.
8.15	Gladstone Rd / Cardiff Rd / Ffordd y Mileniwm – Arm A approach half width is input as 3.94m. A value of 3.65m is more realistic. Arm A entry width is input as 7.63m. A value of 7.3m is more realistic.	These changes have been implemented although they are not large differences in absolute terms, but it will have a negative effect on the capacity of this arm.
8.16	Palmerston Rd / Cardiff Rd - Capita Symonds note high saturation flows for left and right turning movements.	These movements have been calculated on the physical characteristics of the highway based on RR67 formula, and as such are considered to be the most appropriate. However, the Palmerstone Road approach was entered as being 5.0m in the model. This has been revised to 3.5m as a more practical width, as the presence of vehicles parked on the sides of the road reduce the operating width of the carriageway.
8.17	Cory Way / Ffordd y Mileniwm - Capita Symonds note that the entry widths for Arm A (6.26m) and Arm B (6.08m) are an over estimate.	The suggestions of 4.0m for Arm A and 5.4m for Arm B have been adopted.
8.18	Hood Road / Broad Street / Island Road - The intergreen times for pedestrian phase G ending to opposing traffic phases starting vary. The intergreen should be the same for each phase. The same applies to pedestrian phases H and I. The all red traffic pedestrian stage runs every other cycle. No evidence is provided to support this. The predicted queues on link 4/1, in all scenarios, will block traffic entering link 4/2 increasing predicted queues and delays.	The intergreen value used in the model between the conflicting pedestrian and traffic phases, in this instance, is dictated by the highest value as the pedestrian phases all run at the same time. Therefore, it is not critical that the values entered into the intergreen table differ. Link 4/2 has previously been modelled as a long lane, which was necessary in LinSig v2 in order to allow the right turning traffic to have their own stage. This is now modelled more accurately as a short lane in the latest version of the software, LinSig v3. Thus, new results have been obtained that would be more representative of the likely queue lengths.
8.27	Biglis Roundabout - Consideration is given to replacing the roundabout with a signal controlled junction and a capacity assessment has been undertaken. The analysis shows however that the junction will remain over capacity both with and without the development.	The Transport Assessment Revision A no longer proposes improvement works at this junction. Therefore, the comments are no longer relevant.

8.28	Port Rd / Barry Docks Roundabout - Capita refer to insufficient merge lengths being shown on the improvement.	This layout has been amended to increase the merge length on Port Road northbound, the merge on Port Road westbound remains as originally shown.
8.29	<p>Harbour Rd / Station Approach Rd / Paget Rd - The road markings shown on Figure 7.13 on Paget Road (south) approach at Harbour Road/Station Approach Road do not match the turning movements on links 6/1 and 6/2 in the LINSIG analysis. The drawing shows inside lane left turn only, outside lane straight ahead and right turn. The links in LINSIG indicate inside lane left turn and straight ahead and outside lane right turn.</p> <p>There are pedestrian crossing facilities shown on Figure 7.13 on the Station Approach Road/Harbour Road/Paget Road junction. No pedestrian crossing facilities at this junction have been included in the LINSIG analysis of this junction. The staging arrangement for Paget Road/Plymouth Road junction does not match the LINSIG analysis. No pedestrian stage is shown on the drawing.</p> <p>The saturation flows within the LINSIG analysis for left and right turning links are excessive. It would be expected the saturation flows for links which solely have left or right turning traffic would be around 1600, irrespective of saturation flow calculated from geometry.</p> <p>The Paget Road (south) approach to the Paget Road/Plymouth Road junction indicates right turning traffic turn right by giving way to opposing traffic. The right turn information indicates there is enough room to store 2 right turning vehicles without blocking other traffic on this approach. The geometry on the drawing indicates 1 right turning vehicle would block other traffic on this approach. The LINSIG analysis should be re-run with any right</p>	<p>The turning movements in the LinSig analysis have been revised to reflect the proposed layout. The revision of the analysis included inputting pedestrian phases that were previously omitted. Also, the suggested removal of the two car right turn storage at the Paget Road / Plymouth Road junction has been included in this revised analysis. The drawing has been updated to include these pedestrian phases in the staging diagram.</p> <p>The saturation flows for left or right turning lanes have not been revised down, since it is considered that the RR67 calculation that utilises junction geometry to estimate saturation flow is a more accurate representation than “rule-of-thumb” values.</p> <p>The revised analysis also has amended the cycle time to 80 seconds which has enabled all arms on the junction to operate under capacity.</p>

	<p>turning vehicle blocking other traffic on this approach.</p> <p>The LINSIG analysis indicates this junction is overcapacity in 2020 with the development and tourism. The queues will be longer than indicated as traffic will be prevented from entering the correct lane due to the queue of traffic in an adjacent lane.</p>	
8.30	<p>Gladstone Road / Cardiff Road / Ffordd y Mileniwm - Arm A approach half width is input as 3.94m. A value of 3.65m is more realistic. Arm A entry width is input as 7.63m. A value of 7.3m is more realistic.</p>	<p>The suggested values of 3.65m for the half width and 7.3m for the entry width for Arm A have been adopted in the revised assessment.</p>
8.31	<p>Palmerstone Road / Cardiff Road - The staging diagram shown on the drawing does not match the layout or LINSIG.</p> <p>There is a left turn arrow in the inside lane of link 1/1 but nowhere to turn left.</p> <p>The saturation flows for left and right turning links are high and the same as straight ahead movements.</p> <p>It will be very difficult for traffic to enter Dow Corning across three lanes of stationary traffic.</p> <p>The capacity analysis shows the junction to remain over capacity both with and without the development.</p>	<p>This proposed improvement has been withdrawn. Therefore, the comments are no longer relevant.</p>
8.32	<p>Wimbourne Road / Ffordd y Mileniwm - Capita note the proposed replacement of a priority junction with a roundabout, but have no technical comments on the analysis.</p>	<p>N/A</p>
8.33	<p>Cory Way / Ffordd y Mileniwm - Arm A entry width is input as 6.26m. A value of 4m is more realistic. Arm B entry width is input as 6.08m. A value of 5.4m is more realistic.</p>	<p>The suggestions of 4.0m entry width for Arm A and a 5.4m entry width for Arm B have been adopted.</p>
8.34	<p>Y Rhodfa / Ffordd y Mileniwm - Figure 7.18 shows a slight realignment of the eastern arm. The entry width increases by approximately 1m and increases the flare length. The capacity analysis shows a reduction of 45 vehicles in the PM with development scenario</p>	<p>This proposed improvement has been withdrawn. Therefore, the comments are no longer relevant.</p>

	<p>due to the realignment. It is difficult to envisage that this minor improvement will reduce queuing to such an extent. The major traffic movement is straight ahead which has a single lane exit so the additional entry width will not be able to be utilised.</p>	
8.35	<p>Morrisons / Ffordd y Mileniwm - Figure 7.19 shows slight realignments of the western and eastern arms. There are small increases to the entry widths and flare lengths. The capacity analysis shows a reduction of 27 vehicles in the PM with development scenario due to the realignment. It is difficult to envisage that this minor improvement will reduce queuing to such an extent. The major traffic movement is straight ahead which has a single lane exit so the additional entry width will not be able to be utilised.</p>	<p>This proposed improvement has been withdrawn. Therefore, the comments are no longer relevant.</p>
8.36	<p>Gladstone Bridge / Ffordd y Mileniwm - Figure 7.20 shows slight realignments of all arms. There are small increases to the entry widths and flare lengths. The capacity analysis shows a reduction of 94 vehicles in the PM with development scenario due to the realignment. It is difficult to envisage that this minor improvement will reduce queuing to such an extent. The exit widths would prevent the utilisation of increased entry width.</p>	<p>After running a sensitivity test having reduced some of the entry widths to 7.3m, the junction still operates within capacity.</p> <p>A further sensitivity test has been undertaken whereby only a one lane approach (approx 3.65m entry) has been modelled with no flare on all arms, with only the heaviest turning volume kept on each approach arm. This test shows that there is a benefit by implementing this proposal.</p>
8.38	<p>Internal South Quay Junction (Junction VIII) - The saturation flows for left and right turning links are high and the same as straight ahead movements. The staging used in the LINSIG analysis is incorrect. In stage 1 the right turns are giving way to the opposing traffic, indicating the right turns either give way or are controlled by indicative arrows. The second stage has fully signalled right turns. Either the right turns are give way, controlled by indicative arrows or are fully signalled. They cannot be controlled by a mixture of all three. In the 2020 AM Peak Period the queue on 1/1 is 10 vehicles</p>	<p>The saturation flows have been calculated from RR67 and as such are considered the most appropriate. The latest analysis has amended the staging to ensure that right turning traffic does not run as a give way arrangement, but runs in its own stage.</p> <p>This latest analysis has been done in LinSig V3 so the short right turn lanes can be modelled more accurately, thus Capita Symonds point raised regarding the issue of queue lengths is no longer relevant.</p>

	(approximately 60 metres). This lane measures 35 metres, therefore traffic entering the adjacent lane to this link will be blocked by this queue of traffic, increasing the queues and delays predicted by LINSIG. In the 2020 PM peak period, the queue on link 1/1 is 20 vehicles (approximately 120 metres) and the queue on link 3/1 is 9.8 vehicles (approximately 60 metres). Again this will prevent traffic entering adjacent lanes, increasing the queues and delays predicted by LINSIG.	
8.39	Central West Pond Junction (Junction V)	<p>The analysis has been repeated, using LinSig V3 with the pedestrian stage called every second cycle. As with the previous junction, the staging has been reallocated to ensure no opposed right turn movements.</p> <p>Since the analysis has been repeated in the latest version of LinSig, the short lane issue that has been raised is less of a problem as the input is more accurately defined.</p>
8.40	<p>Internal Northern Junction (Junction I) - The LINSIG analysis does not run pedestrian phase J</p> <p>The staging used in the LINSIG analysis is incorrect. In stage 1 the right turns are giving way to the opposing traffic, indicating the right turns either give way or are controlled by indicative arrows. The second stage has fully signalled right turns. Either the right turns are give way, controlled by indicative arrows or are fully signalled. They cannot be controlled by a mixture of all three. In the 2020 AM Peak Period the queue on 2/1 is 8.3 vehicles (approximately 50 metres) this lane measures 40 metres and the queue on link 4/1 is 16.4 (approximately 100 metres), therefore traffic entering adjacent lanes to these links will be blocked by this queue of traffic, increasing the queues and delays predicted by LINSIG. In the 2020 PM Peak Period queue on link 2/1 is 22.4 vehicles (approximately 135 metres) and the queue on link 4/1 is 16.3 vehicles (approximately 100 metres). Again, this will prevent traffic</p>	<p>The pedestrian phase J now runs during the analysis. This analysis has been repeated in the latest version of LinSig to introduce short lanes for some of the turning movements and thereby more accurately model the junction.</p> <p>This junction needs to run with opposed right turn movements with a subsequent dedicated phase. There are existing examples of this operation in the surrounding area such as the junction of Newport Road / City Road / Glossop Road in Cardiff, therefore are no reasons to believe that this operation is not appropriate for this junction.</p>

	entering adjacent lanes, increasing the queues and delays predicted by LINSIG.	
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As well as the changes document above, all the junctions assessed have been through an additional review process, to ensure that the models provide a robust analysis of the existing and likely future scenarios.